Executive Summary

ES.1 Introduction

Since 1970, containerized shipping through U.S. West Coast ports has increased twentyfold, largely due to the enormous increase in the U.S. trade with Pacific Rim nations. As a result, major West Coast ports, particularly the ports of Los Angeles, Long Beach, Oakland, Seattle, and Tacoma, have constantly needed to optimize and expand their facilities to accommodate those increases. As discussed in Section 1.1.3 of this document, the volumes of cargo are expected to continue to grow. Optimizing its ability to efficiently accommodate this anticipated growth while managing the impacts related to that growth has become one of the highest planning priorities of the Los Angeles Harbor Department (LAHD; also referred to as the "Port of Los Angeles" or "Port"). The proposed Project, a new Container Terminal for the China Shipping Lines at Berths 97-109, represents a continued action to meet the goals and objectives of the joint federal, state, and local planning process. This joint Recirculated Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) has been prepared to evaluate the environmental impacts of the construction and operation of the proposed Project and a reasonable range of alternatives.

The United States Army Corps of Engineers (USACE) is the federal lead agency responsible for preparation of the Environmental Impact Statement (EIS) portions of this document. The LAHD is the state lead agency responsible for preparation of the Environmental Impact Report (EIR) portions of this document and is the project applicant for the proposed Berth 97-109 Container Terminal (proposed Project). The USACE and LAHD have agreed to prepare this Recirculated Draft EIS/EIR jointly for the sake of efficiency and to avoid duplication of effort.

This Recirculated Draft EIS/EIR has been prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) (42 United States Code [U.S.C.] 4341 *et seq*.), and in conformance with the Council for Environmental Quality (CEQ) Guidelines and the USACE NEPA Implementing Regulations. The document also fulfills the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] 21000 *et seq*.), and the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 1500 *et seq*.). The USACE is the NEPA lead agency for this proposed Project, and the LAHD is the CEQA lead agency. This Recirculated Draft EIS/EIR originally was released in August 2006. The document was retracted to be amended and is being recirculated in its entirety.

ES.2 Purpose of this Recirculated Draft EIS/EIR

This Recirculated Draft EIS/EIR will be used to inform decisionmakers and the public about the potential significant environmental effects of the proposed Project (the Berth 97-109 Container Terminal project) and Project alternatives. Section 1.3 describes the agencies that are expected to use this document, including the lead, responsible, and trustee agencies under NEPA and CEQA. Section 1.4 describes the scope and content required of the Recirculated Draft EIS/EIR, and Section 1.5 describes the key principles guiding the preparation of this document.

ES.2.1 CEQA (LAHD) Introduction

LAHD operates the Port under the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 650) and the Coastal Act (PRC Div 20 Section 30700 *et seq.*), which identify the Port and its facilities as a primary economic/ coastal resource of the state and an essential element of the national maritime industry for promotion of commerce, navigation, fisheries, recreation, and harbor operations. According to the Tidelands Trust, Port-related activities should be water dependent and should give highest priority to navigation, shipping, and necessary support and access facilities to accommodate the demands of foreign and domestic waterborne commerce.

According to Section 15121(a) of the CEQA Guidelines (CCR, Title 14, Division 6, Chapter 3), the purpose of an EIR is to serve as an informational document that:

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

The actions under consideration by the LAHD involve physical changes to the environment that would have a potentially significant impact, as determined in the Initial Study of the Project (see Appendix A). In addition, comments provided by public agencies, including responsible and trustee agencies, and the public in response to the Notice of Intent (NOI)/Notice of Preparation (NOP) have also indicated that the proposed Project could have significant impacts. Accordingly, an EIR pursuant to CEQA (PRC 21000 *et seq.*) is required. This Recirculated Draft EIS/EIR evaluates the direct, indirect, and cumulative impacts of the proposed Project in accordance with the provisions set forth in the CEQA Guidelines. It will be used to address potentially significant environmental issues.

The primary intended use of this Recirculated Draft EIS/EIR by LAHD is to inform agencies considering permit applications and other actions required to construct, lease, and operate the selected alternative and to inform the public of the potential environmental consequences of the proposed Project and alternatives. The certification by LAHD of the EIR, Notice of Completion, and Statement of Overriding Considerations (if necessary) will document the decision of the Port as to the adequacy of the Recirculated Draft EIR and will inform subsequent decisions by the LAHD whether to approve and construct the selected alternative, lease the Berth 97-109 Container Terminal, and grant the necessary operating permits. LAHD would use this Recirculated Draft EIS/EIR to support permit applications, construction contracts, the lease, and other actions required to implement the selected alternative and to adopt mitigation measures that, where possible, could reduce or eliminate significant environmental impacts.

LAHD could also use this Recirculated Draft EIS/EIR to obtain California Coastal Commission approvals to amend the Port Master Plan to redesignate land areas to accommodate new container terminal operations.

Other agencies (federal, state, regional, and local) that have jurisdiction over some part of the proposed Project or a resource area affected by the proposed Project are expected to use this Recirculated Draft EIS/EIR as part of their approval or permit processes.

ES.2.2 NEPA (USACE) Introduction

This EIS is being prepared by the USACE in compliance with NEPA regulations for implementing NEPA (40 CFR 1500-1508), which require the evaluation of potential environmental impacts resulting from federal actions. The primary federal action associated with the proposed Project is the issuance of a permit authorizing work and structures in navigable waters of the United States (U.S.) and the discharge of dredged and fill material in waters of the U.S. The USACE has jurisdictional authority over the proposed Project pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the River and Harbor Act.

The USACE will use this document in its consideration of an application submitted by the LAHD for a permit to conduct dredge-and-fill activities and to construct wharves in accordance with Section 404 of the CWA and Section 10 of the River and Harbor Act. For the USACE, approval of a permit under Section 404 of the CWA and Section 10 of the River and Harbor Act for dredge-and-fill activities in waters of the U.S. associated with the proposed Project or Project alternative is an action that might result in significant effects on the environment, thus constituting a major federal action requiring NEPA review (42 U.S.C. 4341 *et seq*.). This document is not serving as a public notice of application for any permit at this time. Rather, such public notice is being published separately from and concurrently with the public review period for this Recirculated Draft EIS/EIR. Additional information on the role of the USACE and its jurisdiction and responsibilities with regard to this document and the proposed Project and alternatives is presented in Sections 1.2.1, 1.4.2, 2.3, and 2.4.3.

ES.2.3 Project Purpose

ES.2.3.1 CEQA Purpose

The overall objective of the LAHD for the proposed Project is threefold: (1) to provide a portion of the facilities needed to accommodate the projected growth in the volume of containerized cargo through the Port, (2) to comply with the Mayor's goal for the Port to increase growth while mitigating the impacts of that growth on the local communities and the Los Angeles region by implementing pollution control measures, including the elements of the Clean Air Action Plan (CAAP) specific to the proposed Project, and (3) to comply with the Port Strategic Plan to maximize the efficiency and capacity of terminals while raising environmental standards through application of all feasible mitigation measures.

Although these interrelated goals require increases in the cargo-handling efficiency and capacity of existing terminal facilities in the Port where feasible, the goals also reflect the need for the development of new container terminals in the Port complex to accommodate future cargo demands. To accomplish these basic objectives in a manner

consistent with LAHD public trust responsibilities, supporting objectives need to be accomplished. The basic objective is to establish and expand a new container facility in the West Basin to the extent required to:

- Optimize the use of existing land and waterways and be consistent with the overall use of allowable uses under the Port Master Plan
- Accommodate foreseeable containerized cargo volumes through the Port
- Increase container-handling efficiency and create sufficient backland area for container terminal operations, including storage, transport, and on/off-loading of container ships in a safe and efficient manner
- Improve or construct container ship berthing and infrastructure capacity where necessary to accommodate projected containerized cargo volumes through the Port
- Provide access to land-based rail and truck infrastructure locations capable of minimizing surface transportation congestion or delays while promoting conveyance to local and distant cargo destinations
- Provide needed container terminal accessory buildings and structures to support containerized cargo-handling requirements

ES.2.3.2 USACE Purpose and Need

The purpose of the USACE for the proposed Project under NEPA is described fully in Section 2.3.2. Briefly, the overall purpose of the proposed Project is to establish and maximize the cargo-handling efficiency and capacity at Berths 97-109 in the West Basin to address the need to optimize Port lands and terminals for current and future containerized cargo handling. Other purposes of the proposed Project include establishing needed container-handling facilities that would maximize the use of existing waterways and that would integrate into the overall use of the Port. The basic purpose of the proposed Project is maritime trade, which is a water-dependent activity.

ES.2.4 Baselines

ES.2.4.1 CEQA Baseline

Section 15125 of the CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of the proposed Project that exists at the time of the NOP. The conditions existing at the time that the NOP was circulated for review (2003) are described in Chapter 3 and include completion of Phase I construction of the China Shipping Terminal. These environmental conditions normally would constitute the baseline physical conditions against which the CEQA lead agency determines whether an impact is significant. However, for purposes of this Recirculated Draft EIS/EIR, the CEQA baseline for determining the significance of potential impacts of the proposed Project is the physical conditions at the terminal prior to March 2001, pursuant to the Amended Stipulated Judgment (ASJ) as described in Section 1.4.3.

Prior to March 2001, Yang Ming used portions of the backland at Berth 97-109 to supplement Berth 121-131 container storage under a series of space assignments. From April 2000 to March 2001, Yang Ming was permitted to use between approximately 8 and 11 acres at Berth 97-109. Average throughput for this time period was 45,135 twenty-foot equivalent units (TEUs) (see Section 2.6.1).

The CEQA baseline represents the setting at a fixed point in time, with no Project growth over time, and differs from the No Project Alternative (discussed in Section 2.6) in that the No Project Alternative addresses what is likely to happen at the site over time, starting from the existing conditions. The No Project Alternative allows for growth at the proposed Project site that would occur without additional approvals.

ES.2.4.2 NEPA Baseline

The USACE typically uses the No Federal Action condition as the baseline for determining significance of impacts (that is, onsite conditions without the implementation of a proposed project's federally approved or funded activities). The NEPA baseline is typically equivalent to the No Federal Action Alternative; however, for this project, the NEPA baseline differs from the No Federal Action Alternative. In addition, unlike the CEQA baseline, which is fixed by statute to conditions occurring at the site at the time the NOP is issued, the NEPA baseline can change if environmental conditions at the site would change in the absence of federal action.

The NEPA baseline for this EIS represents Project site conditions without in-water construction. The NEPA baseline starts from the 2001 site conditions and assumes that, in the absence of federal approvals, there would likely be a Port action that does not require federal action to further develop backlands at the Project site. The NEPA baseline includes construction of all upland elements (existing lands and fill areas previously approved through permits or channel deepening) for backlands or other purposes for up to 117 acres. Excluding features from the NEPA baseline that could only occur with federal approval is necessary to ensure that all impacts associated with all phases of the proposed Project or alternative are fully considered, consistent with the federal Settlement Agreement discussed in Section 1.4.3.2.

For this Project, a variety of construction and operational activities and impacts would occur in the upland portions of the Project site even if a USACE permit were not issued. Because the USACE lacks federal control and responsibility over these activities and impacts, the impacts of these activities are included in the NEPA baseline. Moreover, because these activities and impacts change over time (for example, increases in cargo throughput, air emissions, and traffic), the NEPA baseline conditions also change.

The NEPA baseline does not include terminal features that could be implemented only when federal permits or funding for either construction or operation were acquired. The NEPA baseline does not include any in-water elements or new dredging (beyond what previously was approved for the Channel Deepening Supplemental EIS/EIR [USACE and LAHD, 2000]), filling, new wharf or bridge construction.

Under the NEPA baseline, up to 632,500 TEUs from the Yang Ming Terminal could be stored on the 117 acres of backlands. The Yang Ming facility currently is berth limited. Under this alternative, total throughput for Yang Ming is assumed to remain the same with or without additional land at Berth 97-109. The additional land would allow Yang Ming to operate more wheeled operations versus stacked operations, and containers would be transported between the two terminals via an internal road. Wheeled operations are more efficient and cheaper than stacked, but terminals are often limited by their backland area, which results in a certain amount of stacking.

No ship calls at Berths 97-109 are included in the NEPA baseline. Additionally, because the Berth 121-131 terminal is berth limited under existing and all reasonably foreseeable future conditions, the NEPA baseline does not include additional ship, truck, or rail trips at the Berth 121-131 terminal due to use of Berth 97-109 backlands by Yang Ming. The

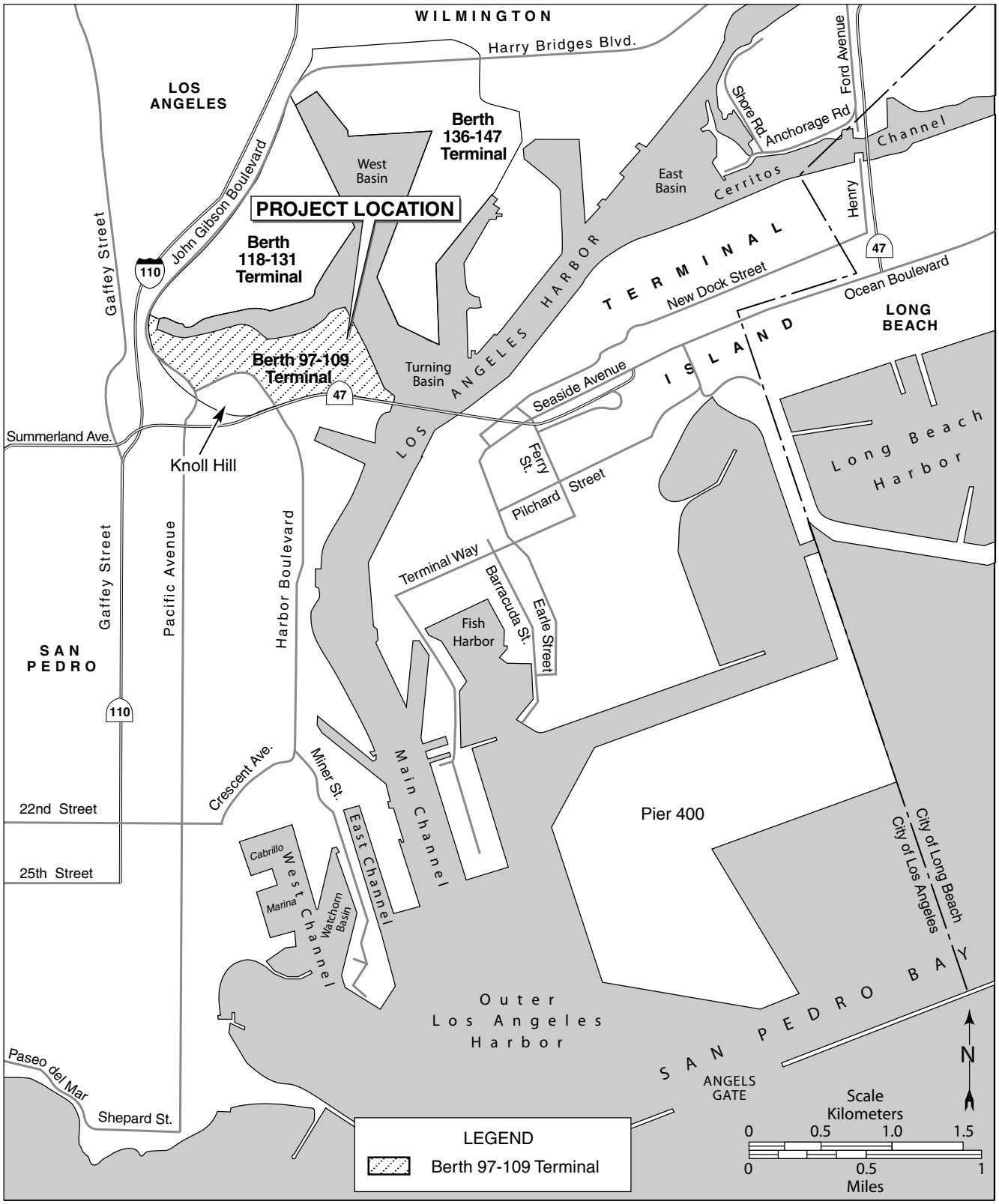
NEPA baseline, however, does include daily yard tractor trips transporting the containers along the internal road between Berths 121-131 and Berths 97-109, as well as other terminal equipment to sort and store containers at Berths 97-109.

The NEPA baseline assumes implementation of existing and future CAAP measures. The NEPA baseline also assumes that mitigation measures would be applied to reduce emissions from yard tractors and yard equipment used at Berths 97-109. In addition, any future Portwide CAAP measure is assumed under the NEPA baseline. The NEPA baseline differs from the No Project Alternative, where the Port would take no further action to construct and develop additional backlands (other than the 72 acres that currently exist). The NEPA baseline assumes that there will be increases in cargo throughput in the future as a result of both normal growth and Port-authorized upland developments not under federal jurisdiction. As a result, the NEPA baseline is not fixed at a single point in time; instead, impacts are determined by comparing conditions with and without the federal components of the proposed Project at given points in the future.

ES.3 Proposed Project

ES.3.1 Overview

The proposed Project area is located within the West Basin portion of the Port of Los Angeles, approximately 20 miles south of downtown Los Angeles and immediately south of the community of Wilmington and east of the community of San Pedro (shown in Figure ES-1). The Berth 97-109 Container Terminal is located in the southwest portion of the West Basin of the Port and is bounded by the Main Channel and Turning Basin on the east; Knoll Hill, Front Street, and the Vincent Thomas Bridge to the south; the Southwest Slip on the north; and John S. Gibson Boulevard to the southwest and west. The proposed Project (shown in Figures ES-2 and 2-3) consists of the development and operation of a new container terminal for the China Shipping Lines at Berths 97-109. The terminal would be developed by LAHD in three phases of construction, Phase I, Phase II, and Phase III, with estimated completion dates of 2003, 2011, and 2012, respectively. The terminal would operate over a 40-year lease (2005 to 2045). Phase I elements (72 acres of backlands, 1,200 feet of wharf and a bridge across the Southwest Slip) have been constructed and the terminal is in operation consistent with the ASJ (see Section 1.4.3 for further details). Phase II would add 45 acres of backlands, 925 feet of wharf, and a new bridge across the Southwest Slip. Phase III would add 25 acres of backlands and 375 feet of wharf.



Source: POLA, 2003

Figure ES-1
Project Site and Vicinity
Berth 97-109 Container Terminal Project EIS/EIR

CH2MHILL

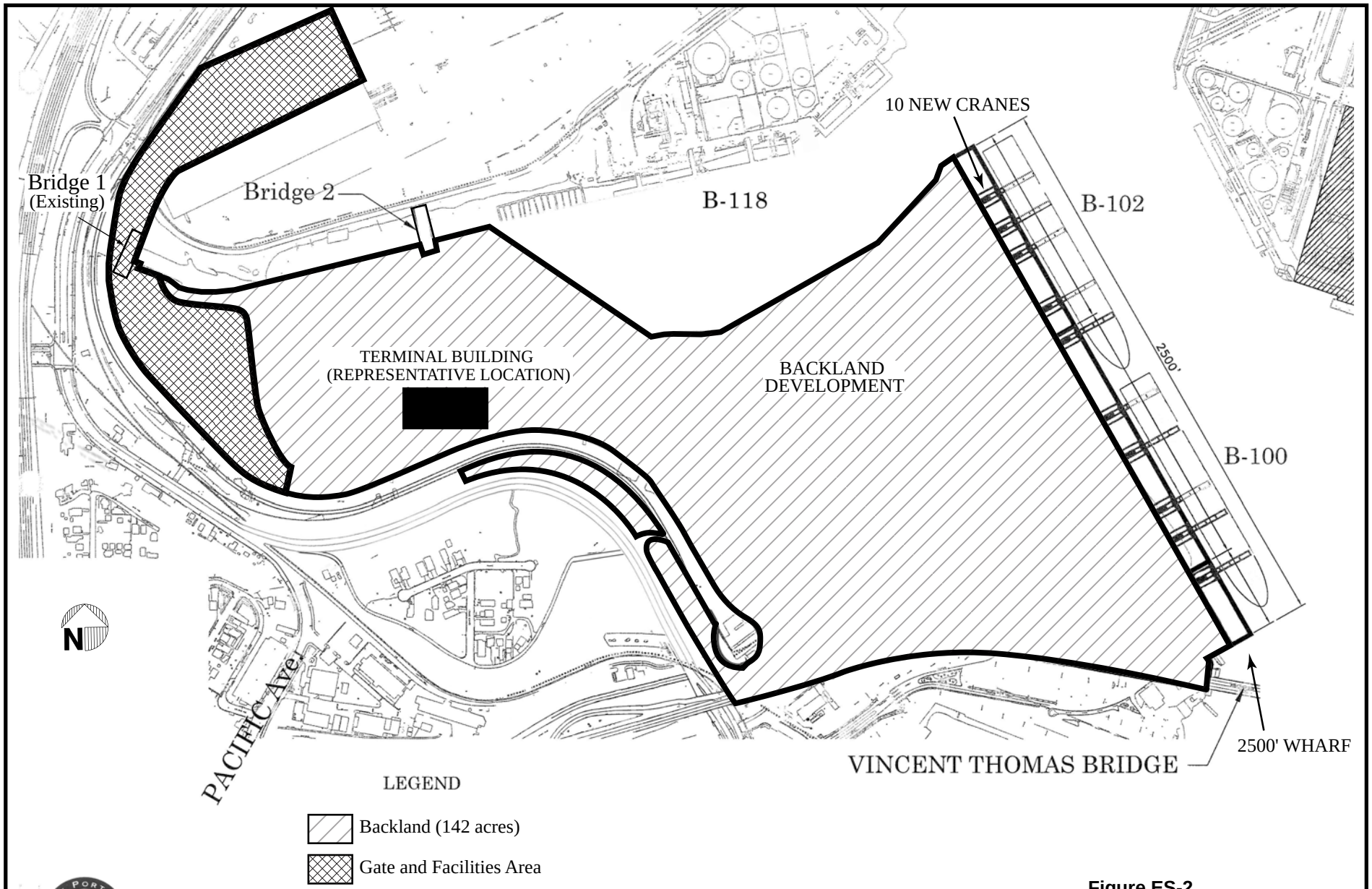


Figure ES-2
Proposed Project at Buildout
Berth 97-109 Container
Terminal Project EIS/EIR

Source: POLA, 2003

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Prior to March 2001, the Yang Ming Marine Transport Corp. (Yang Ming) was using portions of the backland at Berths 97-109 for container storage (about 45,135 TEUs) under a series of space assignments. At full operation, expected to occur by 2030, the Berth 97-109 Container Terminal would have a maximum annual throughput capacity of approximately 1,551,000 TEUs (856,906 containers).

Major elements of the proposed Project are summarized in Table ES-1 and include the following:

- Dredging (41,000 cubic yards [yd^3] of sediments) and disposing of dredged materials at the Port's Anchorage Road soil storage site, new wharf construction at Berths 100 and 102, and backland creation including terminal buildings on 142 acres
- Installation of 10 new A-frame cranes at Berths 100 and 102
- Transportation infrastructure improvements in the vicinity of the existing terminal entrance (shared by the Berth 97-109 terminal and the Berth 121-131 terminal)
- Two new bridge structures connecting Berth 97-109 terminal and Berth 121-131 terminal across the Southwest Slip
- Relocating the Catalina Terminal to south of the Vincent Thomas Bridge at Berth 95
- A 40-year lease (2005 to 2045) to China Shipping Lines to operate the Berth 97-109 Container Terminal

Table ES-1. Project Summary Matrix

Berths 97-109	CEQA Baseline	NEPA Baseline		Proposed Project	
	2001	2015	2045*	2015	2045*
Operations					
Gross Acres	11**	117	142	142	142
Annual Ship Calls	0	0	0	182	234
Annual TEUs	45,135	631,800	632,500	1,164,400	1,551,000
Number of Cranes	0#	0	0	10	10
Annual Truck Trips	0	0	0	1,192,185	1,508,004
Annual Rail Trips	0	0	0	648	817
Total Number of Access Gates	1	1	1	2	2
Construction					
Fill into waters of the U.S. (cubic yards)	0	0	0	38,000	38,000
Dredging (cubic yards)	0	0	0	41,000	41,000
Length of New Wharf***	0	0	0	2,500	2,500

Notes:

*Maximized at 2030

** Permitted acreage varied, 11 acres (approximate) are assumed.

***Linear feet

This number reflects the baseline conditions (December 2001).

ES.3.2 Project Description

The proposed Project consists of the development and operation of a new container terminal for the China Shipping Lines at Berths 97-109. The terminal would be developed by LAHD in three phases of construction, Phase I (completed in 2003 with operations starting in 2004), Phase II, and Phase III, with estimated completion dates of 2011, and 2012, respectively. The terminal would operate over a 40-year lease (2005 to 2045). China Shipping is operating under an existing lease being reanalyzed as part of the proposed Project. Phase I elements have been constructed and the terminal is in operation consistent with the ASJ and federal Settlement Agreement. Phase I elements and existing operation (2004 to 2007) are being reanalyzed in conjunction with future construction and operation (2008 to 2045) as part of this environmental analysis. The proposed Project would operate at maximum capacity by 2030. Figure ES-2 identifies the key components and construction phases of the proposed Project.

The specific elements of the proposed Project are described in greater detail in Section 2.4.2.

ES.3.2.1 New Terminal Backlands

The proposed new container terminal would include 142 acres of backlands to support terminal operations. Development of the backlands would include construction of a three-story 12,000-square-foot (ft^2) marine operations building and a one-story 3,200-ft^2 (plus 2,900 square feet of canopy) crane maintenance building (both buildings would be located behind Berth 102) gate and entrance facilities, chassis racks, a compressed air system, lighting, fire hydrants, and other infrastructure and equipment necessary to ensure the safe and efficient movement of cargo. Both buildings will meet Leadership in Energy and Environmental Design (LEED) silver certification standards, at a minimum. These additional backland improvements would require construction activities such as grading, drainage, paving, striping, lighting, fencing, and the addition of utility facilities and equipment.

As part of Phase I construction, 72 acres of backlands and appurtenant structures (such as lighting, terminal buildings, and gate improvements) were developed. In addition, the first of two bridges that connect the proposed Berth 97-109 Container Terminal to the existing Berth 121-131 container terminal was constructed across the Southwest Slip.

During Phase II construction, an additional 45 acres of backlands would be developed, primarily on new landfill created by the Channel Deepening Project prior to 2001. The second bridge that connects the Berth 97-109 Container Terminal to the Berth 121-131 container terminal would be constructed across the Southwest Slip, as would construction of other necessary backland infrastructure for the proposed container terminal.

During Phase III construction, approximately 25 acres of new backlands would be created on land currently occupied by the Catalina Express Terminal, which would be relocated to the vicinity of Berth 95 prior to backlands development. This new backland area would increase the terminal backlands area to approximately 142 acres.

ES.3.2.2 Berths and Wharf Facilities

The proposed Project would include a total of 2,500 feet of new wharf along Berths 100 and 102.

During Phase I construction, a new 1,200-foot wharf at Berth 100 was completed, and four new A-frame cranes were installed along the new wharf. During Phase II construction (estimated to occur from 2009 to 2011), a new section of wharf (approximately 925 feet) at Berth 102 would be constructed and six new A-frame cranes would be installed along the wharf. These new cranes would bring the total number of cranes to 10. During Phase III construction, the wharf at Berth 100 would be extended to the south by approximately 375 feet.

Phase I construction included the placement of 1.3 acres of fill in waters of the U.S., dredging of 41,000 yd^3 of material (disposed of at the Anchorage Road soil storage site), 88,000 yd^3 of rock dike, placement of 14,000 yd^3 of fill behind the dike, installation of numerous piles, construction and development of 72 acres of backlands, construction of one bridge across the Southwest Slip to connect the Berth 97-109 Container Terminal to the Berth 121-131 terminal, and terminal support structures (gate facilities and accessory buildings).

Phase II construction would occur over approximately 2 years (2009 to 2011) and would include a new wharf (a 925-foot wharf at Berth 102 and six new shoreside A-frame cranes), development of 45 acres of additional backlands, construction of another bridge across the Southwest Slip that connects the Berth 97-109 terminal to the Berth 121-131 terminal, and construction of other necessary infrastructure for the proposed container terminal. Minor maintenance dredging may be required at Berth 102 to remove sediments that have settled, and dredged material would be disposed of at the Anchorage Road soil storage site.

Construction of the new wharves would require placement of approximately 204,000 yd^3 of rock barged from Catalina Island for the rock dike (88,000 yd^3 in Phase I and 116,000 yd^3 in Phase III), placement of 38,000 yd^3 of fill behind the new dikes (14,000 yd^3 in Phase I and 24,000 yd^3 in Phase II), dredging of 41,000 yd^3 of sediment along Berth 100 (Phase I), and the placement of piles to support the new wharf (Phases I, II, and III). The rock would be brought to the site on barges pulled by tugboats and placed in the dike by being pushed off the barges by bulldozers. The piles would be installed by a barge-mounted pile driver that would be brought to the site by a tugboat and supported by a workboat.

Sediments dredged during Phase I construction were disposed of at the Anchorage Road Storage Area. Dredging was accomplished by a barge-mounted clamshell dredge and conveyed to the Anchorage Road soil storage site by hopper barges hauled by tugboats. Upland disposal involved diesel-powered earthmovers, trucks, and loaders to dewater the sediments at a waterfront site and convey the dewatered sediments to the disposal site.

ES.3.2.3 Catalina Express Terminal Relocation

As part of the Berth 100 wharf extension, Catalina Express Terminal operations would be relocated from Berth 96 to the south of the Vincent Thomas Bridge at Berth 95. The existing Catalina Express floating docks would be relocated southerly toward the Lane Victory. Passenger loading of the Catalina Express would occur from the relocated floating dock located between Lane Victory and the bridge. Up to three new floating docks would be provided near Berth 95. These floating docks would accommodate two vessels at a time, along with Catalina Express vessels not in use. Existing parking facilities at Berth 95 would be used. Operations at the Catalina Terminal would be housed in the existing Pavilion Building. The existing Princess Pavilion would be remodeled and the administrative functions of the Catalina Express Terminal would be

relocated to the remodeled building. Following this, the existing Catalina Express Terminal building would be demolished.

In-water construction near Berth 95 would be minor and would include installing new floating docks, requiring USACE authorization. Several piles and minor dike or fill placement may be required to anchor the docks. Catalina Terminal operates four to six vessels ranging from 95 to 145 feet; the terminal runs four daily trips to Catalina and nine trips on Saturday and Sunday.

ES.3.2.4 Project Operations

Project operations are described in detail in Section 2.4.2. The completed Berth 97-109 terminal could handle a maximum of approximately 1,551,000 TEUs (838,338 containers) per year. That maximum capacity is expected to be reached by 2030 (Table ES-1).

The operation of container vessels, their loading and unloading, and the handling of containers in the terminal are described in Section 1.1.2. A maximum of three vessels could be berthed at the terminal at any one time, but the more usual case would be two vessels at berth. At maximum capacity, the terminal would experience approximately 234 vessel calls per year by 2030. Vessels would be required to use a combination of alternative maritime power (AMP) and low-sulfur fuel, as described in Section 3.2.4.3, to reduce emissions from main and auxiliary engines.

By 2030, the terminal would generate approximately 5,055 daily truck trips (see Table 2-1 in Chapter 2). Those trips would include local cargo (principally from Southern California but including northern California, Arizona, Nevada, and Utah), national cargo hauled entirely by truck, and intermodal cargo bound for or coming from locations farther east.

The intermodal component would consist of containers that could not be accommodated by the on-dock rail yard located at the adjacent Berth 121-131 (Yang Ming) terminal. Because all the containers on trains originating at on-dock rail yards are bound for the same destination, containers bound for other locations are hauled to nearby dock facilities to be grouped with containers from other terminals bound for the same destination. Trucks would haul those containers on public highways to and from offsite rail yards, including the Union Pacific Carson Intermodal Container Transfer Facility (ICTF), the Burlington Northern Santa Fe Hobart Yard in Vernon, and the Union Pacific East Los Angeles Yard. Non-intermodal cargo, both local and national, would be hauled to and from the terminal gates by trucks.

The on-dock rail yard at the adjacent Berth 121-131 (Yang Ming) terminal would handle cargo from the Berth 97-109 Container Terminal. Containers would be hauled by yard tractors between the vessel berths and the Berth 121-131 rail yard via a bridge connecting the two terminals. At the rail yard, containers would be lifted on and off railcars by mobile cranes or rubber-tired gantry (RTG) cranes. The rail yard would operate 24 hours per day, 350 days per year, and could accommodate two double-stack unit trains each day (average of 375 containers per train).

ES.4 Alternatives to the Project

ES.4.1 Basis of Alternatives

As described more fully in Section 2.5, NEPA and the CEQA Guidelines require that an EIS and an EIR, respectively, describe a range of reasonable alternatives to a project that could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant environmental impacts. The EIS/EIR should briefly describe the rationale for selection and rejection of alternatives, compare the merits of the alternatives, and determine an environmentally preferred alternative (NEPA) and an environmentally superior alternative (CEQA).

The lead agencies may make an initial determination as to which alternatives are feasible and, therefore, merit in-depth consideration, and which alternatives are infeasible. The range of alternatives need not be beyond a reasonable range necessary to permit a reasoned choice between the alternatives and the project.

ES.4.2 Alternatives Considered

Eighteen alternatives (including the proposed Project, the No Project Alternative, and No Federal Action Alternative) were considered during preparation of this Recirculated Draft EIS/EIR, which included alternative terminal configurations and alternative terminal locations. Of these, eight alternatives (including the proposed Project) that either achieve most of the proposed Project objectives, are required by the ASJ, or are required under CEQA or NEPA (No Project Alternative and No Federal Action Alternative, respectively) have been carried forward for detailed analysis in Chapter 3. These alternatives are summarized below and described in detail in Section 2.5.1. Ten of the 18 alternatives considered were eliminated from detailed consideration for various reasons, as discussed in Section ES.4.4 and Section 2.5.2.

Chapter 6 (as summarized in Section ES 5.4) compares the proposed Project and the Project alternatives, and identifies the environmentally preferred and environmentally superior alternative.

ES.4.3 Alternatives Analyzed in this Recirculated Draft EIS/EIR

The seven alternatives to the proposed Project that are considered in this Recirculated Draft EIS/EIR are:

1) Alternative 1 – No Project Alternative
2) Alternative 2 – No Federal Action Alternative
3) Alternative 3 – Reduced Fill: No New Wharf Construction at Berth 102
4) Alternative 4 – Reduced Fill: No South Wharf Extension at Berth 100
5) Alternative 5 – Reduced Construction and Operation: Phase I Only
6) Alternative 6 – Omni Cargo Terminal
7) Alternative 7 – Nonshipping Use

Table ES-2 presents a summary of the key features of the proposed Project and alternatives, and Figures ES-3a and ES-3b illustrate the seven alternatives. Chapter 2 contains a more detailed discussion of these alternatives.

Table ES-2. Summary of Proposed Project and Alternatives at Full Buildout (2045†) *

	Terminal Acres	Annual Ship Calls	Annual TEUs (in millions)	Cranes	Waters of the U.S. Affected by Fill (acres)	New Wharves (linear feet)
Proposed Project	142	234	1.55	10	2.54	2,500
Alternative 1, No Project	72	0	0.46#	0	1.3	1,200
Alternative 2, No Federal Action	117	0	0.63#	0	1.3	1,200
Alternative 3, Reduced Fill: No New Wharf at Berth 102	142	130	0.94	5	2.5	1,575
Alternative 4, Reduced Fill: No South Wharf Extension at Berth 100	130	208	1.39	9	1.34	2,125
Alternative 5, Phase I Terminal Only	72	104	0.63	4	1.3	1,200
Alternative 6, Omni Cargo Terminal**	142	364	0.51/0.02/5.16	5	2.54	2,500
Alternative 7, Nonshipping Use	117	0	0	0	1.3	1,200

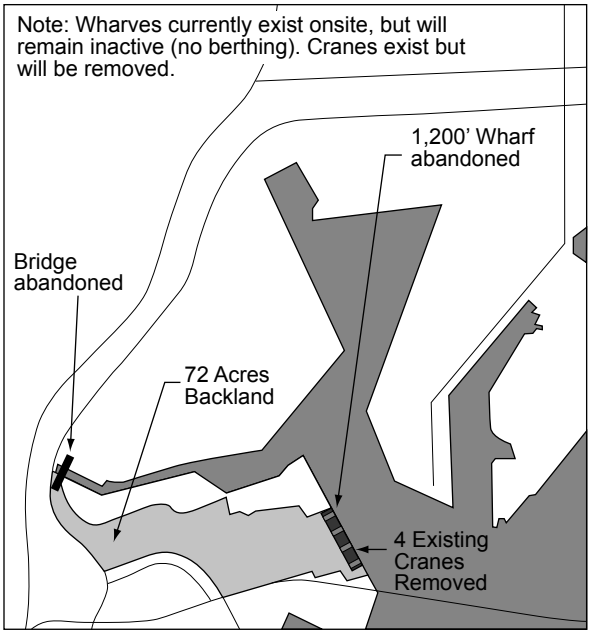
*This table summarizes the major features of the proposed Project and alternatives.

† Maximized in 2030

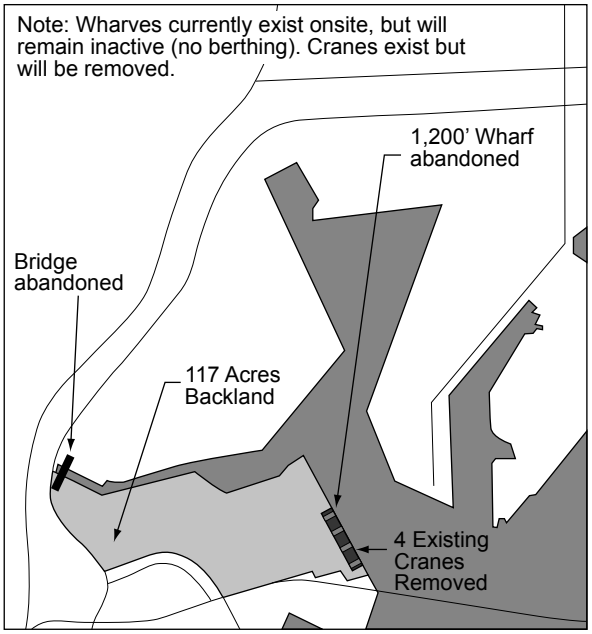
These TEUs would occur anyway at the Yang Ming terminal but are reallocated to the project site to improve efficiency of the Yang Ming container terminal operations.

**Cargo expressed in millions as follows: Container TEUs/Auto TEUs/Bulk Cargo tonnage

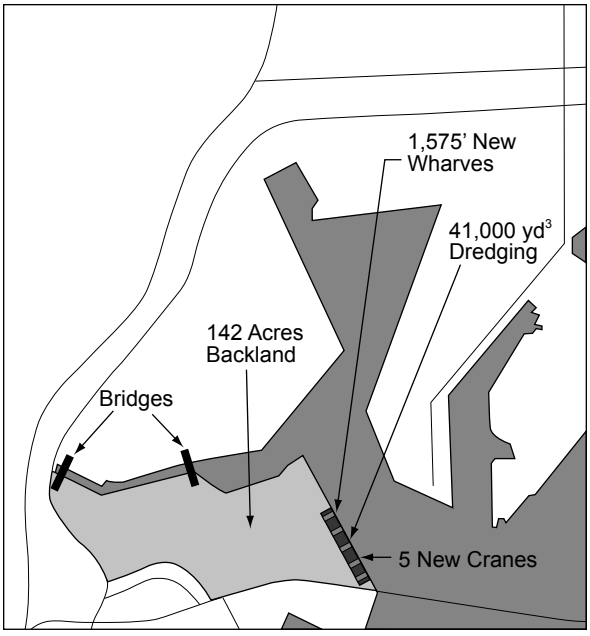
1 No Project



2 No Federal Action



3 Reduced Fill - No B102 Wharf

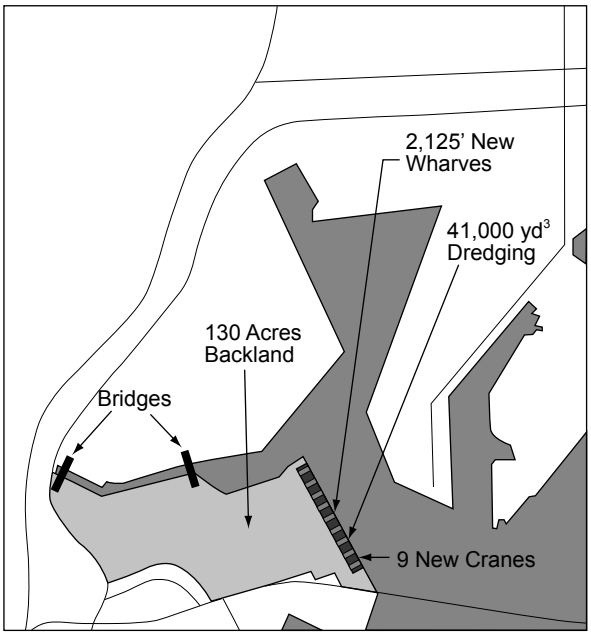


Source: POLA, 2003

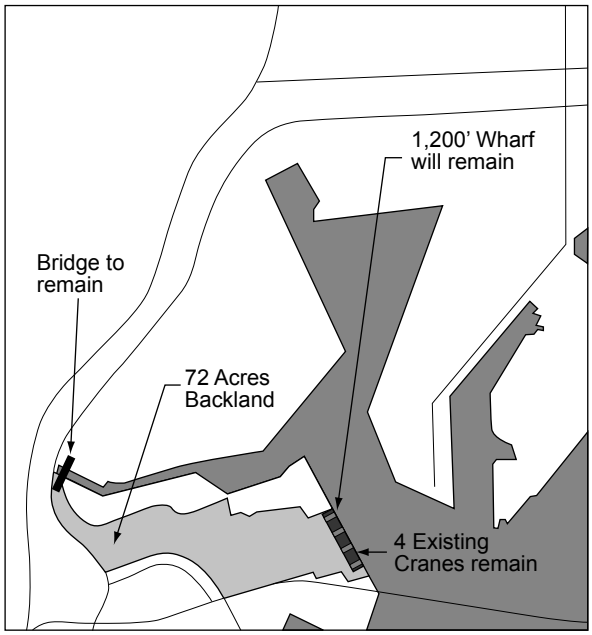
Figure ES-3a
Summary of Project Alternatives
Berth 97-109 Container Terminal Project EIS/EIR

CH2MHILL

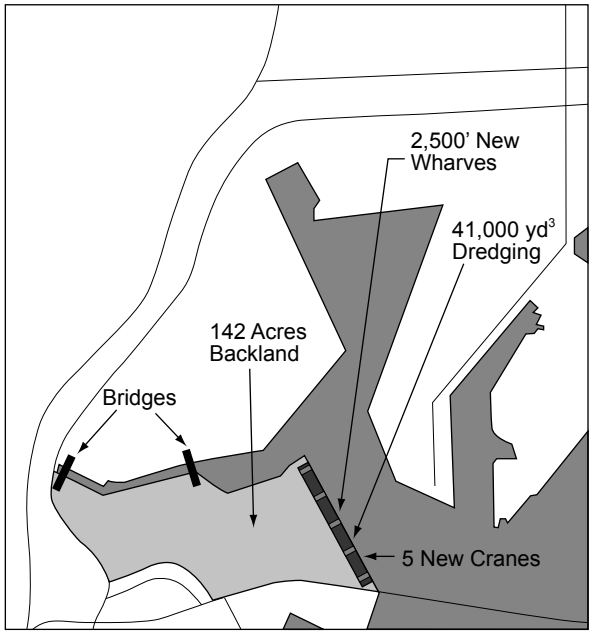
4 Reduced Fill - No B100
South Wharf Extension



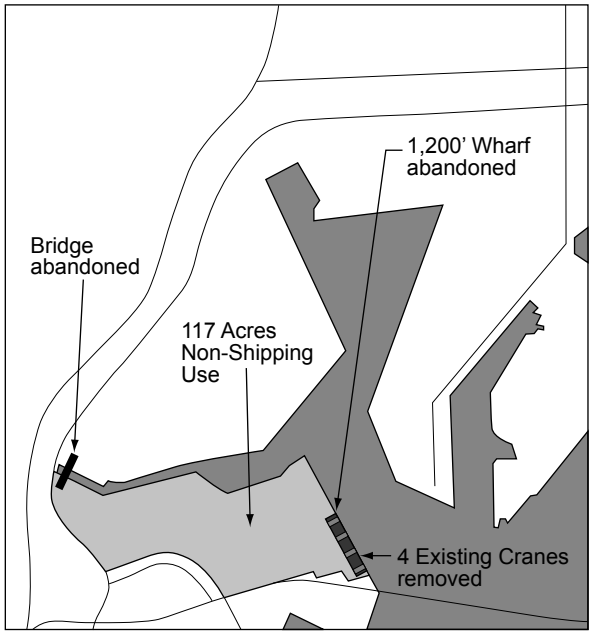
5 Reduced Construction -
Phase I Only



6 OMNI/RORO/Break Bulk Terminal



7 Non-Shipping Use
Retail/Office/Industrial



Source: POLA, 2003

Figure ES-3b
Summary of Project Alternatives
Berth 97-109 Container
Terminal Project EIS/EIR

CH2MHILL

ES.4.3.1 Alternative 1 – No Project Alternative

Alternative 1 would utilize the terminal site constructed as part of Phase I for container storage. Because of this, the Phase I construction activities are included under Alternative 1 although the in-water Phase I elements would not be used (they would be abandoned). Alternative 1 acknowledges the completion of Phase I activities but seeks to return to pre-Phase I conditions to the maximum extent practicable through abandonment of structures and fills rather than removing them, which could require additional federal action.

Under the No Project Alternative, no further Port action or federal action would occur. The Port would take no further action to construct and develop additional backlands, but construction of the existing 72 acres of backlands (completed as part of Phase I) would be included in Alternative 1. Under this alternative, the four existing A-frame cranes would be removed, and the existing wharves (Berths 100-102) would cease to be used for ship berthing and container loading and unloading operations. The bridge constructed across the Southwest Slip during Phase I would be abandoned. The 1.3 acres of fill added to waters of the U.S. during construction of the Phase I terminal under the proposed Project (as allowed under the ASJ and under USACE permit), which was fully mitigated by applying mitigation offsets, would remain in place under Alternative 1.

Under the No Project Alternative, the site would continue to operate as a 72-acre container backlands area by the Yang Ming Terminal under a revocable permit. Yang Ming would use this area as additional backlands to supplement the Berth 121-131 area. Containers would be transported between the two terminals via an internal road.

Under the No Project Alternative, up to 457,100 TEUs from the Yang Ming Terminal could be stored on the 72 acres of backlands. The Yang Ming facility is presently berth limited. Under this alternative, the Yang Ming total throughput is assumed to remain the same with or without additional land at Berth 97-109. The additional land would allow Yang Ming to operate more wheeled operations versus a stacked operation. Wheeled operations are more efficient and cheaper than stacked, but terminals are often limited by their backlands area necessitating a certain amount of stacking. No ship calls would occur at Berths 97-109 under this alternative. Additionally, because the Berth 121-131 terminal is berth limited, the use of Berth 97-109 backlands by Yang Ming would not result in additional ship, truck, or rail trips at the Berth 121-131 terminal (Appendix I).

ES.4.3.2 Alternative 2 – No Federal Action

Alternative 2 would utilize the terminal site constructed as part of Phase I for container storage and would further increase the backland area to 117 acres. Because of this, the Phase I construction activities are included under Alternative 2 although the in-water Phase I elements would not be used. Phase I dike, fill, and the wharf would be abandoned. Alternative 2 acknowledges the completion of Phase I activities but seeks to return to pre-Phase I conditions to the maximum extent practicable through abandonment of structures and fills rather than removing them, which could require additional federal action.

The No Federal Action Alternative would not include additional terminal features that could only be implemented when a federal permit or federal funding for either construction or operation were acquired. This alternative would not allow any new dredging (beyond what previously has been approved with the Channel Deepening Supplemental EIS/EIR) (USACE and LAHD, 2000), filling, or new wharf construction.

However, under the No Federal Action Alternative, further development of backlands could occur at the Project site, which does not require a federal permit. The No Federal Action Alternative would allow construction and container storage use of all upland elements (existing lands and fill areas previously approved through permits or Channel Deepening) for backlands or other purposes for up to 117 acres, including 72 acres of existing backlands and 45 additional acres proposed to be developed as backlands similar to Phase II of the proposed Project).

Under Alternative 2, the four existing A-frame cranes would be removed, and the existing wharves (Berths 100-102) would cease to be used for ship berthing and container loading and unloading operations. The bridge constructed during Phase I would be abandoned in place. The 1.3 acres of fill added to waters of the U.S. during construction of the Phase I of the proposed Project (as allowed under the ASJ and under USACE permit), which was fully mitigated by applying mitigation offsets, would remain in place under Alternative 2.

Under Alternative 2, the site would continue to operate as a container backlands area by the Yang Ming terminal under a revocable permit. The Berth 97-109 backlands would be used to sort and store containers, and containers would be transported between the two terminals (Berths 121-131 and Berths 97-109) by yard equipment along an internal road. The Yang Ming facility is presently berth limited. Under this alternative, total throughput of Yang Ming is assumed to remain the same with or without additional land at Berth 97-109. The additional land would allow Yang Ming to operate more wheeled operations versus a stacked operation. Wheeled operations are more efficient and cheaper than stacked, but terminals are often limited by their backlands area necessitating a certain amount of stacking. No ship calls would occur at Berths 97-109 under this alternative.

Under the No Federal Action, up to 632,500 TEUs from the Yang Ming Terminal could be stored on the 117 acres of backlands. Additionally, because the Berth 121-131 terminal is berth limited, use of Berths 97-109 by Yang Ming would not result in additional ship, truck, or rail trips at the Berth 121-131 terminal.

ES.4.3.3 Alternative 3 – Reduced Fill: No New Wharf Construction at Berth 102

This alternative would be developed similar to the proposed Project except that 925 linear feet of wharf proposed at Berth 102 under the proposed Project would not be constructed. The total length of wharf at the terminal would be 1,575 feet, i.e., the existing 1,200 feet of Berth 100 (already constructed during Phase I and officially put into operation on June 21, 2004) and the proposed 375-foot south extension. In addition to the 41,000 yd^3 of dredge material that was disposed of at the Anchorage Road soil storage site and the placements of dike and fill under Phase I, an additional 116,000 yd^3 of rock dike and 24,000 yd^3 of fill behind the dike would be required for the Berth 100 south extension.

As a result of no wharf construction at Berth 102, only one additional A-frame crane would be installed for a total of five cranes at the Berth 97-109 Container Terminal (four currently exist). The total acreage of backlands under this alternative would be 142 acres, the same as the proposed Project. Total throughput would be less than the proposed Project, with an expected 936,000 TEUs by 2030. This would translate into 130 annual ship calls at Berth 97-109 with associated 520 tugboat operations. In addition, this alternative would result in up to 2,833 daily truck trips, and up to 493 annual round-trip

rail movements. Development of all other landside terminal components would be identical to the proposed Project.

ES.4.3.4 Alternative 4 – Reduced Fill: No South Wharf Extension at Berth 100

This alternative would be similar to the proposed Project except that the proposed 375 feet of linear wharf south of Berth 100 and 12 of the 25 acres of backland behind Berth 100, as described under the proposed Project, would not be constructed or developed under Alternative 4. The total length of wharf at the terminal would be 2,125 feet. As part of the Phase I construction, 1,200 feet of wharf at Berth 100 already has been constructed and was officially put into operation on June 21, 2004. The dredging of 41,000 yd^3 of fill already has occurred as part of Phase I construction, and this material was placed at the Anchorage Road soil storage site.

Alternative 4 would include construction of an additional 925 feet of wharf at Berth 102, to extend north of the existing wharf at Berth 100. No additional rock dike or fill would be required, but minor maintenance dredging may be required, with any dredge material disposed of at the Anchorage Road soil storage site. Five additional A-frame cranes would be installed at Berth 102 in Phase II for a total of nine cranes at the Berth 97-109 Container Terminal (four of the five new cranes were installed under Phase I of the proposed Project). Total throughput would be less than the proposed Project with an expected 1,392,000 TEUs by 2030. This would translate into 208 annual ship calls and 832 associated tugboat trips. In addition, Alternative 4 would result in up to 4,472 daily truck trips and up to 734 annual round-trip rail movements.

ES.4.3.5 Alternative 5 – Reduced Construction and Operation: Phase I Construction Only

Under Alternative 5, the Phase I terminal (completed in 2003 as allowed by the ASJ and the USACE permit kept in place by the federal Settlement Agreement) would operate at levels similar to today (2008). The total acreage of backlands under Alternative 5 would be 72 acres. Existing equipment and facilities on the terminal site (installed during Phase I of the proposed Project) would remain, including four A-frame cranes along the wharf, the bridge connecting Berths 121-131 to Berths 97-109, the paved backlands used for container storage, terminal and gate buildings, mobile equipment used to handle containers, 1,200 linear feet of wharf, and the 1.3 acres of fill associated with the wharf construction. Under this alternative, however, Phase II and Phase III construction elements (under the proposed Project) would not be constructed, including the Berth 102 wharf and the Berth 100 south extension, six additional cranes, the second bridge connecting Berths 97-109 and Berths 121-131, and 70 additional acres of backlands.

Under Alternative 5, China Shipping would operate the terminal under a 40-year lease. The lease would include AMP and terminal equipment provisions consistent with the ASJ. TEU throughput would be less than the proposed Project with an expected total of 630,000 TEUs by 2030. This would translate into 104 annual ship calls at Berths 97-109 and 416 associated tugboat trips. In addition, this alternative would result in up to 1,796 daily truck trips, and up to 332 annual round-trip rail movements.

ES.4.3.6 Alternative 6 – Omni Cargo Terminal

The Omni Cargo Terminal Alternative would convert the existing site into an operating omni cargo-handling terminal similar to the Pasha Stevedoring & Terminals L. P. (Pasha) currently operating at Berths 174-181. The primary objective of the Omni Cargo Terminal Alternative is to provide increased and diversified cargo-handling capabilities by expanding and improving existing terminal facilities. The omni terminal would handle containers, Roll-On-Roll-Off and break-bulk commodities. Roll-On-Roll-Off goods include automobiles. Break-bulk commodities include factory equipment, forest products, bundles of steel, and other bulky material. Alternative 6 does not achieve the Project objective to accommodate foreseeable containerized cargo volumes through the Port or the objective to increase container-handling efficiency and create sufficient backland area for container terminal operations, including storage, transport, and on/off-loading of container ships in a safe and efficient manner.

This alternative would develop 2,500 feet of wharves (including the 1,200-foot wharf at Berth 100 wharf completed as part of Phase I, the 925-foot wharf at Berth 102 as part of Phase II, and the 375-foot wharf south extension at Berth 100 as part of Phase III), five new A-frame cranes (one would be added to the existing four A-frame cranes installed as part of Phase I), and backlands occupying 142 acres (the same as under the proposed Project).

Annual throughput volumes at the proposed omni terminal would vary by commodity: 506,467 container TEUs; 17,987 automobile TEUs; and break-bulk commodities totaling 5,159,570 tons (Appendix I). Under this alternative, 364 annual ship calls and 1,456 tugboat trips would be required. In addition, this alternative would result in up to 3,982 truck trips, and up to 245 annual round-trip rail movements.

A new 250,000- to 350,000- ft^2 transit storage shed would be constructed onsite, as well as new entrance and exit gate facilities, heavy lift pad, utility relocations, and possible realignment of existing railroad tracks. Development of this alternative would take place proportionately over three phases similar to those of the proposed Project.

Demolition and/or reconstruction of existing backlands facilities such as exit gate, maintenance building, operations building, extensive filling, grading, fire protection system, storm drains, sewers, lighting, electrical, and paving would be completed to match the needs of the proposed omni terminal.

ES.4.3.7 Alternative 7 – Nonshipping Use

A nonshipping use alternative would not normally be evaluated in detail in an EIS/EIR for the Port because such a use of the site would not be consistent with the Project objectives, with the maximum utilization of Port lands for Port-related uses, with the Port Master Plan for the Project site, or with Regulations and Guidelines for Development Projects (LAHD, 2002a).[1] However, the Nonshipping Use Alternative is included for detailed analysis in this Recirculated Draft EIS/EIR pursuant to the terms of the ASJ, which states that the Draft EIS/EIR shall

[1]According to the Port Master Plan Regulations and Guidelines for Development Projects that regulate the planned development of the Project site: "*the Port is responsible for modernizing and constructing necessary facilities to accommodate deep-draft vessels and to accommodate the demands of foreign and domestic waterborne commerce and other traditional water dependent and related facilities*…" and "…*the highest priority for any water or land area use within the jurisdiction of the Port of Los Angeles shall be for developments which are completely dependent on such harbor water areas and/or harbor land areas for their operations*…" (LAHD, 2002a)

…consider alternatives to the China Shipping project with reduced impacts, including alternative "Port-related uses" other than a shipping terminal at the site of the China Shipping Project…

Alternative 7 would utilize the terminal site constructed as part of Phase I for container storage. Because of this, Phase I construction activities are included under Alternative 7 although the in-water Phase I elements would be abandoned. Alternative 7 acknowledges the completion of Phase I activities but seeks to return to pre-Phase I conditions to the maximum extent practicable through abandonment of structures and fills rather than removing them, which could require additional federal action.

The Nonshipping Use Alternative would convert the existing site into a Regional Center, which would generally be considered a mixed-use center with major retail tenants serving as anchor uses; office park uses; and light industrial uses supporting maritime activities such as machine shops, marine vessel chandlers, and marine supply stores. In addition, a public dock would be constructed to support onsite retail and restaurant uses. This dock would be constructed to provide service and access to smaller watercraft (such as small boats, wave runners, and kayaks). The public dock would likely be a floating dock with access ramps connected to the existing wharf or adjacent area to allow recreational users access to the Regional Center and would require a permit from the USACE prior to construction. Hours of operation for the Nonshipping Use Alternative would generally be 8:00 a.m. to 10:00 p.m., Monday through Friday, and 10:00 a.m. to 2:00 a.m. on the weekends.

Similar to the proposed Project, this alternative could be developed proportionally over three phases. Existing backlands uses and facilities on the 117-acre site would have to be demolished because they would not be consistent with the alternative use. The 1.3 acres of fill added to waters of the U.S. during construction of the Phase I terminal (as allowed under the ASJ and under USACE permit), which was fully mitigated by applying mitigation offsets, would remain under Alternative 7, as would the bridge over the Southwest Slip. The fill in the Southwest Slip would continue to occur as part of the approved Channel Deepening Project. The construction of berths would continue to occur, but berths would be developed to support small watercraft only.

Three general land uses are included in this alternative: retail, office, and light industrial uses. Anchor retail uses could consist of nationally known department stores and/or "big-box" retail tenants. Other potential retail uses might include smaller specialty retail shops and/or service and restaurant uses that would support the office and light industrial uses proposed for the adjacent area and onsite. Office uses would potentially be the local offices of major Port tenants, while light industrial uses would be centered on supporting maritime activities. Table ES-3 provides a quantitative summary of this alternative.

Table ES-3. Summary of Nonshipping Use (Alternative 7)

Land Use	FAR*	Building ft^2	Parking Spaces
Retail	0.6:1 FAR	277,564	1,110
Office	0.4:1 FAR	277,564	694
Light Industrial	0.3:1 FAR	1,295,300	2,008
Total		1,850,428	3,812

*FAR floor area ratio

This alternative would result in up to 24,000 additional daily trips to and from the site by 2030. Major access to the site would occur at the signalized intersections of Harbor Boulevard/Swinford Street-Interstate-110 and State Route-47 ramps, Pacific Avenue/ Front Street, and John S. Gibson Boulevard/Channel Street. Internal roadways would serve these access locations from the site.

ES.4.4 Alternatives Eliminated from Further Consideration

The alternatives below were determined to be infeasible and were eliminated from further consideration in this Recirculated Draft EIS/EIR, pursuant to CEQA Guidelines, Section 15126.6. Additional details regarding these alternatives and the reasons for rejecting them are included in Chapter 2, Section 2.5.2.

1. Use of West Coast Ports Outside Southern California
2. Expansion of Terminals in Southern California but Outside the Los Angeles Harbor District
3. Lightering
4. Shallower Dredge Depth
5. Liquefied Natural Gas Terminal Facility
6. Offsite Backlands Alternatives
7. Development of New Landfills and Terminals Outside the Berth 97-109 Terminal Area and the Adjoining West Basin Area
8. Other Sites in the Los Angeles Harbor District
9. Narrower Wharves
10. Development and Operation of Small Container Terminal

ES.5 Environmental Impacts

The USACE and the LAHD determined that an EIS/EIR should be prepared for the proposed Project. The USACE and LAHD issued a separate NOI/NOP, and CEQA Initial Study (IS) and Environmental Assessment Checklist for the China Shipping Berth 97-109 Container Terminal Improvement Project EIS/EIR on June 25, 2003, and July 1, 2003, respectively.

This Recirculated Draft EIS/EIR has been prepared to evaluate potentially significant impacts associated with the proposed Project and alternatives, and to evaluate if the proposed Project could result in cumulative impacts with other development projects in the surrounding area. A significant impact is an impact determination under NEPA or CEQA and refers to a substantial or potentially substantial significant change in any of the physical conditions within the area affected by the Project. Mitigation measures have been proposed to reduce or eliminate potentially significant impacts. The level of impact after implementation of mitigation is described as the residual impact.

ES.5.1 Impacts Not Considered in this Recirculated Draft EIS/EIR

The scope of this Recirculated Draft EIS/EIR was established based on the NOI issued by USACE on June 25, 2003; the NOP issued by LAHD on July 1, 2003; and the requirements of the ASJ approved in March 2005 and the March 2003 federal Settlement Agreement. The NOI, NOP, and ASJ identified potential impact areas of the proposed Project. The NOP also determined that several resource areas would not be affected. In accordance with CEQA, issues found in the NOP/IS that have no impact do not require further evaluation and are not addressed in this EIS/EIR. Therefore, this Recirculated Draft EIS/EIR does not address impacts to agricultural resources, mineral resources, and population and housing.

ES.5.2 Impacts of the Proposed Project and Alternatives

Based on the NOI, NOP, ASJ, federal Settlement Agreement, and the scoping process for this Recirculated Draft EIS/EIR, the following issues have been determined to be potentially significant or are required to be analyzed, and are, therefore, included in this Recirculated Draft EIS/EIR. Additionally, Table 3-1 in Chapter 3 lists all required ASJ sections and the corresponding Recirculated Draft EIS/EIR section.

- Aesthetics and Visual Resources
- Air Quality and Meteorology
- Biological Resources
- Cultural Resources
- Geology
- Ground Transportation
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Marine Transportation

- Noise
- Recreation
- Utilities and Public Services
- Water Quality, Sediments, and Oceanography
- Environmental Justice

Sections 3.1 through 3.14 discuss the anticipated potential environmental effects of the proposed Project and alternatives. These issues are discussed in separate sections, and mitigation measures to avoid the impacts or to reduce the impacts to a less than significant level are proposed whenever possible. In addition, Chapter 5, Environmental Justice, evaluates the potential for the proposed Project and the alternatives to result in high and adverse impacts that disproportionately affect low income and/or minority populations. Summary descriptions of the impacts, mitigation measures, and residual impacts for the proposed Project (and alternatives) are provided in Table ES-4.

ES.5.2.1 Unavoidable Significant Impacts

Table ES-4 identifies unavoidable significant impacts associated with the proposed Project and alternatives. This Recirculated Draft EIS/EIR has determined that implementation of the proposed Project or one or more of the alternatives would result in significant impacts on:

- Aesthetics and Visual Resources
- Air Quality and Meteorology
- Biological Resources
- Geology
- Ground Transportation
- Noise
- Water Quality

No feasible mitigation measures are available that would avoid all of the potential impacts or reduce all impacts to less than significant levels. Therefore, potential impacts to these resource areas are considered significant and unavoidable.

Under CEQA, the proposed Project and Alternatives 3 through 6 would have a significant unavoidable aesthetic impact related to view blockages caused by cranes. The proposed Project and all seven alternatives would have significant impacts on Air Quality and Meteorology because the air emissions from construction and/or operation could not be mitigated to less than significant even with the application of all feasible mitigation measures. In addition, for the proposed Project and Alternatives 3 through 6, there are potential health effects to people in the vicinity of terminal operations (see Section 3.2).

Potentially significant impacts to Biological Resources would occur from the proposed Project and Alternatives 3 through 6 due to the potential to introduce invasive species, accidental spills, and illegal discharges to Harbor waters. All alternatives also have significant impacts on Geology due to the seismicity issue, for which there is no feasible mitigation. The proposed Project and Alternatives 1 through 7 would have unavoidable significant impacts on Noise (during construction phases). The proposed Project and Alternatives 3 through 6 would have a significant unavoidable impact on Water Quality related to in-water vessel spills and leaching of contaminants (from hull coatings).

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

All mitigation measures are summaries of more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.1 Aesthetics				
Proposed Project	**AES-1:** The proposed Project would not have a demonstrable negative aesthetic effect	CEQA: Less than significant impact	**MM AES-1:** Landscape along Front Street and implement Northwest Harbor Beautification	CEQA: Less than significant impact
Alternative 1	**AES-1:** Alternative 1 would not have a demonstrable negative aesthetic effect	CEQA: Less than significant impact	Mitigation not required.	CEQA: Less than significant impact
Alternatives 2 through 6	**AES-1:** Alternatives 2 through 6 would not have a demonstrable negative aesthetic effect	CEQA: Less than significant impact	**MM AES-1**	CEQA: Less than significant impact
Alternative 7	**AES-1:** Alternative 7 would not have a demonstrable negative aesthetic effect	CEQA: Less than significant impact	Mitigation not required.	CEQA: Less than significant impact
Proposed Project	**AES-2:** The proposed Project would affect views of the Vincent Thomas Bridge	CEQA: **Significant** impact	**MM AES-2:** Use cranes that have gray surfaces. **MM AES-3:** Implement beautification measures. **MM AES-4:** Plaza park improvements	CEQA: **Significant** impact
Alternatives 1 and 2	**AES-2:** Alternatives 1 and 2 would not affect views, scenic vistas, or scenic highways	CEQA: Less than significant impact	Mitigation not required.	CEQA: Less than significant impact
Alternatives 3 through 6	**AES-2:** Alternatives 3 through 6 would affect views of the Vincent Thomas Bridge	CEQA: **Significant** impact	**MM AES-2** **MM AES-3** **MM AES-4**	CEQA: **Significant** impact
Alternative 7	**AES-2:** Alternative 7 would affect views of the Port from the Harbor Scenic Route.	CEQA: **Significant** impact	**MM AES-5:** Provide Harbor viewing areas within the Regional Center	CEQA: Less than significant impact

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Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.1 Aesthetics (continued)				
Proposed Project	**AES-5:** The proposed Project would not result in changes to the overall visual character of the landscape but would change the visual quality of some views in a way that could have a significant adverse effect on viewer response.	NEPA: **Significant** impact	**MM AES-2** **MM AES-3** **MM AES-4**	NEPA: **Significant** impact
Alternatives 1 and 2	**AES-5:** Alternatives 1 and 2 would not result in changes to the overall visual character and quality of the landscape in a way that could have a significant adverse effect on viewer response.	NEPA: Less than significant impact Alt. 1: Not applicable	Mitigation not required	NEPA: Less than significant impact Alt. 1: Not applicable
Alternatives 3, 4, 5, and 6	**AES-5:** Alternatives 3 through 6 would not result in changes to the overall visual character of the landscape but would change the visual quality of some views in a way that could have a significant adverse effect on viewer response.	NEPA: **Significant** impact	**MM AES-2** **MM AES-3** **MM AES-4**	NEPA: **Significant** impact
Alternative 7	**AES-5:** Alternative 7 would not result in changes to the overall visual character and quality of the landscape in a way that could have a significant adverse effect on viewer response.	NEPA: Less than significant impact	Mitigation not required	NEPA: Less than significant impact

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality and Meteorology				
Proposed Project	**AQ-1**: Construction would produce emissions that would exceed SCAQMD emission significance thresholds.	CEQA: **Significant** impact for VOC, CO, NO_X, SO_X, $PM_{10}/PM_{2.5}$ emissions in Phase I **Significant** impact for VOC, NO_X, SO_X, $PM_{10}/PM_{2.5}$ emissions in Phases II and III	**MM AQ-1**: Harborcraft Used During Construction **MM AQ-2**: Cargo Ships **MM AQ-3**: Fleet Modernization for On-Road Trucks **MM AQ-4**: Fleet Modernization for Construction Equipment **MM AQ-5**: Best Management Practices (BMPs) **MM AQ-6**: Additional Fugitive Dust Controls **MM AQ-7:** General Mitigation Measure **MM AQ-8:** Special Precautions near Sensitive Sites**.**	CEQA*: **Significant** impact after mitigation from VOC, CO, NO_X, SO_X, $PM_{10}/PM_{2.5}$ emissions in Phase I **Significant** impact after mitigation from NO_X, SO_X, PM_{10} and $PM_{2.5}$ emissions in Phases II and III Less than significant impact after mitigation for all other pollutants for Phases II and III
		NEPA: **Significant** impact for VOC, NO_X, SO_X, $PM_{10}/PM_{2.5}$ emissions during Phase I **Significant** impact for NO_X, SO_X, $PM_{10}/PM_{2.5}$ emissions during Phases II and III	**MM AQ-1** through **MM AQ-8**	NEPA*: **Significant** impact after mitigation from VOC, NO_X, SO_x, $PM_{10}/PM_{2.5}$ emissions in Phase I **Significant** impact after mitigation from NO_X, SO_X, and $PM_{2.5}$ emissions in Phases II and III Less than significant impact after mitigation for all other pollutants in Phases I, II, and III

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality and Meteorology (continued)				
Alternative 1	**AQ-1**: Construction would produce emissions that would exceed SCAQMD emission significance thresholds.	CEQA: **Significant** impact for VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase I. **Significant** impact for NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase II.	**MM AQ-1** through **MM AQ-8**	CEQA: **Significant** impact after mitigation for VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ in Phase I. **Significant** impact after mitigation for NO_X, SO_X, and $PM_{2.5}$ in Phase II.
		NEPA Impact determination for Alternative 1: not applicable.	Mitigation not required.	NEPA Impact determination for Alternative I: not applicable.
Alternative 2	**AQ-1**: Construction would produce emissions that would exceed SCAQMD emission significance thresholds.	CEQA: **Significant** impact for VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase I **Significant** impact for NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase II	**MM AQ-1** through **MM AQ-8**	CEQA*. **Significant** impact after mitigation from VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase I **Significant** impact after mitigation from NO_X, SO_X, PM_{10} and $PM_{2.5}$ emissions in Phase II Less than significant impact after mitigation for all other pollutants for Phase II
		NEPA: **Significant** impact for VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase I **Significant** impact for NO_X, SO_X, and $PM_{2.5}$ during construction of Phases II. Less than significant impact for all other pollutants for Phase II	**MM AQ-1** through **MM AQ-8**	NEPA*: **Significant** impact after mitigation from VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase I **Significant** impact after mitigation from NO_X, SO_X, and $PM_{2.5}$ emissions in Phase I Less than significant impact after mitigation for all other pollutants in Phase II

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality and Meteorology (continued)				
Alternatives 3, 4, and 6	**AQ-1**: Construction would produce emissions that would exceed SCAQMD emission significance thresholds.	CEQA: **Significant** impact for VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase I **Significant** impact for VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phases II and III	**MM AQ-1** through **MM AQ-8**	CEQA: **Significant** impact after mitigation from VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase I **Significant** impact after mitigation from NO_X, SO_X, PM_{10} and $PM_{2.5}$ emissions in Phases II and III Less than significant impact after mitigation for all other pollutants for Phases II and III
		NEPA: **Significant** impact for VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase I **Significant** impact for NO_X, SO_X, PM_{10}, and $PM_{2.5}$ during construction of Phases II and III. Less than significant impact for all other pollutants for Phase II	**MM AQ-1** through **MM AQ-8**	NEPA: **Significant** impact after mitigation from VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase I **Significant** impact after mitigation from NO_X, SO_X, and $PM_{2.5}$ emissions in Phases II and III Less than significant impact after mitigation for all other pollutants in Phases II and III
Alternative 5	**AQ-1**: Construction would produce emissions that would exceed SCAQMD emission significance thresholds.	CEQA: **Significant** impact for VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase I.	**MM AQ-1**	CEQA: **Significant** impact after mitigation for VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ in Phase I.
		NEPA: **Significant** impact for VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase I.	**MM AQ-1**	NEPA*: **Significant** impact after mitigation from VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase I.

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality and Meteorology (continued)				
Alternative 7	**AQ-1**: Construction would produce emissions that would exceed SCAQMD emission significance thresholds.	CEQA: **Significant** impact for VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase I **Significant** impact for VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phases II and III	**MM AQ-1** through **MM AQ-8**	CEQA: **Significant** impact after mitigation from VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase I **Significant** impact after mitigation from VOC, NO_X, SO_X, PM_{10} and $PM_{2.5}$ emissions in Phases II and III Less than significant impact after mitigation for all other pollutants for Phases II and III
		NEPA: **Significant** impact for VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase I **Significant** impact for VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ during construction of Phases II and III. Less than significant impact for all other pollutants for Phases II and III	**MM AQ-1** through **MM AQ-8**	NEPA: **Significant** impact after mitigation from VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase I **Significant** impact after mitigation from VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions in Phases II and III Less than significant impact after mitigation for all other pollutants in Phases II and III
Proposed Project	**AQ-2**: Construction of the proposed Project or alternatives would result in offsite ambient air pollutant concentrations that would exceed the SCAQMD threshold of significance.	CEQA: **Significant** impact for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I **Significant** impact for 1-hour NO_2 in Phases II and III.	**MM AQ-1** through **MM AQ-8**	CEQA: **Significant** impact after mitigation for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I. Less than significant impact for all pollutants in Phases II and III
		NEPA: **Significant** impact for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I Significant impact for 1-hour NO_2 in Phases II and III	**MM AQ-1** through **MM AQ-8**	NEPA: Significant impact after mitigation for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I. Less than significant impact for all pollutants in Phases II and III.

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality and Meteorology (continued)				
Alternative 1	**AQ-2**: Construction of the alternatives would result in offsite ambient air pollutant concentrations that would exceed the SCAQMD threshold of significance.	CEQA: **Significant** impact for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I. Less than significant impact for all other pollutants in Phase I. Less than significant impact for all pollutants in Phases II and III.	**MM AQ-1** through **MM AQ-8**	CEQA: **Significant** impact after mitigation for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I. Less than significant impact for all other pollutants in Phase I. Less than significant impact for all pollutants in Phases II and III.
		NEPA Impact determination for Alternative 1: not applicable.	No mitigation is required.	NEPA Impact determination for Alternative 1: not applicable.
Alternatives 2 and 7	**AQ-2**: Construction of the alternatives would result in offsite ambient air pollutant concentrations that would exceed the SCAQMD threshold of significance.	CEQA: Significant impact for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I. Less than significant impact for all other pollutants in Phase I. Less than significant impact for all pollutants in Phases II and III.	**MM AQ-1** through **MM AQ-8**	CEQA: **Significant** impact after mitigation for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I. Less than significant impact for all other pollutants in Phase I. Less than significant impact for all pollutants in Phases II and III.
		NEPA: **Significant** impact for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I. Less than significant impact for all other pollutants in Phase I. Less than significant impact for all pollutants in Phases II and III.	**MM AQ-1** through **MM AQ-8**	NEPA: **Significant** impact after mitigation for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I. Less than significant impact for all other pollutants in Phase I. Less than significant impact for all pollutants in Phases II and III.

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality and Meteorology (continued)				
Alternatives 3, 4, and 6	**AQ-2**: Construction of the alternatives would result in offsite ambient air pollutant concentrations that would exceed the SCAQMD threshold of significance.	CEQA: **Significant** impact for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I **Significant** impact for 1-hour NO_2 in Phases II and III.	**MM AQ-1** through **MM AQ-8**	CEQA: **Significant** impact after mitigation for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I Less than significant impact for all pollutants in Phases II and III
		NEPA: **Significant** impact for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I Significant impact for 1-hour NO_2 in Phases II and III	**MM AQ-1** through **MM AQ-8**	NEPA: **Significant** impact after mitigation for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I Less than significant impact for all other pollutants in Phases II and III
Alternative 5	**AQ-2**: Construction of the alternative would result in offsite ambient air pollutant concentrations that would exceed the SCAQMD threshold of significance.	CEQA: **Significant** impact for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I. Less than significant impact for all other pollutants in Phase I.	**MM AQ-1**	CEQA: **Significant** impact after mitigation for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I. Less than significant impact for all other pollutants in Phase I.
		NEPA: **Significant** impact for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I Less than significant impact for all other pollutants in Phase I	**MM AQ-1**	NEPA: **Significant** impact after mitigation for 1-hour NO_2 and 24-hour PM_{10} concentrations in Phase I Less than significant impact for all other pollutants in Phase I

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality and Meteorology (continued)				
Proposed Project, Alternative 4	**AQ-3**: The proposed Project or alternative would result in operational emissions that exceed 10 tons per year of VOCs and SCAQMD thresholds of significance	CEQA: **Significant** impact for VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ in 2005, 2010, 2015, 2030, and 2045	**MM AQ-9**: Alternative Maritime Power (AMP) **MM AQ-10**: Vessel Speed Reduction Program **MM AQ-11**: Low-Sulfur Fuel Ship Auxiliary Engine, Main Engine and Boiler Fuel Improvement Program **MM AQ-12**: Slide Valves in Ship Main Engines **MM AQ-13**: Reroute Cleaner Ships **MM AQ-14**: New Vessel Builds **MM AQ-15**: Yard Tractors at Berth 97-109 Terminal **MM AQ-16**: Yard Equipment at Berth 121-131 Rail Yard **MM AQ-17**: Other Yard Equipment at Berth 97-109 Terminal **MM AQ-18**: Yard Locomotives at Berth 121-131 Rail Yard **MM AQ-19**: Clean Diesel Truck Program **MM AQ-20**: LNG Trucks **MM AQ-21:** Truck Idling Reduction Measure **MM AQ-22**: Periodic Review of New Technology and Regulations **MM AQ-23**: Throughput Tracking **MM AQ-24**: General Mitigation Measure.	CEQA‡. **Significant** impact after mitigation for VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ in 2005, 2010, 2015, 2030, and 2045
		NEPA: **Significant** impact† for VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ in 2005 and 2010; and VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ in 2015, 2030, and 2045	**MM AQ-9** through **MM AQ-24**	NEPA: **Significant** impact after mitigation for VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ in 2005, 2010, 2015, 2030, and 2045

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality and Meteorology (continued)				
Alternative 1	**AQ-3**: Alternative would result in operational emissions that exceed 10 tons per year of VOCs and SCAQMD thresholds of significance	CEQA: **Significant** impact† for the following project years and pollutants: 2005: VOC, CO, NO_X 2015-2045: CO 2010 Construction + Operations: VOC, CO, NO_X, SO_X, and $PM_{2.5}$ NEPA: Not applicable	No mitigation measures are applicable	CEQA: **Significant** impact for the same project years and pollutants NEPA: Not applicable
Alternative 2	**AQ-3**: Alternative would result in operational emissions that exceed 10 tons per year of VOCs and SCAQMD thresholds of significance	CEQA: **Significant** impact for the following project years and pollutants: 2005: VOCs, CO, and NO_X, 2015 – 2045: CO. 2010 Construction + Operations: VOCs, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$	No mitigation measures are applicable	CEQA: **Significant** impact for the same project years and pollutants
		NEPA: **No Impact** from operations. Peak year of construction/operational impact would be significant for NO_X, SO_X, and $PM_{2.5}$ in 2010.	No mitigation measures are applicable	NEPA: **No Impact** from operations. **Significant** impact for NO_X, SO_X, and $PM_{2.5}$ in 2010

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality and Meteorology (continued)				
Alternative 3	**AQ-3**: Alternative would result in operational emissions that exceed 10 tons per year of VOCs and SCAQMD thresholds of significance	CEQA: **Significant** impact for the following project years and pollutants: 2005-2045: VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$	**MM AQ-9** through **MM AQ-24**	CEQA: **Significant** impact after mitigation for the following project years and pollutants: 2005-2010: VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ 2015 – 2045: VOC, CO, NO_X, PM_{10}, and $PM_{2.5}$
		NEPA: **Significant** impact for the following project years and pollutants: 2005: VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ 2015 – 2045: VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ 2010 Construction + Operations: NO_X, SO_X, PM_{10}, and $PM_{2.5}$	**MM AQ-9** through **MM AQ-24**	NEPA: **Significant** impact after mitigation for the following project years and pollutants: 2005: VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ 2015 – 2045: VOC, CO, NO_X, PM_{10}, and $PM_{2.5}$ 2010 Construction + Operations: VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality and Meteorology (continued)				
Alternative 5	**AQ-3**: Alternative would result in operational emissions that exceed 10 tons per year of VOCs and SCAQMD thresholds of significance	CEQA: **Significant** impact for the following project years and pollutants: 2005-2045: VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$	**MM AQ-9** through **MM AQ-24**	CEQA: **Significant** impact after mitigation for the following project years and pollutants: 2005-2010: VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ 2015 – 2045: VOC, CO, NO_X,
		NEPA: **Significant** impact for the following project years and pollutants: 2005: VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ 2015 – 2045: VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ 2010 Construction + Operations: NO_X, SO_X, PM_{10}, and $PM_{2.5}$	**MM AQ-9** through **MM AQ-24**	NEPA: **Significant** impact after mitigation for the following project years and pollutants: 2005: VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ 2015 – 2045: VOC, NO_X, PM_{10}, and $PM_{2.5}$ 2010 Construction + Operations: VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$
Alternative 6	**AQ-3**: Alternative would result in operational emissions that exceed 10 tons per year of VOCs and SCAQMD thresholds of significance	CEQA: **Significant** impact for the following project years and pollutants: 2005-2045: VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$	**MM AQ-9** through **MM AQ-24 ****	CEQA: **Significant** impact after mitigation for the following project years and pollutants: 2005-2045: VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$
		NEPA: **Significant** impact for the following project years and pollutants: 2005-2010: VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ 2015 – 2045: VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$	**MM AQ-9** through **MM AQ-24 ****	NEPA: **Significant** impact after mitigation for the following project years and pollutants: 2005: VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ 2015 – 2045: VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ 2010 Construction + Operations: NO_X, SO_X, PM_{10}, and $PM_{2.5}$

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality and Meteorology (continued)				
Alternative 7	**AQ-3:** Alternative would result in operational emissions that exceed 10 tons per year of VOCs and SCAQMD thresholds of significance	CEQA: **Significant** impact for VOCs, CO, PM_{10} in 2015, CO and PM_{10} in 2030, and PM_{10} in 2045	**MM AQ-31:** Offsite pedestrian facility improvements	CEQA: **Significant** impact after mitigation for VOC, CO, PM_{10} in 2015, CO and PM_{10} in 2030, and PM_{10} in 2045. Less than significant impact for all other pollutants and years
		NEPA: **Significant** impact for VOC, CO, NO_X, PM_{10}, and $PM_{2.5}$ in 2015; and VOC, PM_{10}, and $PM_{2.5}$ in 2030 and 2045	**MM AQ-31**	NEPA: **Significant** impact after mitigation for VOC, CO, NO_x, PM_{10}, and $PM_{2.5}$ in 2015; and VOC, PM_{10}, and $PM_{2.5}$ in 2030 and 2045. Less than significant impact for all other pollutants and years.
Proposed Project and Alternatives 3 through 6	**AQ-4**: Proposed Project or alternatives operations would result in offsite ambient air pollutant concentrations that exceed SCAQMD threshold of significance.	CEQA: **Significant** impact for 1-hour and annual NO_2 and 24-hour $PM_{10}/PM_{2.5}$ concentrations Less than significant impact for all other pollutants	**MM AQ-9** through **MM AQ-24 ****	CEQA: **Significant** impact after mitigation for 1-hour and annual NO_2 and 24-hour $PM_{10}/PM_{2.5}$ concentrations Less than significant impact after mitigation for all other pollutants
		NEPA: **Significant** impact for 1-hour and annual NO_2 and 24-hour $PM_{10}/PM_{2.5}$ concentrations Less than significant impact for all other pollutants	**MM AQ-9** through **MM AQ-24 ****	NEPA: **Significant** impact after mitigation for 1-hour and annual NO_2 and 24-hour $PM_{10}/PM_{2.5}$ concentrations Less than significant impact after mitigation for all other pollutants
Alternative 1	**AQ-4**: Alternatives operations would result in offsite ambient air pollutant concentrations that exceed SCAQMD threshold of significance.	CEQA: **Significant** impact for 1-hour and annual NO_2 concentrations Less than significant impact for all other pollutants NEPA: Not applicable	No mitigation measures are applicable	CEQA: **Significant** impact for 1-hour and annual NO_2 concentrations Less than significant impact for all other pollutants NEPA: Not applicable

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality and Meteorology (continued)				
Alternative 2	**AQ-4**: Alternatives operations would result in offsite ambient air pollutant concentrations that exceed SCAQMD threshold of significance.	CEQA: **Significant** impact for 1-hour and annual NO_2 and 24-hour PM_{10} concentrations Less than significant impact for all other pollutants	No mitigation measures are applicable	CEQA: **Significant** impact for 1-hour and annual NO_2 and 24-hour PM_{10} concentrations Less than significant impact for all other pollutants
		NEPA: **Significant** impact for 1-hour and annual NO_2 concentrations Less than significant impact for all other pollutants	No mitigation measures are applicable	NEPA: **Significant** impact for 1-hour and annual NO_2 concentrations Less than significant impact for all other pollutants
Alternative 7	**AQ-4**: Alternative operations would result in offsite ambient air pollutant concentrations that exceed SCAQMD threshold of significance.	CEQA: **Significant** impact for 24-hour $PM_{10}/PM_{2.5}$ concentrations Less than significant impact for all other pollutants	No additional mitigation measures are proposed	CEQA: **Significant** impact after mitigation for 24-hour $PM_{10}/PM_{2.5}$ concentrations Less than significant impact for all other pollutants
		NEPA: **Significant** impact for 24-hour $PM_{10}/PM_{2.5}$ concentrations Less than significant impact for all other pollutants	No additional mitigation measures are proposed	NEPA: **Significant** impact after mitigation for 24-hour $PM_{10}/PM_{2.5}$ concentrations Less than significant impact for all other pollutants
Proposed Project and Alternatives 1 through 7	**AQ-5:** The proposed Project or alternative would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards	CEQA: Less than Significant, as CO standards would not be exceeded.	No additional mitigation measures are proposed	CEQA: Less than Significant, as CO standards would not be exceeded.
		NEPA: Less than Significant, as CO standards would not be exceeded. No NEPA impact determination for Alternative 1.	No additional mitigation measures are proposed	NEPA: Less than Significant, as CO standards would not be exceeded. No NEPA impact determination for Alternative 1.
Proposed Project and Alternatives 1 through 7	**AQ-6**: The proposed Project or alternative would not create an objectionable odor at the nearest sensitive receptor	CEQA: Less than Significant odor impacts	No additional mitigation measures are proposed	CEQA: Less than Significant odor impacts
		NEPA: Less than Significant odor impacts. No NEPA impact determination for Alternative 1	No additional mitigation measures are proposed	NEPA: Less than Significant odor impacts. No NEPA impact determination for Alternative 1

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality and Meteorology (continued)				
Proposed Project and Alternatives 4 and 6	**AQ-7**: The proposed Project or alternative would expose receptors to significant levels of toxic air contaminants (TACs).	CEQA: **Significant** impact for cancer risk and acute noncancer effects Less than significant impact for chronic noncancer effects	**MM AQ-9** through **MM AQ-24 ****	CEQA: **Significant** impact for cancer risk and acute noncancer effects
		NEPA: **Significant** impact for cancer risk and acute noncancer effects Less than significant impact for chronic noncancer effects	**MM AQ-9** through **AQ-24 ****	NEPA: **Significant** impact for cancer risk and acute noncancer effects
Alternative 3 and 5	**AQ-7**: The alternative would expose receptors to significant levels of toxic air contaminants (TACs).	CEQA: **Significant** impact for cancer risk and acute noncancer effects Less than significant impact for and chronic noncancer effects	**MM AQ-9** through **MM AQ-24**	CEQA: Less than significant impact for cancer risk and Chronic noncancer effects. **Significant** impact for acute noncancer effects
		NEPA: **Significant** impact for cancer risk and acute noncancer effects Less than significant impact for and chronic noncancer effects	**MM AQ-9** through **AQ-24**	NEPA: Less than significant impact for cancer risk and Chronic noncancer effects. **Significant** impact for cancer risk after mitigation
Alternatives 1, 2 and 7	**AQ-7**: The alternative would not expose receptors to significant levels of toxic air contaminants (TACs).	CEQA: Less than significant impact for cancer risk, acute noncancer, and chronic noncancer effects	No additional mitigation measures are proposed	CEQA: Less than significant impact for cancer risk, acute noncancer, and chronic noncancer effects
		NEPA: Less than significant impact for cancer risk, acute noncancer, and chronic noncancer effects for Alternatives 2 and 7. No NEPA impact determination for Alternative 1	No additional mitigation measures are proposed Mitigation is not applicable to Alternative 1	NEPA: Less than significant impact for cancer risk, acute noncancer, and chronic noncancer effects for Alternatives 2 and 7. No NEPA impact determination for Alternative 1

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality and Meteorology (continued)				
Proposed Project and Alternatives 1 through 7	**AQ-8:** The proposed Project or alternative would not conflict with or obstruct implementation of an applicable AQMP.	CEQA: Less than significant impact for AQMP consistency	No additional mitigation measures are proposed	CEQA: Less than significant impact for AQMP consistency
		NEPA: Less than significant impact for AQMP consistency No NEPA impact determination for Alternative 1	No additional mitigation measures are proposed Mitigation is not applicable to Alternative 1	NEPA: Less than significant impact for AQMP consistency No NEPA impact determination for Alternative 1
Proposed Project and Alternatives 1 through 7	**AQ-9**: The proposed Project would produce Greenhouse Gas (GHG) emissions that would exceed 2003 baseline levels.	CEQA: **Significant** impact	**MM AQ-9, AQ-10, AQ-17, AQ-20, AQ-21 **,** and: **MM AQ-25:** LEED Certification **MM AQ-26:** Compact Fluorescent Light Bulbs **MM AQ-27:** Energy Audit **MM AQ-28:** Solar Panels **MM AQ-29:** Recycling **MM AQ-30:** Tree Planting	CEQA: **Significant** impact after mitigation
		NEPA: No determination of significance	**MM AQ-9, AQ-10, AQ-17, AQ-20, AQ-21,** and **AQ 25** through **AQ-30 ****	NEPA: No determination of significance

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.3 Biological Resources				
Proposed Project and Alternatives 3 through 6	**BIO-1b:** Operations would not cause a loss of individuals or habitat for a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Less than significant impact	Mitigation not required; however, **MM BIO-2** would further reduce any potential for impact. **MM BIO-2:** All ships calling at Berths 97-109 shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area starting 2009	CEQA: Less than significant impact
		NEPA: Less than significant impact	Mitigation not required; however, **MM BIO-2** would further reduce any potential for impact.	NEPA: Less than significant impact
Proposed Project and Alternatives 3 and 6	**BIO-2a:** Construction activities would result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: **Significant** impact to EFH from fill placement in the West Basin; no impacts to other natural habitats, special aquatic sites, or plant communities	**MM BIO-1:** LAHD shall apply 1.27 credits (= 2.54 Inner Harbor acres) available in the Bolsa Chica or Outer Harbor mitigation banks to compensate for loss of fish and wildlife habitat due to construction of fill in the West Basin.	CEQA: No impact
		NEPA: **Significant** impact to EFH from fill placement in the West Basin; no impacts to other natural habitats, special aquatic sites, or plant communities	**MM BIO-1**	NEPA: No impact

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.3 Biological Resources (continued)				
Alternatives 1, 2, 4, 5, and 7	**BIO-2a:** Phase I dike and fill placement resulted in a loss of aquatic habitat. Construction activities would not otherwise result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: **Significant** impact to EFH from fill placement in the West Basin; no impacts to other natural habitats, special aquatic sites, or plant communities	**MM BIO-1:** Mitigation credits under BIO-1 for Alternatives 1, 2, 4, 5, and 7 would be 0.65 Outer Harbor credits.	CEQA: No impact
		NEPA: **Significant** impact to EFH from fill placement in the West Basin; no impacts to other natural habitats, special aquatic sites, or plant communities Not applicable to Alternative 1	**MM BIO-1:** Mitigation credits under BIO-1 for Alternatives 2, 4, 5, and 7 would be 0.65 Outer Harbor credits. Mitigation is not applicable to Alternative 1	NEPA: No impact Not applicable to Alternative 1
Proposed Project and Alternatives 1 through 7	**BIO-4a:** Dredging, filling, and wharf construction activities would substantially disrupt local biological communities.	CEQA: **Significant** impact	**MM BIO-1**	CEQA: Less than significant impact
		NEPA: **Significant** impact for in-water work, and no impact for existing backland construction No NEPA impact determination for Alternative 1	**MM BIO-1** Mitigation is not applicable to Alternative 1	NEPA: Less than significant impact for in-water work, and no impact for backland construction No NEPA impact determination for Alternative 1
Proposed Project and Alternatives 3, 4, 5, and 6	**BIO-4b/c**: Operation of the proposed facilities in the West Basin has a potential to result in accidental spills or introduce non-native species into the Harbor that could disrupt local biological communities.	CEQA: **Significant** impact	Mitigation beyond regulatory compliance is not available	CEQA: **Significant** impact
		NEPA: **Significant** impact	Mitigation beyond regulatory compliance is not available	NEPA: **Significant** impact
Alternatives 1, 2, and 7	**BIO-4b/c**: Operation of the new facilities would not substantially disrupt local biological communities or introduce invasive species.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant Not applicable to Alternative 1	Mitigation not required	NEPA: Less than significant Not applicable to Alternative 1

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.3 Biological Resources (continued)				
Proposed Project and Alternatives 3 and 6	**BIO-5**: Filling in the West Basin would result in a permanent loss of marine habitat.	CEQA: **Significant** impact	**MM BIO-1** (1.27 Outer Harbor credits)	CEQA: No impact
		NEPA: **Significant** impact	**MM BIO-1** (1.27 Outer Harbor credits)	NEPA: No impact
Alternatives 1, 2, 4, 5, and 7	**BIO-5**: Filling in the West Basin would result in a permanent loss of marine habitat.	CEQA: **Significant** impact	**MM BIO-1**: Mitigation credits under **BIO-1** for Alternative 4 or Alternative 5 would be 0.65 Outer Harbor credits.	CEQA: No impact
		NEPA: **Significant** impact Not applicable to Alternative 1	**MM BIO-1:** Mitigation credits under **BIO-1** for Alternative 4 or Alternative 5 would be 0.65 Outer Harbor credits. Mitigation is not applicable to Alternative 1	NEPA: No impact Not applicable to Alternative 1
Alternative 7	**BIO-5:** Placement of a small amount of dike and fill in the West Basin would cause a small permanent loss of aquatic habitat in the Inner Harbor.	CEQA: **Significant** impact	**MM BIO-1**: Mitigation credits under **BIO-1** for Alternative 7 would be determined during design but would be less than those required for the proposed Project.	CEQA: No impact
		NEPA: **Significant** impact	**MM BIO-1**: Mitigation credits under **BIO-1** for Alternative 7 would be determined during design but would be less than those required for the proposed Project.	NEPA: No impact

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
	3.4 Cultural Resources			
Proposed Project and Alternatives 2, 3, 4, 6, and 7	**CR-1:** Construction of the proposed Project or Alternatives 2, 3, 4, 6, and 7 has an extremely low potential to disturb, damage, or degrade unknown archaeological and ethnographic cultural resources (Phase I construction, applied to Alternative 1, occurred and did not encounter any archaeological resources).	CEQA: Less than significant impact	**MM CR-1**: In the unlikely event that any artifact, or culturally deposited bone, shell or non-native stone is encountered during construction, work shall be immediately stopped and relocated to another area. The contractor shall stop construction within 10 meters (30 feet) of the exposure of these finds until a qualified archaeologist can be retained by the Port to evaluate the find using NRHP and CRHR eligibility criteria (see 36 CFR 800.11.1 and California Code of Regulations, Title 14, Section 15064.5(f)). If the resources are found to be significant, they shall be avoided or shall be mitigated consistent with Section 106 and CEQA Guidelines.	CEQA: Less than significant impact
		NEPA: Less than significant impact; not applicable for Alt. 1	**MM CR-1** Mitigation is not applicable to Alternative 1	NEPA: Less than significant impact after mitigation; not applicable for Alt. 1

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.5 Geology				
Proposed Project and Alternatives 3, 4, 6, and 7	**GEO-1a**: Seismic activity along the Palos Verdes Fault Zone, or other regional faults, could produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure that would expose people and structures to greater than normal risk during the construction period.	CEQA: **Significant** and unavoidable impact	No mitigation measures are available to reduce below significance	CEQA: **Significant** and unavoidable impact
		NEPA: **Significant** and unavoidable impact	No mitigation measures are available to reduce below significance	NEPA: **Significant** and unavoidable impact
Alternative 2	**GEO-1a**: Seismic activity along the Palos Verdes fault zone, or other regional faults, could produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure that would expose people and structures to greater than normal risk during the construction period.	CEQA: **Significant** and unavoidable impact	No mitigation measures are available to reduce below significance	CEQA: **Significant** and unavoidable impact
		NEPA: No impact	Mitigation not required	NEPA: No impact
Proposed Project and Alternatives 3 through 7	**GEO-1b**: Seismic activity along the Palos Verdes Fault Zone, or other regional faults, could produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure that would expose people and structures to substantial risk during the operations period (through 2045).	CEQA: **Significant** and unavoidable impact	No mitigation measures are available to reduce below significance	CEQA: **Significant** and unavoidable impact
		NEPA: **Significant** and unavoidable impact	No mitigation measures are available to reduce below significance	NEPA: **Significant** and unavoidable impact

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.5 Geology (continued)				
Alternatives 1 and 2	**GEO-1b**: Seismic activity along the Palos Verdes Fault Zone, or other regional faults, could produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure that would expose people and structures to substantial risk during the operations period (through 2045).	CEQA: **Significant** and unavoidable impact	No mitigation measures are available to reduce below significance	CEQA: **Significant** and unavoidable impact
		NEPA: No impact NEPA not applicable to Alternative 1	Mitigation not required	NEPA: No impact NEPA not applicable to Alternative 1
Proposed Project and Alternatives 3, 4, 6, and 7	**GEO-2a**: Construction within the Port area will expose people and structures to substantial risk involving tsunamis or seiches. Local or distant seismic activity and/or offshore landslides could result in the occurrence of tsunamis or seiches within the proposed Project area and vicinity.	CEQA: **Significant** and unavoidable impact	**MM GEO-1**: Emergency Response Planning	CEQA: **Significant** and unavoidable impact
		NEPA: **Significant** and unavoidable impact	**MM GEO-1**	NEPA: **Significant** and unavoidable impact
Alternative 2	**GEO-2a**: Construction within the Port area will expose people and structures to substantial risk involving tsunamis or seiches. Local or distant seismic activity and/or offshore landslides could result in the occurrence of tsunamis or seiches within the proposed Project area and vicinity.	CEQA: **Significant** and unavoidable impact	**MM GEO-1**: Emergency Response Planning	CEQA: **Significant** and unavoidable impact
		NEPA: No impact	Mitigation not required	NEPA: No impact

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.5 Geology (continued)				
Proposed Project and Alternatives 3 through 7	**GEO-2b**: Operations within the Port area will expose people and structures to substantial risk involving tsunamis or seiches. Local or distant seismic activity and/or offshore landslides could result in the occurrence of tsunamis or seiches within the proposed Project area and vicinity.	CEQA: **Significant** and unavoidable impact	**MM GEO-1**	CEQA: **Significant** and unavoidable impact
		NEPA: **Significant** and unavoidable impact	**MM GEO-1**	NEPA: **Significant** and unavoidable impact
Alternatives 1 and 2	**GEO-2b**: Operations within the Port area will expose people and structures to substantial risk involving tsunamis or seiches. Local or distant seismic activity and/or offshore landslides could result in the occurrence of tsunamis or seiches within the proposed Project area and vicinity.	CEQA: **Significant** and unavoidable impact	**MM GEO-1**	CEQA: **Significant** and unavoidable impact
		NEPA: No impact NEPA not applicable to Alternative 1	Mitigation not required	NEPA: No impact NEPA not applicable to Alternative 1

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.6 Transportation/Circulation				
Proposed Project and Alternatives 3 through 6	**TRANS-2**: Long-term vehicular traffic associated with the proposed Project would significantly impact more than one study intersection's volume/ capacity ratios or level of service.	CEQA: **Significant** impact	Proposed Project, Alt 4, and Alt 6: **MM TRANS-1:** Additional turn lanes at Avalon Boulevard and Harry Bridges Boulevard. **MM TRANS-2:** Additional through lane at Alameda and Anaheim Streets **MM TRANS-3:** Additional lanes and reconfiguration at John S. Gibson and I-110 Ramps **MM TRANS-:4** Additional lanes at Fries Avenue and Harry Bridges Boulevard. **MM TRANS-5:** Additional lanes at Broad Avenue and Harry Bridges Boulevard. **MM TRANS-6:** Additional lanes at Seaside and Navy Way. Alternative 3: **MM TRANS-1** through **MM TRANS-5** Alternative 5: **MM Trans-4**	CEQA: Less than significant impact
		NEPA: **Significant** impact	MM TRANS-1 through MM TRANS-6 Alternative 3: **MM TRANS-1** through **MM TRANS-5** Alternative 5: **MM Trans-4**	NEPA: Less than significant impact
Alternatives 1 and 2	**TRANS-2**: Alternatives would not result in traffic that affects intersection volume/capacity ratios or level of service.	CEQA: No Impact	Mitigation not required	CEQA: No Impact
		NEPA: No impact NEPA not applicable to Alternative 1	Mitigation not required	NEPA: No impact NEPA not applicable to Alternative 1

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.6 Transportation/Circulation (continued)				
Alternative 7	**TRANS-2**: Long-term vehicular traffic associated with Alternative 7 would significantly affect volume/capacity ratios or levels of service of more than 12 study intersections.	CEQA: **Significant** impact	**MM TRANS-4** through **6,** and **MM TRANS-7**: Additional turn and through lanes at Avalon Boulevard and Harry Bridges Boulevard **MM TRANS-8**: Additional through lane at Harbor Boulevard and SR-47 WB On-Ramp **MM TRANS-9**: Additional through lane at Harbor Boulevard and Swinford Street **MM TRANS-10**: Additional turn and through lanes at John S. Gibson Boulevard and I-110 NB Ramps **MM TRANS-11**: Additional turn and through lanes at Figueroa Street and C Street/I-110 Ramps **MM TRANS-12**: Additional turn lanes at Pacific Avenue and Front Street **MM TRANS-13**: Additional through lane at Neptune Avenue and Harry Bridges Boulevard **MM TRANS-14**: Additional turn lanes at John S. Gibson Boulevard and Channel Street	CEQA: **Significant** and unavoidable impact at Figueroa Street and Harry Bridges Boulevard, Harbor Boulevard and Swinford Street, John S. Gibson Boulevard and I-110 NB ramps, and Fries Avenue and Harry Bridges Boulevard. Less than significant impact after mitigation for all other intersections
		NEPA: **Significant** impact	**MM TRANS-4** through **14**	NEPA: **Significant** and unavoidable impact at Figueroa Street and Harry Bridges Boulevard, Harbor Boulevard and Swinford Street, John S. Gibson Boulevard and I-110 NB ramps, and Fries Avenue and Harry Bridges Boulevard. Less than significant impact after mitigation for all other intersections

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.6 Transportation/Circulation (continued)				
Proposed Project and Alternatives 1 through 6	**TRANS-3:** An increase in onsite employees due to proposed Project operations would result in a less than significant increase in related public transit use.	CEQA: Less than significant impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: Less than significant impact NEPA not applicable to Alternative 1	Mitigation not required	NEPA: Less than significant impact NEPA not applicable to Alternative 1
Alternative 7	**TRANS-3:** An increase in Regional Center employees from operations would result in a significant increase in related public transit use.	CEQA: **Significant** impact	No mitigation available	CEQA: **Significant** and unavoidable impact
		NEPA: **Significant** impact	No mitigation available	NEPA: **Significant** and unavoidable impact
Proposed Project and Alternatives 1 through 6	**TRANS-4:** Proposed Project or alternative operations would result in a less than significant increase in freeway congestion.	CEQA: Less than significant impact No Impact for Alternatives 1 and 2	Mitigation not required	CEQA: Less than significant impact No Impact for Alternatives 1 and 2
		NEPA: Less than significant impact No Impact for Alternative 2 NEPA not applicable to Alternative 1	Mitigation not required	NEPA: Less than significant impact No Impact for Alternative 2 NEPA not applicable to Alternative 1
Alternative 7	**TRANS-4:** Alternative 7 would result in a significant increase in freeway congestion (I-110 and C Street).	CEQA: **Significant** impact	No mitigation available	CEQA: **Significant** and unavoidable impact
		NEPA: **Significant** impact	No mitigation available	NEPA: **Significant** and unavoidable impact

Table ES-4. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives (continued)

All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.6 Transportation/Circulation (continued)				
Proposed Project and Alternatives 3 through 5	**TRANS-5:** Proposed Project operations would cause an increase in rail activity, causing potential delays in regional traffic at the Henry Ford Avenue and Avalon Boulevard grade crossings.	CEQA: **Significant** impact	No mitigation available	CEQA: **Significant** and unavoidable impact
		NEPA: **Significant** impact	No mitigation available	NEPA: **Significant** and unavoidable impact
Alternatives 1, 2 and 7	**TRANS-5:** Operations would not cause rail activity that could cause delays in regional traffic at the Henry Ford Avenue and Avalon Boulevard grade crossings.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact NEPA not applicable to Alternative 1	Mitigation not required	NEPA: No impact NEPA not applicable to Alternative 1

1

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.7 Groundwater and Soils				
Proposed Project and Alternatives 1 through 7	**GW-1a**: Construction activities may encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure (duration of construction) to construction /operations personnel and/or long-term exposure to future site occupants.	CEQA: **Significant** impact	**MM GW-1**: Site Remediation **MM GW-2**: Contamination Contingency Plan	CEQA: Less than significant impact
		NEPA: **Significant** impact Alt. 1: Not applicable Alt. 2: No Impact	**MM GW-1** **MM GW-2** Mitigation is not applicable to Alternative 1	NEPA: Less than significant impact Alt. 1: Not applicable Alt. 2: No Impact
3.8 Hazards				
Alternative 7	**RISK-4b:** Alternative 7 could result in significant impacts because it has the potential to expose a substantial number of people to increased health hazard risks.	CEQA: **Significant** impact	**MM HAZ-1** The Los Angeles Harbor Department will perform a Risk Analysis of the Berth 118-120 facilities that would consider the location of the Regional Center and incorporate a buffer it into the design.	CEQA: Less than significant impact
		NEPA: **Significant** impact	**MM HAZ-1**	NEPA: Less than significant impact

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.9 Land Use				
No significant impacts would occur as a result of construction or operation of the proposed Project or Alternatives. Therefore, no mitigation measures are required.				
3.10 Marine Transportation				
No significant impacts would occur as a result of construction or operation of the proposed Project or Alternatives. Therefore, no mitigation measures are required.				
3.11 Noise				
Proposed Project and Alternatives 1 through 7	**NOI-1**: Construction activities would temporarily and periodically generate noise that exceeds the significance threshold levels at the sensitive receivers near the Project site.	CEQA: **Significant** impact	**NOI-1:** a) Construction Hour limits. b) Construction Workday limits. c) Temporary Noise Barriers. d) Properly muffled and maintained equipment. e) Idling Prohibitions. f) Equipment Location requirements. g) Quiet Equipment Selection. h) Notification. i) IHC Hydrohammer for pile driving. j) Reporting Requirements.	CEQA: **Significant** impact
		NEPA: **Significant** impact; not applicable to Alt. 1	**NOI-1:** Mitigation not applicable for Alt. 1	NEPA: **Significant** impact; not applicable to Alt. 1

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.11 Noise (continued)				
Proposed Project, and Alternative 4	**NOI-3:** Operations would generate noise levels that exceed significance thresholds at sensitive receivers near the Project site (Knoll Hill and Front Street).	CEQA: **Significant** impact	**NOI-2:** Installation of noise walls at the Project site or affected receivers.	CEQA: **Significant** impact
		NEPA: **Significant** impact	**NOI-2**	NEPA: **Significant** impact
Alternative 3	**NOI-3:** Operations would generate noise levels that exceed significance thresholds at sensitive receivers near the Project site (Knoll Hill and Front Street).	CEQA: **Significant** impact	**NOI-2**	CEQA: **Significant** impact
		NEPA: No significant impact	No mitigation required	NEPA: No significant impact
Alternatives 5, 6, and 7	**NOI-3:** Operations would generate noise levels that exceed significance thresholds at sensitive receivers near the Project site (Front Street).	NEPA: **Significant** impact	**NOI-2**	CEQA: **Significant** impact
		NEPA: No significant impact	Mitigation not required	NEPA: No significant impact
3.12 Recreation				
No significant impacts would occur as a result of construction or operation of the proposed Project or Alternatives. Therefore, no mitigation measures are required.				

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.13 Utilities and Public Services				
Proposed Project and Alternatives 1 through 6	**PS-1:** The proposed Project or Alternatives 1-6 would not increase the demand for additional law enforcement officers and/or facilities that would require additional facilities	CEQA: Less than significant impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: Less than significant impact; not applicable for Alt. 1	Mitigation not required	NEPA: Less than significant impact; not applicable for Alt. 1
Alternative 7	**PS-1:** Alternative 7 could increase the demand for additional law enforcement officers and/or facilities	CEQA: **Significant** impact	**MM PS-4**: Prepare a security plan to address the need for additional sworn officers	CEQA: Less than significant impact
		NEPA: **Significant** impact	**MM PS-4**:	NEPA: Less than significant impact
Proposed Project and Alternatives 1 through 6	**PS-2:** The proposed Project or Alternatives 1 through 6 would not require additional staffing or fire station-related equipment to maintain levels of service.	CEQA: Less than significant impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: Less than significant impact; not applicable for Alt. 1	Mitigation not required	NEPA: Less than significant impact; not applicable for Alt. 1
Alternative 7	**PS-2:** Alternative 7 could require additional staffing or fire station-related equipment to maintain levels of service.	CEQA: **Significant** impact	**MM PS-5:** Coordinate and comply with LAFD staffing and equipment requirements	CEQA: Less than significant impact
		NEPA: **Significant** impact	**MM PS-5:** Coordinate and comply with LAFD staffing and equipment requirements	NEPA: Less than significant impact

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.13 Utilities and Public Services (continued)				
Proposed Project	**PS-4:** The proposed Project could generate solid waste that would exceed the capacity of existing facilities in the proposed Project area in the long term.	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: **Significant** after 2030 and from demolition debris	**MM PS-1:** Recycling of construction materials **MM PS-2:** Using materials with recycling content **MM PS-3:** Would ensure long-term adequate solid waste management starting from 2025.	CEQA: Less than significant impact
		NEPA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: **Significant** impact	**MM PS-1** through **MM PS-3**	NEPA: Less than significant impact
Alternative 1	**PS-4:** Alternative 1 would generate solid waste from operations beyond landfill closure dates (2030).	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: **Significant** after 2030 and from demolition debris	**MM PS-3**	CEQA: Less than significant impact
		NEPA: Not applicable	Mitigation not required	NEPA: Not applicable
Alternative 2	**PS-4:** Alternative 2 would generate solid waste from operations beyond landfill closure dates (2030).	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: **Significant** after 2030 and from demolition debris	**MM PS-3**	CEQA: Less than significant impact
		NEPA: Less than significant impact	Mitigation not required	NEPA; Less than significant impact

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.13 Utilities and Public Services (continued)				
Alternatives 3 through 6	**PS-4:** Alternatives 3 through 6 would generate solid waste from operations beyond landfill closure dates (2030).	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: **Significant** after 2030 and from demolition debris	**MM PS-1** through **MM PS-3**	CEQA: Less than significant impact
		NEPA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: **Significant** after 2030 and from demolition debris	**MM PS-1** through **MM PS-3**	NEPA; Less than significant impact
Alternative 7	**PS-4:** This alternative would require a water supply consultation with LADWP for a supply determination. If DWP cannot provide required water, a significant impact would occur. This alternative would also generate solid waste from operations beyond landfill closure dates (2030).	CEQA: Wastewater Treatment Capacity: Less than significant impact Water Supply: **Significant** Solid Waste: **Significant** for operations after 2030	**MM PS-1** through **MM PS-3**, and **MM PS-6** Coordinate with LADWP and, if necessary, offset Alternative 7 water use in excess of proposed Project with conservation and recycled water offsets.	CEQA: Less than significant impact
		NEPA: Wastewater Treatment Capacity: Less than significant impact Water Supply: **Significant** Solid Waste: **Significant** for operations after 2030 and from demolition debris	**MM PS-1** through **MM PS-3**, and **MM PS-6**	NEPA: Less than significant impact

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.14 Water Quality, Sediments, and Oceanography				
Proposed Project and Alternatives 3 through 6	**WQ-1e:** Operation of proposed Project facilities could create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Upland stormwater discharges: Less than significant impact In-water vessel spills, illegal discharges, and leaching: **Significant** impact	Mitigation not required for upland activities. Mitigation not available for spills, illegal discharges, or leaching impacts.	CEQA: Upland: Less than significant impact In-water: **Significant** and unavoidable impact
		NEPA: Upland stormwater discharges: Less than significant impact In-water vessel spills, illegal discharges, and leaching: **Significant** impact	Mitigation not required for upland activities. Mitigation not available for spills, illegal discharges, or leaching impacts.	NEPA: Less than significant impact In-water: **Significant** and unavoidable impact
Alternatives 1, 2, and 7	**WQ-1e:** Operation of facilities would not require vessels that would create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: Less than significant impact; not applicable for Alt. 1	Mitigation not required	NEPA: Less than significant impact; not applicable for Alt. 1

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
4.0 Cumulative Impacts				
Proposed Project and Alternatives 3 through 6	**Aesthetics:** The proposed Project or alternative in conjunction with other related projects, would make a cumulatively considerable contribution to cumulatively significant impacts on aesthetics. AES-1, AES-2, AES-4, and AES-5.	CEQA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable
		NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	NEPA: Cumulatively considerable and unavoidable
Alternatives 1, 2, and 7	**Aesthetics:** Alternatives 1, 2, and 7 in conjunction with other related projects, would make a cumulatively considerable contribution to light and glare impacts **AES-4**.	CEQA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable
		NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	NEPA: Cumulatively considerable and unavoidable
Alternative 7	**Aesthetics:** The proposed Project or alternative in conjunction with other related projects, would make a cumulatively considerable contribution to cumulatively significant impacts on aesthetics. AES-2	CEQA Cumulatively considerable but avoidable	MM AES-5	Less than significant impact
		NEPA: Cumulatively considerable but avoidable	MM AES-5	Less than significant impact

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
4.0 Cumulative Impacts (continued)				
Proposed Project and Alternatives 1 through 6	**Air Quality**: Proposed Project or alternative construction and operation, in conjunction with construction and operation of other related projects, would make a cumulatively considerable contribution to cumulatively significant impacts to air quality (alternative 7 would not make a cumulative odor impact). Operation of the proposed Project or alternative would contribute to cumulative health risk impacts (except for Alternative 7). **AQ-1** through **AQ-4, AQ-6, AQ-7,** and **AQ-9**	CEQA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable
		NEPA: Cumulatively considerable and unavoidable NEPA not applicable to Alternative 1 No impact determination under NEPA is made for **AQ-9**	No mitigation beyond the proposed Project mitigation described above is proposed.	NEPA: Cumulatively considerable and unavoidable NEPA not applicable to Alternative 1 No impact determination under NEPA is made for **AQ-9**
Alternative 7	**AQ-1** through **AQ-4,** and **AQ-9**	CEQA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable
		NEPA: Cumulatively considerable and unavoidable No impact determination under NEPA is made for **AQ-9**	No mitigation beyond the proposed Project mitigation described above is proposed.	NEPA: Cumulatively considerable and unavoidable No impact determination under NEPA is made for **AQ-9**

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
4.0 Cumulative Impacts (continued)				
Proposed Project and Alternatives 3 through 6	**Biology:** The Proposed Project and Alternatives 3 through 6 would result in increases to vessel traffic which could potentially contribute to whale mortalities resulting in a cumulatively considerable contribution to a signficant cumulative impact (**BIO-1**).	CEQA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable
		NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	NEPA: Cumulatively considerable and unavoidable
Proposed Project and Alternatives 1 through 7	**Biology**: The potential of the proposed Project, along with other projects to substantially reduce or alter state-, federally, or locally designated natural habitats, special aquatic sites, or plant communities, including wetlands, is cumulatively considerable, but avoidable with mitigation (**BIO-2**).	CEQA: Cumulatively considerable impact for EFH, but avoidable with mitigation No impacts for other natural habitats, special aquatic sites, or plant communities	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Less than cumulatively considerable impact with mitigation for EFH
		NEPA: Cumulatively considerable impact for EFH, but avoidable with mitigation No impacts for other natural habitats, special aquatic sites, or plant communities	No mitigation beyond the proposed Project mitigation described above is proposed.	NEPA: Less than cumulatively considerable impact with mitigation for EFH
Proposed Project and Alternatives 3 through 6	**Biology**: The potential of the proposed Project, along with other projects, to cause a cumulatively substantial disruption to local biological communities (e.g., from the introduction of invasive species or accidental spills) is cumulatively considerable and unavoidable (**BIO-4**).	CEQA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable
		NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	NEPA: Cumulatively considerable and unavoidable

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
4.0 Cumulative Impacts (continued)				
Alternatives 1 through 7	**Biology**: Alternatives 1, 2, and 7 would result in the loss of soft-bottom habitat, which would represent a cumulatively considerable contribution to a significant cumulative impact (**BIO-4**).	CEQA: Cumulatively considerable impact to soft bottom habitat, but avoidable with mitigation	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Less than cumulatively considerable impact to soft bottom habitat with mitigation
		NEPA: Cumulatively considerable impact to soft bottom habitat, but avoidable with mitigation NEPA: Not applicable to Alternative 1	No mitigation beyond the proposed Project mitigation described above is proposed.	NEPA: Less than cumulatively considerable impact to soft bottom habitat with mitigation NEPA: Not applicable to Alternative 1
Proposed Project and Alternatives 1 through 7	**Biology**: The potential of the proposed Project along with other projects to result in a permanent loss of marine habitat (**BIO-5**) is cumulatively considerable but avoidable with mitigation.	CEQA: Cumulatively considerable but avoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Less than significant impact with mitigation
		NEPA: Cumulatively considerable but avoidable NEPA: Not applicable to Alternative 1	No mitigation beyond the proposed Project mitigation described above is proposed.	NEPA: Less than significant impact with mitigation NEPA: Not applicable to Alternative 1
Proposed Project and Alternatives 1 through 7	**Geology**: The proposed Project, in conjunction with other related projects, would result in cumulatively significant and unavoidable seismic-related (**GEO-1**), and tsunami- or seiche-related (**GEO-2**) impacts at the proposed Project site.	CEQA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable with mitigation
		NEPA: Cumulatively considerable and unavoidable NEPA: Not applicable to Alternative 1	No mitigation beyond the proposed Project mitigation described above is proposed.	NEPA: Cumulatively considerable and unavoidable with mitigation NEPA: Not applicable to Alternative 1
Proposed Project and Alternatives 1 through 7	**Transportation:** Construction traffic can result in significant unavoidable cumulative impacts to nearby intersections (**TRANS-1**).	CEQA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable with mitigation
		NEPA: Cumulatively considerable and unavoidable NEPA: Not applicable to Alternative 1	No mitigation beyond the proposed Project mitigation described above is proposed.	NEPA: Cumulatively considerable and unavoidable with mitigation NEPA: Not applicable to Alternative 1
Proposed Project and Alternatives 3 through 6	**Transportation:** Operation can result in significant cumulative impacts to nearby intersections (**TRANS-2**).	CEQA: Cumulatively considerable but mitigable	**MM TRANS 1-6**	CEQA: Less than significant impact with mitigation
		NEPA: Cumulatively considerable but mitigable	**MM TRANS 1-6**	NEPA: Less than significant impact with mitigation

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
4.0 Cumulative Impacts (continued)				
Alternative 7	**Transportation:** Operation can result in significant cumulative impacts to nearby intersections (**TRANS-2**).	CEQA: Cumulatively considerable and unavoidable	**MM TRANS 1-14**	CEQA: Cumulatively considerable and unavoidable with mitigation
		NEPA: Cumulatively considerable and unavoidable	**MM TRANS 1-14**	NEPA: Cumulatively considerable and unavoidable with mitigation
Alternative 7	**Transportation:** Operation can result in significant cumulative impacts to public transit (**TRANS-3**).	CEQA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable with mitigation
		NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	NEPA: Cumulatively considerable and unavoidable with mitigation
Proposed Project and Alternatives 3 through 7	**Transportation:** Operation can result in significant cumulative impacts on freeway congestion (**TRANS-4**).	CEQA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable with mitigation
		NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	NEPA: Cumulatively considerable and unavoidable with mitigation
Proposed Project and Alternatives 3 through 5	**Transportation:** Operation can result in significant cumulative impacts on delays at rail crossings (**TRANS-5**).	CEQA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable with mitigation
		NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	NEPA: Cumulatively considerable and unavoidable with mitigation
Proposed Project and Alternatives 1 through 7	**Groundwater and Soils:** construction could encounter contamination cause by past site user, which can pose safety hazards (Impact GW-1).	CEQA: Cumulatively considerable but mitigable	**MM GW-1** **MM GW-2**	CEQA: Less than significant impact with mitigation
		NEPA: Cumulatively considerable but mitigable	**MM GW-1** **MM GW-2**	NEPA: Less than significant impact with mitigation

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
4.0 Cumulative Impacts (continued)				
Alternative 7	**Hazards**: Alternative 7 would result in inconsistencies with Port Development guideline (RMP). (**RISK-4**)	CEQA: Cumulatively considerable but mitigable	**MM HAZ-1:**	CEQA: Less than significant impact with mitigation
		NEPA: Cumulatively considerable but mitigable	**MM HAZ-1:**	NEPA: Less than significant impact with mitigation
Proposed Project and Alternatives 1 through 7	**Noise**: Short term proposed Project-generated construction noise (**NOI-1**), combined with other construction projects would result in significant cumulative impacts, as temporary noise barriers (**MM NOI-1**) may not be sufficient to reduce the projected increase in the ambient noise level to less than significant levels.	CEQA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable with mitigation
		NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	NEPA: Cumulatively considerable and unavoidable with mitigation
Proposed Project and Alternatives 1 through 7	**Noise**: Operational noise (**NOI-3**), combined with other noise levels would result in significant cumulative impacts at receptors in the Project area.	CEQA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable with mitigation
		NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed.	NEPA: Cumulatively considerable and unavoidable with mitigation
Alternative 7	**Utilities and Public Services**: Alternative 7 would make a cumulatively considerable contribution to cumulatively significant impacts on law enforcement services. (**PS-1**).	CEQA: Cumulatively considerable; impacts on law enforcement services are avoidable with mitigation	No mitigation beyond the proposed Project mitigation (**MM PS-4**).	CEQA: Less than significant impact with mitigation
		NEPA: Cumulatively considerable; impacts on law enforcement services are avoidable with mitigation	No mitigation beyond the proposed Project mitigation (**MM PS-4**).	NEPA: Less than significant impact with mitigation
Alternative 7	**Utilities and Public Services**: Alternative 7 would make a cumulatively considerable contribution to cumulatively significant impacts on fire protection services. (**PS-2**).	CEQA: Cumulatively considerable; impacts on fire protection services are avoidable with mitigation	No mitigation beyond the proposed Project mitigation (**MM PS-5**).	CEQA: Less than significant impact with mitigation
		NEPA: Cumulatively considerable; impacts on fire protection services are avoidable with mitigation	No mitigation beyond the proposed Project mitigation (**MM PS-5**).	NEPA: Less than significant impact with mitigation

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
4.0 Cumulative Impacts (continued)				
Alternative 7	**Utilities and Public Services**: Alternative 7 would make a cumulatively considerable contribution to cumulatively significant impacts on water supply. (**PS-4**).	CEQA: Cumulatively considerable; impacts on water supply are avoidable with mitigation	No mitigation beyond the proposed Project mitigation (**MM PS-6**).	CEQA: Less than significant impact with mitigation
		NEPA: Cumulatively considerable; impacts on water supply are avoidable with mitigation	No mitigation beyond the proposed Project mitigation d (**MM PS-6**).	NEPA: Less than significant impact with mitigation
Proposed Project and Alternatives 3 through 7	**Utilities and Public Services**: The proposed Project or alternative would make a cumulatively considerable contribution to cumulatively significant impacts on demand for public services, specifically solid waste disposal (**PS-4**).	CEQA: Cumulatively considerable; impacts on solid waste disposal are avoidable with mitigation	No mitigation beyond the proposed Project mitigation described above is proposed for impacts on solid waste disposal (**MM PS-1 through MM PS-3**).	CEQA: Less than significant impact with mitigation.
		NEPA: Cumulatively considerable; impacts on solid waste disposal are avoidable with mitigation	No mitigation beyond the proposed Project mitigation described above is proposed for impacts on solid waste disposal (**MM PS-1 through MM PS-3**).	NEPA: Less than significant impact with mitigation
Proposed Project and Alternatives 3 through 6	**Water Quality, Sediments, and Oceanography**: The proposed Project or alternative along with other cumulative projects has the potential to create pollution, cause nuisances, or violate applicable standards related to marine water and sediment quality. The proposed Project would make a cumulatively considerable contribution to cumulatively significant water quality impacts from leaching of hull coatings, accidental spills and/or illegal vessel discharges within the Harbor (**WQ-1**).	CEQA: Cumulatively considerable contribution to impacts from potential spills, illegal vessel discharges, or hull-coating leaching are unavoidable with mitigation	No mitigation beyond the proposed Project mitigation described above is proposed	CEQA: Impact from potential spills or illegal vessel discharges or hull coating leaching is cumulatively considerable and unavoidable with mitigation
		NEPA: Cumulatively considerable contribution to impacts from potential spills, illegal vessel discharges, or hull-coating leaching are unavoidable with mitigation	No mitigation beyond the proposed Project mitigation described above is proposed	NEPA: Impact from potential spills or illegal vessel discharges or hull coating leaching is cumulatively considerable and unavoidable with mitigation

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
5.0 Environmental Justice				
Proposed Project and Alternatives 3 through 6	**Aesthetics (AES-5):** Cranes would result in view blockages of the Vincent Thomas Bridge from the west and south of the Project site.	Disproportionately high and adverse effect on minority and low-income populations	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionately high and adverse effect on minority and low-income populations
Proposed Project and Alternatives 2 through 7	**Air Quality (AQ-1):**Construction would result in pollutant emissions in at the project site and in close proximity to residences.	Disproportionately high and adverse effect on minority and low-income populations	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionately high and adverse effect on minority and low-income populations
Proposed Project and Alternatives 2 through 7	**Air Quality (AQ-2):** Proposed Project construction would result in off-site ambient concentrations of criteria air pollutants (1-hour NO_2 and 24-hour PM_{10}/$PM_{2.5}$); concentrations would be higher in areas in proximity to the proposed Project.	Disproportionately high and adverse effect on minority and low-income populations	No mitigation beyond the proposed Project mitigation described above is proposed	Disproportionately high and adverse effect on minority and low-income populations
Proposed Project and Alternatives 2 through 7	**AQ-3:** Proposed Project operations would result in offsite exceedances of SCAQMD thresholds for criteria air pollutants (VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$); concentrations would be higher in areas in proximity to the proposed Project.	Disproportionately high and adverse effect on minority and low-income populations	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionately high and adverse effect on minority and low-income populations
Proposed Project and Alternatives 2 through 7	**AQ-4**: Proposed Project operations would result in offsite exceedances of SCAQMD thresholds for criteria air pollutants (1-hour average and annual average concentrations of NO_2, and 24-hour average PM_{10} and $PM_{2.5}$); concentrations would be higher in areas in proximity to the proposed Project.	Disproportionately high and adverse effect on minority and low-income populations	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionately high and adverse effect on minority and low-income populations

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
5.0 Environmental Justice (continued)				
Proposed Project and Alternatives 2 through 6	**AQ-6:** The proposed Project would create less than significant odor impacts under CEQA and NEPA, but would make a cumulatively considerable contribution to cumulative odor impacts.	Disproportionately high and adverse effects on minority and low-income populations	No mitigation measures are applicable	Disproportionately high and adverse effect on minority and low-income populations
Proposed Project and Alternatives 2 through 6	**AQ-7**: Increases in toxic emissions from operations of the proposed Project would result in significant cancer risk impacts. The affected area (with mitigations) includes census tracts up to 90 percent minority and up to 50 percent low-income. The proposed Project and alternatives would also have significant effects on acute noncancer risks and would make a cumulatively considerable contribution to chronic noncancer risks.	Disproportionately high and adverse effects on minority and low-income populations	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionately high and adverse effect on minority and low-income populations
Proposed Project and Alternatives 2 through 7	**Transportation/Circulation (TRANS-1)**: The project would create temporary construction-phase increases in truck and automobile traffic, which constitute a significant impact at 5 intersections in the Project vicinity.	Disproportionately high and adverse effects on minority and low-income populations	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionately high and adverse effect on minority and low-income populations
Proposed Project and Alternatives 3 through 5	**Transportation/Circulation (TRANS-5)**: Operations result in increased rail trips, which would cause significant delays at rail crossings in the project area.	Disproportionately high and adverse effects on minority and low-income populations	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionately high and adverse effect on minority and low-income populations

Table ES-4. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

*All mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	Environmental Impacts§	Impact Determination	Mitigation Measures	Impacts after Mitigation
5.0 Environmental Justice (continued)				
Proposed Project and Alternatives 2 through 7	**Noise (NOI-1)**: The proposed Project would produce significant unavoidable noise project and cumulative impacts during project construction.	Disproportionately high and adverse effects on minority and low-income populations	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionately high and adverse effect on minority and low-income populations
Proposed Project and Alternative 4	**Noise (NOI-3)**: The proposed Project and Alternative 4 would produce significant unavoidable impacts from project operation	Disproportionately high and adverse effects on minority and low-income populations	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionately high and adverse effect on minority and low-income populations
Proposed Project and Alternatives 2 through 7	**Noise (NOI-3)**: The proposed Project and Alternatives 2 through 7 would produce significant unavoidable cumulative noise impacts from project operation	Disproportionately high and adverse effects on minority and low-income populations	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionately high and adverse effect on minority and low-income populations

§ Unless otherwise noted, all impact descriptions for each of the Alternatives are the same as those described for the proposed Project.

* Since the final construction equipment mix has not yet been determined, mitigation measures **MM AQ-5, MM AQ-7, and MM AQ-8** are not quantified by this study; residual impacts are based on **AQ-1** – **AQ-4** and **AQ-6**.

† Based on the difference between emissions during a peak day of activity during proposed Project operations and the CEQA or NEPA baselines, as appropriate.

‡ Given the uncertainty of implementing mitigation measures **MM AQ-13, MM AQ-14,** and **MM AQ-21** through **MM AQ-24**, the mitigated emission analysis only considers the effects of mitigation measures **MM AQ-9** through **MM AQ-12** and **MM AQ-15 through MM AQ-20.**

****** For Alternative 6, Mitigation Measures **MM AQ-9** and **MM AQ-15** through **MM AQ-18** have different requirements from the other alternatives. Section 3.2, Alternative 6: **Impact AQ-3** provides more detail.

Under CEQA and NEPA, the proposed Project and Alternatives 3 through 6 would have a significant unavoidable aesthetic impact related to view blockages from cranes. The proposed Project and Alternatives 2 through 7 were evaluated for impacts because they represent a reasonable range of alternatives (Alternative 2 was also evaluated because NEPA requires the analysis of a No Federal Action Alternative). Compared to NEPA baseline, all these alternatives have significant, unavoidable impacts on Air Quality and Meteorology, Geology (seismicity), and Noise. The proposed Project and Alternatives 3 through 6 also would have a potentially significant unavoidable impact to Biological Resources through the possible introduction of invasive species to the Harbor from the vessels and accidental spills from vessels. The proposed Project and Alternatives 3 through 6 would have a significant unavoidable impact on Water Quality related to in-water vessel spills and leaching of contaminants (from hull coatings).Alternative 7 would have unavoidable significant impacts on several intersections after mitigation.

ES.5.2.2 Summary of Significant Impacts that Can Be Mitigated, Avoided, or Substantially Lessened

Table ES-4 identifies the significant impacts that can be mitigated, avoided or substantially lessened under either NEPA or CEQA. This Recirculated Draft EIS/EIR has determined that implementation of the proposed Project or one or more of the alternatives would result in significant impacts that can be mitigated to less than significant on:

- Aesthetics
- Biological Resources
- Ground Transportation
- Groundwater and Soils
- Hazards and Hazardous Materials
- Utilities and Public Services

Under Aesthetics, Alternative 7 would result in a significant impact related to blockages of Port activities from the Harbor Scenic route, which would be mitigated through the provision of viewing areas within the Regional Center. Under CEQA and NEPA, placement of fill in the West Basin for implementation of the proposed Project and Alternatives 1 through 7 (Alternatives 1, 2, and 7 include in-water impacts from Phase I) would cause a permanent loss of aquatic habitat, a significant impact on Biological Resources that would be mitigated to a less than significant level by the application of existing habitat mitigation credits (see Section 3.3). Alternatives 3 through 6 would have significant impacts on Ground Transportation at certain intersections in the study area due to the increased amount of vehicular traffic generated by terminal or Regional Center operations. Those impacts would be mitigated to less than significant by modifications to those intersections. The proposed Project and Alternatives 1 through 7 would have a significant impact on Groundwater related to the potential to encounter contamination during construction, but the impacts would be mitigated to below a level of significance. Alternative 7 would have significant impacts related to Hazards through the placement of vulnerable resources within the blast zone of the Berth 118-120 terminal, but this potential impact would be mitigated below a level of significance. The proposed Project and Alternatives 2 through 7 would have a significant impact on land fill capacity from construction debris, but these impacts would be mitigated to below a level of significance. In addition, Alternative 7 would also have a significant impact on the provision of police

and fire services and water demand, but the impacts would be mitigated to below significance.

ES.5.2.3 Summary of Less than Significant Impacts

Based on the environmental review in this Recirculated Draft EIS/EIR, as summarized in Table ES-4, no significant impacts are expected under either CEQA or NEPA from the proposed Project or alternatives in the following environmental issue areas:

- Cultural Resources
- Land Use
- Marine Vessel Transportation
- Recreation

ES.5.2.4 Cumulative Impacts

The proposed Project was analyzed in conjunction with other related projects in the area for potential to contribute to significant cumulative impacts. The proposed Project would not result in cumulatively considerable contributions to significant cumulative impacts (after applicable mitigation) for the following resource areas:

- Cultural Resources
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Marine Vessel Transportation
- Recreation
- Utilities and Public Services

The proposed Project or alternatives could result in cumulatively considerable impacts for the following resource areas:

- Aesthetics
- Air Quality and Meteorology
- Biological Resources
- Geology
- Ground Transportation
- Noise
- Water Quality, Sediments, and Oceanography

Cumulative impact evaluations for each resource are included in Chapter 4 of this Recirculated Draft EIS/EIR.

ES.5.2.5 Environmental Justice

The potential for the proposed Project and alternatives to cause disproportionately high and adverse human health and environmental effects on low-income and minority populations is discussed in the Environmental Justice analysis (Chapter 5). The proposed Project and all of the alternatives would result in disproportionate effects on minority and

low-income populations as a result of significant unavoidable view, air quality, and construction noise impacts, as well as disproportionate effects on minority populations as a result of a cumulatively considerable and unavoidable contribution to related to construction congestion.

The proposed Project and all of the alternatives except Alternative 1 (which is not subject to NEPA) would have a disproportionate effect on minority and low-income populations as a result of the cumulative contribution of operational activities to the existing significant health risk from air toxics. The proposed Project and alternatives would have a disproportionate effect on minority and low-income populations as a result of its cumulative contribution to transportation system impacts in the construction phase. Other potentially significant impacts of the proposed Project and the alternatives would be reduced to less than significant or less than cumulatively considerable through implementation of mitigation measures, would not affect human populations, or the proposed Project and alternatives would not have disproportionate effects on minority and low-income populations.

ES.5.2.6 Socioeconomic and Growth-Inducing Impacts

As discussed in Chapters 7 and 8, because the proposed Project and the alternatives would be industrial facilities, they are not expected to stimulate substantial economic or population growth, remove obstacles to population growth, or necessitate the construction of new community facilities that would lead to additional growth in the surrounding area. In addition, because none of the alternatives, including the proposed Project, includes the development of new housing or population-generating uses, they would not trigger or cause substantial new residential development in the proposed Project area.

During the construction of the proposed Project, employment was greatest under Phase I in 2002 when an estimated 860 jobs annually, both direct and indirect, were added to the regional economy (see Chapter 7). The majority of jobs are attributable to direct employment in the construction sector of the economy. (The total number of jobs in Southern California in 2002 was estimated at approximately 7.8 million.) The generation of these direct jobs in the region is considered a benefit. As discussed in Chapter 7, although construction would increase economic opportunities in the area and region, neither the proposed Project nor any alternative is expected to result in or induce substantial or significant population or land use development growth. This is because the majority of the new direct jobs that would be created by construction would be short-term jobs that are expected to be filled by persons already employed in the sizable local and regional construction industry labor pool and residing in the region.

Net changes in employment attributable to terminal operations under proposed Project conditions over No Project conditions in the five-county area (Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties) are estimated at 5,949 jobs for 2030 through 2045. Compared to regional employment levels, this contribution accounts for less than 0.1 percent of regional employment. However, these jobs are likely to be relatively well paying and provide substitutes for jobs being consistently lost from the manufacturing sector. Most of the direct jobs would be created within the transportation and utilities sectors of the regional economy.

ES.5.2.7 Significant Irreversible Changes to the Environment

The proposed Project and all alternatives would require the use of nonrenewable resources, such as lumber, metal alloys, and aggregate resources, for the physical

components. However, neither the proposed Project nor the alternatives represents unusually large construction projects that would use extraordinary amounts of nonrenewable resources in comparison to other urban or industrial development projects of similar scope and magnitude.

Resources that are committed irreversibly and irretrievably are those that would be used by a project on a long-term or permanent basis. Resources irreversibly committed to the proposed Project include the 2.54 acres of water area that would be filled; the materials necessary to construct the 2,500 feet of new wharf, (e.g., fossil fuels, capital, rock, concrete, gravel, and soils); and the fossil fuels necessary to operate the Project.

Fossil fuels and energy in the form of diesel oil and gasoline would be used for construction equipment and vehicles. During operations, diesel oil and gasoline would be used by ships, terminal equipment, locomotives, trucks, and other vehicles. Electrical energy and natural gas would be consumed during construction and operation. These energy resources would be irretrievable and irreversible. In addition, the contribution of the proposed Project and all of the alternatives to global warming, as a result of emissions of greenhouse gases, represents an irreversible change to the environment.

Nonrecoverable materials and energy would be used during construction and operational activities, but the amounts needed are easily accommodated by existing supplies. Although the increase in the amount of materials and energy used would be insignificant, these resources would nevertheless be unavailable for other uses.

ES.5.3 Environmentally Preferred and Environmentally Superior Alternative

NEPA requires the identification of an environmentally preferred alternative, and CEQA requires the identification of an environmentally superior alternative. Under CEQA, if the No Project Alternative is determined to be environmentally superior, the EIR must identify an environmentally superior alternative from among the other alternatives.

In Chapter 6 the proposed Project and seven project alternatives that would require federal action (i.e., permits) were compared to the NEPA baseline and ranked according to level of impact. That comparison ranked the No Federal Action Alternative (Alternative 2) the best followed by the Nonshipping Alternative in terms of fewest overall environmental impacts. Accordingly, the No Federal Action Alternative is the Environmentally Preferred Alternative under NEPA.

In Chapter 6, the proposed Project was compared to each of the seven alternatives and ranked according to level of impacts to identify the environmentally superior alternative under CEQA. Based on the ranking shown in Table 6-5, the No Project Alternative (Alternative 1) is the environmentally superior alternative. As required by CEQA, when the environmentally superior alternative is the No Project Alternative, another alternative must be identified in the EIR as environmentally superior. In light of the ranking in Table 6-5 in Chapter 6, the No Federal Action Alternative is deemed to be the environmentally superior alternative under CEQA.

ES.6 Public Comment

ES.6.1 Issues Raised

During the scoping process, various individuals or organization representatives provided comments on the scope and content of the EIS/EIR.

The USACE and the LAHD determined that an EIS/EIR should be prepared for the proposed Project. The USACE and LAHD issued a separate NOI/NOP, and CEQA IS and Environmental Assessment Checklist for the China Shipping Berth 97-109 Container Terminal Improvement Project EIS/EIR on June 25, 2003, and July 1, 2003, respectively. Agencies and the public submitted over 40 written responses to the NOI/NOP. Table ES-5 presents a summary of the relevant comments on the NOI/NOP and where a particular comment would be addressed in this EIS/EIR.

The scope of this Recirculated Draft EIS/EIR was established based on the NOI issued by USACE on June 25, 2003; the NOP issued by LAHD on July 1, 2003; and the requirements of the ASJ approved in March 2005.

Written and oral comments have been grouped into common topics and are summarized below by the topic raised. Table ES-5 presents a summary of the comments made by individuals and where those comments are addressed in the EIS/EIR.

Table ES-5. Summary of Responses to the NOP/NOI

Commenter	Comment Summary	Where Addressed in the EIR
Comments from Individuals		
Johanna Bradfield 8/25/03	Concerns with health effects of increased truck traffic.	Air Quality – Section 3.2
Ms. Kristin Bradfield No Date	Concerns with public health, aesthetics, personal economics from air quality, traffic, and noise.	Aesthetics – Section 3.1 Air Quality – Section 3.2 Ground Transportation – Section 3.6 Noise – Section 3.11
Constance Clark 7/10/03	Concerns with impacts from rail traffic on traffic congestion and emergency access.	Ground Transportation – Section 3.6
Chris Donovan 7/12/03	Concerns with traffic impacts and project location.	Alternatives – Chapter 2 Ground Transportation – Section 3.6
Sylvia Garibay 7/10/03	Requested the EIR to analyze train and truck impacts.	Ground Transportation – Section 3.6
Eddie Greenwood 7/10/03	Concerns with job safety related to lighting and impacts to water quality, public services, and utilities.	Public Services and Utilities – Section 3.13 Water Quality – Section 3.14 Lighting and Job Safety – Inherent in Project design.
Janet R. Gunter 7/31/03	Concerns with use of prior EIRs, project purpose, air pollution, light and glare, aesthetics, noise, traffic, geologic hazards, safety hazards, and growth inducement.	Project Purpose – Chapter 2 Aesthetics (and light/glare) – Section 3.1 Air Quality – Section 3.2 Health Risks– Section 3.2 Geology – Section 3.5 Ground Transportation – Section 3.6 Public Safety (safety hazards)– Section 3.8

Table ES-5. Summary of Responses to the NOP/NOI

Commenter	Comment Summary	Where Addressed in the EIR
		Noise – Section 3.11 Growth – Chapter 8
Arthur Hernandez 7/10/03	Concerns with odors, pollutants, noise. Also expressed concerns with rail development, access to ocean waters, waters, and bridges.	Air Quality – Section 3.2 Noise – Section 3.11 Other concerns are not project issues.
John Miller 7/28/03	Concerns with traffic, cumulative impacts, geologic hazards, safety, and air quality.	Air Quality – Section 3.2 Health Risks – Section 3.2 Geology – Section 3.5 Ground Transportation – Section 3.6 Public Safety (safety hazards)– Section 3.8 Cumulative Impacts – Chapter 4
John Miller 7/31/03	Concerns with project segmentation, cumulative impacts, toxic air contaminants, and soil contamination,	Segmentation – Chapter 2 (Project Description) Health Risks – Section 3.2 Groundwater (contamination) – Section 3.7 Hazards (contamination) – Section 3.8
Hugh Moore 7/10/03	Confine industrial development to Terminal Island.	Executive Summary – Section ES 6.2.2
Jonathan Nave 7/10/03	Concerns with traffic, air pollutants, at Harbor and SR-47.	Air Quality – Section 3.2
Richard R. Paoletti, P.E. 8/14/03	Concerns about number of potentially significant impacts, cumulative impacts, and project approval.	Significant Impacts – Chapter 3 Cumulative Impacts – Chapter 4 N/A, to be considered by the Board of Commissioners
Ray Patricio 8/14/03	Recommended use of electric cranes to avoid air quality impacts, and expressed concerns with truck and rail traffic and aesthetics.	Aesthetics (and light/glare) – Section 3.1 Air Quality – Section 3.2 Ground Transportation – Section 3.6 Electric Cranes – Appendix C
Carol Piceno 7/10/03	EIS/EIR should identify project truck trips, address aesthetic and health impacts of trucks and trains through Wilmington, and provide economic cost information of healthcare from pollution.	Aesthetics – Section 3.1 Air Quality – Section 3.2 Health Risks – Section 3.2 Economics – Chapter 7
Juan Piceno 7/10/03	Concerns about air pollution from diesel trucks.	Air Quality – Section 3.2 Health Risks – Section 3.2
Daniel Ruvalcaba 7/10/03	Concerns with public health and environmental justice on the Wilmington community. Also concerns with air quality, traffic, noise, and aesthetics.	Aesthetics – Section 3.1 Air Quality – Section 3.2 Health Risks – Section 3.2 Ground Transportation – Section 3.6 Noise – Section 3.11 Environmental Justice – Chapter 5

Table ES-5. Summary of Responses to the NOP/NOI

Commenter	Comment Summary	Where Addressed in the EIR
Ariel Serrano 7/10/03	Requested additional Information	N/A
Fred Underwood 7/9/03	Concerns with impacts on scenic views of mountains and downtown Los Angeles skyline from the Northeast Barton Hill area, light and glare impacts, hazardous materials and contaminants, noise, traffic, and cumulative impacts.	Aesthetics – Section 3.1 Air Quality – Section 3.2 Ground Transportation – Section 3.6 Groundwater and Soils – Section 3.7 Hazards – Section 3.8 Noise – Section 3.11
Mirian Melton Villanueva 8/4/03	Concerns with alternatives, aesthetics, traffic, and safety.	Alternatives – Chapter 2 Aesthetics – Section 3.1 Ground Transportation – Section 3.6 Safety – Section 3.8
Gayle A. Williamson 7/25/03	Concerns with regional transportation infrastructure and public safety impacts, especially to I-110.	Ground Transportation – Section 3.6 Hazards (Public Safety) – Section 3.8
Kathleen Woodfield 7/31/03	Concerns with light and aesthetics, biological resources, traffic, geologic hazards, air quality, health and safety, and environmental justices.	Aesthetics (and light/glare) – Section 3.1 Air Quality – Section 3.2 Health Risks– Section 3.2 Geology – Section 3.5 Ground Transportation – Section 3.6 Hazards – Section 3.8 Environmental Justice – Chapter 5
Unknown No date	Recommends using a Knoll Hill flyaway and I-710 modifications for traffic impact reductions. Also recommends completing the Project and painting the cranes light blue.	Project Description – Chapter 2 Aesthetics – Section 3.1 Ground Transportation – Section 3.6
Comments from Organizations		
Agustin Eichwald Communities for a Better Environment No Date	Concerns with Project diesel emissions and Project impacts related to air quality, public health, economics, traffic, aesthetics, wildlife, and ecology.	Aesthetics – Section 3.1 Air Quality – Section 3.2 Health Risks – Section 3.2 Socio Economics – Chapter 7 Ground Transportation – Section 3.6 Wildlife and Ecology – Section 3.3
Jesse Marquez Coalition for a Safe Environment 7/31/03	Concerns with site location, economic impacts, project purpose, public health, environmental justice, and cumulative impacts. Also concerned with use of prior EIRs. Would like expanded public outreach.	Project Purpose – Chapter 2 Alternatives – Chapter 2 Health Risks – Section 3.2 Public Safety (safety hazards)– Section 3.8 Cumulative Impacts – Chapter 4 Environmental Justice – Chapter 5
Bruce Risley LA Harbor College 7/10/03	Concerns with truck traffic at I-110 and Anaheim Street and vicinity.	Traffic – Section 3.6

Table ES-5. Summary of Responses to the NOP/NOI

Commenter	Comment Summary	Where Addressed in the EIR
Frank O'Brien 7/10/03 Los Angeles Harbor/Watts Economic Development Corporation	Concerns about project impacts related to geology, land use, traffic, parking, natural habitat areas, recreation, coastal access, aesthetics, blight and cumulative effects, In addition, also concerned with baseline assumptions and impact thresholds.	Introduction (baselines) – Chapter 1 Aesthetics – Section 3.1 Biological Resources – Section 3.3 Geology – Section 3.5 Ground Transportation – Section 3.6 Land Use – Section 3.9 Recreation – Section 3.12 Cumulative Impacts – Chapter 4
Julie Masters Natural Resources Defense Council Scott Khun Communities for a Better Environment Todd Campbell Coalition for Clean Air 7/31/03	Concerns with prior EIRs, the project purpose, project alternatives, and baseline conditions. Also concerned with air pollutants, and aesthetics.	Prior EIRs – Chapter 1 Project Purpose – Chapter 2 Alternatives – Chapter 2 Baseline Conditions – Chapter 1 Aesthetics – Section 3.1 Air Quality – Section 3.2
John Greenwood Northwest San Pedro Neighborhood Council 7/24/03	Concerns with air pollution, traffic, and public safety (surrounding communities and Port workforce).	Air Quality – Section 3.2 Ground Transportation – Section 3.6 Public Safety (safety hazards)– Section 3.8
Port of Los Angeles Community Advisory Committee 7/28/03	Concerns with impacts to aesthetics, air quality, biological resources, traffic, health effects, faults, underwater landslides, evacuation plans, blight, and cumulative effects.	Aesthetics – Section 3.1 Air Quality – Section 3.2 Health Risks – Section 3.2 Geology – Section 3.5 Ground Transportation – Section 3.6 Land Use – Section 3.9 Utilities and Public Services – Section 3.13 Cumulative Impacts – Chapter 4
Noel Park San Pedro and Peninsula Homeowners' Coalition 7/30/03	Concerns with health effects from diesel emissions, traffic, aesthetics, light and glare, energy, land use, noise, emergency response, public safety, and hazards, and environmental justice.	Aesthetics (and light/glare) – Section 3.1 Air Quality – Section 3.2 Health Risks– Section 3.2 Geology – Section 3.5 Ground Transportation – Section 3.6 Hazards – Section 3.8 Land Use – Section 3.9 Noise – Section 3.11 Energy – Section 3.13 Environmental Justice – Chapter 5

Table ES-5. Summary of Responses to the NOP/NOI

Commenter	Comment Summary	Where Addressed in the EIR
Tom Politeo Sierra Club, Angeles Chapter, Harbor Vision Task Force 8/1/03	Recommends revisiting the Port and regional master planning process to ensure that the proposed Project can be viably supported by infrastructure and the environment. Concerned that the proposed Project could exceed land, waterway, and infrastructure limits, including highways and local streets. Recommends changing Port business practices. Concerns include carcinogenic air in the region from diesel emissions, degradation of Harbor lands, view shed impacts, a declining condition of the truck fleet, public health, trucking business practices, cumulative impacts, invasive species, emergency response, light and glare, noise, health effects, and environmental justice.	Aesthetics (and light/glare) – Section 3.1 Air Quality – Section 3.2 Health Risks– Section 3.2 Biological Resources – Section 3.3 Ground Transportation – Section 3.6 Noise – Section 3.11 Utilities and Public Services – Section 3.13 Cumulative Impacts – Chapter 4 Environmental Justice – Chapter 5
Arthur Hernandez Wilmington Property Owners Association 7/21/03	Concerns with rail development, noise, and access to ocean waters.	Noise – Section 3.11 Other concerns are not project issues.
Comments from Agencies		
California Department of Fish and Game 7/17/05	Concerned with potential impacts related to habitats, threatened and endangered species, siltation, erosion, water quality, and dredge material disposal.	Project Description – Chapter 2 Biological Resources – Section 3.3 Water Quality, Sediments, and Oceanography – Section 3.13
California Department of Transportation (Caltrans) 7/10/05	Recommended assessing traffic impacts to various State Route and Interstate highways in the Project vicinity and identified various mitigation options.	Ground Transportation – Section 3.6
California State lands Commission 8/1/03	Concerned with the introduction of nonindigenous species from ballast water discharges, transportation effects, air quality, and environmental justices.	Air Quality – Section 3.2 Biological Resources – Section 3.3 Ground Transportation – Section 3.6 Environmental Justice – Chapter 5
City of Los Angeles, Bureau of Engineering 7/15/03	Request discussion of realignment of Front Street.	The realignment of Front Street has been eliminated as a Project element.
City Los Angeles, Department of Transportation 7/15/03	Recommended various parameters for evaluating the traffic impacts of the proposed Project.	Ground Transportation – Section 3.6
Southern California Association of Governments 7/8/03	Determined that the proposed Project is not regionally significant.	N/A

Table ES-5. Summary of Responses to the NOP/NOI

Commenter	Comment Summary	Where Addressed in the EIR
South Coast Air Quality Management District 7/8/03	Recommended using the SCAQMD CEQA Air Quality Handbook as guidance in valuating the air quality impacts of the proposed Project, and provided information regarding construction impacts, operational impacts, and mitigation.	Air Quality – Section 3.2
United States Coast Guard 7/8/03	Made recommendations regarding Project coordination.	N/A

Most of the environmental issues, concerns, or information requests identified through the scoping process have been addressed or discussed in this EIS/EIR. Other issues raised include:

- Issue 1: Request for an economic study on healthcare costs associated with the proposed Project.
- Issue 2: Confine industrial activity to Terminal Island and use waterways as a buffer between the activities and nearby residential areas.
- Issue 3: Request for a Financial Profit Analysis and Economic Impact Assessment for the proposed Project.

ES.6.2 Issues to be Resolved

Section 15123(b)(3) of the state CEQA Guidelines requires that an EIR contain issues to be resolved; this includes whether or how to mitigate significant impacts. This section discusses the major issues to be resolved regarding the proposed Project.

ES.6.2.1 Issues 1 and 3

Regarding issues 1 and 3, Section 7 of this EIS/EIR, Socioeconomic Analysis, evaluates the anticipated socioeconomic effects of the proposed Project and Alternatives based on estimated capital costs and TEU throughput. The evaluation utilizes the MARAD model, which is a port-based economic model. The Socioeconomic Analysis focuses on economic effects to the regional economy in terms of employment and tax revenues, but it does not include health care costs.

ES.6.2.2 Issue 2

Regarding issue 2, numerous industrial facilities are located throughout the Port, which handles break-bulk, containers, dry bulk, liquid bulk, automobiles, and other commodities. The available area of Terminal Island is limited and would not be able to accommodate the entire range of industrial facilities in the Port. However, Terminal Island is important in meeting existing and future anticipated Port services, and will continue to be considered for other Port terminal activity.

ES.6.2.3 Selection of a Project to Implement

Although an environmentally preferred alternative has been identified for NEPA purposes and an environmentally superior alternative has been identified for CEQA purposes, a determination has not been made yet regarding which project to implement. Following consideration of the EIS/EIR, the Board of Commissioners will make a decision regarding the proposed Project or one of the Project alternatives. Similarly, the USACE will consider the EIS/EIR in preparing the Record of Decision, which will document the decision of USACE on the proposed action, including issuance of any USACE permit pursuant to Section 404 of the Clean Water Act and Section 10 of the River and Harbor Act, as well as any required environmental mitigation requirements.

ES.6.2.4 Air Quality Issues

The proposed Project impact analysis determined that the implementation of identified mitigation measures would not reduce peak daily construction emissions of VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ to below their respective SCAQMD significance thresholds. No feasible mitigation measures are available that would further reduce these significance impacts. Therefore, these air quality impacts would remain significant, adverse, and unavoidable.

The proposed Project impact analysis also determined that the implementation of identified mitigation measures would not reduce peak daily operational emissions of VOC, CO, NO_X, SO_X, PM_{10}, or $PM_{2.5}$ to below their respective SCAQMD significance thresholds during some or all of the future proposed Project years. Additionally, implementation of these measures would be unable to mitigate significant residential cancer risks. No feasible mitigation measures are available that would further reduce these significance impacts. Therefore, these air quality impacts would remain significant, adverse, and unavoidable.

ES.6.3 Responses to NOI/NOP

Table ES-5 identifies the person who commented, what their comment is, how it is addressed, and where to find the more complete response in this Recirculated Draft EIS/EIR.

ES.6.4 PCAC Issues Raised/Resolution

The Port Community Advisory Committee (PCAC) was established in 2001 as a standing committee of the Port of Los Angeles Board of Harbor Commissioners (Board). The Port of Los Angeles Community Advisory Committee provides a public forum to discuss Port-related quality of life issues through a series of subcommittees. These subcommittees provide guidance on environmental issues, review of EIRs, master planning, and Port redevelopment. The PCAC submitted comments on the NOI/NOP for the proposed Project in late July 2003, and Table ES-6 summarizes its concerns or recommendations. Additionally, Appendix C provides greater detail on PCAC concerns and recommendations, along with a synopsis of all PCAC meetings related to this Project and an analysis of mitigation measures proposed by the PCAC.

Table ES-6. Summary of PCAC Issues as Submitted on July 28, 2003

Comment Summary	Where Addressed	Outstanding Issue?
Biological Resource Impacts: interference with bird movement.	Section 3.5: Biological Resources	No
Potential to divide an existing community from increased traffic and realignment of Harbor Boulevard.	Section 3.6: Ground Transportation Section 3.9: Land Use	No
Traffic Safety Hazards from design and increased traffic.	Chapter 2: Project Description Section 3.6: Ground Transportation	No
Impacts to Schools, Residences, and other Sensitive Uses.	Section 3.2: Air Quality Section 3.13: Utilities and Public Services	No
Environmental Justice Impacts, including housing values.	Chapter 5: Environmental Justice	No
Project Parking for queuing trucks.		
Provide a complete project description, including bridges and container storage.	Chapter 2: Project Description	No
Questions project goal and/or methods of meeting that goal.	Chapter 2: Project Description	
Identify Project Phasing.	Chapter 2: Project Description	No
Identify Construction Staging Areas, including staging for circulation improvements.	Chapter 2: Project Description	No
Large cranes have the potential to obstruct views of the Vincent Thomas Bridge.	Section 3.1: Aesthetics	No
Address cumulative aesthetic impacts.	Chapter 4: Cumulative Impacts	No
Assess light and glare impacts in light of no Port/no night light conditions.	Section 3.1: Aesthetics	No
Use mobile harbor cranes to mitigate visual impacts.	Appendix C	No
Use low-profile cranes to mitigate visual impacts. Reduce night lighting for nonoperating facilities.	Section 3.1: Aesthetics	No
Provide on- and off-Port beautification and aesthetic enhancements. Or construct a replica of the Vincent Thomas Bridge at a high-profile location.	Section 3.1: Aesthetics Appendix C	No
Balance Project emissions with corresponding emissions elsewhere in the Port.	Chapter 1: Introduction (Section 1.7.6)	Yes
Address current and anticipated air quality standards (i.e., $PM_{2.5}$).	Section 3.2: Air Quality	Yes
Address localized air quality impacts.	Section 3.2: Air Quality	No
Examine air quality impacts in light of other sources. Establish air pollutant monitoring stations in Wilmington and San Pedro.	Section 3.2: Air Quality	Yes
Assess human health effects of air pollutants.	Section 3.2: Air Quality	No
Use realistic trip lengths in the air quality evaluation. Include out-of-state vehicles in the air quality evaluation.	Section 3.2: Air Quality	No
Assess air emissions from increased congestion.	Section 3.2: Air Quality	No
Use alternative fuels as mitigation.	Section 3.2: Air Quality	No

Table ES-6. Summary of PCAC Issues as Submitted on July 28, 2003

Comment Summary	Where Addressed	Outstanding Issue?
Use electric power for equipment as mitigation.	Appendix C	Yes
Use shoreside power for hoteling ships as mitigation.	Section 3.2: Air Quality	No
Establish a program to retire older more polluting trucks.		
Implement off-Port measures to reduce Port emissions.		
Address the Palos Verdes fault	Section 3.5: Geology	No
Address mapped underwater landslide areas in the Bay and off Palos Verdes.		
Evaluate increased traffic on evacuation routes.	Section 3.6: Ground Transportation	No
Evaluate rail delays on emergency response and ingress/egress at the Harbor Division Police Station.		
Mitigate impacts to emergency response times.		
Potential hazards can occur from container near or under the Vincent Thomas Bridge (hazardous materials).		
Full risks of hazards from blast zones.	Section 3.8: Hazards and Hazardous Materials	No
Include full community evacuation plans as mitigation.		
Evaluate impacts on evacuation routes.	Section 3.13: Utilities and Public Services	No
Exclude trucks and container within 300 feet of the north side of the Vincent Thomas Bridge.		
Establish as 300-foot exclusion zone around container facilities.		
Address hazards from tsunamis.		
Provide alternate phasing for Harbor Boulevard improvements as mitigation.		
Use Front Street and old Todd Shipyard to direct China Shipping traffic off Front Street.	N/A: Front Street realignment not a part of the Project.	No
Use Front Street and Todd Shipyard areas for truck storage.	N/A.	No
Examine potential neighborhood traffic impacts.		
Assess impacts related to access to water.		
Include truck trips to dispose empty containers in the traffic analysis.	Section 3.6: Ground Transportation	No
Evaluate conflicts between street and rail traffic.	Section 3.6: Ground Transportation	No
Assess impacts related to rail spur crossing of Henry Ford Avenue.		
Include all rail lines and spurs on circulation system mapping.		
Assess need for new infrastructure and assess implementation responsibility.	Section 3.6: Ground Transportation (mitigation measures)	No
Phase infrastructure to project development.		
Include means to reduce truck trips as mitigation.		

Table ES-6. Summary of PCAC Issues as Submitted on July 28, 2003

Comment Summary	Where Addressed	Outstanding Issue?
Include energy efficient equipment. Evaluate project and cumulative impacts of Port industrial operations in creating community blight. Include Pacific Corridor and Beacon Street redevelopment areas. Evaluate project and cumulative impacts of Port industrial operations in creating blight off-Port. Include economic status of various census tracts in relation to air quality. Assess blight impacts as it relates to land use, aesthetics, cultural resources, public health and safety. Include an evaluation of property values and the effect of port activities on the property values and compare these to other areas in similar proximity to water. Identify mitigation measure to address blight from Port industrial activities.		
Evaluate and mitigate individual and cumulative impacts.	Chapter 3 Sections Chapter 4: Cumulative Impacts	No
Identify financial and administrative responsibilities for mitigation. Implement mitigation as requested by the Coalition of a Safe Environment.	Chapter 3 Sections	No
The No Project Alternative to include additional shipping to the east coast through the Panama Canal.		
Alternative smaller capacity facility. Alternative Port-related uses such as a shipyard or maritime activity.	Chapter 2: Project Description	No
Alternative use for community or regional needs such as private marinas. Alternative locations where private marinas now exist. Alternative to increase Port efficiency such as improved technology and alternative work shifts.	Chapter 2: Project Description	No

1