DRAFT MITIGATION MONITORING AND REPORTING PROGRAM

Document considered draft until Board considers document

San Pedro Waterfront Project

Environmental Impact Report (EIR)

Prepared By:

Environmental Management Division
Port of Los Angeles

and

US Army Corps of Engineers
Los Angeles District

With Assistance From:

ICF Jones and Stokes

Contact:
Environmental Management Division
Port of Los Angeles
310.732.3675

September 2009

Contents

Tables

Section 1

Mitigation Monitoring and Reporting Program

Introduction

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

An Environmental Impact Report[1] (EIR) has been prepared for the proposed Project that addresses the potential environmental impacts, and where appropriate, recommends measures to mitigate these impacts. As such, this MMRP is required to ensure that adopted mitigation measures are successfully implemented and a monitoring strategy was prepared for each mitigation measure identified in the San Pedro Waterfront Project. Once the Board of Harbor Commissioners adopts the MMRP, the applicable LAHD division(s) will incorporate the mitigation monitoring/reporting requirements in the appropriate permits (i.e., engineering specifications, engineering construction permits, real estate entitlements, and/or coastal development permits). Therefore, in accordance with the aforementioned requirements, this document lists each mitigation measure, describes the methods for implementation and verification, and identifies the responsible party or parties as detailed below in the MMRP Implementation section.

Project Overview

Introduction and Project Overview

This section describes the proposed Project for the San Pedro Waterfront Project EIR. The EIR analyzes the construction and operation of the proposed Project. The proposed Project is located in the Port, adjacent to the San Pedro Community in the City of Los Angeles. The proposed Project is generally located along the west side of Los Angeles Harbor's Main Channel, from the Vincent Thomas Bridge to Cabrillo Beach, within LAHD property. The proposed Project includes specific development projects and associated infrastructure improvements that would occur on approximately 400 acres currently operated by LAHD, with the exception of areas on Harbor Boulevard north of 7th Street that are jointly controlled by LAHD and the City of Los Angeles. The proposed Project involves development of a variety of land uses within the proposed project area, including public waterfront and open space areas, commercial development, transportation and parking facilities, and expansion of cruise ship facilities and operations. Major elements of the proposed Project include the following:

[1] The proposed Project is part of a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR)

- new public open spaces such as promenade areas, plazas, parks, and landscape and hardscape areas, including a continuous waterfront promenade that would extend throughout the proposed project area;
- upgrades to and expansion of the retail and commercial uses in Ports O'Call to 375,000 square feet;
- upgrades to public amenities such as the Ralph J. Scott Fireboat and S.S. Lane Victory;
- development of a Waterfront Red Car Maintenance Facility at the existing Southern Pacific Railyard (S.P. Railyard) south of 7th Street;
- relocation of the Catalina Channel Express, Inc. (Catalina Express) Terminal from Berth 96 to the existing location of the S.S. Lane Victory at Berth 94;
- three new harbor basins (North, Downtown, and 7th Street);
- new Outer Harbor Cruise Terminals with two new berths located in the Outer Harbor at Berths 45–50;
- improved transportation infrastructure through enhanced intersection improvements at Sampson Way and 7th Street, expansion of Sampson Way to two lanes in each direction, and improvements to the landscape and hardscape on the west side and in the median of Harbor Boulevard starting at the Swinford Street intersection south to 22nd Street;
- deindustrialization of Port lands along the west side of the Main Channel, including decommissioning of the Westway Terminal Company's liquid bulk marine terminal (Westway Terminal) at Berths 70–71 and Jankovich & Son (Jankovich) fueling station at Berth 74, and removal of the S.P. Railyard.
- realignment of the Waterfront Red Car tracks within the median of Harbor Boulevard and Sampson Way and extension to Cabrillo Beach, Outer Harbor, and City Dock No. 1 (adjacent to Warehouse No. 1); and
- surface and structured parking to accommodate project development within the proposed project area.

Project Objectives

Los Angeles Harbor Department operates the Port under legal mandates under the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601) and the California Coastal Act (PRC Div 20 S30700 et seq.). The Port is one of only five locations in the state identified in the California Coastal Act for the purposes of international maritime commerce (PRC Div 20 S30700 and S30701). These mandates 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, and harbor operations. According to the Port of Los Angeles 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.

One purpose of the proposed Project is to redevelop the San Pedro Waterfront area for increased public access and to provide connections between the waterfront area and the San Pedro Community. In addition to reserving tideland properties for water- and maritime-dependent uses, the State Lands Commission and the Public Trust Doctrine place a responsibility on the Port that emphasizes public access. Throughout history, the community of San Pedro and the Port have been closely linked and mutually interdependent.

However, the physical connection between downtown San Pedro and the waterfront is lacking due to a number of visual and physical barriers that currently inhibit access to the water's edge.

Downtown San Pedro and Ports O'Call are currently not performing to their potential, due in part to the weak and non-reinforcing connections with one another. There are isolated areas of successful visitor-oriented commercial enterprises along the waterfront, interspersed with abandoned, vacant, or underutilized sites. Existing landmarks along the waterfront are isolated from one another, with little physical and visual connection between them (i.e., S.S. Lane Victory, Los Angeles Maritime Museum, Ralph J. Scott Fireboat, S.P. Slip, Warehouse No. 1, etc.). Existing open space along the waterfront is fragmented and disconnected from the rest of San Pedro, and there is a general lack of usable open space for the San Pedro community and visitors to the waterfront.

Additionally, the cruise industry within the Port of Los Angeles is projecting not only a growth in passenger volume over the next 10 to 20 years, but also a growth in the size of ships that regularly call on the Port (Chase pers. comm.). The landside infrastructure (i.e., gangways, terminal size, and space for ship services) needed to serve these new, larger ships is not available at the existing Cruise Center and is required in order for the Port to accommodate demands in the cruise industry. The current Princess Class cruise ships are the largest that currently call at the Port and measure over 900 feet long and require 1,000 feet of berth space. The next line of ships that are expected to call on the Port within about 3 years is known as the Voyager class (Royal Caribbean), which will be over 1,050 feet long and 210 feet high, with capacities exceeding 3,500 passengers, and will require a 1,150-foot berth. The Freedom class ships are even longer (over 1,150 feet) and require a 1,250-foot berth. Although one of these larger ships can be handled at Berths 91-92, they are beyond the size the existing terminal was designed for. In addition, other vessels, such as container ships, that berth along the main channel have increased in size since the construction of the cruise terminal in the Inner Harbor.

In addition, the Port's existing available cruise berths will not meet future cruise berth occupancy demand. Currently, there are two passenger terminals and three berths (the third berth is used on a limited basis due to the lack of terminal space). Projections indicate that a third full-time berth and terminal is needed now, and a fourth berth and terminal will be needed in the 2010–2012 timeframe (Bermello Ajamil & Partners 2006).

In order to meet future projections, the Port will need terminal space that can accommodate four cruise vessels, capable of handling two ships requiring 1,250-foot berths (plus two shorter vessels) simultaneously. Without the new terminals and berths, the Port's ability to handle additional business will be limited. Additionally, due to height conflicts with the Vincent Thomas Bridge, and because backing down the Main Channel is not a preferable maneuver due to safety and maneuverability concerns, placing two berths capable of handling the larger, higher air draft vessels in the Outer Harbor would be preferred.

The overall purposes of the proposed Project are to increase public access to the waterfront, allow additional visitor-serving commercial development within the Port, respond to increased demand in the cruise industry, and improve vehicular access to and within the waterfront area. The proposed Project seeks to achieve these goals by improving existing infrastructure and providing new infrastructure facilities, providing waterfront linkages and pedestrian enhancements, providing increased development and redevelopment opportunities, and providing berthing opportunities for increased cruise ship capacity

CEQA Objectives

CEQA Guidelines (Section 15124[b]) require that the project description contain a statement of objectives, including the underlying purpose of the proposed Project. The proposed Project is

intended to fulfill the overall project purpose of the Port. The CEQA project objectives are described below.

1. Enhance and revitalize the existing San Pedro Waterfront area, improve existing pedestrian corridors along the waterfront, increase waterfront access from upland areas, and create more open space, through:
    a) providing public access to the San Pedro Waterfront and new open spaces, including parks and other landscape amenities linked to the promenade;
    b) creating a continuous waterfront promenade throughout the project area allowing the public access to the water's edge;
    c) enhancing key linkages between downtown San Pedro and the waterfront, including the creation of a downtown harbor and promenade that will become the focal point for vessel activity and draw visitors to downtown San Pedro;
    d) creating and expanding the waterfront promenade as part of the California Coastal Trail to connect the community and region to the waterfront;
    e) providing for a variety of waterfront uses, including berthing for visiting vessels, harbor service craft and tugboats, as well as other recreational, commercial, and port-related waterfront uses;
    f) providing for enhanced visitor-serving commercial opportunities within Ports O'Call, complementary to those found in downtown San Pedro, as well as a potential conference center; and
    g) creating a permanent berth for existing Port customers helicopters.
2. Expand cruise ship facilities and related parking to capture a significant share of anticipated West Coast growth in the cruise demand, through:
    a) creating space for berthing up to four cruise vessels,
    b) creating space for berthing of two Freedom class or equivalent vessels simultaneously, and
    c) enhancing cruise ship navigation down the Main Channel.
3. Improve vehicular access to and within the waterfront area.
4. Demonstrate LAHD's commitment to sustainability by reflecting the Port's Sustainability Program policies and goals in the project design, construction, and implementation.

Existing Conditions

Project Site

The proposed project site and surrounding area contains a variety of natural and developed land uses between the Vincent Thomas Bridge and Inner Cabrillo Beach that are characteristic of current and former Port-related activities.

In the northernmost portion of the proposed project site at Berth 96 is Catalina Express, a ferry company that serves customers traveling to Catalina Island off the coast of California. Catalina

Express operates four to six vessels ranging from 95 to 145 feet in length; it runs four daily trips to Catalina and nine trips per day on Saturday and Sunday. Island Express Helicopters, Inc. provides aerial tours and shuttles visitors between the Port and Catalina Island. It is located landside of Berth 93E. Just south of Catalina Express is the S.S. Lane Victory at Berth 94.

Berths 87–93 are currently used by the World Cruise Center (Cruise Center), which has been active at the Port for over 40 years. In 2002, the Port renovated Berth 93 at the Cruise Center to update the cruise terminal building to meet current cruise port standards for security features and to handle the current class of cruise vessels. As a result of this multi-million-dollar renovation and the thriving cruise industry, the Cruise Center is now one of the busiest cruise passenger centers on the West Coast. The Cruise Center currently operates out of two existing terminals (Berths 91–92 Terminal and Berth 93 Terminal), with two permanent berths (91–92 and 93) and occasional use of a temporary third berth at Berth 87. Currently, the Berth 87–89 backland area is used by the Port Police for cargo inspection of supply trucks servicing the Cruise Center. Cargo-handling operations occurred at Berths 87–90 until August 2006.

Adjacent to the Cruise Center along Harbor Boulevard near Swinford Street are the new fanfare fountains and water features, which were part of the Waterfront Gateway Development project that was approved in 2005. In summer 2008, construction of these fountains was completed featuring two main fountains that measure 250 feet long and 100 feet wide (3/4 of an acre). Both fountains are synchronized to music and lights to create water shows for viewers.

Just north of the two main fountains and across Swinford Street is a reflection pool and south of the main fountains on the Harbor Boulevard Parkway Promenade is the splash fountain at 2nd Street. At this location, visitors can interact in jets that stream out of the pavement.

A Caltrans parking lot is located outside of the Port boundary/jurisdiction on North Beacon Street near the intersection of Harbor Boulevard and Swinford Street. This lot provides approximately 300 surface parking spaces used for park-and-ride activities and it may also be used by a variety of businesses within the area.

South of the Cruise Center are a variety of land and water uses. Anchored by the Los Angeles Maritime Museum, other existing land and water uses within the proposed project area between 3rd and 6th Streets are tug vessel services (Crowley Marine Services, Inc.), Fire Station #112, the temporary location for the Ralph J. Scott historic fireboat, the Los Angeles Maritime Institute's TopSail Program, the Los Angeles Maritime Museum, the Port dock with four Port Police boats, two survey boats, the Angelena II (Port-owned vessel), and John S. Gibson Jr. Park, both located along the east side of Harbor Boulevard between 5th and 6th Streets.

One of the main attractions of the proposed project area is Ports O'Call Village, located between the harbor's Main Channel and Sampson Way from Berths 75 to 83. Ports O'Call Village is a faux New England fishing village that was established in 1963. This approximately 10-acre commercial/retail complex contains approximately 150,000 square feet of restaurant and retail space, and is used as a staging area for various annual festivals, including the Lobster Festival and the Tall Ship Festival. In addition to commercial retail and restaurant uses, existing uses within the Ports O'Call area include sportfishing at Berth 79, helicopter site seeing operations, marina, and harbor cruise operations at Berths 79 and 77.

At the southern end of Ports O'Call is the Jankovich fueling station at Berth 74. This facility currently contains six aboveground storage tanks, including a 100,000-gallon fixed-roof tank within an approximately 2,500-square-foot diked area that is used to store diesel fuel. The other five tanks are located within a separate diked area, and include four 25,000-gallon fixed-roof tanks that are used to store diesel fuel and one 15,000-gallon tank used to store gasoline.

Steep bluffs provide a natural physical edge between portions of the San Pedro community and the Ports O'Call site. Railroad lines extend through the proposed project area from the Westway Terminal, past Ports O'Call within the S.P. Railyard, both along the east side of Harbor Boulevard, and under the Vincent Thomas Bridge at the northern end of the proposed project area.

Just south of Ports O'Call, in the Southern Pacific Slip (S.P. Slip), is an active commercial fishing fleet. For over 100 years, the Port has been a premier location for commercial fishing. The commercial fishing industry in Los Angeles Harbor saw its peak in the 1940s during World War II but declined substantially after the depletion of the sardine and mackerel populations. Today, although smaller than it once was, the commercial fishing fleet at the Port is intact, providing fresh fish to both U.S. and Asian markets. The Municipal Fish Market at Berth 72, and adjacent to the S.P. Slip, is associated with these fishing operations.

Westway Terminal is currently located within the proposed project area at Berths 70–71, on Signal Street. It has a total area of approximately 14.3 acres and includes liquid bulk storage tanks, associated pipelines and infrastructure, and the Westway/Pan-American Oil Company Pump House, which has been determined to be eligible for the National Register of Historic Places. In 1996, GATX sold the facility to Westway Terminal Company. In 2000, the former Pennzoil site, along the northern boundary of the Westway site, was acquired by Westway and made a part of the terminal. The Westway Terminal has 134 tanks with a total capacity of 25,206,000 gallons. It is served by rail, truck, and ship and typically handles the following commodities: amines, acids, alcohols, caustic soda, solvents, vegetable oils, lubricant base, fuel additives, glycols, ketones, acetates, and phthalates. Some of these commodities are considered flammable and combustible. Caustic soda materials are also considered corrosive and can be classified as toxic by inhalation and irritants to the skin and eyes. Under the Port's Risk Management Plan (RMP), the Westway Terminal currently is considered a hazardous cargo facility. The facility is consistent with the provisions of the same as it does not create hazardous footprints that overlap high-density populations. Westway Terminal will vacate the proposed project area in 2009 under an existing agreement. As part of the proposed Project, LAHD would demolish the remaining site infrastructure (tanks, walls, utilities, etc.). Subsequent remediation work under the oversight of the RWQCB would follow. Just south of the Westway Terminal are the Port of Los Angeles Pilot Station and Warehouse No. 1. Warehouse No. 1 is listed on the National Register of Historic Places, and is currently used by LAHD and the Crescent Warehouse Company for warehouse storage and periodically for filming.

The recreational area from 22nd Street Landing to Via Cabrillo Way Marina contains restaurants, a sportfishing landing, marinas, maritime-related shops and offices, a hotel, and yacht clubs. The area provides marina berths for various sizes of private pleasure craft. A 16-acre park and associated parking areas have been approved for a portion of the area north of 22nd Street under the Waterfront Enhancements Project (LAHD 2006); construction is expected to be completed in October 2009.

Cabrillo Way Marina Phase I, which consists of 13 acres of land and 41 acres of water, underwent a major renovation approximately 20 years ago and opened in 1986. A second phase of improvements within the West Channel/Cabrillo Beach Recreational Complex is presently under development and will provide a unified continuous waterfront within the West Channel Development Area. This new portion of the Cabrillo Way Marina was the subject of an EIR approved in November 2003 (LAHD 2003; SCH #98041086). This project covers approximately 80 acres of land and water and includes demolition of existing marina facilities and replacement with new, modern floating dock systems. An addendum to the EIR was prepared in April 2008 due to minor project changes, and construction is expected to be completed in June 2011.

Beyond the Cabrillo Way Marina at the end of Miner Street are the existing Fire Station #110 and the former San Pedro Boat Works. Also, Berths 45–50 are currently used by Pasha for break/bulk operations. Operations in this location are expected to cease in December 2008. The existing Berths

45–47 are used on occasion by visiting cruise ships and other large wharf vessels, such as the visiting U.S. Navy vessels on Armed Forces Day.

Several existing warehouses are currently operating in this area, including Stevedoring Services of America's fruit warehouse at Berths 54–55, Crescent Warehouse Company's warehouses at Berths 57–60, and Warehouses Nos. 1, 6, 9, and 10.

Beyond Via Cabrillo Way Marina, extending to the south along the east side of Shoshonean Road, are the Cabrillo Beach Youth Camp and the Salinas de San Pedro Saltwater Marsh.

At the terminus of the proposed project area is Inner Cabrillo Beach, which is a public recreation area used for swimming and other beach activities, operated pursuant to agreements with the Los Angeles Department of Recreation and Parks. This area also features a public boat launch and the Cabrillo Marine Aquarium. The aquarium is used for educational purposes and frequently hosts large school groups.

The Port of Los Angeles Waterfront Red Car Line (Waterfront Red Car Line), a restored excursion trolley system, opened in July of 2003 and currently extends along a 1.5-mile route adjacent to Harbor Boulevard through portions of the proposed project area. There are four stations. The line starts at a station at Harbor Boulevard/Swinford Street adjacent to the Cruise Center in the north, and ends at 22nd/Miner Streets in the south, where the existing Waterfront Red Car Maintenance Facility is located. The existing line is a single track with a short passing siding located immediately north of the 6th Street station. A direct suspension overhead contact system provides 600 volts DC for trolley operations. The Waterfront Red Car operates from 10 a.m. to 6 p.m. Fridays through Mondays, coinciding with the normal days for ships to call at the Cruise Center, as well as on extra days when cruise ships are in port outside of the Friday through Monday schedule, and during special events. Present operations provide scheduled service on 20-minute headways in each direction throughout the day, with two cars operating over the line during normal operations.

To the north of the project area is Port property that is leased to China Shipping, which is being used as a container terminal, with backland container storage areas. To the east of the project area is the Main Channel with Terminal Island beyond, which houses the Evergreen container terminal, ExxonMobil liquid bulk terminal, the Southwest Marine site, and the Federal Correctional Institution. To the south are open waters of the Pacific Ocean. To the west of the project area lies diverse land uses, including single-family and multi-family residential neighborhoods; Fort MacArthur Army Base; Downtown San Pedro and a variety of commercial retail, restaurant, and office uses; several churches and places of worship; and several public uses, including the Harbor Administration Building, City Hall, San Pedro Post Office, and other public facilities.

Proposed Project

The proposed Project elements align along three distinct categories:

- Promenade, Harbors, and Open Space;
- New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants, including development of the new cruise terminals; and
- Transportation Improvements.

The detailed project elements within each of these larger categories of land uses are described herein.

Promenade, Harbors, and Open Space

The proposed Project includes the development of three new harbors, as well as new public open spaces that consist of promenade areas, plazas, parks, and landscape and hardscape areas. The key components for each of these elements are described in greater detail below.

Waterfront Access Design Considerations and Linkages for Pedestrians, Bicycles, and Watercraft

One of the key features of the proposed Project is to provide enhanced public access to the waterfront. Pedestrian and bicycle access to the San Pedro Waterfront is an important element that has been discussed in many forums in recent years. These non-vehicular access principles were incorporated to maximize the opportunity to access the waterfront in numerous locations by foot or bicycle. These principles are contained in the proposed Project.

The proposed Project incorporates the following principles:

1. A continuous promenade. The promenade primarily would be along the water's edge except in areas where loading vessels or other maritime activity would make pedestrian access unsafe. This EIR includes specific segments of the promenade not already permitted or constructed.
2. A continuous bike path through the proposed project area.
3. Connections to the California Coastal Trail.
4. A connection to the L.A. Harbor View Trail, west of Harbor Boulevard at Swinford Street.
5. Enticing and attractive connections from downtown San Pedro and residential areas to provide pedestrian access over the bluff and downtown to the waterfront.
6. Signage and hardscape treatment that clearly identifies pedestrian crossings and pedestrian access to the waterfront and downtown San Pedro.
7. Elimination of physical barriers to the waterfront, such as fences required for freight rail activity.
8. Design the Waterfront Red Car system with easy street-level boarding access by pedestrians, as opposed to high boarding platforms.
9. Maintenance of the water views, especially at street connections.

The Los Angeles Harbor Area California Coastal Trail Access Analysis (May 2005) report identifies existing portions of the California Coastal Trail, areas that need improvement, and missing links. It is the intent of the proposed Project to ensure that waterfront developments are designed to create linkage points to sections of the trail that lead outside the Port. The development of the San Pedro waterfront, which creates an appealing destination for bikers, hikers, and walkers, would serve as a catalyst for the Coastal Conservancy to undertake the development of those portions of the trail that are outside the port area.

Waterfront Promenade

The proposed Project would feature a continuous promenade measuring approximately 30 feet wide along the waterfront extending throughout the entire proposed project area. The promenade would tie in to promenade elements that are already in place or are being constructed. At the northern end of the proposed project area, the proposed waterfront promenade would complement the existing

improvements that were completed as part of the Waterfront Gateway Project, which included the cruise ship promenade, Gateway Plaza and Fanfare Fountains, and Harbor Boulevard Parkway from Swinford to 5th Street. In the West Channel area, the proposed waterfront promenade would connect to the promenade that was approved as part of the Cabrillo Way Marina Project in November 2003 (pending construction), which would extend from the 22nd Street Landing area, along the water's edge through the proposed marina area, toward the end of Kaiser Point. The proposed waterfront promenade would also connect to the promenade approved as part of the Waterfront Enhancements Project in 2006 (pending construction), which provides for a promenade extending from 5th Street (at the terminus of the Waterfront Gateway Harbor Boulevard Parkway) through Ports O'Call as a "paseo" on the landside of the Ports O'Call commercial buildings, around the S.P. Slip, west on 22nd Street, and to Cabrillo Beach and the Federal Breakwater via Shoshonean Road and Via Cabrillo Marina.

The promenade would generally include a boardwalk, railing, lighting, pedestrian signage, landscaping, and seating. The promenade components would further develop the California Coastal Trail along the San Pedro Waterfront, providing signage and linking open spaces and points of interest. The promenade would run along the edges of the proposed new harbors. The promenade would entail construction of approximately 58,900 square feet of new wharf structures and approximately 14,300 square feet of floating docks, and would require the installation of approximately 419 piles to support the new promenade and docks. Prior to construction of the new promenade, approximately 36,400 square feet of existing wharf decks, and approximately 53,500 square feet of existing floating docks, would be demolished. The existing floating docks, including 126 marina slips, would be removed and would be replaced as part of construction of the Cabrillo Way Marina Phase II (Cabrillo Way Marina) Project. However, the new promenade and docks would facilitate existing water uses (i.e., sportfishing, harbor tours, etc), and add new transient boating opportunities. An existing mudflat and wood bulkhead would be replaced with a new sheet pile bulkhead (approximately 150 linear feet), and installation of approximately 32 piles and construction of a new 10,500-square-foot deck as part of the promenade. The promenade would continue around the northern side of S.P. Slip, lining the slip as a "working promenade" featuring the operating commercial fishing fleet activities. The promenade in this location would be constructed off the water's edge to provide space for the commercial fishing activities and storage of fishing equipment and nets. The promenade would be constructed across the existing Jankovich fueling station site upon decommissioning of the site.

The promenade would extend to the south toward City Dock No. 1, along the edge of the Main Channel providing access to Warehouse No. 1. The promenade would, to the maximum extent feasible, be integrated into the future land and water uses at City Dock No. 1, which is programmatically addressed as institutional uses, with no specific proposal at this time. The promenade in this area would entail construction of approximately 66,000 square feet of new structures over the water, supported by the installation of approximately 224 new piles.

The promenade would extend along both sides of the East Channel and continue to the proposed Outer Harbor Park and Cruise Terminals. The future alignment of the promenade would extend along the waterfront from the terminus of the proposed promenade approved as part of the Cabrillo Way Marina Project, across the San Pedro Boatworks site (but could be built around the site pending contaminant remediation) to the proposed Outer Harbor Park and terminal area. The Cabrillo Way Marina Project, which is under construction, was approved by LAHD in November 2003, and is independent of the proposed Project. An addendum to the EIR was prepared in April 2008 due to minor project changes, and construction is expected to be completed in June 2011. An existing waterfront promenade currently extends along the water's edge around the Watchorn Basin past Cabrillo Way Marina Phase I.

The proposed Project includes extension of the promenade from the Cabrillo Way Marina along the waterside of the existing Cabrillo Beach Youth Camp and the Salinas de San Pedro salt marsh. This section of the promenade would be constructed on approximately100 pilings approximately 18 to 19 feet above the mean higher high water (MHHW) mark, and would be approximately 1,500 linear feet. The promenade in this area would also include construction of a new wharf structure (approximately 31,500 square feet). The promenade would span the 25-foot-long opening of the salt marsh and cover approximately 750 square feet.

New Harbor Water Cuts

The proposed Project includes the development of three new harbors: the North Harbor, Downtown Harbor, and 7th Street Harbor. The construction of the new harbors would require excavation and dredging to create the approximately 7 acres of new surface water as summarized in Table 1 below.

Table 1-1. Summary of Proposed Harbor Water Cuts

Project Element	*Water Area Created (+4.8MLLW[2])*		*Volume of Excavation/ Dredging (Cubic Yards)*
	Square Feet	*Acres*	
North Harbor	217,800	5.0	442,000
Downtown Harbor	65,300	1.5	137,000
7th Street Harbor	14,000	0.32	26,000
Total	297,100	6.82	605,000

North Harbor

The North Harbor would include a 5.0-acre water cut located at Berths 87–90 that would accommodate the Crowley and Millennium tugboats (approximately 12 vessels) and the historic naval ship, the S.S. Lane Victory (to be relocated from Berth 94).

The harbor cut would extend from the existing water's edge to approximately 50 feet east of the Harbor Boulevard parkway improvements. Construction of the North Harbor would displace the temporary cruise ship berth at Berths 87–90 that is occasionally used. Construction of the North Harbor would involve:

- removal of the existing bulkhead and wharf structure (approximately 700 linear feet; 34,800 square feet),
- excavation and dredging of approximately 442,000 cubic yards,
- installation of perimeter sheet pile bulkheads (approximately 1,600 feet),
- installation of approximately 140 piles,
- construction of new floating docks (approximately 25,200 square feet),

[2] Mean Lower Low Water (MLLW): A tidal datum. The average of the lower low water height of each tidal day observed over the National Tidal Datum Epoch.

- installation of rock slope protection (approximately 45,000 square feet) below the high tide line, and
- removal/abandonment of an existing 18-inch diameter fuel surge line that belongs to the U.S. Navy in order to create the North Harbor and parking structures for the cruise terminals.

Downtown Harbor

The Downtown Harbor would include a 1.50-acre water cut to accommodate the Los Angeles Maritime Institute's TopSail Youth Program vessels, Port vessels, and other visiting ships. Harbor vessels that are expected to be docked in the Downtown Harbor include approximately two survey boats, the Angelena II, and approximately four to five Port Police boats. The Los Angeles Maritime Institute (LAMI) requires two 120-foot-long berths, and one 95-foot-long berth, as well as space for visiting tall ships. The remaining docks would be for public/visiting vessels.

The water cut would move the existing water's edge approximately 160 feet to the west of the existing Main Channel. The existing wharf at Berth 86 would be modified to provide access to the new harbor. Relocation of the existing uses in this area—including the temporary facility for the TopSail Youth Program at Berth 87 and surface parking—would be required.

Construction of the Downtown Harbor would involve:

- removal of existing docks (approximately 1,600 square feet),
- excavation and dredging of approximately 137,000 cubic yards,
- installation of perimeter sheet pile bulkheads (approximately 770 linear feet),
- installation of approximately 35 piles,
- construction of a new plaza wharf deck (approximately 7,800 square feet),
- construction of new floating docks (approximately 27,100 square feet), and
- installation of rock slope protection (approximately 17,000 square feet) below the high tide line.

7th Street Harbor

The 7th Street Harbor would include a 0.32-acre water cut for visiting public/vessels near the Los Angeles Maritime Museum. This harbor would share docking space with the Downtown Harbor and would provide additional berthing opportunities for visiting tall ships that call at the Port approximately every 2 years. The new harbor would feature the 7th Street Pier.

Construction of the 7th Street Harbor would involve:

- removal of a portion of the existing bulkhead (approximately 140 linear feet),
- removal of existing docks (approximately 2,400 square feet),
- excavation and dredging of approximately 26,000 cubic yards,
- installation of perimeter sheet pile bulkheads (approximately 430 linear feet),
- installation of 26 piles,
- construction of new floating docks (approximately 9,500 square feet), and
- installation of rock slope protection (approximately 8,000 square feet) below the high tide line.

7th Street Pier

The 7th Street Pier would be the public dock for short-term berthing of visiting vessels and would be located within the 7th Street Harbor, adjacent to the Los Angeles Maritime Museum. Construction would involve demolition of the porte cochere at the existing Acapulco Restaurant, removal of existing surface parking (21 spaces), which would be replaced in a new surface lot to the west of the Acapulco Restaurant, and demolition of approximately 12 marina slips and a portion of the floating dock (4,000 square feet). Existing marina slips would be replaced as part of the Cabrillo Way Marina Project.

The construction of the pier would involve demolition of approximately 5,400 square feet of existing floating docks and construction of approximately 5,800 square feet of structures for the new pier, to be supported by the installation of 52 piles.

Town Square

The Town Square would comprise approximately 0.79 acre in front of the existing Los Angeles Maritime Museum (historic San Pedro Municipal Ferry Building) at the foot of 6th Street. This area would incorporate a portion of the downtown promenade and approximately 3 parking spaces for disabled visitors to meet Americans with Disabilities Act (ADA) requirements for the Los Angeles Maritime Museum. Vehicular access would be permitted on a limited basis as needed. The finish materials would be decorative stone pavers with similar paving materials for the roadway and parking. The Town Square is anticipated to accommodate approximately 170 people for formal seating engagements.

Demolition of the existing street (6th Street), sidewalks, and surface parking would be required. Relocation of the existing Waterfront Red Car Line alignment would also be required to remove the Red Car line from this area and realign both tracks to extend along the east side of Harbor Boulevard adjacent to John S. Gibson Jr. Park.

Downtown Civic Fountain

The Downtown Civic Fountain would be adjacent to the Town Square. The water feature would be designed to complement the civic setting of the adjacent San Pedro City Hall Building, Maritime Museum, and the Town Square.

John S. Gibson Jr. Park

John S. Gibson Jr. Park is an existing 1.61-acre park located south of the 5th Street green. The proposed Project would maintain the existing memorials at the park and enhance their surroundings to highlight their historical and cultural significance with improved hardscape, landscaping, lighting, and interpretive signage elements. The proposed improvements would be designed to enhance pedestrian access to and throughout John S. Gibson Jr. Park and the memorials, and to position the park as an integral element in the Downtown Harbor district.

Fishermen's Park

The proposed Fishermen's Park would encompass approximately 3 acres within Ports O'Call and would be designed as an integral feature of the commercial development proposed for Ports O'Call under this project. Fishermen's Park would be designed to accommodate Ports O'Call visitors, encourage harbor viewing, allow for picnicking, and host special events. It would incorporate

landscaping, hardscape, outdoor furniture, lighting, a water feature, and an amphitheater with lawn seating for 500 people. Parking for Fishermen's Park would be shared with the Ports O'Call commercial development. The precise location of the proposed park within Ports O'Call is currently unspecified as it will be integrated into a larger development plan for the redevelopment of the entire Ports O'Call area.

Outer Harbor Park

The proposed Outer Harbor Park would encompass approximately 6 acres at the Outer Harbor and would be designed as an integral feature and complementary to the secure operations of the proposed Outer Harbor Cruise Terminals. The Outer Harbor Park would be designed to maximize harbor views, facilitate public access to the water's edge, encourage special events, and segregate park visitors from the secure areas of the proposed Outer Harbor Terminals consistent with the security plan required to operate the Outer Harbor Cruise Terminals. The Outer Harbor Park would incorporate landscaping, hardscape, lighting, signage, and outdoor furniture.

The Outer Harbor Park would provide 60 parking spaces and incorporate access to the proposed Waterfront Red Car Line stop proposed as part of the Waterfront Red Car Line extension to the Outer Harbor.

San Pedro Park

The proposed San Pedro Park would encompass 18 acres located north of 22nd Street, south of Crescent Avenue, and west of Sampson Way. The proposed San Pedro Park would be designed to expand on and complement the 16-acre 22nd Street Landing Park that was previously approved under the Waterfront Enhancements Project.

San Pedro Park would be designed to foster waterfront gatherings, host special civic and cultural events, encourage recreation, and allow for children's play areas. The San Pedro Park would also be designed to include an informal amphitheater for harbor viewing and hosting waterfront events and concerts with lawn seating for approximately 3,000 people. The park would include botanical and culturally themed gardens, an overlook for harbor viewing, a sculpture garden, public art, water features, promenades, children's play areas, picnic areas, and an expansive lawn to host special events, including movies/theater/performances in the park. Landscaping, hardscape, lighting, signage, and outdoor furniture would be incorporated into the park.

San Pedro Park would provide 500 parking spaces, partially overlaying the GATX Annex site, and would incorporate access to the proposed Waterfront Red Car Line stop at 22nd and Miner Streets proposed as part of the Waterfront Red Car Line realignment associated with the Sampson Way improvements proposed under this project.

Reuse of Warehouses Nos. 9 and 10

Warehouses Nos. 9 and 10 and associated backland area would be adapted for low-intensity community-serving commercial or educational reuse that would be incorporated as an integral element of, San Pedro Park. Warehouse No. 9 is 70,000 square feet, and Warehouse No. 10 is 87,500 square feet, for a total of 157,500 square feet.

New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants

The proposed Project includes new development and/or redevelopment opportunities for commercial- and maritime-related uses, development of new cultural attractions, relocation and/or renewal of existing tenant leases, expansion of the cruise ship facilities, and provision of associated parking facilities. Each of the proposed project components is described in additional detail below.

Cruise Ship Facilities

Berths and Terminal Facilities

The proposed Project would include upgrading Berths 45–47 for use as a cruise ship berth in the Outer Harbor to accommodate the berthing of a Freedom Class (1,150 feet-long requiring a 1,250 foot-long berth) or equivalent vessel. These berths would replace the cruise ship berth occasionally used at Berths 87–90 that would be displaced by construction of the North Harbor water cut. The proposed Project also would include the construction of a new cruise ship berth at Berths 49–50 in the Outer Harbor that would accommodate a second Freedom Class or equivalent vessel.

The proposed Project would include construction of two new, 2-story terminals that would total up to 200,000 square feet (approximately 100,000 square feet each) in the Outer Harbor. The terminals would be designed to be able to accommodate the simultaneous berthing of two Freedom Class or equivalent cruise vessels at Berths 45–47 and Berths 49–50, while satisfying the security requirements essential to operate a cruise terminal. The Outer Harbor Cruise Terminals would be designed to attain LEED-Gold status consistent with the Port of Los Angeles Green Building Policy. The Outer Harbor Cruise Terminals would be designed to accommodate public access from the proposed Waterfront Red Car Line extension to the Outer Harbor. The Outer Harbor Cruise Terminals would incorporate the proposed Outer Harbor Park as an integral feature that would be complementary to the secure operations of the Outer Harbor Cruise Terminals; park visitors would be separated from the secure areas of the cruise terminals.

Construction of the wharf at Berths 49–50 in the Outer Harbor would require placement of a rock blanket at the toe of slope well below the water surface. The total rock placement would be 2.15 acres (17,400 cubic yards) from -10 feet Mean Lower Low Water (MLLW) to approximately -57 feet MLLW. Of this, 1.58 acres of fill would be rock placed over soft-bottom area and 0.57 acre would be new rock placed over existing rock. To accommodate construction and allow the rock to be placed, approximately 2,100 cubic yards of material would be dredged prior to rock placement.

Construction of the wharf extension at Berths 45–47 from 920 feet to 1,150 feet would require placement of a rock blanket at the toe of the slope also well below the water surface. A total of 0.85 acre (6,550 cubic yards) of rock would be placed over soft-bottom area at elevations of -35 feet MLLW to approximately -57 feet MLLW. Similar to the proposed procedure for Berths 49–50, described above, to accommodate construction and allow the rock to be placed, 1,230 cubic yards of material would be dredged prior to rock placement.

Final elevations for the rock fill at Berths 49–50 and Berths 45–47 would be approximately -10 to -57 feet and -25 to -57 feet MLLW level, respectively.

Rock for Berths 49–50 and Berths 45–47 would be brought on barges from Catalina Island to the Port. It is anticipated that this would require 20 barge trips. Sediment removed during dredging may be disposed of using barges for delivery to LA-2 or LA-3 (assuming beneficial reuse is not feasible and sediment testing concludes material is suitable for ocean disposal). If material is unsuitable for ocean disposal, an upland disposal site such as the Anchorage Road Upland Storage Site would be

used. A total of three barge trips would be necessary if dredged material is disposed of at LA-2 or LA-3.

Table 1-2. Summary of Dredge and Fill for the Outer Harbor Berths

	Fill Total (in acres)	Volume of Fill (in cubic yards)	Dredge Quantity (in cubic yards)
Berths 49–50	2.15	17,400	2,100
Berths 45–47	0.85	6,550	1,230

Proposed waterside work includes adding mooring and breasting dolphins (pilings). The upgrade of Berths 45–47 would involve demolition of approximately 1,900 square feet of existing floating docks. New construction would include installation of approximately 288 piles and construction of an approximately 40,100-square-foot marine structure with approximately 2,200 square feet of new floating docks. Floating security barriers would be deployed at Berths 45–47 to maintain an approximately 75-foot secure perimeter around the proposed cruise vessel berth and to maintain unimpeded access to the West Channel marinas. This barrier would consist of buoys anchored to the bottom of the Outer Harbor, but would not create a barrier for fish or marine mammals beneath the surface of the water. Final approval of the barrier by the U.S. Coast Guard (USCG) would be subject to a security plan for the terminal and berth that would be prepared and submitted for review during a future design phase. The USCG has indicated a willingness to work with the LAHD to ensure that adequate access is maintained into and out of the marinas in the West Channel while providing appropriate security for proposed cruise ships at Berths 45–47.

The proposed new berth at Berths 49–50 would include installation of a 200-foot wharf extension of approximately 220 piles and construction of an approximately 51,900-square-foot marine structure.

Cruise Ship Operations

Cruise operations are projected to increase over time as cruise ships become larger, and more demand is anticipated for cruise vacations in the future. Levels of activity at the Cruise Center during the CEQA baseline year (2006) are compared to the proposed Project and summarized in Table 3. Cruise terminal operational projections were provided by Bermello Ajamil & Partners (2006) in the 2006 Port of Los Angeles Cruise Study. Modeling of the activity at the proposed project site shows that cruise terminal operations would reach their maximum demand at year 2037.

Table 1-3. Project Throughput (Cruise Operations)

Project Element	*CEQA Baseline (2006)*	*Proposed Project*	
		2015	*2037*
Annual cruise ship calls	258	275	287
Cruise ship calls (monthly average)	22	23	24
Number of Inner Harbor berths	3*	2	2
Number of Outer Harbor berths	0	2	2
Total number of cruise ship berths	3	4	4

Project Element	*CEQA Baseline (2006)*	*Proposed Project*	
		2015	*2037*
Annual cruise passengers**	1,150,548	1,440,946	2,257,335
Passengers/ ship (annual average)	2,235	2,620	3,934
Maximum daily passenger throughput	14,540	20,959	31,472
Cars parking	1,840	2,875	4,317
Cars drop-off	1,064	1,663	2,497
Taxis	2,287	3,574	5,367
Buses	66	104	156
Total vehicles	5,257	8,216	12,337
Notes: *Non-permanent occasional-use berth at Berth 87 **Passenger quantity counts every time a passenger embarks and disembarks a cruise vessel			

Ship calls are projected to increase from 258 ship calls in 2006, to 275 ship calls by 2015 (project build out), and up to 287 ship calls by 2037 (end of planning horizon). Cruise ship calls would increase from 22 per month on average in 2006, to 23 per month on average by 2015, and 24 per month on average by 2037. Peak monthly ship calls are projected to increase from 36 per month in 2006, to 38 by 2015, and 40 by 2037.

Passenger throughput is anticipated to increase over the project horizon from 1,150,548 passengers in 2006, to 1,440,946 passengers per year by 2015 (project build out), and up to 2,257,335 passengers per year by 2037 (end of planning horizon). This is due to a combination of the number of cruise ship calls increasing, combined with an anticipated increase in the size of the ships. Ship capacities could reach up to 4,500 passengers per ship beyond 2015 through the planning horizon, with annual average passengers per ship increasing from 2,235 in 2006, to 2,620 in 2015, and 3,934 by 2037.

Cruise traffic to the Port is seasonal and peaks between October and April, with a marked decrease in the summer months. There are occasions when there would be no cruise ships in Port on certain days, and other occasions when all four berths would be occupied simultaneously. In 2006, the Cruise Center accommodated its highest monthly passenger count of 66,765 passengers during a peak month in December, and experienced its lowest monthly passenger count of approximately 20,000 in August. Peak monthly passengers are projected to increase to 262,080 in 2015 and 419,328 by 2037. Similarly, the low monthly passenger counts would increase to 87,360 by 2015 and 139,776 by 2037. The maximum daily throughput in 2006 was 14,540 passengers, which is projected to increase to 20,959 passengers by 2015 and 31,472 passengers by 2037.

Ships are anticipated to stay in the Port for approximately 12 hours per call. Weekends will remain the key days for the operations of cruise ships, and it is anticipated that by 2020 four ships per day will call on the Port on Mondays, Fridays, Saturdays, and Sundays. Midweek, cruise ship calls to the Port will be inconsistent and difficult to project. (Chase pers. comm.)

In the time since the draft EIS/EIR was released, the LAHD commissioned the Port of Los Angeles Cruise Market Demand Evaluation Study (Menlo Consulting Group, Inc. 2009) to examine the present and future cruise industry forecast at the Port in light of the global economic downturn and the loss of the Monarch of the Seas at the Port. The most recent forecast presented in the report indicates that in the short term (2009–2012), the Port will experience stable to flat cruise activity with

recovery and cruise industry growth in the long term (2013–2023). The long-term forecasts are based on historical Port cruise data and include one scenario that assumes cruise ship calls to the Port remain as current and a second scenario that assumes a capacity replacement for the Port's loss of Monarch of the Seas in 2009. In the status quo scenario forecast, the Port is projected to reach 1,248,114 cruise passengers by 2023 with 189 annual ship calls. This is just above the record levels of 1,218,739 cruise passengers in 2005. In the capacity replacement scenario forecast, the Port is projected to reach 1,592,880 cruise passengers with 241 annual ship calls by 2023. Actual future cruise activity at the Port is likely to fall somewhere between these two ranges.

Despite the newly projected reductions from the Bermello Ajamil & Partners 2006 Port of Los Angeles Cruise Study, the analyses contained within the draft EIS/EIR represent a conservative worst-case estimate of impacts from the projections contained within the 2006 cruise study.

Parking for Cruise Ships

The proposed upgrades to Berths 45–47, the construction of a new cruise berth and terminal facility at Berths 49–50 in the Outer Harbor, and projected increase in ship calls and passengers at Berths 91–93 would require additional parking facilities. The parking for the combined cruise ship facilities would be located in the Inner Harbor and Outer Harbor. Each of the parking areas is described below.

Inner Harbor Parking (Berths 91–93)

Berths 91–93 would provide a total of approximately 4,600 parking spaces, inclusive of the 1,500 existing surface spaces, in a combination of surface and structured parking areas. Two proposed multi-tiered parking structures would be developed at the existing Cruise Center and would be 4-level structures. In accordance with the Harbor Boulevard Seamless Study (SMWM 2008), visual issues were examined specifically relating to the proposed cruise terminal parking structures.

A diagonal pairing concept was recommended as the preferred parking structure footprint. Two separate structures, parallel to the existing cruise terminal at Berth 93 but offset from Harbor Boulevard at a 45° angle, were recommended as the preferred development option. Additionally, each floor of the structures was incrementally stepped back from Harbor Boulevard, reducing the structures' vertical massing envelope along Harbor Boulevard, starting at 2 levels (22 feet high) adjacent to Harbor Boulevard, increasing to 3 levels (32 feet high), and ultimately to 4 levels (42 feet high) closest to the Main Channel.

The proposed parking structures would cover a footprint of approximately 9.1 acres within the proposed project site. The footprint and massing of the proposed parking structures preserve view corridors at O'Farrell, Santa Cruz, and 1st Streets while meeting the parking requirements for the cruise terminals. In addition to location and massing, façade treatments were also examined utilizing various materials including landscaped "green walls" and lighting. Roof treatments were also considered addressing potential landscaping and solar power opportunities.

The existing ramps at the Berths 91–93 terminal would be demolished and removed. All cruise passengers for Berths 45–47 and Berths 49–50 would be shuttled to the Outer Harbor from the proposed parking structures at Berths 91–93.

The larger (3,500 passengers) and longer (1,150 feet) ships calling at the Outer Harbor would require between 35 and 40 parking shuttles per ship and each shuttle would accommodate approximately 25 passengers plus luggage. Shuttle busses would be equipped with compressed natural gas (CNG) fuel technology to minimize air quality impacts. The round trip from the Inner Harbor parking area would be approximately 6 miles, and the shuttles would make two round trips per hour. The peak time for the shuttles is expected to be between 9:00 a.m. and 3:00 p.m. The shuttles would likely be in operation for 8 to 9 hours per day, depending on the ship operations and length of ship call. Cruise

terminal traffic between terminals (i.e., shuttles) would be on Harbor Boulevard but otherwise would be internal to the proposed Project.

Outer Harbor Parking (Berths 45–50)

Approximately 400 non-passenger surface parking spaces would be dedicated to cruise facilities in the Outer Harbor area. These spaces would be for longshoremen, terminal operators, administrative staff, Customs and Border Patrol personnel, as well as Port Police. As discussed above, the passenger parking for the Outer Harbor Cruise Terminals would be provided in the Inner Harbor, and passengers would be shuttled to the Outer Harbor Cruise Terminals.

Ports O'Call Redevelopment

Development

The proposed Project would provide opportunities for upgrading the existing site through redevelopment, as well as new commercial development, within Ports O'Call. Ports O'Call currently contains approximately 150,000 square feet of commercial, retail, and restaurant uses, and is proposed to increase to up to 375,000 square feet of commercial, retail, restaurant, and conference space.

The proposed Project would allow for the redevelopment of approximately 150,000 square feet of existing development and would provide for 150,000 square feet of new development within the Ports O'Call. For the purposes of the environmental impact analysis it was assumed that approximately 125,000 square feet would be developed for restaurant uses, and approximately 175,000 square feet would be developed for commercial uses.

Ports O'Call would also include a new conference center measuring up to 75,000 square feet, of which approximately 37,500 square feet would be available for congregation or meeting space. The conference space is anticipated to accommodate up to 1,000 attendees at any one time, with an average of 300 people per event. Assumptions used in the analysis in this EIR include an estimated four events per year that have a maximum capacity of 1,000 people; approximately five daytime events per month are anticipated to accommodate 300 people; and approximately 15 weekend and evening events per month are anticipated to accommodate 100 people.

To successfully redevelop Ports O'Call, LAHD plans to partner with a master developer in order to redevelop the entire area holistically. The redevelopment of Ports O'Call would be constructed in a series of two phases over a period of approximately 5–10 years. Some of the existing businesses would be retained. This phasing schedule was developed for the purpose of the environmental analysis, and would be subject to change based on existing property entitlements, financing details, and developer response to a request for proposal.

Located on the northern portion of Ports O'Call are Acapulco Mexican Restaurant, Fisherman's Seafood Restaurant, Simon's Banquet Center, the Asian Village, which consists of several fast-food establishments, and the Crusty Crab Restaurant. San Pedro Marina, which has approximately 85 recreational vessel slips, is located along these restaurants.

Other establishments operating in the Ports O'Call include Café International, a restaurant; LA Harbor Sportfishing, a sportfishing and harbor cruise landing; and San Pedro Fish Markets, which operates a retail and wholesale facility for fish and seafood products, with fast-food sales and a restaurant and banquet room. On the south side of the village are approximately 30 retail shops, sight-seeing and dinner cruise operations, helicopter tour operations, boat charters, and the Ports O'Call Restaurant, which has outdoor seating, as well as several banquet rooms.

Parking

The redevelopment and additional development at Ports O'Call would require an increase in parking spaces. Parking would be provided at a number of locations within the Port and near Ports O'Call. Parking would no longer be free along the waterfront. The following parking areas would be restricted for cruise ship passengers and would be dedicated to Ports O'Call:

- approximately 400 surface spaces at Berths 78–83 (would also be shared with the Downtown Harbor area),
- approximately 1,652 spaces in four 3-level structures that would be constructed at the bluff site located at the existing S.P. Railyard (height of the structures would be at or near the top of the bluffs so they would not block views from Harbor Boulevard, and the rooftops of the parking structures along Harbor Boulevard would be developed with green rooftops and solar panels to minimize visual disruption toward the waterfront from Harbor Boulevard),
- approximately 330 existing surface spaces at Berths 73–77, and
- approximately 256 spaces at a new surface parking lot proposed at 22nd Street and Sampson Way.

The proposed Project would improve access between Ports O'Call and the Waterfront Red Car Line by providing Waterfront Red Car Line stops at 7th and 13th Streets to encourage the sharing of waterfront parking resources and to reduce vehicle trips.

Southern Pacific Railyard Demolition

The S.P. Railyard currently comprises approximately 7 acres between 7th Street and the S.P. Slip, at the bottom of the bluff east of Harbor Boulevard. The proposed Project would include the removal of the S.P. Railyard at the bluff site, providing opportunities for the proposed bluff site parking.

Waterfront Red Car Maintenance Facility

The proposed Waterfront Red Car Maintenance Facility would be approximately 17,600 square feet and would be located at the existing S.P. Railyard south of 7th Street near the proposed 13th Street pedestrian bridge and the proposed bluff parking structures. An approximately 20,000-square-foot exterior service yard adjacent to the building would be required as a wash down area for trolley cars. The storage tracks currently located at this site would be relocated to the new Pier A yard (as described within the TraPac Project EIS/EIR), with two active tracks to remain within the railyard area near the bluff in San Pedro for the Waterfront Red Car to access the proposed maintenance facility. Upon completion of the new facility, the existing temporary Waterfront Red Car Maintenance Facility at 22nd and Miner Streets would be removed.

Ralph J. Scott Fireboat Museum

The Ralph J. Scott Fireboat is temporarily housed on land adjacent to Fire Station No. 112 at Berth 87. The proposed new museum would comprise an approximately 10,000-square-foot site within a multilevel display structure that would be approximately 50 feet high. The proposed structure would be built on the south side of existing Fire Station No. 112 and would be incorporated into the existing pile-supported plaza in the Downtown Harbor area. Portions of the existing plaza structure may be removed to construct the museum's pile-supported foundation. The museum would cover and protect the vessel from the weather. Displays of historical events and artifacts involving the Ralph J. Scott would be included within the structure.

Demolition of Westway Terminal Facilities

The proposed Project includes the demolition of the Westway Terminal at Berth 70–71, which has historically operated as a liquid bulk terminal company, handling and storing a variety of petroleum chemical commodities. The Westway Terminal has 134 tanks, each containing between 12,012 and 1,470,000 gallons of bulk liquid chemicals. Its total capacity is 25,206,000 gallons. The terminal is served by rail, truck, and ship. Materials are typically received by waterborne vessels and rail cars, and depart the facilities by rail car and trucks. The terminal typically handles the following commodities: amines, acids, alcohols, caustic soda, solvents, vegetable oils, lubricant base, fuel additives, glycols, ketones, acetates, and phthalates. Some of these commodities are flammable and combustible. Caustic soda materials are also considered corrosive and can be classified as toxic by inhalation and irritants to the skin and eyes. Since the Westway Terminal currently handles and stores hazardous materials, it has an existing hazardous footprint per the Port's RMP. However, currently there are no existing vulnerable resources as defined by the RMP within the vicinity of the existing hazardous footprint of the Westway Terminal. Therefore, the terminal is currently consistent with the policies of the RMP.

Westway Terminal operations will cease no later than February 2009. Upon closure of the facility, LAHD would demolish the Westway Terminal facilities (i.e., liquid bulk tanks, pipelines, and infrastructure) within the 14.3-acre terminal at Berths 70–71, with the exception of one office building (Westway/Pan-American Oil Company Pump House), which has been determined to be eligible for listing as a historic resource. Westway Terminal currently uses the S.P. Railyard, which is proposed for removal under this project.

No specific development plans or tenants have been identified for reuse or redevelopment of this site. This EIR evaluates the future uses of the site as institutional/research and development use at a programmatic level, with detailed plans to be evaluated under a separate environmental review process. While no detailed plans are currently available, LAHD has publicly identified City Dock No. 1 for a potential site to house marine research activities, which may include marine research laboratories, government laboratories and support activities for at-sea programs, and research and development park and business incubator for emerging marine environmental companies and educational support facilities for students engaged in marine science studies. Until a defined location for the cruise terminals is determined, the LAHD has held off on advancing the marine institute.

Approximately 10,886 feet of rail line that extends from the Westway Terminal to Swinford Street would be abandoned in place as a separate action. LAHD is in the process of obtaining a permit for the abandonment of this portion of the rail line from the United States Surface Transportation Board (STB) per the 40 CFR 1105, which is the regulation governing railroad abandonment. The rail line is primarily used by the Westway Terminal, which has agreed to cease operations as described above, and Crescent Warehouse Company, which is on a 90-day revocable lease. The rail line would be abandoned in place except at the S.P. Railyard and areas where it might interfere with the realignment of Sampson Way. In this case, the line would be removed and salvaged for scrap or sent to an approved upland facility if there is contamination. There are no other existing or potential heavy industrial rail users. However, some portions of the line will be dedicated for future use by the Waterfront Red Car Line to transport passengers along the waterfront.

Tugboats

The proposed Project includes lease renewals and the construction of two new buildings up to 10,000 square feet around the North Harbor for both Crowley and Millennium tug companies. Dispatching of tugs varies from day to day, and the impacts associated with tugboat operations are or will be accounted for in the respective projects that utilize tugboats.

Los Angeles Maritime Institute

The proposed Project would include a new lease and the reuse of the Crowley Building (a 2-story building totaling 3,530 square feet with an outdoor carport totaling 500 square feet) in the Downtown Harbor area for LAMI, including an interim relocation of their existing office trailers to Berth 87 until the existing Crowley Building becomes available to allow construction of the Downtown Harbor water cut. LAMI requires two 120-foot-long berths, and one 95 foot-long berth, as well as space for visiting tall ships and temporary berthing for their current fourth vessel.

LAMI is a training facility that operates the TopSail Youth Program, which offers an education and adventure experience aboard a large sailing vessel. The program consists of a series of one-day sailings in and around the Los Angeles/Long Beach Harbors, as well as multi-day trips beyond the harbor waters. LAMI provides classroom sessions prior to hands-on experience on a working sailing ship. The facility provides space for a maintenance shop and work area, small boat construction and repair, laboratory and classroom space, meeting areas, and administrative offices.

LAMI's fleet consists of four ships, including the 70-foot-long topsail schooner *Swift of Ipswich*, the 136-foot-long gaff-topsail schooner *Bill of Rights*, and the 90 foot long Twin Brigantines *Irving Johnson* and *Exy Johnson*. The TopSail Youth Program has provided as many as 5,000 youth-sailing days to schools and youth organizations. The ships sail with a crew of mariners/educators/mentors. LAMI has a full-time staff of four, including two administrative personnel and two captains, as well as a large number of volunteers. No changes to existing operations are anticipated under the proposed Project.

S.S. Lane Victory

The proposed Project involves relocation of the S.S. Lane Victory from Berth 94 to the North Harbor water cut. The S.S. Lane Victory is designated as a National Historic Landmark, and is one of the few remaining World War II cargo vessels that carried the materials of war to the Armed Forces in World War II, Korea, and Vietnam. Owned and operated by the Merchant Marine Veterans of WW II, the S.S. Lane Victory is a 455-foot-long floating Maritime Museum ship that makes approximately six summer cruises to Catalina Island. The S.S. Lane Victory is normally opened to the general public every day from 9:00 a.m. to 3:00 p.m. except when the ship is closed due to maintenance, security, travel away from its normal berth, or private charter.

As part of the proposed Project, a new building (up to 10,000 square feet) would be constructed in the North Harbor area to support the S.S. Lane Victory visitors' center, and the lease would be renewed for this operation. No changes to the operations are anticipated as part of the proposed Project.

Jankovich & Son Fueling Station Decommissioning

The existing lease for the Jankovich fueling station at Berth 74 expired in 2007, and is on holdover, which is a month-to-month lease term. This fueling station currently services tugboats, cruise ships, Port Police, U.S. Coast Guard, California Department of Fish and Game, and Los Angeles Fire Department vessels, and other shipping operations within the harbor, including alternative fuels in accordance with the CAAP. Jankovich also engages in barging activities from this site. The operations at the Jankovich fueling station would cease on or about June 2012, and the site would be decommissioned, including removal of the tanks and other facilities. Remediation of the site would occur, if necessary, under the oversight of the Regional Water Quality Control Board. The proposed waterfront promenade would be constructed after decommissioning of the Jankovich fueling station.

New Berth 240 Fueling Station

As part of the proposed Project, a new fueling station would be developed at Berth 240 on Terminal Island. The impacts associated with development of a new fueling station on the site, including the proposed waterside wharf and dock constructions, as well as operation pursuant to a 20-year lease, are assessed in this EIR. The proposed improvements that would occur under the proposed Project at Berth 240 include new storage tanks, new equipment and infrastructure, and spill control dikes that will meet UL 142 specifications for aboveground tanks. The mix of products and tank sizes include:

- one 120,000-gallon ultra-low-sulfur diesel tank,
- one 50,400-gallon biodiesel tank, and
- one 6,000-gallon gas tank.

Waterside construction would include the development of approximately 6,400 square feet of new floating docks, to be supported by approximately 46 new piles.

Berth 72 Fueling Station

Mike's Main Channel (Mike's) fueling station, located at Berth 72 near the Municipal Fish Market, would continue operating in its existing location near the Municipal Fish Market. This fueling station primarily sells fuel and alternative fuels (in accordance with the CAAP) to commercial fishing boats and commercial trucks that service adjacent facilities. This facility currently has five aboveground storage tanks, with capacities ranging from 500 to 200,000 gallons. Mike's fueling station currently handles and stores hazardous materials (defined by the Port as materials with flashpoints below 140 degrees [F]) and, therefore, has an existing hazardous footprint per the Port's RMP. Section 3.7 of the Draft EIS/EIR, "Hazards and Hazardous Materials," discusses the impacts on vulnerable resources from this facility. Because the proposed waterfront promenade would extend past this facility, and due to the existing hazards associated with Mike's fueling station, this facility would cease to handle hazardous materials with flashpoints below 140 degrees prior to the operation of the proposed waterfront promenade.

Catalina Express

The proposed Project would include the permanent relocation of the Catalina Express Terminal berthing facilities from Berths 95–96 to the existing location of the S.S. Lane Victory at Berth 94. The Catalina Express Terminal is required to relocate as a result of the proposed China Shipping Project. Under a separate environmental review process for the China Shipping Project, Catalina Express would relocate from Berth 96 to Berth 95 just north of the S.S. Lane Victory and would construct floating docks (Port of Los Angeles 2008:2-23). Should the relocation from Berths 95–96 not occur prior to the proposed Project, this EIR assesses the impacts of relocation of the Catalina wharves and docks from Berth 96. Landside improvements would not change under the two scenarios.

As part of the proposed Project, Catalina Express would construct new floating docks at Berth 94 in the existing location of the S.S. Lane Victory. To construct the new berthing facilities at Berth 94, the existing wharf at Berth 94 would be modified to accommodate simultaneous berthing of up to three Catalina Express vessels of varying sizes (100 to 150 feet in length). These modifications would consist of the installation of approximately 46 concrete piles and approximately 8,800 square feet of new floating docks. The improvements proposed for Berth 94 would be in addition to the accommodation of three "spare"/"waiting" Catalina Express vessels at the Berth 95 berthing facilities constructed under a separate project.

Other unused Catalina Express vessels may be docked at Berth 93D, where additional floating docks would be installed. Existing parking facilities at Berth 95 would be used. Operations at the Catalina Terminal would be housed in trailers or the existing Pavilion Building, which would require upgrades, including a second story. Wharf upgrades at Berth 93D and Berth 95 to accommodate the relocation would be minor.

Island Express Helicopters would remain in its current location. Parking for the Catalina Express would include 700 surface lot spaces under the Vincent Thomas Bridge and 300 parking spaces in the proposed parking structures for the Inner Harbor Cruise Terminals. The Catalina Express Terminal's aboveground fuel dock with 8,500 gallons of #2 diesel would also be relocated to the new site.

Transportation Improvements

The proposed Project would involve a series of transportation improvements, including expansion of existing roadways; intersection, landscape, and parking improvements; extension of the Waterfront Red Car Line; and water taxi berthing opportunities. Each of these components is described in detail below.

Expansion and Realignment of Sampson Way

Sampson Way would be expanded to two lanes in each direction and curve near the Municipal Fish Market to meet with 22nd Street in its westward alignment east of Miner Street. The Waterfront Red Car Line would be side-running along the east side of the expanded and realigned Sampson Way between 7th Street and 13th Street, and switch to the west side of Sampson Way between 13th Street and 22nd Street. Sampson Way would be accessed from 7th Street.

7th Street/Sampson Way Intersection Improvements

The proposed Project would include an enhanced four-way intersection at Sampson Way and 7th Street to provide improved access to and along the waterfront. There would also be a modification of the 6th Street connection to Sampson Way, eliminating access to Sampson Way from Harbor Boulevard via 6th Street.

Harbor Boulevard

Harbor Boulevard would remain in place at its current capacity with two lanes in each direction. Landscaping and hardscape improvements are proposed along the east side and west side of Harbor Boulevard south of 7th Street, as well as in the median of Harbor Boulevard starting at the Swinford Street intersection, and would extend south to 22nd Street. The Waterfront Red Car Line would run along its existing alignment on the east side of the existing Harbor Boulevard right-of-way between 5th and 7th Streets, and would turn onto Sampson Way at 7th Street.

The study also addresses unifying streetscape treatments for both sides of Harbor Boulevard to enhance the interface. A review of the waterfront design guidelines, CRA's Pacific Corridor Design Standards and Guidelines, and the city of Los Angeles Planning Department's Community Design Overlay for commercial buildings in downtown San Pedro found consistency that would further enhance the interface. Streetscape recommendations for Harbor Boulevard include use of acorn street lighting consistent with the downtown, pedestrian crossing pavement treatments for the seven Harbor Boulevard intersections, a unifying landscape treatment along both edges of Harbor Boulevard, signage, and consideration of a wider sidewalk minimum along the west side of Harbor Boulevard.

Surface Parking adjacent to Acapulco Restaurant and the Downtown Harbor

A surface parking lot would be constructed adjacent to Acapulco Restaurant to provide approximately 152 spaces for the restaurant and the existing and future Downtown Harbor uses, including staff parking for the Los Angeles Maritime Museum. Access to this parking lot would be provided by the future realignment of Sampson Way. Access into this parking lot from 7th Street would be prohibited to avoid creating congestion at the intersection at 7th Street, Harbor Boulevard, and Sampson Way.

Waterfront Red Car Realignment and Extension

The Waterfront Red Car Line would be extended from its existing terminus near the intersection of Harbor Boulevard and Miner Street and 22nd Street to City Dock No. 1 (adjacent to Warehouse No. 1), to the Outer Harbor along Miner Street, and to Cabrillo Beach along Shoshonean Road.

The Waterfront Red Car Line would operate along a side-running alignment for most of the proposed extensions. However, the Waterfront Red Car Line would be relocated to the median of Miner Street (south of 22nd Street to the proposed Outer Harbor Cruise Terminals and Outer Harbor Park).

The following Waterfront Red Car Line right-of-ways are further detailed as follows:

- **Harbor Boulevard—between 5th Street and 7th Street.** The Waterfront Red Car right-of-way would be relocated within the existing Harbor Boulevard street right-of-way, or stay in existing alignment, would be a single-track 16-foot-wide right-of-way, and would be side-running along the east side of Harbor Boulevard.
- **Waterfront Red Car Extension to Cabrillo Beach—Via Cabrillo Way Marina.** The right-of-way for the Waterfront Red Car extension to Cabrillo Beach along Via Cabrillo Way Marina would primarily be a single-track, 16-foot-wide right-of-way located adjacent to the western edge of Via Cabrillo Way Marina, outside of the traveled roadway. The existing sidewalk along the western edge of Via Cabrillo Way Marina would be displaced by the Waterfront Red Car right-of-way; however, the sidewalk along the eastern edge of Via Cabrillo Way Marina would remain. Passing siding tracks would be strategically placed along the extension, and the Waterfront Red Car right-of-way would be widened to 34 feet to include these sidings.
- **Waterfront Red Car Extension to Cabrillo Beach—Shoshonean Road.** The right-of-way for the Waterfront Red Car extension to Cabrillo Beach would be a single-track, 16-foot-wide right-of-way located adjacent to the western edge of Shoshonean Road, outside of the traveled roadway. The existing sidewalk would be relocated to the eastern edge of Shoshonean Road; however, the width of the relocated sidewalk would be approximately 5 feet. Shoshonean Road would be approximately 26 feet wide. The right-of-way for the Waterfront Red Car Line would transition to a single-track, at-grade, street-running right-of-way within the existing Cabrillo Beach parking area that would be adjacent to the northern curb of Shoshonean Road (i.e., adjacent to the Cabrillo Marine Aquarium).

Water Taxi Connection Opportunities

The proposed waterfront improvements would provide a number of opportunities for connections to water taxi service to promote visitation to the proposed project area from other areas within the harbor (e.g., from Outer Harbor Park to Ports O'Call) or from one waterfront development to another (e.g., Long Beach to San Pedro) without using their automobiles.

Dredge, Fill, and Ocean Disposal Activities

In total, the proposed new harbors would create approximately 7 acres of new water. Due to the creation of the new harbors and dredging in the vicinity of Berths 45–47 and 49–50, the proposed Project is anticipated to generate approximately 608,330 cubic yards of dredge and excavated material. Tables 1 and 2 detail the proposed new harbor dredge and excavation and bulkhead placement activities as well as fill and dredging activities in the Outer Harbor Berths (49–50 and 45–47), which would require USACE authorization pursuant to Section 404 of the CWA, Section 10 of the RHA, and Section 103 of the MPRSA.

In 2005, the EPA redesignated two sites for limited disposal of suitable (nontoxic) dredge material off the Los Angeles/Orange County shoreline, identified as LA-2 and LA-3, respectively. If the dredge material is clean, the Port will identify potential beneficial uses, including asking the Port of Long Beach if it could use the material. If there are no feasible onshore beneficial uses, disposal of clean dredge material is planned for LA-2 and/or LA-3 offshore disposal, with upland disposal of contaminated sediments, should they be present. Upland disposal may be placed at the Anchorage Road Upland Soil Storage Site within the Port. Should other approved in-harbor disposal sites become available, they would also be considered.

Project Phasing and Demolition and Construction Plan

While construction would not all occur simultaneously, build out of the proposed Project would occur generally within two phases over a 5-year period between 2009 and 2014. This phasing was developed for the purpose of the environmental analysis and is subject to change based on financing and developer response to a Request for Proposals.

Phase I would generally occur between 2009 and 2013. Construction would start with the demolition of Westway Terminal facilities in August 2009, or soon thereafter. The construction of the Downtown Harbor, including the harbor cuts, 7th Street Pier, and the waterfront promenade within this area would occur between June 2009 and December 2010. The remainder of the Downtown Harbor facilities would start construction in the latter half of 2010 and would last approximately two years. The improvements to Harbor Boulevard and Sampson Way would be constructed between August 2010 and February 2012 and would include the Waterfront Red Car realignment to 22nd Street. The extension of the Waterfront Red Car Line to the Outer Harbor would be constructed between December 2010 and December 2011, and the Waterfront Red Car Line extension to Inner Cabrillo Beach would be constructed between December 2010 and May 2013. The Outer Harbor Cruise Terminals, including the Outer Harbor Park and parking facilities, would begin construction in December 2010 and would take approximately two years to complete. Phase I of the Ports O'Call Promenade (Berths 75–77) would be constructed between June 2009 and June 2010. Phase II of the Ports O'Call Promenade (Berths 78–83) would start in December 2010 and end in June 2012. Marina slips would be replaced at Cabrillo Way Marina project prior to construction. The City Dock No. 1 Promenade would be constructed after 2012 following environmental remediation in the area. San Pedro Park would also be included in Phase I and would start construction in December 2010 and would take approximately two years to complete.

Phase II of construction would generally occur between 2012 and 2014, with some overlap with Phase I project elements. The North Harbor would be constructed following the opening of the Outer Harbor Cruise Terminals to avoid disruption to the existing Inner Harbor Cruise Terminal at Berths 87–90. Phase II would begin with construction of the North Harbor and the waterfront promenade in this area from December 2012 through December 2014. The construction of the new facilities for Crowley and Millennium tugs, as well as the new facility for the S.S. Lane Victory, would start in

December 2012 and would take approximately two years to complete. Extension of the Waterfront Red Car Line to City Dock No. 1 would be constructed between December 2012 and December 2014. Phase III of the Ports O'Call Promenade in the area currently occupied by Ports O'Call restaurants would be constructed between July 2013 and July 2014, and assumes voluntary acquisition negotiations and relocation prior to construction. The Salinas de San Pedro Promenade along the salt marsh and the Cabrillo Beach Youth Camp would start construction in January 2013 and would end in June 2014.

Within this overall schedule, construction activities would be phased so as to minimize disruption to existing operations, which would continue to operate during the entire construction period, and to surrounding operations

Relationship to Existing Plans

One of the primary objectives of the CEQA process is to ensure that the proposed Project is consistent with applicable statutes, plans, policies, and other regulatory requirements. Table 1-4 lists the statutes, plans, policies, and other regulatory requirements applicable to the proposed Project. Additional analysis of plan consistency is contained in individual resource sections of Chapter 3 of the Draft EIS/EIR, "Environmental Analysis," and, in particular, in Section 3.8 of the Draft EIS/EIR, "Land Use and Planning."

Table 1-4. Applicable Statutes, Plans, Policies, and Other Regulatory Requirements

Applicable Statutes, Plans, Policies, and Other Regulatory Requirements	*Description*
California Tidelands Trust Act, 1911	Submerged lands and tidelands within the Port, which are under the Common Law Public Trust, were legislatively granted to the City pursuant to Chapter 656, Statutes of 1911, as amended. Those properties are held in trust by the City and administered by LAHD to promote and develop commerce, navigation, and fisheries, and other uses of statewide interest and benefit, including commercial, industrial, and transportation uses; public buildings and public recreational facilities; wildlife habitat; and open space. LAHD would fund the proposed Project with trust revenues. All property and improvements included in the proposed Project would be dedicated to maritime-related uses and would, therefore, be consistent with the trust.
California Coastal Act of 1976	The California Coastal Act (PRC Div. 20 Section 30700 et seq.) identifies the Port and its facilities as a "one of the state's primary economic and coastal resources and…an essential element of the national maritime industry" (PRC Section 30701). LAHD is responsible for the modernizing and construction of necessary facilities to accommodate deep-draft vessels and to accommodate the demands of foreign and domestic waterborne commerce and other traditional and water-dependent and related facilities in order to preclude the necessity for developing new ports elsewhere in the state (Sections 30007.5 and 30701(b)). The act also establishes that the highest priority for any water or land area use within LAHD's jurisdiction will be for developments that are completely dependent on such harbor water areas and/or harbor land areas for their operations (Sections 30001.5 (d), 30255, and 31260). The act further provides that LAHD should "[g]ive highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary

Applicable Statutes, Plans, Policies, and Other Regulatory Requirements	*Description*
	support and access facilities" (Section 30708 (c)). Under the California Coastal Act, water areas may be diked, filled, or dredged when consistent with a certified PMP only for specific purposes, including: 1) construction, deepening, widening, lengthening, or maintenance of ship channel approaches, ship channels, turning basins, berthing areas, and facilities that are required for the safety and the accommodation of commerce and vessels to be served by port facilities; and 2) new or expanded facilities or waterfront land for port-related facilities. In accordance with provisions of the California Coastal Act, LAHD has a certified master plan that provides LAHD with coastal development permit authority for actions/developments consistent with that master plan. Inconsistent items, such as new fills in water, would require a master plan amendment through the CCC. The proposed Project is consistent with the master plan's provisions, but implementation of the proposed Project would require a PMP for the new water cuts and harbors.
Coastal Zone Management Act	Section 307 of the Coastal Zone Management Act requires that all federal agencies with activities directly affecting the coastal zone, or with development projects within that zone, comply with the state coastal acts (in this case, the California Coastal Act of 1976) to ensure that those activities or projects are consistent to the maximum extent practicable. The CCC will use this EIS/EIR when considering whether to find the proposed Project consistent with the California Coastal Act, and the USACE will use that approval as a demonstration that the proposed Project is in compliance with the Coastal Zone Management Act.
Port Master Plan with Amendments (2002)	The PMP (LAHD 1980) provides for the development, expansion, and alteration of the Port (both short-term and long-term) for commerce, navigation, fisheries, Port-dependent activities, and general public access. Those objectives are consistent with the provisions of the California Coastal Act (1976), the Charter of the City of Los Angeles, and applicable federal, state, and municipal laws and regulations. The proposed Project's proposed uses are consistent with the plan, but the proposed water cuts and new harbors would necessitate a master plan amendment.
California Coastal Plan	Under provisions of the California Coastal Act, the PMP is incorporated into the City's Local Coastal Program. LAHD has coastal development permit authority for activities in the Main Channel. Therefore, if the proposed Project would be consistent with the PMP, the proposed Project would also be considered consistent with the Local Coastal Program. The LAHD does not currently have coastal development permit authority for the proposed water cuts and construction of new harbors. The CCC has authority over the proposed PMP Amendment to modify the boundaries of the water/land areas within the Port.
San Pedro Bay Clean Air Action Plan	LAHD, in conjunction with the Port of Long Beach and with guidance from SCAQMD, CARB, and EPA, has developed the CAAP, which was approved by the Los Angeles and Long Beach Boards of Harbor Commissioners on November 20, 2006. The CAAP focuses on reducing diesel PM, NO_X, and SO_X, with two main goals: 1) to reduce Port-related air emissions in the interest of public health, and 2) to disconnect cargo growth from emissions increases. The CAAP includes near-term measures implemented largely through the CEQA/NEPA process and new leases at both ports. The proposed Project includes air quality control measures outlined in the CAAP, both as mitigation that would be imposed via permits and lease provisions and

Applicable Statutes, Plans, Policies, and Other Regulatory Requirements	*Description*
	as standard measures that would be implemented through the lease, agreements with other agencies and business entities, and LAHD contracting policies.
Port of Los Angeles Real Estate Leasing Policy	The purpose of the Port of Los Angeles Real Estate Leasing Policy is to provide a framework governing leasing and rental decisions as they relate to tenant retention, new tenant selection, development of new agreements, and as appropriate, modifications to existing agreements by amendments. The proposed Project would be consistent with the leasing policy in that it would incorporate CAAP provisions that would be implemented through the leases with new and existing tenants.
Port of Los Angeles Strategic Plan	The Port of Los Angeles Strategic Plan (LAHD 2007) identifies LAHD's mission and provides 11 strategic objectives for the next 5 years. The mission includes promotion of "grow green" philosophy, combined with fiduciary responsibility and promotion of global trade. The 11 strategic objectives are to: 1) minimize land use conflicts; 2) maximize the efficiency and the capacity of current and future facilities; 3) address needed infrastructure requirements; 4) maintain financial self-sufficiency; 5) raise environment standards and enhance public health; 6) promote emerging and environmentally friendly energy sources; 7) provide for safe and efficient operations and homeland security; 8) strengthen local community relations; 9) develop more and higher quality jobs; 10) ensure leadership, staff, and facilities will meet current and future workforce needs; and 11) be the employer of first choice. The proposed Project is consistent with the strategic plan because it would help to minimize land use conflicts; maximize the efficiency of existing facilities, including cruise ship operations; and expand the Port's transportation infrastructure to meet demands. The proposed Project would also raise environmental standards through the incorporation of Port environmental and alternative energy policies into lease agreements for existing and new tenants.
Port of Los Angeles Sustainability Program	On July 18, 2007, Mayor Villaraigosa issued Executive Directive No. 10, Sustainable Practices in the City of Los Angeles. This directive sets forth his vision to transform Los Angeles into the most sustainable large city in the country and includes goals in the areas of energy and water, procurement, contracting, waste diversion, non-toxic product selection, air quality, training, and public outreach. The Port of Los Angeles has evaluated its existing programs and policies against the eight goals identified in the Executive Directive. There are currently at least 32 specific programs already in place that support each of the eight goals in varying degrees. Some highlights of existing programs as they relate to the proposed project include: ■ a Green Building Policy requiring LEED certification (minimum Silver) for new developments as part of the proposed waterfront redevelopment, including implementation of water conservation measures, such as the use of recycled water; ■ integration of the San Pedro Bay Clean Air Action Plan (CAAP) elements for construction and operations to reduce air emissions; and ■ implementation of Climate Action Plan that includes constructing photovoltaic solar system at the Cruise Center to offset carbon dioxide equivalent.
Port Risk Management Plan	The Port Risk Management Plan, an amendment to the PMP, was adopted in 1983, in accordance with requirements of the CCC. The purpose of the Port Risk Management Plan is to provide siting criteria relative to vulnerable

Applicable Statutes, Plans, Policies, and Other Regulatory Requirements	*Description*
	resources and the handling and storage of potentially hazardous cargo such as crude oil, petroleum products, and chemicals. The plan provides guidance for future development of the Port to minimize or eliminate the hazards to vulnerable resources from accidental releases (LAHD 1983). The proposed project design is not consistent with the Port RMP. See Section 3.7 of the Draft EIS/EIR, "Hazards and Hazardous Materials," for analysis of risks, as well as mitigation measures that would ensure the project is consistent with the RMP.
General Plan of the City of Los Angeles— Port of Los Angeles Plan	The Port of Los Angeles Plan is one of 35 community plans that make up the General Plan of the City of Los Angeles (City of Los Angeles 1982a). This plan provides a 20-year official guide to the continued development and operation of the Port. It is designed to be consistent with the PMP discussed above. The proposed Project would be consistent with most of the allowable land uses and the goals and policies of the General Plan – Port of Los Angeles Plan. A general plan amendment would be required to address the new water cuts and harbors and to allow hazardous liquid bulk water and land uses at Berth 240 for the proposed relocation of the fueling facility at this location. The impacts and mitigation measures are discussed in Section 3.8 of the Draft EIS/EIR, "Land Use and Planning."
City of Los Angeles— San Pedro Community Plan	The San Pedro Community Plan (City of Los Angeles 1982b) serves as a basis for future development of the community. It is also the land use plan portion of the City's Local Coastal Program for San Pedro. The Port is not part of the San Pedro Community Plan area. However, the San Pedro Community Plan does make recommendations regarding the Port, particularly for areas adjacent to commercial and residential areas of San Pedro. The proposed Project would be consistent with these recommendations, as LAHD has taken into consideration the residential and commercial communities of San Pedro during project development through the scoping process.
City of Los Angeles— Wilmington Harbor City District Plan	The Wilmington Harbor City District Plan is part of the General Plan of the City of Los Angeles (City of Los Angeles 1990). The proposed Project is located in an area south of, and not contiguous to, the Wilmington Harbor City District. Although the district plan does not include the project area, the plan recommends integrating future development of the Port with the Wilmington community, including Port land acquisitions and changes to transportation and circulation systems. The plan also recommends interagency coordination in the planning and implementation of Port projects to facilitate efficiency in Port operations and to serve the interests of the adjacent communities. Although the proposed project site is not contiguous with the Wilmington Harbor City District, the proposed Project would be consistent with these recommendations, as LAHD has taken into consideration the residential and commercial communities of the Wilmington Harbor City District during project development through the scoping process.
River Basin	The Water Quality Control Plan for the Los Angeles River Basin (Region 4) (Basin Plan) was adopted by the LARWQCB in 1978, updated in 1994 (RWQCB 1994a, 1994b), with amendments through November 2007.
Water Quality Control Policy— Enclosed Bays and Estuaries of California	In 1974, the State Water Resources Control Board (SWRCB) adopted a water quality control policy that provides principles and guidelines to prevent degradation and to protect the beneficial uses of waters of enclosed bays and estuaries (SWRCB 1974). Los Angeles Harbor is considered to be an enclosed bay under this policy. The policy addresses activities such as the discharge of effluent, thermal wastes, radiological waste, dredge materials, and other materials that adversely affect beneficial uses of the bay and

Applicable Statutes, Plans, Policies, and Other Regulatory Requirements	*Description*
	estuarine waters. Among other requirements, waste discharge requirements developed by the RWQCB must be consistent with this policy. The proposed Project would be constructed and operated in conformance with objectives of the water quality control policy through controls on construction activities (e.g., dredging and fill, wharf construction) and on operations (storm water and other discharges).
Air Quality Management Plan	The CAA and its subsequent amendments establish the National Ambient Air Quality Standards (NAAQS) and delegate the enforcement of these standards to the states. In areas that exceed the NAAQS, the CAA requires states to prepare a state implementation plan that details how the NAAQS would be met within mandated timeframes. The CAA identifies emission reduction goals and compliance dates based on the severity of the ambient air quality standard violation within an area. The California Clean Air Act (CCAA) outlines a program to attain the more stringent California Ambient Air Quality Standards (CAAQS) for ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and carbon monoxide (CO) by the earliest practical date. The Lewis Air Quality Act of 1976 established the SCAQMD, created SCAQMD's jurisdiction over the four-county SCAB, and mandated a planning process requiring preparation of an air quality management plan (AQMP). The 2007 AQMP proposes emission reduction strategies that would enable the SCAB to achieve the national and most state ambient air quality standards within the mandated timeframes. Refer to Section 3.2 of the Draft EIS/EIR, "Air Quality," for consistency analysis.
Emission Reduction Plan for Ports and Goods Movements in California	CARB approved the Emission Reduction Plan for Ports and Goods Movement (CARB 2006e) on April 20, 2006. All of the proposed mitigations in this EIS/EIR were developed as part of the CAAP (Port of Los Angeles and Port of Long Beach 2006; see Section 1.6 of the Draft EIS/EIR, "Port of Los Angeles Environmental Initiatives"). Therefore, LAHD's air quality plan complies with CARB's goals and meets and/or exceeds all reduction strategies
SCAG Regional Comprehensive Plan	The Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide (RCPG) integrates SCAG's planning policy for land use and housing, solid waste, energy, air quality, open space and habitat, economy and education, water, transportation, security and emergency preparedness, and finance. The RCPG is built around the Compass Growth Vision and 2% Strategy adopted by the Regional Council in April 2004, which are based on four key principles: mobility—getting where we want to go; livability—creating positive communities; prosperity—long-term health for the region; and sustainability—preserving natural surroundings. The Draft 2008 Regional Comprehensive Plan (RCP) has been released for public review and has not yet been adopted. The 2008 RCP will present a vision of how Southern California can balance resource conservation, economic vitality, and quality of life. It will serve as a blueprint to approach growth and infrastructure challenges in an integrated and comprehensive way. Ultimately, the RCP will be an action plan that will spell out measurable objectives and targets to measure progress toward meeting ambitious goals for a sustainable region. The RCP Guiding Principles include: ■ Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.

Applicable Statutes, Plans, Policies, and Other Regulatory Requirements	*Description*
	■ Foster livability in all communities. Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits. ■ Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people. ■ Promote sustainability for future generations. Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources. The project's consistency with the RCP is more fully analyzed in Section 3.8 of the Draft EIS/EIR, "Land Use and Planning."
SCAG Regional Transportation Plan	On May 8, 2008, SCAG adopted the 2008 Regional Transportation Plan (RTP): Making the Connections. The 2008 RTP is a $531.5 billion plan (nominal, or year-of-expenditure, dollars) that emphasizes the importance of system management, goods movement, and innovative transportation financing. It strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. The RTP does not apply to the proposed Project elements.
Congestion Management Program	The Congestion Management Program (CMP) is a state-mandated program intended as the analytical basis for transportation decisions made through the State Transportation Improvement Program process (Los Angeles County Metropolitan Transportation Authority 1993). The CMP was developed to: 1) link land use, transportation, and air quality decisions; 2) develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and 3) propose transportation projects that are eligible to compete for state gas tax funds. The CMP includes a Land Use Analysis Program, which requires local jurisdictions to analyze the impacts of land use decisions on the regional transportation system. For development projects, an EIR is required based on local determination and must incorporate a transportation impact analysis into the EIR. This EIR does include a transportation impact analysis and thus is consistent with the CMP.
City of Los Angeles Integrated Resources Plan	The Integrated Resources Plan (IRP) incorporates the values of Los Angeles communities into infrastructure planning and integrates planning for the three interdependent water systems: wastewater, recycled water, and stormwater. Los Angeles is facing many challenges, including a growing population, an aging infrastructure for wastewater and stormwater, polluted waters at beaches and waterways, a shortage of parks and open space, a dependence on imported water, and a shortage of necessary funding. The IRP is the solution for these challenges that will meet 20% projected increase in wastewater flow over the next 20 years while maximizing the beneficial reuse of recycled water and urban runoff, optimizing the use of our existing facilities and water resources, reducing pollution, and reducing dependency on imported water. Greater Los Angeles County regions are also currently collaborating to develop an Integrated Regional Water Management Plan (IRWMP) that focuses on water resource management while creating a platform for future funding.

Monitoring and Reporting Procedures

Mitigation measures will be implemented in accordance with the LAHD Environmental Management Division's (LAHD/EMD) Environmental Compliance Plan program. Prior to release of bid specifications, construction plans shall be provided to LAHD/EMD for review and approval. Operational mitigation measures will be monitored by LAHD/EMD and any specified responsible parties designated by LAHD/EMD.

This MMRP for the proposed Project will be in place through all phases of the project, including design, construction, and operation, and will help ensure that project objectives are achieved. The LAHD shall be responsible for administering the MMRP and ensuring that all parties comply with its provisions. The LAHD may delegate monitoring activities to staff, consultants, or contractors. All construction contractors shall submit an Environmental Compliance Plan for Construction Management and EMD approval prior to beginning construction activities. This plan shall document how the contractor intends to comply with all measures applicable to the contract including application of Best Management Practices (BMPs). All mitigation measures and leasing policy requirements will be included in leases and lease amendments. The LAHD also will ensure that monitoring is documented through periodic reports and that deficiencies are promptly corrected. The designated environmental monitor will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to rectify problems.

Mitigation Monitoring and Reporting Program Implementation

Pursuant to AB 3180, this MMRP was prepared and is accompanied by the associated report forms utilized to verify compliance with individual mitigation measures. This MMRP identifies each mitigation measure by discipline, the entity (organization) responsible for its implementation, the report/permit/certification required for each measure, and an accompanying LAHD MMRP form used to certify completion. Certain inspections and reports may require preparation by qualified individuals, and these are specified as needed. The timing and method of verification for each measure is also specified.

Section 2

Mitigation Monitoring and Reporting Program Summary

Table 2-1. Mitigation Monitoring and Reporting Program Summary for the San Pedro Waterfront Project

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

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
	In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease.	
MM AQ-2. Dredging Equipment Electrification. The proposed Project shall use electric dredging equipment.	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM AQ-3. Fleet Modernization for On-road Trucks. 1. Trucks hauling materials such as debris or fill shall be fully covered while operating off Port property. 2. Idling shall be restricted to a maximum of 5 minutes when not in use. 3. Tier Specifications: • January 1, 2009 to December 31, 2011: All onr-oad heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater used on site or to transport materials to and from the site must contain an EPA 2004 engine model year or newer in order to comply	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications. The construction equipment measures shall be met,	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
with EPA 2004 on-road emission standards. • Post-January 2011: All on-road heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used on site or to transport materials to and from the site shall comply with 2010 emission standards, where available. A copy of each unit's certified EPA rating, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.	unless one of the following circumstances exist and the contractor is able to provide proof that any of these circumstances exists: • A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement. • A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application process is not yet approved, or the application has been approved, but funds are not yet available. • A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease.	
MM AQ-4. Fleet Modernization for Construction Equipment. 1. Construction equipment shall incorporate, where feasible, emissions savings technology such as hybrid drives and specific fuel economy standards. 2. Idling shall be restricted to a maximum of 5 minutes when not in use. 3. Tier Specifications: • January 1, 2009, to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 hp, except derrick barges and marine vessels, shall meet Tier 2 offroad emissions standards. In	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. • January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp, except derrick barges and marine vessels, shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. • Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.	or designated building inspectors to ensure compliance with contract specifications. The construction equipment measures shall be met, unless one of the following circumstances exist and the contractor is able to provide proof that any of these circumstances exists: • A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement. • A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application process is not yet approved, or the application has been approved, but funds are not yet available. • A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease.	
MM AQ-5. Additional Fugitive Dust Controls. The calculation of fugitive dust (PM10) from unmitigated proposed project earth-moving activities assumes a 75% reduction from uncontrolled levels to simulate rigorous watering of the site and use of other measures (listed below) to ensure proposed project compliance with SCAQMD Rule 403. The construction contractor shall apply for a SCAQMD Rule 403 Dust Control Permit.	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD contract specifications for all construction work to reduce the impact of fugitive dust (PM10) emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
The construction contractor shall further reduce fugitive dust emissions to 90% from uncontrolled levels. The construction contractor shall designate personnel to monitor the dust control program and to order increased watering or other dust control measures, as necessary, to ensure a 90% control level. Their duties shall include holiday and weekend periods when work may not be in progress. The following measures, at minimum, must be part of the contractor Rule 403 dust control plan: ▪ Active grading sites shall be watered one additional time per day beyond that required by Rule 403; ▪ Contractors shall apply approved nontoxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas; ▪ Construction contractors shall provide temporary wind fencing around sites being graded or cleared; ▪ Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code; ▪ Construction contractors shall install wheel washers where vehicles enter and exit unpaved roads onto paved roads or wash off tires of vehicles and any equipment leaving the construction site; ▪ The grading contractor shall suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas shall be stabilized if construction is delayed; ▪ Trucks hauling materials such as debris or fill shall be fully covered while operating off LAHD property; ▪ A construction relations officer shall be appointed to act as a community liaison concerning onsite construction activity including resolution of issues related to PM10 generation; ▪ All streets shall be swept at least once a day using South Coast Air Quality Management District (SCAQMD) Rule 1186, 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets;	construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	Management Division

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
▪ Water or non-toxic soil stabilizer shall be applied three times daily to all unpaved parking or staging areas or unpaved road surfaces; ▪ Roads and shoulders shall be paved; and ▪ Water shall be applied three times daily or as needed to areas where soil is disturbed.		
MM AQ-6. Best Management Practices. The following types of measures are required on construction equipment (including on-road trucks): 1. Use diesel oxidation catalysts and catalyzed diesel particulate traps. 2. Maintain equipment according to manufacturers' specifications 3. Restrict idling of construction equipment to a maximum of 5 minutes when not in use 4. Install high-pressure fuel injectors on construction equipment vehicles	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning any construction activity. The LAHD shall determine the BMPs once the contractor identifies and secures a final equipment list. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM AQ-7. General Mitigation Measure. For any of the above mitigation measures (MM AQ-1 through AQ-6), if a CARB-certified technology becomes available and is shown to be as good as or better in terms of emissions performance than the existing measure, the technology could replace the existing measure pending approval by the LAHD.	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD contract specifications. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning any construction activity, which would include any proposed new technology.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM AQ-8. Special Precautions near Sensitive Sites. When construction activities are planned within 1,000 feet of sensitive receptors (defined as schools, playgrounds, day care centers, and hospitals), the construction contractor shall notify each of these sites in writing at least 30 days before construction activities begin.	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD contract specifications for all construction work. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity which shall include a plan to notify sensitive receptors and shall be approved by the LAHD.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM AQ-26. Leadership in Energy and Environmental Design. The cruise terminal building shall obtain the Leadership in Energy and Environmental Design (LEED) gold certification level.	**Timing:** Cruise Terminal Construction **Methods:** This measure shall be incorporated into the LAHD design and contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** Cruise ship lines/terminal operator, LAHD **Monitoring and Reporting**: Environmental Management Division, Construction Management Division

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM AQ-27. Compact Fluorescent Light Bulbs. All interior terminal buildings shall use compact fluorescent light bulbs.	**Timing:** Throughout all Building Construction **Methods:** This measure shall be incorporated into the LAHD design and contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM AQ-29. Solar Panels. Solar panels shall be installed on the cruise terminal building.	**Timing:** Cruise Terminal Construction **Methods:** This measure shall be incorporated into the LAHD design and contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM AQ-30. Tree Planting. Shade trees shall be planted around the cruise terminal building.	**Timing:** Cruise Terminal Construction **Methods:** This measure shall be incorporated into the LAHD design and contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
	inspectors to ensure compliance with contract specifications.	Management Division
Air Quality and Meteorology: Operation		
MM AQ-9. Alternative Maritime Power (AMP) for Cruise Vessels. Cruise vessels calling at the Inner Harbor Cruise Terminal shall use AMP at the following percentages while hoteling in the Port: • 30% of all calls in 2009, and • 80% of all calls in 2013 and thereafter to accommodate existing lease agreements and home ported vessels. This portion of the mitigation measure is not quantified. Ships calling at the Outer Harbor Cruise Terminal shall use AMP while hoteling at the Port as follows (minimum percentage): • 97% of all calls in 2013 and thereafter. Additionally, by 2013, all ships retrofitted for AMP shall be required to use AMP while hoteling, with a compliance rate of 100%, with the exception of circumstances when an AMP-capable berth is unavailable due to utilization by another AMP-capable ship.	**Timing:** Throughout all operational years. **Methods:** This measure shall be incorporated into all Cruise Line leases. Cruise Lines shall submit bi-annual compliance report documenting compliance to the Environmental Management Division. Vessel calls shall be monitored by the Wharfingers Office and the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Cruise ship lines, LAHD **Monitoring and Reporting**: Marine Exchange, LAHD Wharfingers, Environmental Management and Real Estate Divisions
MM AQ-10. Low-Sulfur Fuel. All ships (100%) calling at the Inner and Outer Harbor Cruise Terminals shall use low-sulfur fuel (maximum sulfur content of 0.2 percent) in auxiliary engines, main engines, and boilers within 40 nm of Point Fermin (including hoteling for non-AMP ships) beginning on Day 1 of operation. Ships with mono-tank systems or having technical issues prohibiting use of low sulfur fuel would be exempt from this requirement. The tenant shall notify the Port of such vessels prior to arrival and shall make every effort to retrofit such	**Timing:** Throughout all operational years. **Methods:** This measure shall be incorporated into all Cruise Line leases. Cruise Lines shall submit quarterly reporting forms documenting compliance to LAHD. Environmental Management Division will independently monitor through monitoring data	**Implementation:** Cruise ship lines, LAHD **Monitoring and Reporting**: Marine Exchange, LAHD Wharfingers, Environmental Management and Real Estate

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
ships within one year. The following minimum annual participation rates were assumed in the air quality analysis: Inner Harbor • 30% of all calls in 2009, and • 90% of all calls in 2013 and thereafter. Outer Harbor: • 90% of all calls in 2013. Low-sulfur fuel requirements shall apply independently of AMP participation.	provided by the Marine Exchange. Bi-annual tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	Divisions
MM AQ-11. Vessel Speed-Reduction Program. Ships calling at the Inner Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: • 75% of all calls in 2009, and • 100% of all calls in 2013 and thereafter. Ships calling at the Outer Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: • 100% of all calls in 2013 and thereafter. Currently, the VSR program is a voluntary program. This mitigation measure requires cruise vessels to participate in the VSR program at higher rates than those currently being achieved. The cruise speed for a cruise vessel ranges from about 18 to 24 knots, depending on the size of the ship (larger ships generally cruise at higher speeds). For a ship with a 23-knot cruising speed, for example, a reduction in speed to 12 knots reduces the main engine load factor from 83% to 14% due to the cubic relationship of load factor to speed. In addition, this mitigation measure expands the VSRP zone from 20 nm to 40 nm from Point	**Timing:** Throughout all operational years. **Methods:** This measure shall be incorporated into all Cruise Line leases. Vessel calls shall be monitored by the Wharfingers Office and the Environmental management Division. Bi-annual tenant compliance reports shall be supplied to the Environmental Management Division Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Cruise ship lines, LAHD **Monitoring and Reporting**: Marine Exchange, LAHD Wharfingers, Environmental Management and Real Estate Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
Fermin.		
MM AQ-12. New Vessel Builds. The purchaser shall confer with the ship designer and engine manufacture to determine the feasibility of incorporating all emission reduction technology and/or design options and when ordering new ships bound for the Port of Los Angeles. Such technology shall be designed to reduce criteria pollutant emissions (NO_X, SO_X, and PM) and GHG emission (CO, CH_4, N_2O, and HFCs). Design considerations and technology shall include, but is not limited to: 1. Selective Catalytic Reduction Technology 2. Exhaust Gas Recirculation 3. In-line fuel emulsification technology 4. Diesel Particulate Filters (DPFs) or exhaust scrubbers 5. Medium Speed Marine Engine (Common Rail) Direct Fuel Injection 6. Low NO_X Burners for Boilers 7. Implement fuel economy standards by vessel class and engine 8. Diesel-electric pod propulsion systems 9. Main engine controls will meet at a minimum SIP requirements	**Timing:** Throughout all operational years **Methods:** This measure shall be incorporated into all cruise line and tug boat leases. Biannual tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Cruise ship lines, Crowley and Millennium Tugboat Operators, Catalina Express, LAHD **Monitoring and Reporting**: Environmental Management and Real Estate Divisions
MM AQ-13. Clean Terminal Equipment. All terminal equipment shall be electric, where available. All terminal equipment other than electric forklifts at the cruise terminal building shall implement the following measures: • Beginning in 2009, all non-yard tractor purchases shall be either (1) the cleanest available NOX alternative-fueled engine meeting 0.015 g/bhp-hr for PM or (2) the cleanest available NOX diesel-fueled engine meeting 0.015 g/bhp-hr for PM. If there are no engines available that meet 0.015 g/bhp-hr for PM, the new engines shall be the cleanest available (either fuel type) and shall have the cleanest VDEC; • By the end of 2012, all non-yard tractor terminal equipment less than 750	**Timing:** Throughout all operational years **Methods:** This measure shall be incorporated into the Cruise Terminal Operator lease. Biannual tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Cruise ship lines, LAHD **Monitoring and Reporting**: Environmental Management and Real Estate Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
hp shall meet the EPA Tier 4 nonroad engine standards; and • By the end of 2014, all terminal equipment shall meet EPA Tier 4 nonroad engine standards.		
MM AQ-14. LNG-Powered or LEV equivalent Shuttle Busses. All shuttle buses from parking lots to cruise ship terminals shall either be LNG powered or a low-emission vehicle (LEV) equivalent that will reduce emissions at or below LNG abilities.	**Timing:** Throughout all operational years **Methods:** This measure shall be incorporated into the Cruise Terminal Operator lease. Biannual tenant feasibility reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Cruise ship terminal operators, LAHD **Monitoring and Reporting**: Environmental Management and Real Estate Divisions
MM AQ-15. Truck Emission Standards. Onroad heavy-duty diesel trucks (above 14,000 pounds) entering the cruise terminal building shall achieve EPA's 2007 Heavy-Duty Highway Diesel Rule emission standards for onroad heavy-duty diesel engines (EPA 2001a) in the following percentages: 20% in 2009, 40% in 2012, and 80% in 2015 and thereafter.	**Timing:** Throughout all operational years **Methods:** This measure shall be incorporated into the Cruise Terminal Operator lease. Biannual tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Cruise ship terminal operators, LAHD **Monitoring and Reporting**: Environmental Management and Real Estate Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM AQ-16. Truck Idling-Reduction Measure. The cruise terminal building operator shall ensure that heavy-duty truck idling is reduced at both the Inner and Outer Harbor Cruise Terminal. Potential methods to reduce idling include, but are not limited to, the following: (1) operator shall maximize the times when the gates are left open, including during off-peak hours, (2) operator shall implement an appointment-based truck delivery and pick-up system to minimize truck queuing, and (3) operator shall design gate to exceed truck-flow capacity to ensure queuing is minimized.	**Timing:** Throughout all operational years **Methods:** This measure shall be incorporated into the Cruise Terminal Operator lease. Biannual tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Cruise ship terminal operators, LAHD **Monitoring and Reporting**: Environmental Management and Real Estate Divisions
MM AQ-17. AMP for Tugboats. Crowley and Millennium tugboats calling at the North Harbor cut shall use AMP while hoteling at the Port as follows (minimum percentage): • 100% compliance in 2014.	**Timing:** Throughout all operational years. **Methods:** This measure shall be incorporated into the Tug Operator leases. Biannual tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Tug Operator leases and LAHD **Monitoring and Reporting**: LAHD Environmental Management and Real Estate Divisions
MM AQ-18. Engine Standards for Tugboats. Tugboats calling at the North Harbor cut shall be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 2, whichever is more stringent at the time of engine replacement, as follows (minimum percentages): • 30% in 2010, and • 100% in 2014. Tugs calling at the North Harbor cut shall be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 3, whichever is more stringent at the time of engine replacement, as follows (minimum percentages): • 20% in 2015, • 50% in 2018, and	**Timing:** Throughout all operational years. **Methods:** This measure shall be incorporated into the Tug Operator leases. Biannual tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Crowley and Millennium Tugboat operators, LAHD **Monitoring and Reporting**: LAHD Environmental Management and Real Estate Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
• 100% in 2020.		
MM AQ-19. Tugboats Idling Reduction. The tug companies shall ensure that tug idling is reduced to less than 10 minutes at the cruise terminal building.	**Timing:** Throughout all operational years. **Methods:** This measure shall be incorporated into the Tug Operator leases. Biannual tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Crowley and Millennium Tugboat operators, LAHD **Monitoring and Reporting**: LAHD Environmental Management and Real Estate Divisions
MM AQ-20. Catalina Express Ferry Idling Reduction Measure. Catalina Express shall ensure that ferry idling is reduced to less than 5 minutes at the cruise terminal building.	**Timing:** Throughout all operational years. **Methods:** This measure shall be incorporated into the Catalina Express leases. Biannual tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Catalina Express, LAHD **Monitoring and Reporting**: LAHD Environmental Management and Real Estate Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM AQ-21. Catalina Express Ferry Engine Standards. Ferries calling at the Catalina Express Terminal shall be repowered to meet the cleanest marine engine emission standards in existence at the time of repowering as follows (minimum percentages): • 30% in 2010, and • 100% in 2014.	**Timing:** Throughout all operational years. **Methods:** This measure shall be incorporated into the Catalina Express leases. Biannual tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Catalina Express, LAHD **Monitoring and Reporting**: LAHD Environmental Management and Real Estate Divisions
MM AQ-22. Periodic Review of New Technology and Regulations. LAHD shall require the cruise terminal and tug company tenants to review, in terms of feasibility, any LAHD-identified or other new emissions-reduction technology, and report to LAHD. Such technology feasibility reviews shall take place at the time of LAHD's consideration of any lease amendment or facility modification for the cruise terminal and tug company property. If the technology is determined by LAHD to be feasible in terms of cost, technical, and operational feasibility, the tenant shall work with LAHD to implement such technology.	**Timing:** Throughout all operational years. **Methods:** This measure shall be incorporated into the Cruise Line and Tug Company leases. Biannual tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Catalina Express, LAHD **Monitoring and Reporting**: LAHD Environmental Management and Real Estate Divisions
MM AQ-23. Throughput Tracking. If the proposed Project exceeds project throughput assumptions/projections (in terms of cruise terminal passenger numbers) anticipated through the years 2011, 2015, 2022, or 2037, LAHD staff shall evaluate the effects of this on the emissions sources (ship and truck calls) relative to the EIS/EIR. If it is determined that these emissions sources exceed EIS/EIR assumptions, staff shall evaluate actual air emissions for comparison with the EIS/EIR and if the criteria pollutant emissions exceed those in the EIS/EIR, then new or additional mitigations would be applied	**Timing:** Years 2011, 2015, 2022, and 2037. **Methods:** This measure shall be incorporated into the Cruise line and Cruise Terminal leases. Throughput shall be monitored by the Wharfingers Office and the Environmental Management Division. Environmental Management Division shall report on throughput in 2011, 2015, 2022 and 2037 and numbers shall be made available to the Board at a regularly scheduled public Board Meeting. If it is determined that these emission sources exceed EIR assumptions, staff will evaluate actual air emissions for comparison with the EIR and if the criteria pollutant emissions exceed those in the EIR, then	**Implementation:** Catalina Express, LAHD **Monitoring and Reporting**: LAHD Environmental Management and Real Estate Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
	new/additional mitigations will be applied through MMAQ-22 and MMAQ-24	
MM AQ-24. General Mitigation Measure. For any of the mitigation measures MM AQ-9 through MM AQ-21, if any kind of technology becomes available and is shown to be as good or as better in terms of emissions reduction performance than the existing measure, the technology could replace the existing measure pending approval by LAHD. The technology's emissions reductions must be verifiable through EPA, CARB, or other reputable certification and/or demonstration studies to LAHD's satisfaction.	**Timing:** Throughout all operational years. **Methods:** This measure shall be incorporated into the cruise ship lines, cruise terminal, Catalina Express and tug company leases. If the tenant proposes replacing any mitigation measure, the tenant must first make a formal request to the Port's Executive Director. The Executive Director will then consider the proposal. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Cruise ship lines, Crowley and Millennium Tugboat operators, Catalina Express, LAHD **Monitoring and Reporting**: LAHD Environmental Management and Real Estate Divisions
MM AQ-25. ***Recycling.*** The terminal buildings shall achieve a minimum recycling rate of 40% by 2012 and 60% by 2015. Recycled materials shall include: • white and colored paper; • Post-it notes; • magazines; • newspaper; • file folders; • all envelopes, including those with plastic windows; • all cardboard boxes and cartons; • all metal and aluminum cans; • glass bottles and jars; and	**Timing:** 2012, 2015. **Methods:** This measure shall be incorporated into the cruise ship lines, cruise terminal, Catalina Express and tug company, and Ports O'Call tenant leases. Recycling rates shall be monitored by LAHD Environmental Management and Real Estate Divisions. Environmental Management Division shall report on the recycling rate in 2012 and 2015 and numbers shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Cruise ship lines, Crowley and Millennium Tugboat operators, Catalina Express, Ports O'Call tenants, LAHD **Monitoring and Reporting**: LAHD Environmental Management and Real Estate Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
• all plastic bottles.		
MM AQ-28: Energy Audit. The tenant shall conduct a third-party energy audit every 5 years and install innovative power-saving technology where feasible, such as power-factor correction systems and lighting power regulators. Such systems help maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use.	**Timing:** Every five years**,** throughout all operational years. **Methods:** This measure shall be incorporated into the Cruise Line and Tug Company leases. Biannual tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Cruise ship lines, Crowley and Millennium tugboat operators, Catalina Express, Ports O'Call tenants, LAHD **Monitoring and Reporting**: LAHD Environmental Management and Real Estate Divisions
Biological Resources: Construction		
MM BIO-1. Monitor and manage turbidity. Although in-water activities and Promenade construction adjacent to and along Cabrillo Beach will not occur during the least tern nesting season(April through August), construction activities in this vicinity will be monitored for visible turbidity in shallow water adjacent to the San Pedro de Salinas Salt Marsh to prevent adverse impacts to eelgrass growth and survival and least tern foraging habitat. This requirement will be monitored by the qualified biologist and will be based on visually observed differences between ambient surface water conditions and any dredging turbidity plume. The biologist will report to the LAHD construction manager and environmental manager, the USACE Regulatory Division, and CDFG/USFWS any turbidity from project construction activities that enters the shallow-water area outside of the salt marsh. Dredging activities will be	**Timing**: During all in-water construction activities adjacent to the salt marsh for the proposed Project. **Methods:** This measure shall be the responsibility of the Environmental Management Division (EMD) and Engineering Division. EMD shall hire a qualified biologist to observe all dredging activities. This measure shall also be incorporated into construction specifications to ensure construction contractor compliance with any corrective measures. The biologist shall report any turbidity entering the shallow-water area outside the salt marsh to the	**Implementation:** LAHD **Monitoring and Reporting:** LAHD Environmental Management Division and Engineering Division.

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
modified in consultation with CDFG/USFWS. Corrective measures could include using a different dredge bucket to reduce water entrainment, installation of a floating silt curtain to contain turbid water, or other measures.	LAHD Construction Manager and Environmental Manager, the USACE Regulatory Division, and CDFG/USFSW.	
MM BIO-2. Conduct nesting bird surveys. This measure applies if construction is to occur between February 15 and September 1. Prior to ground-disturbing activities, a qualified biologist will conduct surveys for the presence of black crowned night herons, blue herons, and other nesting birds within Berth 78–Ports O'Call or other appropriate and known locations within the study area that contain potential nesting bird habitat. Surveys will be conducted 24 hours prior to the clearing, removal, or grubbing of any vegetation or ground disturbance. If active nests of species protected under the MBTA and/or similar provisions of the California Fish and Game Code (i.e., native birds including but not limited to the black-crowned night heron) are located, then a barrier installed at a 50–100 foot radius from the nest(s) will be established and the tree/location containing the nest will be marked and will remain in place and undisturbed until a qualified biologist performs a survey to determine that the young have fledged or the nest is no longer active.	**Timing:** During any construction between February 15 and September 1 of every year. **Methods:** This measure shall be incorporated into LAHD contract specifications for all construction work. The construction contractor shall instruct construction personnel as part of normal construction procedures. LAHD shall arrange for the presence of the qualified biologist to monitor during construction activity.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM BIO-3. Avoid marine mammals. The contractor will be required to use sound abatement techniques to reduce both noise and vibrations from pile driving activities. Sound abatement techniques will include, but are not limited to, vibration or hydraulic insertion techniques, drilled or augured holes for cast-in-place piles, bubble curtain technology, and sound aprons where feasible. At the initiation of each pile driving event, and after breaks of more than 15 minutes, the pile driving will also employ a "soft-start" in which the hammer is operated at less than full capacity (i.e., approximately 40–60% energy levels) with no less than a 1-minute interval between each strike for a 5-minute period. Although it is expected that marine mammals will voluntarily move away from the area at the commencement of the vibratory or "soft start" of pile driving activities, as a precautionary measure, pile driving activities occurring within the Outer Harbor will include establishment of a safety zone, and the area surrounding the operations will be monitored by a qualified marine biologist for pinnipeds. As the disturbance threshold level sound is expected to extend at least 1,000 feet from the steel pile driving operations, a safety zone will be	**Timing:** During all in-water construction activities requiring pile driving located in the Outer Harbor. **Methods:** This measure shall be incorporated into LAHD contract specifications for all construction work. The construction contractor shall instruct construction personnel as part of normal construction procedures. LAHD shall arrange for the presence of a qualified biologist to monitor during construction activity.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
established around the steel pile driving site and monitored for pinnipeds within a 1,200-foot-radius safety zone around the pile. As the steel pile driving site will move with each new pile, the 1,200 foot safety zone will move accordingly. Observers on shore or by boat will survey the safety zone to ensure that no marine mammals are seen within the zone before pile driving of a steel pile segment begins. If marine mammals are found within the safety zone, pile driving of the segment will be delayed until they move out of the area. If a marine mammal is seen above water and then dives below, the biologist will instruct the contractor to wait at least 15 minutes, and if no marine mammals are seen by the biologist in that time, it may be assumed that the animal has moved beyond the safety zone. This 15-minute criterion is based on a study indicating that pinnipeds dive for a mean time of 0.50 minutes to 3.33 minutes; the 15-minute delay will allow a more than sufficient period of observation to be reasonably sure the animal has left the project vicinity. If pinnipeds enter the safety zone after pile driving of a segment has begun, pile driving will continue. The biologist will monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed and, if it is operationally safe to do so, pile driving will cease until the animal leaves the area. Pile driving cannot be terminated safely and without severe operational difficulties until reaching a designated depth. Therefore, if it is deemed operationally unsafe by the project engineer to discontinue pile driving activities, and a pinniped is observed in the safety zone, pile driving activities will continue until the critical depth is reached (at which time pile driving will cease) or until the pinniped leaves the safety zone. Prior to the initiation of each new pile driving episode, the area will again be thoroughly surveyed by the biologist		
MM BIO-4. Enhance and expand Salinas de San Pedro Salt Marsh. To mitigate impacts associated with shading of the 0.175-acre mudflat habitat at Berth 78–Ports O' Call, shading created by the installation of the promenade at the inlet to the Salinas de San Pedro Salt Marsh, 0.07-acre impact to eelgrass, and 0.04-acre impact to mudflat habitat from placement of the rock groin, LAHD will expand the mudflat and salt marsh habitat and reestablish eelgrass within Salinas de San Pedro Salt Marsh in accordance with the Southern California Eelgrass Mitigation Policy. It is anticipated that construction activities in this portion of the project area will begin shortly after the California	**Timing:** Prior to the shading of the 0.175-acre mudflat habitat at Berth 78–Ports O' Call and shading created by the installation of the promenade at the inlet to the Salinas de San Pedro Salt Marsh. Pre-construction eelgrass surveys during eelgrass growing season (March – October). **Methods:** This measure shall be incorporated into LAHD design and construction contract specifications for all construction work of the Salinas	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
least tern nesting season concludes at the end of August. A pre-construction eelgrass survey will be conducted (likely in September or October) prior to commencement of construction activities in the vicinity of Inner Cabrillo Beach and the salt marsh habitat. Surveys for eelgrass will be conducted during eelgrass growing season (March–October), and results will be valid for 60 days, unless completed in September or October; if completed in September or October, results will be valid until resumption of next growing season. It is anticipated that the mudflat area within the salt marsh will be increased approximately 0.56 acre converting only upland areas to do so and that eelgrass habitat will be reestablished within the salt marsh with no net loss. These improvements will occur by re-contouring the side slopes to increase mudflat area, removing the rocksill within the inlets, removing nonnative vegetation, removing the rock-sloped island within the marsh, lowering the elevation of the salt marsh, and constructing a rock groin at the marsh inlet to block littoral sediment from entering the marsh. Figure 3.3-5 illustrates the proposed improvements to the salt marsh.	de San Pedro Marsh.	
MM BIO-5. Prepare a mitigation and monitoring plan. A habitat mitigation and monitoring plan (HMMP) will be developed in coordination with National Marine Fisheries Service (NMFS) and other regulatory agencies to detail the Salinas de San Pedro Salt Marsh expansion and enhancements and will include the following performance measures: 1) eelgrass, pickleweed, cord grass, and other native species present will be salvaged prior to construction and placed in a nursery for replanting post-restoration; 2) salvaged plants will be replanted at appropriate tidal elevations; 3) sediments removed from the salt marsh will be disposed of at LAHD's upland disposal site at Anchorage Road (see Section 3.14, "Water Quality, Sediments, and Oceanography"); 4) turbidity will be monitored in accordance with Mitigation Measure MM BIO-1 so that nearby eelgrass and mudflat habitat are protected during restoration activities; 5) an eelgrass survey will be conducted 30 days following construction; and 6) at the completion of expansion and enhancement activities, the salt marsh and associated mudflat will be monitored by a qualified restoration ecologist at Years 1, 2, 3, 5, 7, 8, and 10 to ensure performance standards are met and that restored areas, including eelgrass and a minimum of 0.22-acre of created mudflat, are self-sustaining by Year 5.	**Timing:** Upon completion of the expansion of the mudflat and salt marsh habitat within Salinas de San Pedro Salt Marsh; eelgrass survey 30 days following construction; reports by qualified restoration biologist at 1, 2, 3, 5, 7, 8, and 10 years after construction activities for expansion and enhancement are complete. **Methods:** This measure shall be incorporated into LAHD design and construction contract specifications for all construction work of the Salinas de San Pedro Marsh. Coordination with NMFS to develop Habitat Mitigation and Monitoring Plan.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM BIO-6. Dispose sediment. Prior to dredging, sediments will be tested for contaminants and if found to meet the sediment quality and quantity criteria for disposal, would be beneficially reused if an appropriate site was identified. If no feasible reuse site is available for uncontaminated sediment disposal, marine disposal would occur. Depending on the test results, sediments will be disposed of at a pre-approved ocean disposal site (LA-2, LA-3), a contained disposal facility in the harbor, or an approved upland location such as the Port's Anchorage Road Upland Soil Storage Site. Disposal in-harbor will only occur if an acceptable disposal site is identified and permitted by the USACE (under Section 404 of the federal CWA). At this time, no in-harbor disposal is foreseeable for the San Pedro Waterfront dredged sediments.	**Timing**: Prior to dredging, sediments will be tested for contaminants. **Methods:** This measure shall be the responsibility of the Environmental Management Division (EMD) and Engineering Division. EMD shall hire a qualified firm to test sediments and to prepare recommendations based on finding. This measure shall also be incorporated into construction specifications to ensure construction contractor compliance with any corrective measures.	**Implementation:** LAHD **Monitoring and Reporting:** LAHD Environmental Management Division and Engineering Division.
Cultural Resources: Construction		
MM CR-1: Generate treatment plan and conduct archaeological testing for Mexican Hollywood prior to construction. Because the project area is paved and developed, archaeological testing and evaluation were not conducted prior to publication of the final EIS/EIR. However, for the purposes of this document, potential archaeological resources associated with Mexican Hollywood are assumed eligible for listing in the CRHR and NRHP. A treatment plan will be generated prior to construction that utilizes the compressed approach for evaluation and treatment of urban historical archaeological sites. Should the identification and evaluation efforts reveal that archeological resources are not eligible for listing in the CRHR and/or NRHP, no further mitigation would be required. However, if archaeological resources are determined to be significant, implementation of Mitigation Measures MM CR-2a and/or MM CR-2b will reduce impacts to less-than-significant levels.	**Timing:** One year prior to construction **Methods:** To avoid or reduce this potential impact, the Environmental Management Division (EMD) shall retain a qualified archaeologist. The Construction Manager/Contractor shall instruct construction personnel as part of normal construction procedures to halt/redirect construction activities if any materials are uncovered that are suspect of being associated with historical or prehistoric occupation. If materials are found, the construction contractor shall contact the Construction Manager, EMD, and archeologist. If identification and evaluation efforts result in the determination that Mexican Hollywood meets the criteria for inclusion in the California Register, efforts will be made to avoid these deposits during project development and preserve them in place. If avoidance or redesign of the proposed Project is not feasible, then research and fieldwork to recover and analyze the data contained in that site will be conducted and a standard data recovery report will be prepared when all the fieldwork is concluded.	**Implementation:** LAHD, archaeological consultants (ICF Jones & Stokes) **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM CR-2a: If CRHR/NRHP–eligible deposits associated with Mexican Hollywood are identified, redesign project to ensure preservation in place. If testing results in the identification of CRHR/NRHP-eligible archaeological resources, efforts will be made to avoid these deposits during project development and preserve them in place, which is the preferred mitigation measure under CEQA. Options for preservation in place include, but are not limited to, incorporating the site into park or open space land, avoiding the site during construction, burying the site with sterile sediment, or placing the site within a permanent conservation easement. If preservation in place is not feasible, conduct data recovery as defined in Mitigation Measure MM CR-2b below.	**Timing:** Upon discovery of CRHR/NRHP-eligible deposits **Methods:** To avoid or reduce this potential impact, the Environmental Management Division (EMD) shall retain a qualified archaeologist. The Construction Manager/Contractor shall instruct construction personnel as part of normal construction procedures to halt/redirect construction activities if any materials are uncovered that are suspect of being associated with historical or prehistoric occupation. If materials are found, the construction contractor shall contact the Construction Manager, EMD, and archeologist. If identification and evaluation efforts result in the determination that Mexican Hollywood meets the criteria for inclusion in the California Register, efforts will be made to avoid these deposits during project development and preserve them in place. If avoidance or redesign of the proposed Project is not feasible, then research and fieldwork to recover and analyze the data contained in that site will be conducted and a standard data recovery report will be prepared when all the fieldwork is concluded.	**Implementation:** LAHD, archaeological consultants (ICF Jones & Stokes), CA SHPO **Monitoring and Reporting:** Environmental Management Division, Construction Management Division
MM CR-2b: Conduct Data Recovery. If avoidance or redesign of the proposed Project is not feasible, then research and fieldwork to recover and analyze the data contained in that site will be conducted. In addition to the treatment plan, this work may involve additional archival and historical research; excavation; analysis of the artifacts, features, and other data discovered; presentation of the results in a technical report; and curation of the recovered artifacts and accompanying data. Consultation with ACHP, SHPO, and other interested or knowledgeable parties may also be required or appropriate. The objective of this mitigation measure is to assist in the identification and evaluation of historical and/or unique archaeological resources that are unexpectedly encountered during construction activities associated with the	**Timing:** Upon discovery of CRHR/NRHP-eligible deposits that are not feasible to avoid **Methods:** To avoid or reduce this potential impact, the Environmental Management Division (EMD) shall retain a qualified archaeologist. The archaeologist will perform research and fieldwork to recover and analyze the data contained in that site and will prepare a standard data recovery report when all the fieldwork is concluded.	**Implementation:** LAHD, archaeological consultants (ICF Jones & Stokes) **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
proposed Project. As a result of adverse effects to historic and/or archaeological resources, this mitigation measure provides for the identification and recovery of a property's valuable information, if it exists. The purpose of data recovery is to retrieve and analyze information from a site necessary to address important research questions that have been developed as part of the research design for the property. Recovery is accomplished through detailed excavation efforts, recordation, background research, analysis, and reporting, performed in accordance with a well-defined and justified data recovery plan. A standard data recovery report will be prepared when all the fieldwork is concluded. The consultant will prepare a comprehensive technical report that will describe the archaeological project's goals and methods, as well as present the project's findings and interpretations. The report will synthesize both the archival research and important archaeological data in an attempt to address the research questions presented in the research design/testing plan. The report will be submitted to the client and any reviewing agencies, and it ultimately will be filed with the Eastern Information Center, located at California State University, Fullerton. The final data recovery report will include, but is not limited to, the following elements: • executive summary; • statement of scope, including proposed project location and setting; • background contexts or summaries; • summary of previous research, historical and archaeological; • research goals and themes; • field and laboratory methodologies; • description of recovered materials; • findings and interpretations, referencing research goals; • conclusions; • references cited; and • appendices such as artifact catalogs, special studies, and other		

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
information relevant to the proposed project and findings.		
MM CR-3: Stop Work If Unanticipated Cultural Resources Are Identified During Ground Disturbing Activities. In the event that any artifact or an unusual amount of bone, shell, or non-native stone is encountered during construction, work will be immediately stopped and relocated from that area. The contractor will stop construction within 100 feet of the exposure of these finds until a qualified archaeologist, retained by LAHD in advance of construction, can be contacted to evaluate the find (see 36 CFR 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with SHPO guidelines as appropriate. All construction equipment operators will attend a pre-construction meeting presented by a professional archaeologist retained by LAHD to review types of cultural resources and artifacts that would be considered potentially significant to ensure operator recognition of these materials during construction. If human remains are encountered, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner will be contacted to determine the age and cause of death. If the remains are not of Native American heritage, construction in the area may recommence. If the remains are of Native American origin, the most likely descendants of the deceased will be identified by the NAHC. LAHD and the USACE will consult with the Native American most likely descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. If the NAHC is unable to identify a most likely descendant; if the descendant fails to make a recommendation within 24 hours of being notified by the NAHC, LAHD, or the USACE; and if the descendant is not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods will be reburied with appropriate dignity on the proposed project site in a location not subject to further subsurface disturbance.	**Timing:** During initial ground disturbance during construction **Methods:** To avoid or reduce this potential impact, the Environmental Management Division (EMD) shall retain a qualified archaeologist. The Construction Manager/Contractor shall instruct construction personnel as part of normal construction procedures to halt/redirect construction activities if any materials are uncovered that are suspect of being associated with historical or prehistoric occupation. If materials are found, the construction contractor shall contact the Construction Manager, EMD, and archeologist.	**Implementation:** LAHD, archaeological consultants (ICF Jones & Stokes) **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM CR-4: Develop a program to mitigate impacts on nonrenewable paleontological resources prior to excavation or construction of any proposed project components. This mitigation program would be conducted by a qualified vertebrate paleontologist and would be consistent with the provisions of CEQA, as well as the proposed guidelines of the Society of Vertebrate Paleontology. This program would include, but not be limited to: 1. Assessment of site-specific excavation plans to determine areas that will be designated for paleontological monitoring during initial ground disturbance. 2. Development of monitoring protocols for these designated areas. Areas consisting of artificial fill materials will not require monitoring. Paleontological monitors should be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if some of the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. 3. Preparation of all recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Preparation and stabilization of all recovered fossils are essential in order to fully mitigate adverse impacts on the resources. 4. Identification and curation of all specimens into an established, accredited museum repository with permanent retrievable paleontologic storage. These procedures are also essential steps in effective paleontologic mitigation and CEQA compliance (Scott and Springer 2003). The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. Mitigation of adverse impacts on significant paleontologic resources is not considered complete until such curation into an established museum repository has been fully completed	**Timing:** One year prior to construction **Methods:** To avoid or reduce this potential impact, the Environmental Management Division (EMD) shall retain a qualified vertebrate paleontologist to develop a mitigation program in accordance with the requirements of MM CR-4.	**Implementation:** LAHD, paleontogical consultants (ICF Jones & Stokes) **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
and documented. 5. Preparation of a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate lead agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, will signify completion of the program to mitigate impacts on paleontologic resources.		
Geology: Construction and Operation		
MM GEO-1. Emergency response planning. The tenants within the proposed project area will work with Port engineers and LAHD police to develop tsunami response training and procedures to assure that construction and operations personnel will be prepared to act in the event of a large seismic event. Such procedures will include immediate evacuation requirements in the event that a large seismic event is felt at the proposed project site, as part of overall emergency response planning for this proposed Project. Such procedures will be included in any bid specifications for construction or operations personnel, with a copy of such bid specifications to be provided to LAHD, including a completed copy of its operations emergency response plan prior to commencement of construction activities and/or operations.	**Timing:** At beginning of Construction and within first year of Operation (with annual updates throughout operation) **Method: Construction:** LAHD Engineering Division shall provide procedures for inclusion in bid specifications. Such procedures will be included in any bid specifications for construction or operations personnel, with a copy of such bid specifications to be provided to LAHD, including a completed copy of its operations emergency response plan prior to commencement of construction activities and/or operations. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications **Method: Operations:** General requirements of this measure shall be incorporated into the lease. All tenants and LAHD shall prepare an emergency	**Implementation:** LAHD through Construction Contractor; tenant for operations. **Monitoring and Reporting:** Environmental Management Division, Port Operations, Construction Management Division, Real Estate Division.

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
	response plan for submittal to the LAHD within first year of operation. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	
Groundwater and Soils: Construction		
MM GW-1. Complete site remediation. Unless otherwise authorized by the lead regulatory agency for any given site, the LAHD will remediate all contaminated soils within proposed project boundaries prior to or during demolition and grading activities. Remediation will occur in compliance with local, state, and federal regulations and as directed by the LACFD, DTSC, and/or RWQCB. Soil remediation will be completed such that contamination levels are below health screening levels established by OEHHA and/or applicable action levels established by the lead regulatory agency with jurisdiction over the site. Use of localized soil capping/paving, combined with agency-approved deed restrictions, may be an acceptable remediation measure in upland areas and/or risk-based soil assessments, but would be subject to the discretion of the lead regulatory agency. Existing groundwater contamination throughout the proposed project boundary will continue to be monitored and remediated, simultaneous and/or subsequent to site redevelopment, in accordance with direction provided by the RWQCB. Unless otherwise authorized by the lead regulatory agency for any given site, areas of soil contamination that will be remediated prior to or in conjunction with project demolition, grading, and construction would include, but not be limited to, the properties within and adjacent to the proposed Project.	**Timing:** Prior to or during grading activities **Method:** Soil and groundwater remediation shall be completed such that contamination levels are below health screening levels established by OEHHA and/or applicable action levels established by the lead regulatory agency with jurisdiction over the site. Soil contamination waivers may be acceptable as a result of encapsulation (i.e., paving) and/or risk-based soil assessments, but would be subject to the discretion of the lead regulatory agency.	**Implementation:** LAHD through Construction Contractor. **Monitoring and Reporting:** Environmental Management Division, Construction Management Division, Engineering Division, Real Estate Division. Environmental Management Division will conduct independent soil sampling as appropriate.
MM GW-1a. Remediate the former GATX site in Area E. The GATX Annex Terminal Facility is subject to land-use restrictions imposed by the DTSC. Because of this, prior to implementing the previously listed mitigation measures, it will be necessary to negotiate with the DTSC conditions for	**Timing:** Prior to or during grading activities **Method:** Soil and groundwater remediation shall be completed by LAHD such that contamination levels are below health screening levels established by	**Implementation:** LAHD through Construction Contractor.

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
remediation and construction at this property. The current proposed use of the GATX Annex Terminal Facility is a park. Currently, DTSC land-use restrictions exclude this use. If LAHD intends to redevelop the area as a park, it will be necessary to modify the land use restriction. If the land use restriction is to be modified, it will likely be necessary to follow DTSCs remedial investigation/feasibility study (RI/FS) or remedial action workplan (RAW) process under an environmental consultative oversight agreement. The work will likely involve additional site characterizations including preparation of a health-based risk assessment, removal of contaminated hot spots, and, possibly, an extensive public comment process. If LAHD is planning the construction of buildings and structures on the site, the requirement will be more extensive.	OEHHA and/or applicable action levels established by the lead regulatory agency with jurisdiction over the site. Soil contamination waivers may be acceptable as a result of encapsulation (i.e., paving) and/or risk-based soil assessments, but would be subject to the discretion of the lead regulatory agency.	**Monitoring and Reporting:** Environmental Management Division, Construction Management Division, Engineering Division, Real Estate Division. Environmental Management Division will conduct independent soil sampling as appropriate.
MM GW-1b. Remediate former oil wells in Area A. Locate the well using geophysical or other methods. Contact the DOGGR to review abandonment records and inquire whether re-abandonment is necessary prior to any future construction related to the proposed project alternatives. Implement corrective measures as directed by DOGGR.	**Timing:** Prior to construction in Area A **Method:** LAHD Engineering Division shall provide procedures for inclusion in bid specifications. Such procedures will be included in any bid specifications for construction or operations personnel, with a copy of such bid specifications to be provided to LAHD, including a completed copy of its operations emergency response plan prior to commencement of construction activities and/or operations. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division, Engineering Division, Real Estate Division. Environmental Management Division will conduct independent soil sampling as appropriate.
MM GW-1c. Abandon and remove Navy fuel surge line. Abandonment and removal of the pipeline would include the submittal of a work plan to the California State Fire Marshall (CSFM) and other applicable agencies, as appropriate. The portion of the fuel surge line to be excavated will be drained of all fluids, cleaned, flushed, and then capped. Materials from the purged fuel surge line will be characterized for disposal and disposed of at an appropriately certified hazardous waste facility. Testing will occur prior to the abandonment	**Timing:** During construction of the North Harbor and Inner Harbor parking structure. **Method:** LAHD Engineering Division shall provide procedures for inclusion in bid specifications. Such procedures will be included in any bid specifications for construction or operations personnel, with a copy of such bid specifications to be provided to LAHD,	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
of the line and prior to any excavation of the North Harbor. Should contamination be found, appropriate remedial or removal action will occur prior to or concurrent with construction, under approval of the appropriate oversight agency.	including a completed copy of its operations emergency response plan prior to commencement of construction activities and/or operations. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases.	Management Division, Engineering Division, Real Estate Division. Environmental Management Division will conduct independent soil sampling as appropriate.
MM GW-2. LAHD will prepare a contamination contingency plan for non-specific facilities. The project site has a long history of industrial activity, so it is possible that future construction activity could encounter historical soil or groundwater contamination that had not been previously reported to regulatory agencies. The following contingency plan will be implemented to address previously unknown contamination during demolition, grading, and construction: a) All trench excavation and fill operations will be observed for the presence of chemicals of potential concern and petroleum products. Soils that are suspected to be impacted with chemicals of potential concern and/or petroleum products will be segregated from clean soil. Indications of contaminated/impacted soil may include but are not limited to: discolored soil, petroleum or organic odors, and/or visible sheen. In the event unexpected suspected chemically impacted material (soil or water) is encountered during construction, the contractor will notify LAHD's Chief Harbor Engineer, Director of Environmental Management, and Risk Management's Industrial Hygienist. LAHD will confirm the presence of the suspect material; direct the contractor to remove, stockpile, or contain the material; and characterize the suspect material identified within the boundaries of the construction area. Continued work at a contaminated site will require the approval of the Chief Harbor Engineer. b) As warranted, appropriate air monitoring equipment (e.g., photoionization detector, combustible gas indicator, organic vapor analyzer, etc.) will be present during grading and/or excavation activities in soils that are suspected to be impacted with chemicals of concern and/or petroleum products.	**Timing:** Prior to construction **Method:** LAHD will prepare a contamination contingency plan and the plan shall be included in bid specifications. Such procedures will be included in any bid specifications for construction or operations personnel, with a copy of such bid specifications to be provided to LAHD, including a completed copy of its operations emergency response plan prior to commencement of construction activities and/or operations The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases.	**Implementation:** LAHD through Construction Contractor; tenant undertake soil disturbing construction activities. **Monitoring and Reporting:** Environmental Management Division, Construction Management Division, Engineering Division, Real Estate Division. Environmental Management Division will conduct independent soil sampling as appropriate.

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
c) Excavation of VOC-impacted soil will require obtaining and complying with a South Coast Air Quality Management District Rule 1166 permit. d) The remedial option(s) selected will be dependent upon a number of criteria (including but not limited to types of chemical constituents, concentration of the chemicals, health and safety issues, time constraints, cost, etc.) and will be determined on a site-specific basis. Both off-site and on-site remedial options will be evaluated. e) The extent of removal actions will be determined on a site-specific basis. At a minimum, the chemically impacted area(s) within the boundaries of the construction area will be remediated to the satisfaction of the lead regulatory agency for the site. The LAHD Project Manager overseeing removal actions will inform the contractor when the removal action is complete. f) Copies of hazardous waste manifests or other documents indicating the amount, nature, and disposition of such materials will be submitted to the Chief Harbor Engineer within 30 days of project completion. g) In the event that suspected contaminated soil is encountered, all onsite personnel handling the suspected contaminated material must be trained in accordance with the federal Hazardous Waste Operations and Emergency Response (HAZWOPER) standard. This training provides precautions and protective measures for workers remediating contaminated sites. Workers not certified with HAZWOPER training will not be allowed to resume work in suspected contaminated areas until appropriate site characterization confirms that contaminated soil, groundwater, or soil vapor are not present. h) As warranted, real-time perimeter and ambient air monitoring stations will be established during all grading, excavation, trenching, and/or soil handling activities associated with contaminated soil. i) All excavations will be filled with structurally suitable fill material that is free from contamination.		
Hazards and Hazardous Materials: Construction		
MM RISK-1. Removal of all hazardous materials with flashpoints below 140 degrees from Mike's fueling Station. Mike's fueling station will cease to	**Timing:** Prior to operation of the proposed	**Implementation:** LAHD through Permit to Mike's

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
handle hazardous materials with flashpoints below 140 degrees per the letter sent from LAHD to Mike Albano dated June 16, 2008, regarding the successor permit to revocable permit No. 98-14 prior to the operation of the proposed waterfront promenade. Products with a flashpoint below 140 degrees will not be permitted within the project area (i.e., San Pedro Waterfront Project area). The successor permit to RP No. 98-14 to allow the operation for Mike's fueling station and continued lease of Mike's fueling station will only allow handling of products above said threshold. Prior to the operation of the waterfront promenade, Mike's fueling station will submit written confirmation identifying the complete removal of all hazardous materials on site with a flashpoint below 140 degrees as directed by the letter dated June 16, 2008. At the time of the written confirmation, Mike's fueling station will also provide copies all Material Safety Data Sheets (MSDS) for each product stored in bulk on site.	waterfront promenade **Method:** LAHD sent a letter to Mike Albano dated June 16, 2008, regarding the successor permit to revocable permit No. 98-14 prior to the operation of the proposed waterfront promenade.	Marine. **Monitoring and Reporting:** Environmental Management Division, Real Estate Division.
Transportation and Circulation (Ground): Construction and Operation		
MM TC-1: Develop and implement a Traffic Control Plan throughout proposed project construction. In accordance with the City's policy on street closures and traffic diversion for arterial and collector roadways, the construction contractor will prepare a traffic control plan (to be approved by the city and county engineers) before construction. The traffic control plan will include: • a street layout showing the location of construction activity and surrounding streets to be used as detour routes, including special signage; • a tentative start date and construction duration period for each phase of construction; • the name, address, and emergency contact number for those responsible for maintaining the traffic control devices during the course of construction; and • written approval to implement traffic control from other agencies, as needed. Additionally, the traffic control plan will include the following stipulations.	**Timing:** Developed prior to construction activities, to be implemented during construction. **Methods:** This measure shall be completed by the LAHD, with compliance reported to the Board of Harbor Commissioners.	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
• Provide access for emergency vehicles at all times. • Avoid creating additional delay at intersections currently operating at congested conditions, either by choosing routes that avoid these locations, or constructing during nonpeak times of day. • Maintain access for driveways and private roads, except for brief periods of construction, in which case property owners will be notified. • Provide adequate off-street parking areas at designated staging areas for construction-related vehicles. • Maintain pedestrian and bicycle access and circulation during proposed project construction where safe to do so. If construction encroaches on a sidewalk, a safe detour will be provided for pedestrians at the nearest crosswalk. If construction encroaches on a bike lane, warning signs will be posted that indicate bicycles and vehicles are sharing the roadway. • Traffic controls may include flag persons wearing Occupational Safety and Health Administration–approved vests and using a "Stop/Slow" paddle to warn motorists of construction activity. • Maintain access to Metro, LADOT, MAX, PVPTA, and LAHD transit services and ensure that public transit vehicles are detoured. • Post standard construction warning signs in advance of the construction area and at any intersection that provides access to the construction area. • Construction warning signs will be posted, in accordance with local standards or those set forth in the Manual on Uniform Traffic Control Devices (Federal Highway Administration 2001) in advance of the construction area and at any intersection that provides access to the construction area. • During lane closures, notify LAFD and LAPD, as well as the Los Angeles County Sheriff's and Fire Departments, of construction locations to ensure that alternative evacuation and emergency routes are designed to maintain response times during construction periods, if necessary. • Provide written notification to contractors regarding appropriate routes to and from construction sites, and weight and speed limits for local roads		

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
used to access construction sites. Submit a copy of all such written notifications to the City of Los Angeles Planning Department. • Repair or restore the road right-of-way to its original condition or better upon completion of the work.		
MM TC-2. Prohibit weekday peak period parking on Gaffey Street (needed by 2015). Prohibit parking on Gaffey Street both northbound and southbound north of 9th Street during the weekday AM and PM peak periods to allow for an additional through lane in both the northbound and southbound directions. This prohibition is identified in the current San Pedro Community Plan as a potential measure to improve traffic flow on Gaffey Street.	**Timing:** Before buildout of proposed project, prior to 2015. **Methods:** This measure shall be completed by the LAHD, with compliance reported to the Board of Harbor Commissioners	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-3. Modify southbound approach to Gaffey Street and 9th Street (needed by 2015). Modify the southbound approach to Gaffey Street and 9th Street to provide one left-turn lane, two through lanes, and one through/right-turn lane.	**Timing:** Before buildout of proposed project, prior to 2015. **Methods:** This measure shall be completed by the LAHD, with compliance reported to the Board of Harbor Commissioners	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-4. Install traffic signal at Gaffey Street and 6th Street (needed by 2015).	**Timing:** Before buildout of proposed project, prior to 2015. **Methods:** This measure shall be completed by the LAHD, with compliance reported to the Board of Harbor Commissioners	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-5. Modify northbound and southbound approaches at Miner Street and 22nd Street (needed by 2037). Modify the northbound and southbound approaches at Miner Street and 22nd Street to provide one left-turn lane, one through lane, and one through/right-turn lane.	**Timing:** Prior to 2037, when warranted by LADOT significance criteria. **Methods:** This measure shall be completed by the LAHD, with compliance reported to the Board of Harbor Commissioners	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM TC-6. Prohibit parking on Harbor Boulevard (needed by 2015). As a complementary mitigation measure for intersection-specific mitigation measures along Harbor Boulevard, the prohibition of parking on Harbor Boulevard would allow for the roadway to be configured to generally provide three lanes in each direction. This prohibition is identified in the current San Pedro Community Plan as a potential measure to improve traffic flow on Harbor Boulevard north of 7th Street.	**Timing:** Before buildout of proposed project, prior to 2015. **Methods:** This measure shall be completed by the LAHD, with compliance reported to the Board of Harbor Commissioners	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-7. Modify Harbor Boulevard at 6th Street (needed by 2037). Reconfigure Harbor Boulevard at 6th Street to provide three lanes on the southbound intersection approach, resulting in two through lanes and one shared through/right-turn lane.	**Timing:** During proposed project design and before buildout of proposed project, prior to 2037. **Methods:** This measure shall be completed by the LAHD, with compliance reported to the Board of Harbor Commissioners	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-8. Modify Harbor Boulevard at 5th Street (needed by 2015). Reconfigure Harbor Boulevard at 5th Street to provide three lanes on the southbound intersection approach, resulting in one left-turn lane, two through lanes, and one shared through/right-turn lane.	**Timing:** During proposed project design and before buildout of proposed project, prior to 2015. **Methods:** This measure shall be completed by the LAHD, with compliance reported to the Board of Harbor Commissioners	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-9. Modify Harbor Boulevard at 1st Street (needed by 2015). Reconfigure Harbor Boulevard at 1st Street to provide three lanes both northbound and southbound.	**Timing:** During proposed project design and before buildout of proposed project, prior to 2015. **Methods:** This measure shall be completed by the LAHD, with compliance reported to the Board of Harbor Commissioners	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-10. Modify eastbound approach to Harbor Boulevard and 7th Street (needed by 2015). Reconfigure the eastbound approach to Harbor Boulevard and 7th Street to provide two left-turn lanes, one through lane onto	**Timing:** During proposed project design and before buildout of proposed project, prior to 2015. **Methods:** This measure shall be completed by the	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
Sampson Way, and one through/right-turn lane.	LAHD, with compliance reported to the Board of Harbor Commissioners	Management and Engineering Divisions
MM TC-11. Reconfigure Harbor Boulevard and Swinford Street/SR-47 eastbound ramps (needed by 2015). Restripe the westbound (Swinford Street) approach to provide an additional lane at the Harbor Boulevard and Swinford Street/SR-47 eastbound ramps. The westbound approach would be configured with one left-turn lane, one through lane, and one right-turn lane.	**Timing:** During proposed project design and before buildout of proposed project, prior to 2015. **Methods:** This measure shall be completed by the LAHD, with compliance reported to the Board of Harbor Commissioners	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-12. Reconfigure Harbor Boulevard at O'Farrell Street (needed by 2015). Reconfigure Harbor Boulevard at O'Farrell Street to provide three lanes both northbound and southbound.	**Timing:** During proposed project design and before buildout of proposed project, prior to 2015. **Methods:** This measure shall be completed by the LAHD, with compliance reported to the Board of Harbor Commissioners	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-13. Install signal at Harbor Boulevard and 3rd Street (needed by 2015). Install a traffic signal at Harbor Boulevard and 3rd Street and configure the roadway to provide three lanes both northbound and southbound.	**Timing:** During proposed project design and before buildout of proposed project, prior to 2015. **Methods:** This measure shall be completed by the LAHD, with compliance reported to the Board of Harbor Commissioners	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-14. Modify eastbound and westbound approaches at Gaffey Street and 13th Street (needed by 2037). Modify the eastbound and westbound approaches at Gaffey Street and 13th Street to provide one left-turn lane and one shared through/right-turn lane each. This reconfiguration will result in the loss of approximately six on-street parking spaces.	**Timing:** During proposed project design and before buildout of proposed project, prior to 2015. **Methods:** This measure shall be completed by the LAHD, with compliance reported to the Board of Harbor Commissioners	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM TC 15-a. Offset loss of parking through reconfiguration or expansion of parking elsewhere in the vicinity.	**Timing:** During final design of Waterfront Red Car alignment, to be implemented in the alternative with MM TC 15-b and MM TC 15-c, prior to extension of the Waterfront Red Car to Cabrillo Beach. **Methods:** The LAHD will replace any parking lost in the Cabrillo Beach parking lot elsewhere in the vicinity of Cabrillo Beach, within one-quart of a mile.	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC 15-b. Design the southern portion of this extension to minimize disruption to the existing parking lots.	**Timing:** During final design of Waterfront Red Car alignment, to be implemented in the alternative with MM TC 15-a and MM TC 15-c, prior to extension of the Waterfront Red Car to Cabrillo Beach. **Methods:** The LAHD will design the alignment to avoid existing parking spaces, minimizing any loss of parking in the Cabrillo Beach parking lot.	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC 15-c. Align the southern segment of the Cabrillo Beach extension behind the Cabrillo Marine Aquarium to avoid or minimize conflicts with the existing parking lots in the area.	**Timing:** During final design of Waterfront Red Car alignment, to be implemented in the alternative with MM TC 15-a and MM TC 15-b, prior to extension of the Waterfront Red Car to Cabrillo Beach. **Methods:** The LAHD will design the alignment to avoid existing parking spaces, minimizing any loss of parking in the Cabrillo Beach parking lot.	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-16. Install a signal at the intersection of Harbor Boulevard and 3rd Street.	**Timing:** During final design of Waterfront Red Car alignment, to be implemented during construction of the Waterfront Red Car alignment along Harbor Boulevard. **Methods:** The LAHD will install a traffic signal at the intersection of Harbor Boulevard and 3rd Street during the Harbor Boulevard improvements.	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM TC-17. Ensure that traffic signals at cross street locations have protected left-turn phases and, potentially, active "No Right Turn" signs to allow these movements from streets parallel to the tracks to be held when a train is approaching or present.	**Timing:** During final design of Waterfront Red Car alignment, to be implemented during construction of the Waterfront Red Car alignment where it crosses streets at grade. **Methods:** The LAHD will work with LADOT to design signals so that that traffic signals at cross street locations have protected left-turn phases and, potentially, active "No Right Turn" signs to allow these movements from streets parallel to the tracks to be held when a train is approaching or present.	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-18. Provide traffic control on approach streets to rail line to prevent motorists from stopping on tracks. On the streets that approach the rail line perpendicularly, such as 1st Street, 5th Street, 6th Street, or Miner Street, the stop bars and vehicle detection loops on the intersection legs where the rail line will be placed in advance of the tracks to prevent motorists from stopping on the tracks. During final design, the LAHD may also consider installing automatic crossing gates to fully protect the crossings that lie adjacent to parallel streets.	**Timing:** During final design of Waterfront Red Car alignment, to be implemented during construction of the Waterfront Red Car alignment where it crosses streets at grade. **Methods:** The LAHD will work with LADOT to design stop bars and vehicle detection loops on the intersection legs in advance of the tracks to prevent motorists from stopping on the tracks on the streets that approach the rail line perpendicularly, such as 1st Street, 5th Street, 6th Street, or Miner Street. During final design, the LAHD may also consider installing automatic crossing gates may also be necessary to fully protect the crossings that lie adjacent to parallel streets.	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-19-a. Prohibit left turns across tracks on existing and proposed streets and proposed driveways that cross the tracks.	**Timing:** During final design of Waterfront Red Car alignment, to be implemented in the alternative with MM TC-19-b, prior to operation of the Waterfront Red Car alignment where it crosses streets at grade. **Methods:** The LAHD will restrict left turn ingress and egress at existing and proposed streets and driveways where the Waterfront Red Car tracks cross.	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM TC-19-b. Reduce streetcar operating speeds along streets where existing and proposed driveways serve the adjacent uses and install appropriate active warning signs or other devices to alert motorists to the possible presence of oncoming streetcars.	**Timing:** To be implemented in the alternative with MM TC-19-b, prior to and during operation of the Waterfront Red Car alignment. **Methods:** The LAHD will require the Waterfront Red Car operator to reduce speeds along streets where existing and proposed driveways serve the adjacent uses. These specifications will be included in any operating procedures for the Waterfront Red Car. The LAHD will also install appropriate active warning signs or other devices to alert motorists to the possible presence of oncoming streetcars. These specifications will be included in the final design of the Waterfront Red Car alignment and will be implemented prior to operation of the Waterfront Red Car.	**Implementation:** LAHD Engineering, Waterfront Red Car operator **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-20. Combine lower levels of proposed parking structures to reduce potential conflict points along Sampson Way. Locate a main access to the surface parking lots on the east side of Sampson Way to create a four-legged intersection there, and install a signal at this location to reduce conflicts by providing only one point of ingress/egress to the multiple parking structures.	**Timing:** During final design of bluff parking structures. **Methods:** The LAHD will design parking structure circulation to provide one driveway into parking structure complex from Sampson way.	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-21. Signalize the reconfigured intersection of Signal Street/Sampson Way.	**Timing:** During final design of Waterfront Red Car alignment, to be implemented during construction of the Waterfront Red Car alignment along Sampson Way. **Methods:** The LAHD will install a traffic signal at the intersection of Signal Street and Sampson Way during the Sampson Way improvements.	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM TC-22. Install half-signals at two proposed track crossovers located along Sampson Way and retime signals at the proposed track crossovers on 22nd Street at Miner Street and at Via Cabrillo Marina. At locations where detailed design determines it necessary, retime traffic signals to include a street car phase for turning and crossing streetcars and provide transit signal priority phasing. At the intersection of 22nd Street and Via Cabrillo Marina, provide for train movements to coincide with the westbound left-turn and northbound right-turn movements.	**Timing:** During final design of Waterfront Red Car alignment, to be implemented during construction of the Waterfront Red Car alignment along Sampson Way and 22nd Street. **Methods:** The LAHD will install half-signals at two proposed track crossovers located along Sampson Way and retime signals at the proposed track crossovers on 22nd Street at Miner Street and at Via Cabrillo Marina.	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-23. Install a half-signal at the proposed track crossover on the City Dock No. 1 extension that would occur south of the proposed Mid-Point Station.	**Timing:** During final design of Waterfront Red Car alignment, to be implemented during construction of the Waterfront Red Car alignment along City Dock No. 1. **Methods:** The LAHD will install a half-signal at the proposed track crossover on the City Dock No. 1 extension that would occur south of the proposed Mid-Point Station.	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-24. Design pavement markings and signage in station areas to clearly direct pedestrians to the desired routes.	**Timing** During final design of Waterfront Red Car stations, to be implemented during construction of the Waterfront Red Car stations. **Methods:** The LAHD will design pavement markings and signage in station areas to clearly direct pedestrians to the desired routes.	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
MM TC-25. Construct new sidewalks to allow for the orderly movement of pedestrians.	**Timing:** During final design of Waterfront Red Car stations, to be implemented during construction of the Waterfront Red Car stations. **Methods:** The LAHD will design and construct new sidewalks to allow for the orderly movement of pedestrians.	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM TC-26. Shift the location of the main Ports O' Call surface parking lot driveway to a point north of this station to improve pedestrian safety there. Place the main Ports O' Call surface parking lot driveway opposite one of the driveways serving the proposed parking structure on the west side of Sampson Way. Within the Ports O' Call surface parking lots, provide clear pedestrian paths from the foot of the proposed pedestrian bridge.	**Timing:** During final design of Waterfront Red Car stations and/or Ports O'Call parking lot access, to be implemented during construction of the Waterfront Red Car stations and/or during the redevelopment of Ports O'Call, in conjunction with the bluff parking structures. **Methods:** The LAHD will design or will require the private developer chosen to design and implement redevelopment in Ports O'Call, to shift the location of the main Ports O' Call surface parking lot driveway to a point north of the station to improve pedestrian safety. The main Ports O' Call surface parking lot driveway will be designed opposite one of the driveways serving the proposed parking structure on the west side of Sampson Way. Within the Ports O' Call surface parking lots, clear pedestrian paths from the foot of the proposed pedestrian bridge will be provided.	**Implementation:** LAHD **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions
Noise: Construction		
MM NOI-1. Construct temporary noise barriers, muffle and maintain construction equipment, prohibit idling, locate equipment, use quiet construction equipment, and notify residents. The following will reduce the impact of noise from construction activities: a) **Temporary Noise Barriers.** When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) will be located between noise-generating construction activities and sensitive receivers. b) **Construction Equipment.** All construction equipment powered by internal combustion engines will be properly muffled and maintained. c) **Idling Prohibitions.** Unnecessary idling of internal combustion engines near noise sensitive areas will be prohibited.	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into contract specifications for all construction work to reduce noise the impacts. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
d) **Equipment Location.** All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located as far as practical from existing noise sensitive land uses. e) **Quiet Equipment Selection.** Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance. f) **Notification.** Notify residents within 500 feet to the proposed project site of the construction schedule in writing.		
MM NOI-2. Construction Hours. Construction activities for the proposed Project would not exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 6:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday. If extended construction hours are needed during weekdays under special circumstances, LAHD and the contractor will provide at least 72 hours' notice to sensitive receptors within 0.5 miles of the construction area. Under no circumstances will construction hours exceed the range prescribed by the City of Los Angeles Municipal Code.	**Timing:** During construction. **Methods:** This measure shall be incorporated into contract specifications for all construction work to reduce noise the impacts. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division
Utilities and Public Services: Construction		

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM PS-1. Coordinate with law enforcement agencies. LAHD will be required, pursuant to the Watch Manual, to coordinate with law enforcement agencies, during construction of all roadway improvements, to establish emergency vehicular access and ensure continuous law enforcement access to surrounding areas.	**Timing:** During construction. **Methods:** LAHD will coordinate with law enforcement agencies, during construction of all roadway improvement. Any coordination plans shall be incorporated into construction specifications. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager to ensure compliance with contract specifications.	**Implementation:** LAHD **Monitoring and Reporting:** Environmental Management Division, Construction Management Division
MM PS-2: Recycle construction materials. Demolition and/or excess construction materials will be separated on site for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials will be provided on site.	**Timing:** Throughout construction. **Methods:** This measure shall be incorporated into contract specifications for all construction work to improve recycling efforts. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM PS-3: Use materials with recycled content. Materials with recycled content, such as recycled steel from framing and recycled concrete and asphalt from roadway construction, will be used in project construction. Wood chippers registered through the California Air Resources Board's Portable Equipment Registration Program will be operated on site during construction. Wood from tree removal, not from demolished structures, will be reused as landscape cover, further reducing the quantity of wood that would otherwise be disposed of at solid waste facilities.	**Timing:** Throughout construction. **Methods:** This measure shall be incorporated into contract specifications for all construction work to improve recycling efforts. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
Utilities and Public Services: Operation		
MM PS-4: Comply with AB 939. LAHD and Port tenants will implement a Solid Waste Management Program including the following measures to achieve a 50% reduction of current waste generation percentages by 2037 and ensure compliance with the California Solid Waste Management Act (AB 939). a. Provide space and/or bins for storage of recyclable materials on the project site. All garbage and recycle bin storage space will be enclosed and plans will show equal area availability for both garbage and recycle bins in storage spaces. b. Establish a recyclable material pick-up area for commercial buildings. c. Participate in a curbside recycling program to serve the new development. d. Develop a plan for accessible collection of materials on a regular basis.	**Timing:** Throughout all operational years. **Methods:** This measure shall be incorporated into the Cruise Line, Cruise Terminal, Catalina Express and Tug Company leases. If the tenant proposes replacing any mitigation measure, the tenant must first make a formal request to the Port's Executive Director. The Executive Director will then consider the proposal. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Cruise Line, Cruise Terminal, Catalina Express and Tug Company leases and LAHD **Monitoring and Reporting**: LAHD Environmental Management and Real Estate Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
e. Develop source reduction measures that indicate the method and amount of expected reduction. f. Implement a program to purchase materials that have recycled content for project construction and operation (e.g., lumber, plastic, office supplies). g. Provide a resident-tenant/employee education pamphlet to be used in conjunction with available Los Angeles County and federal source reduction educational materials. The pamphlet will be provided to all commercial tenants by the leasing/property management agency. h. Include lease language requiring tenant participation in recycling/waste reduction programs, including specification that janitorial contracts support recycling.		
MM PS-5: Water Conservation and Wastewater Reduction. LAHD and Port tenants will implement the following water conservation and wastewater reduction measures to further reduce impacts on water demand and wastewater flows. a. The landscape irrigation system will be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns will be adjusted to minimize overspray onto walkways and streets. Each zone (sprinkler valve) will water plants having similar watering needs (i.e., shrubs, flowers, and turf will not be in the same watering zone). Automatic irrigation timers will be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times will be adjusted for all zones seasonally, reducing length and frequency of watering in the cooler months (i.e., fall, winter, spring). Adjust sprinkler timer run time to avoid water runoff, especially when irrigating sloped property. Sprinkler times will be reduced once drought-tolerant plants have been established. b. Drought-tolerant, low water consuming plant varieties will be used to reduce irrigation water consumption. c. Recycled water will be used for irrigation and toilet flushing (dual-flushing) d. Ultra-low-flush toilets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new construction and when	**Timing:** Throughout all operational years. **Methods:** This measure shall be incorporated into the Cruise Line, Cruise Terminal, Catalina Express and Tug Company leases. If the tenant proposes replacing any mitigation measure, the tenant must first make a formal request to the Port's Executive Director. The Executive Director will then consider the proposal. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Cruise Line, Cruise Terminal, Catalina Express and Tug Company leases and LAHD **Monitoring and Reporting**: LAHD Environmental Management and Real Estate Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
remodeling. Low flow faucet aerators will be installed on all sink faucets. e. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). LADWP will be contacted for specific information of appropriate measures. f. Re-circulating or point-of-use hot water systems will be installed to reduce water waste in long piping systems where water must be run for considerable period before heated water reaches the outlet.		
MM PS-6: Employ energy conservation measures. During the design process, LAHD will consult with LADWP's Efficiency Solutions Business Group regarding possible energy efficiency measures. LAHD and its tenants will incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations, such as: a. Built-in appliances, refrigerators, and space-conditioning equipment will exceed the minimum efficiency levels mandated in the California Code of Regulations. b. High-efficiency air conditioning will be installed that is controlled by a computerized energy-management system in office and retail spaces and provides the following: a variable air-volume system that results in minimum energy consumption and avoids hot water energy consumption for terminal reheat, a 100% outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods, sequentially staged operation of air-conditioning equipment in accordance with building demands, the isolation of air conditioning to any selected floor or floors, and considers the applicability of the use of thermal energy storage to handle cooling loads. c. Ventilation air will be cascaded from high-priority areas before being	**Timing:** Throughout all operational years. **Methods:** This measure shall be incorporated into the Cruise Line, Cruise Terminal, Catalina Express and Tug Company leases. If the tenant proposes replacing any mitigation measure, the tenant must first make a formal request to the Port's Executive Director. The Executive Director will then consider the proposal. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Cruise Line, Cruise Terminal, Catalina Express and Tug Company leases and LAHD **Monitoring and Reporting**: LAHD Environmental Management and Real Estate Divisions

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted. d. Lighting system heat will be recycled for space heating during cool weather. While exhaust lighting-system heat will be recycled from the buildings, via ceiling plenums, to reduce cooling loads in warm weather. e. Low and medium static-pressure terminal units will be installed, as well as ductwork to reduce energy consumption by air-distribution systems. f. Buildings must be well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air. g. A performance check of the installed space-conditioning system will be completed by the developer/installer prior to issuance or the certificate of occupancy to ensure that energy-efficiency measures incorporated into the proposed Project operate as designed. h. Exterior walls will be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls will be finished with light-colored materials to reflect more light and, thus increase light efficiency. i. White reflective material will be used for roofing meeting California standards for reflectivity and emissivity to reject heat. j. Thermal insulation that exceeds requirements established by the California Code of Regulations will be installed in walls and ceilings. k. Window systems will be designed to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather. l. Heat-rejecting window treatments will be installed, such as films, blinds, draperies, or others on appropriate exposures. m. Fluorescent and high-intensity discharge lamps that give the highest light output per watt of electricity consumed will be installed wherever possible, including all street and parking lot lighting, to reduce electricity		

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
consumption. Reflectors will be used to direct maximum levels of light to work surfaces. n. Photosensitive controls and dimmable electronic ballasts will be installed to maximize the use of natural daylight available and reduce artificial lighting load. o. Occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling will be installed to avoid unnecessary energy consumption. p. Time-controlled interior and exterior public area light will be installed, limited to that which is necessary for safety and security. q. Mechanical systems (HVAC and lighting) in the building will be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space. r. Windowless walls or passive solar inset of windows will be incorporated, where feasible, in building design. s. Project will focus pedestrian activity within sheltered outdoor areas.		
Recreation: Construction		
MM REC-1. Maintain pedestrian access during construction. The LAHD and construction contractors will follow standard safety procedures to protect pedestrian traffic from construction hazards, including providing brightly colored fencing and signage indicating closures and safely directing pedestrian traffic around construction areas. This will also require coordinated construction activities such that pedestrian access can be routed around construction with a minimum increase in distance.	**Timing:** During Construction **Methods:** This measure shall be incorporated into the LAHD design and contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM REC-2. Maintain bicycle access during construction. The LAHD and construction contractors will provide signage notifying users of bike lanes of	**Timing:** During Construction	**Implementation:** LAHD through Construction

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
closure as well as signage directing users to alternative bike routes. Alternative bike lanes in the proposed project vicinity include a north-south Class II bike path along the entire length of South Gaffey Street, and an east-west Class III bike path on 9th from North Harbor Boulevard west to State Route 213. LAHD will be required to inform the public prior to commencement of construction resulting in closures or possible disruptions to bike paths. Public sources to notify will, at minimum, include the City of Los Angeles Department of Transportation Bicycle Program, and Los Angeles area bicycling groups.	**Methods:** This measure shall be incorporated into the LAHD design and contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM REC-3. Maintain parking during construction. The LAHD and construction contractors will minimize parking obstructions during construction periods by placing construction areas out of roadways and parking lots, where possible. In areas where construction staging areas and construction activities must impede access to parking areas, detour signs and lane striping will direct traffic to additional off-site parking areas. LAHD will provide shuttle service to remote parking areas in the event that offsite parking areas are farther than 1 mile from existing waterfront areas and the Waterfront Red Car Line does not adequately service the offsite parking areas.	**Timing:** During Construction **Methods:** This measure shall be incorporated into the LAHD design and contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM REC-4. Maintain vehicle access during construction. The LAHD and construction contractors will minimize obstructions to vehicle access during construction periods by placing construction areas out of roadways and parking lots, where possible. In areas where construction staging areas and construction activities must impede access to roadways, detour signs and lane striping will safely direct traffic around construction areas.	**Timing:** During Construction **Methods:** This measure shall be incorporated into the LAHD design and contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM REC-5. Maintain boat ramp access during construction. The LAHD	**Timing:** During Construction	**Implementation:** LAHD through Construction

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
and construction contractors will minimize obstructions to the boat ramp during construction periods by placing construction areas out of roadways and parking lots leading to boat ramps, where possible. In cases where the boat ramp must be closed, or access will be severely impeded due to construction activities, LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to boat ramp access. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity.	**Methods:** This measure shall be incorporated into the LAHD design and contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM REC-6. Maintain access to open waters of the harbor during construction. The LAHD and construction contractors will minimize obstructions to open waters of the harbor during construction periods by placing construction staging areas out of high-traffic waterways, parking lots leading to boat ramps, and boat docks, where possible. LAHD will embark on a public awareness campaign, providing information about construction periods, construction areas, closures, and suggestions of alternative boating areas. LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to open waters of the harbor. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity. LAHD will offer boater safety training for the public, specifically with respect to safe navigation around construction activities.	**Timing:** During Construction **Methods:** This measure shall be incorporated into the LAHD design and contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM REC-7. Maintain docking space and dock access during construction. The LAHD and construction contractors will minimize obstructions to docking space and dock access during construction periods by placing construction staging areas away from boat docks where possible. LAHD will embark on a public awareness campaign, providing information about construction periods, construction areas, closures, and suggestions of alternative boating areas and docking locations. In cases where docking space will be closed or removed and existing tenants need alternative docking space, LAHD will provide temporary docking space in the near vicinity of the proposed Project. LAHD will provide notification and signage to direct users to these temporary alternative docking areas. LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to dock access. Public notifications	**Timing:** During Construction **Methods:** This measure shall be incorporated into the LAHD design and contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division

Table 2-1. Continued

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity. LAHD will offer boater safety training for the public, specifically with respect to safe navigation around construction activities.		