SUMMARY

S.1 Introduction

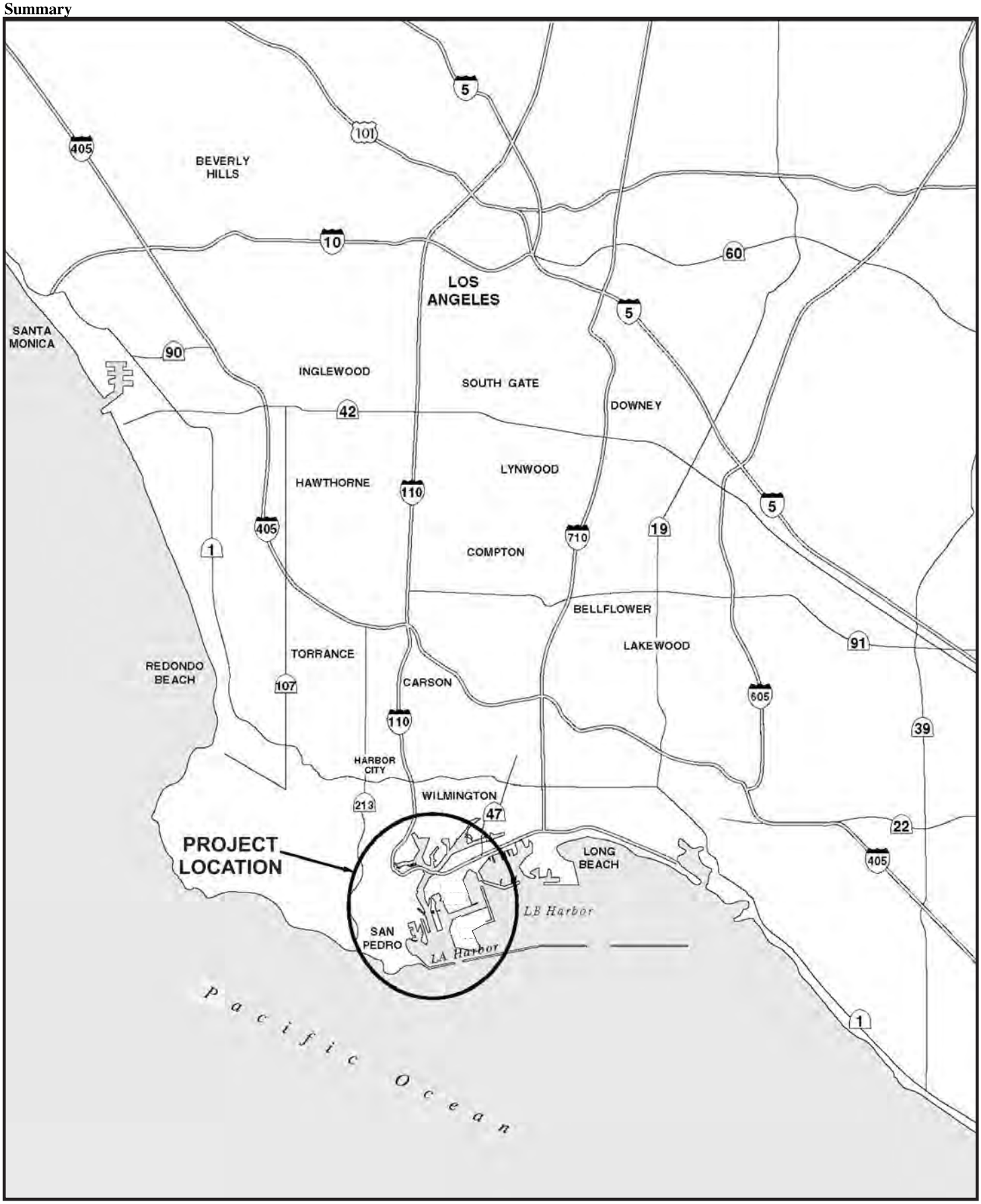
The U.S. Army Corps of Engineers (USACE) and the Los Angeles Harbor Department (LAHD) prepared this ~~*Draft*~~Final Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/SEIR) to assess the environmental impacts of project alternatives designed to provide additional capacity for disposal of dredged material associated with completing the Channel Deepening Project at the Port of Los Angeles (Port or POLA). This SEIS/SEIR is a supplement to the Channel Deepening Project SEIS/SEIR (2000) and addresses impacts related to the modifications required to complete disposal of dredged material from the authorized project. The scope of the Proposed Action is the same as that of the SEIS/SEIR 2000–to complete the Channel Deepening Project to the depth of -53 feet mean lower low water (MLLW).

This ~~Draft~~Final SEIS/SEIR has been prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) (42 United States Code [U.S.C.]§§ 4341 et seq.), in conformance with the Council for Environmental Quality (CEQ) Regulations [40 C.F.R. §§ 1500 et seq.], and the USACE's regulations implementing NEPA [33 C.F.R. Part 230 and Part 325, Appendix B]. The document also fulfills the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] 21000 et seq.), and the State CEQA Guidelines (California Administrative Code [CAC] 1500 et seq.). The USACE is the NEPA lead agency and the LAHD is the CEQA lead agency for this Proposed Action.

~~Project Location:~~ As shown on Figure S-1, the project site is located at the southern end of the City of Los Angeles, and includes portions of the Los Angeles Inner and Outer Harbors within San Pedro Bay. The Port, which is administered by the LAHD, comprises 45 kilometers of waterfront and 3,035 hectares (7,500 acres) of land and water.

S.2 Study Authority

The authority to construct the Channel Deepening Project at the Port was originally provided under the Water Resources Development Act (WRDA) of 1986. The authorization was modified by language in several subsequent WRDAs, including WRDA 1988 and 1996, which provided additional detail of the features to be analyzed, focusing on deep draft navigation channels needed in the outer harbor area of the POLA, and added provisions for crediting LAHD for work they performed. WRDA 2000 further authorized dredging of the Main Channel of the Port and associated features (berths) to allow the new generation of deeper draft container vessels that



0 5 10
Scale in Miles

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Figure S-1
Project Location Map

require a depth of –53 feet MLLW to navigate and access the container terminals along the Main Channel of the Port.

S.3 Purpose and Need for the Proposed Action

The purpose of the Proposed Action is to complete the Channel Deepening Project ~~and optimize beneficial use of the dredged material within the POLA~~ by providing approximately 3.0 mcy of additional disposal capacity and optimizing beneficial use of the dredged material within the POLA~~for the dredged material from the Channel Deepening Project~~. Additional disposal sites are needed because disposal sites developed for the ~~approved~~ Channel Deepening Project are inadequate for the total volume of sediments that require removal from the Main Channel and adjacent berth areas to complete the project. Since implementation of the original project, several changes to the project were required as a result of revised bathymetric data, the occurrence of shoaling and settlement of material, the need to dispose of surcharge, and the opportunity to remove and confine contaminated dredge material (as described in more detail in Section 2.3 of this SEIS/SEIR).

S.4 Public Participation

The USACE and the Port published and distributed a Notice of Intent (NOI) and a Notice of Preparation (NOP), dated November 4, 2004 to initiate preparation of this SEIS/SEIR. A formal scoping meeting was held on November 30, 2004. Comments received on the November 2004 NOI/NOP and at the Public Scoping Meeting are incorporated into the SEIS/SEIR as appropriate.

Subsequent to the publication of the NOI/NOP, several changes and additional considerations led to the publication of a Supplemental NOI/NOP (SNOI/SNOP), dated October 21, 2005. This public notice also served as the NOI to issue any Regulatory and other permits as may be required to implement the Proposed Action. It was noted that a scoping meeting would not be conducted for the SNOI/SNOP; however, comments received within 30 days from the publication of the SNOI/SNOP would also be incorporated into the proposed SEIS/SEIR. Comments on the NOI/NOP, Public Scoping Meeting, and SNOI/SNOP are summarized in Section 1.11 of this SEIS/SEIR.

The Draft SEIS/SEIR was distributed to the public and regulatory agencies on July 14, 2008 for a 45-day review period. Approximately 120 copies of the Draft SEIS/SEIR were distributed to various government agencies, organizations, individuals, and Port tenants. The 45-day public review period on the Draft SEIS/SEIR officially closed on September 1, 2008. USACE, in cooperation with LAHD, held a public hearing on the Draft SEIS/SEIR on August 6, 2008, in the

Port of Los Angeles Board Room to provide an overview of the Proposed Action and accept public comments on the Proposed Action and Draft SEIS/SEIR.

The USACE and LAHD received 21 comment letters and 22 oral comments on the Draft SEIS/SEIR during the public review period. Oral comments received at the public hearing for the Draft SEIS/SEIR included concerns about construction of the Eelgrass Habitat Area. These concerns have been taken into consideration and coordinated with the resource agencies. The resource agencies did not express concerns related to elimination of the Eelgrass Habitat Area as one of the disposal options (details of which are presented in Section 2.4.3 of this document). Comment letters and responses to comments are presented in Chapter 14 of this Final SEIS/SEIR.

S.5 Objectives

The primary objectives of the Proposed Action, as presented in the October 2005 SNOI/SNOP, are to:

- Provide additional dredged material disposal capacity to complete the Channel Deepening Project;
- Maximize beneficial use of dredge material by construction of additional lands for eventual terminal uses and to provide environmental enhancements at locations in the Port.

The USACE and Port received comments on the SNOI/SNOP from various agencies and interested parties. Based on these comments, the USACE and Port elected to revise the objectives as follows:

- Complete the Channel Deepening Project for dredging of navigation channels and berthing areas up to the depth of -53 feet MLLW;
- Provide disposal capacity for placement of approximately 3.0 mcy of remaining dredge materials; and
- Provide disposal capacity for placement of contaminated dredge materials unsuitable for open water disposal through construction of a Confined Disposal Facility (CDF).

S.6 Background of Development of the Alternatives

As presented in the NOI/NOP, dated November 4, 2004, and the SNOI/SNOP, dated October 21, 2005, potential beneficial uses of dredge material within the Port of Los Angeles, Port of Long Beach, and LA-2 were examined by the USACE and the Port. The plan formulation process resulted in the development of four alternatives in accordance with the project objectives. These alternatives included:

1) Port Development,
2) Limited Port Development,

3) Minimal Port Development, and

4) Ocean Disposal and Minimal Port Development.

The four alternatives consisted of different combinations of the following disposal sites: Pier 300 40-acre expansion area, Consolidated Slip, Bird Nesting Island, CSWH, ~~Eelgrass Restoration Area (near Pier 300),~~ Berths 243-245, Northwest Slip, and Ocean Disposal sites LA-2 and LA-3. Details related to each disposal option and, alternatives not considered for further evaluation are provided in Section 2.4.3 of this SEIS/SEIR.

Based on comments received during the scoping process and coordination with agencies, USACE and the Port re-examined and modified the disposal alternatives. As a result, dredging and disposal activities at the Pier 300 40-acre expansion area, Consolidated Slip, Cerritos Channel widening, and Bird Nesting Island have been eliminated from further consideration because they did not meet project objectives, were found to be infeasible, or did not reduce environmental impacts.

The Draft SEIS/SEIR circulated for public review in July 2008 included three alternatives. Alternative 1 included disposal of dredge material at five locations: the Northwest Slip, Berths 243-245, the CSWH Expansion Area, the Eelgrass Habitat Area, and LA-2. Alternative 2 included disposal of dredge material at four locations: the CSWH Expansion Area, the Eelgrass Habitat Area, LA-2, and the ARSSS. Alternative 3 was the No Action Alternative.

Based on comments received during the public review process, USACE and the Port considered elimination of the Eelgrass Habitat Area as one of the disposal sites. As discussed in detail in Section 1.12 of this SEIS/SEIR, the USACE and POLA have coordinated elimination of this site with the resource agencies. As a result, construction of the Eelgrass Habitat Area, which would have included construction of a rock dike surrounding a 40 acre area in the outer harbor (as described in detail in Section 2.4.3), has been eliminated from further consideration in response to public concern about how construction of this disposal site would affect recreational boating activities and aesthetic resources in the outer harbor. The resource agencies did not express concerns over the elimination of this site from further consideration.

Viable Alternatives Considered for Evaluation: Based on the project objectives and purpose and need, a reasonable range of alternatives to dispose the 3.0 mcy of remaining material has been developed and carried forward for detailed analysis. ~~Dredged material would be placed within the Port for environmental enhancement at the Cabrillo Shallow Water Habitat (CSWH) and for efficiencies associated with existing terminal operations at the Northwest Slip. Additionally, contaminated sediments would be placed at a CDF that would be constructed at Berths 243-245 or at the upland Anchorage Road Soil Storage Site (ARSSS). All dredged material beyond the~~

~~capacity of the new disposal sites would be placed at U.S. Environmental Protection Agency's (USEPA) Ocean Disposal Site LA-2.~~

Two action alternatives were chosen to be carried forward for analysis because they best met the project objectives. The action alternatives and the No Action Alternative evaluated in this document are summarized below.

- **Alternative 1 - Port Development and Environmental Enhancement:** As shown on Figure S-2, this alternative involves placement of dredged material to create a new 5-acre land area at the North-west Slip; an 8-acre CDF at Berths 243-245 for capping of contaminated sediments; and a 50-acre expansion of the CSWH~~; and a 40-acre Eelgrass Habitat Area~~. Remaining material would be placed at LA-2.
- **Alternative 2 - Environmental Enhancement and Ocean Disposal:** As shown on Figure S-3, this alternative involves placement of dredged material to create a 50-acre expansion of the CSWH ~~and a 40-acre Eelgrass Habitat Area~~. Contaminated sediments would be disposed of at the 31-acre upland ARSSS. Remaining material would be placed at LA-2 and LA-3.
- **Alternative 3. No Action Alternative:** Under the No Action Alternative, since all approved disposal sites have been completed, no further dredging would take place and the Channel Deepening Project would not be completed. Areas that would remain to be dredged are shown on Figure S-4.

S.7 Summary of Environmental Impacts

S.7.1 Significant and Unavoidable Impacts

Table S-2 (on page S-19) identifies unavoidable significant impacts associated with implementation of Alternative 1 or Alternative 2 of the Proposed Action. This ~~Draft~~ SEIS/SEIR has determined that implementation of Alternative 1 or Alternative 2 of the Proposed Action would result in significant impacts ~~on:~~ to Air Quality and Meteorology, and Environmental Justice. No feasible mitigation measures are available that would avoid these impacts or reduce impacts to less than significant levels. Therefore, potential impacts to these resource areas are considered significant and unavoidable. Under CEQA and NEPA, both action alternatives would have significant impacts on Air Quality and Meteorology because the air emissions from construction ~~and operation~~ could not be mitigated to less than significant even with the application of all feasible mitigation measures.

In addition, Alternative 1 and Alternative 2 would result in significant impacts to Environmental Justice as a result of disproportionate human health or significant environmental impacts on minority and low income populations. These impacts would be specific to the air quality within minority and low income communities; no other significant unavoidable adverse impacts have been identified that could result in a disproportionate effect on minority and low income populations.

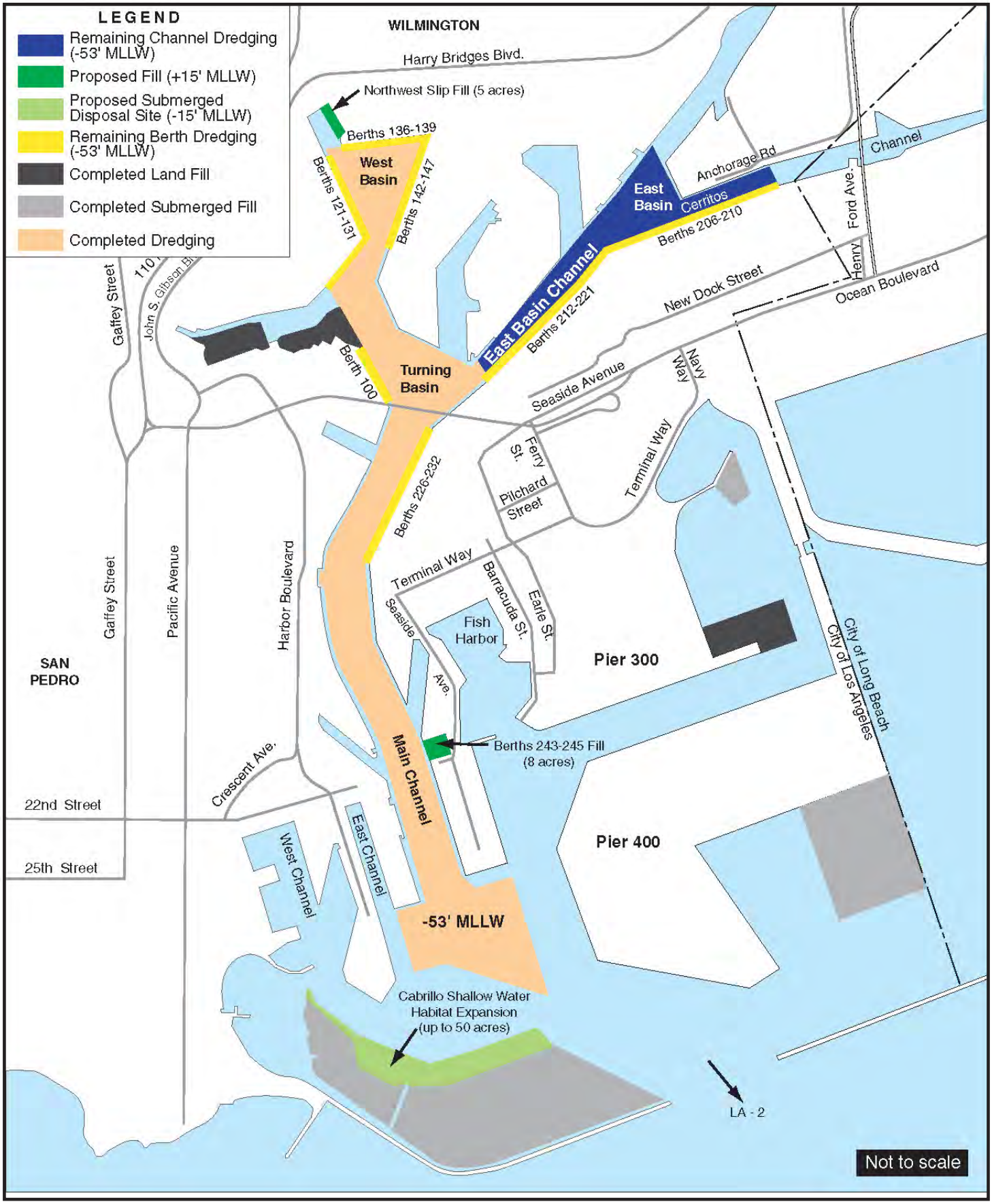

Figure S-2
Alternative 1:
Port Development and Environmental Enhancement

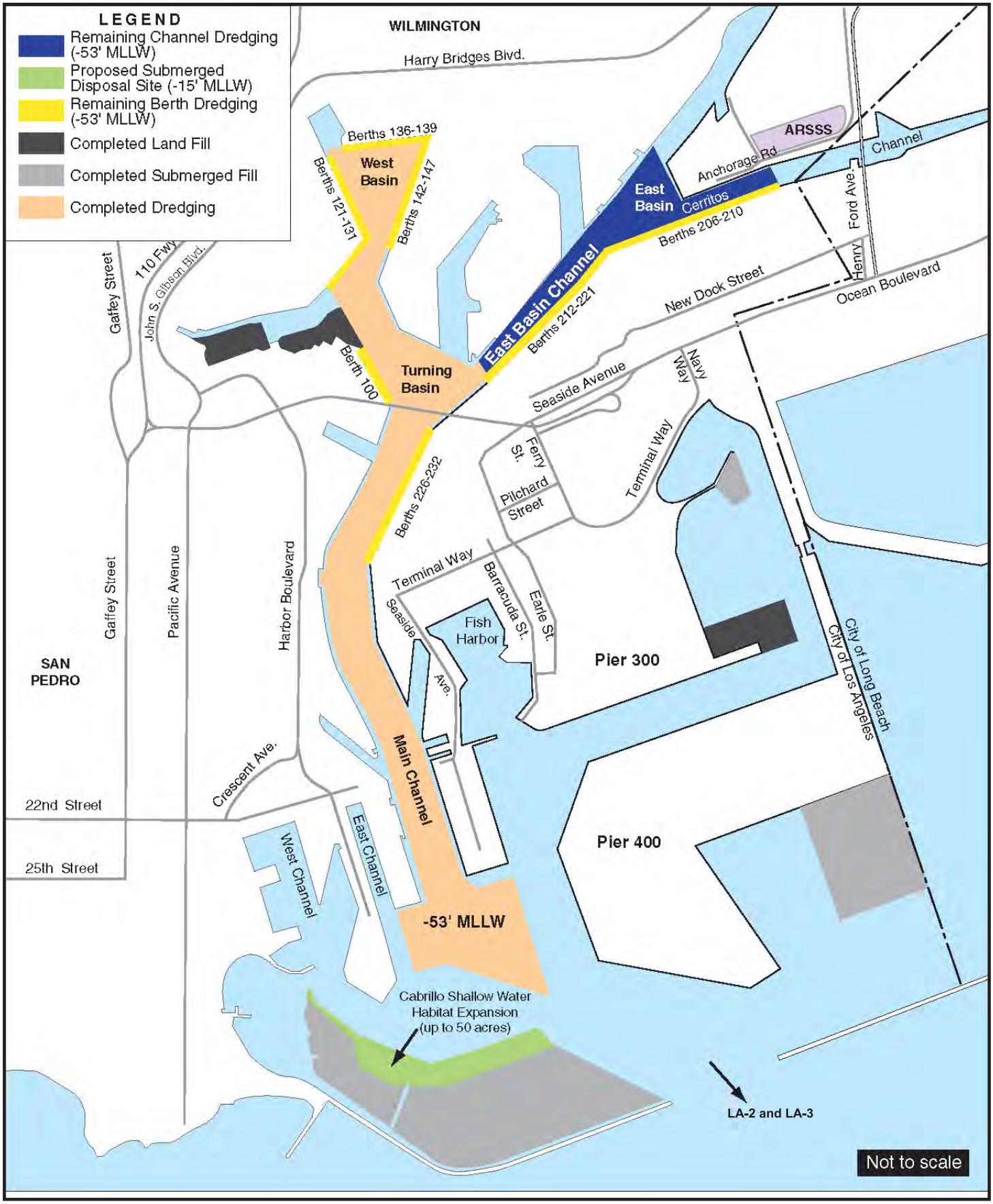

Figure S-3
Alternative 2:
Environmental Enhancement and Ocean Disposal

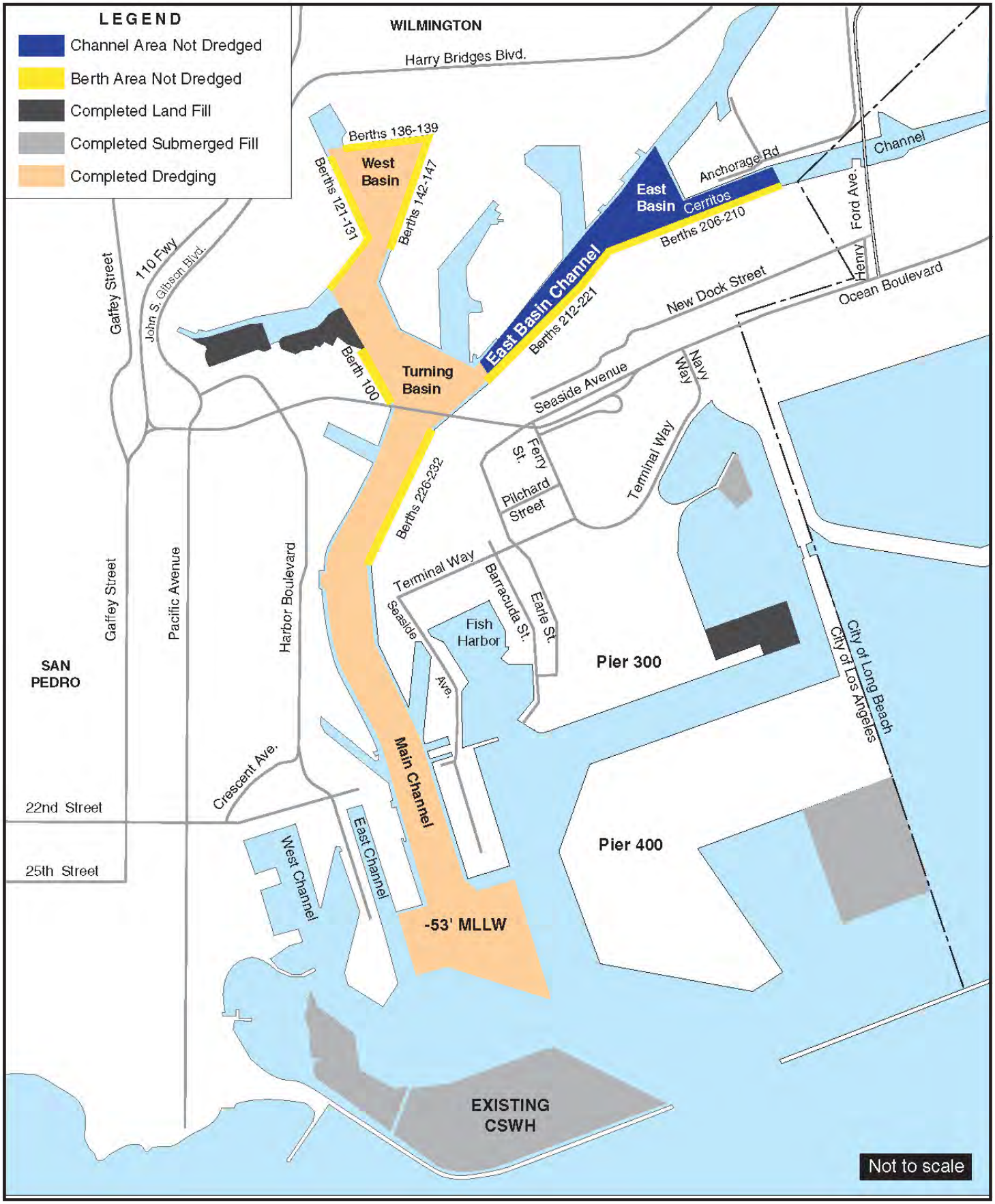

Figure S-4
Alternative 3: No Action

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Alternative 3, the No Action Alternative, would not result in any significant and unavoidable impacts.

S.7.2 Summary of Significant Impacts that Can Be Mitigated, Avoided, or Substantially Lessened

Table S-2 identifies the significant impacts that can be mitigated, avoided or substantially lessened. This ~~Draft~~ SEIS/SEIR has determined that implementation of Alternative 1 ~~or~~ of the Proposed Action would result in significant impacts that can be mitigated to less than significant to Biological Resources, Land Use, Noise, and Socioeconomics . Implementation of Alternative 2 of the Proposed Action would result in significant impacts that can be mitigated to less than significant to Air Quality and Meteorology and Noise.

~~Biological Resources;~~

~~Land Use; and~~

~~Noise.~~

Placement of fill at Berths 243-245 and the Northwest Slip~~, and the Eelgrass Habitat Area, for implementation of~~ under Alternative 1 would result in a permanent loss of aquatic habitat, a significant impact to Biological Resources that would be mitigated to a less-than-significant level by the application of existing habitat mitigation credits (see Section 3.3). Under Alternative 1, Impact BIO-2 (Reduction or alteration of a state-, federally-, or locally-designated natural habitat, special aquatic site, or plant community) would results in the loss of 12.4 acres of Essential Fish Habitat (EFH) at the Northwest Slip and Berths 243-245 disposal sites. This loss of EFH would be mitigated through the use of existing mitigation credits from POLA's Bolsa Chica mitigation bank. Impact BIO-2 would also result in the loss of 0.042 acre of pickleweed salt marsh which would be fully mitigated through salvage and 1:1 transplantation of the existing pickleweed. Additionally, the sediments underlying approximately 60 percent of the EFH that would be lost under Alternative 1 is degraded with contamination and is where a CDF would be constructed to cap and contain these and other contaminated sediments to permanently prevent them from adversely impacting water quality or aquatic life. Similar to Impact BIO-2, Impact BIO-5 (Permanent loss of marine habitat) would result in the loss of 12.4 acres of marine habitat due to construction of the CDF at Berths 243-245 and new land area at the Northwest Slip. Impact BIO-5 would also be mitigated through the use of existing mitigation credits from POLA's Bolsa Chica mitigation bank.

~~Placement of fill at the Eelgrass Habitat Area, for implementation of Alternative 2, would also result in a permanent loss of aquatic habitat that would be mitigated to a less than significant level by application of existing habitat mitigation credits. Additionally, although Alternative 1 and 2~~

~~would have less than significant impacts to threatened and endangered species, construction in the immediate vicinity of the CSWH has the potential to adversely affect California least tern foraging by causing a decline in the availability of forage fish or the ability of least terns to find forage fish during the nesting season due to construction-related turbidity in these areas. Based on the relatively small area of impact, impacts would be less than significant, nevertheless, mitigation measures are recommended to ensure that construction activities would not adversely affect California least tern.~~

Under Alternative 1, construction activities would temporarily restrict land and water-based uses at several berths at the Northwest Slip that could affect short-term site-specific revenues, which could potentially result in impacts to Land Use and Socioeconomics. However, with implementation of mitigation measures, impacts to these areas and uses would be less than significant.

Construction activities associated with Alternative 1 and Alternative 2 would have significant noise impacts, ~~respectively,~~ to sensitive receptors located near Berths 243-245 and the ARSSS, respectively. However, mitigation measures would reduce impacts to less than significant levels.

Construction activities from Alternative 2 would produce emissions that would exceed the SCAQMD daily threshold for NOx. As a result, Alternative 2 would produce significant levels of NOx emissions under NEPA and CEQA. However, implementation of measures MM AQ-2.1 through MM AQ-2.5 would reduce total NOx emissions such that the net change in mitigated peak daily emissions between Alternative 2 construction activities and the CEQA/NEPA Baseline activities would remain below all SCAQMD daily emission thresholds. As a result of mitigation, emissions from Alternative 2 construction activities would produce less than significant levels of emissions under NEPA and CEQA.

Alternative 3, the No Action Alternative, would not result in any significant mitigable impacts.

S.7.3 Summary of Less than Significant Impacts

Based on the environmental review in this ~~Draft~~ SEIS/SEIR, as summarized in Table S-2, no significant impacts in the following environmental issue areas are expected from implementation of Alternative 1 ~~or Alternative 2~~ of the Proposed Action:

- Aesthetics and Visual Resources
- Cultural Resources
- Geology
- Ground Transportation and Circulation
- Hazards and Hazardous Materials
- Marine Transportation
- Recreation
- ~~Socioeconomics~~
- Utilities
- Water Quality and Oceanography

Based on the environmental review in this SEIS/SEIR, as summarized in Table S-2, no significant impacts in the following environmental issue areas are expected from implementation of Alternative 2 of the Proposed Action:

- Aesthetics and Visual Resources
- Biological Resources
- Cultural Resources
- Geology
- Ground Transportation and Circulation
- Hazards and Hazardous Materials
- Land Use
- Marine Transportation
- Recreation
- Socioeconomics
- Utilities
- Water Quality and Oceanography

Based on the environmental review in this SEIS/SEIR, as summarized in Table S-2, no significant impacts in the following environmental issue areas are expected from implementation of Alternative 3 of the Proposed Action:

- Aesthetics and Visual Resources
- Air Quality and Meteorology
- Biological Resources
- Cultural Resources
- Environmental Justice
- Geology
- Ground Transportation and Circulation
- Hazards and Hazardous Materials
- Land Use
- Marine Transportation
- Noise
- Recreation
- Socioeconomics
- Utilities
- Water Quality and Oceanography

S.7.4 Cumulative Impacts

As discussed in detail in Chapter 6 of this SEIS/SEIR, the Proposed Action was analyzed in conjunction with other related projects in the area for potential to contribute to significant cumulative impacts. Alternative 1 and Alternative 2 of the Proposed Action would result in cumulatively considerable impacts for Air Quality and Meteorology. Neither alternative of the Proposed Action would contribute to cumulatively considerable impacts for any other resource areas. Alternative 3 would not result in any cumulatively considerable impacts.

S.7.5 Beneficial Impacts

Both Alternative 1 and Alternative 2 would result in several long-term beneficial effects within the Port, which would not occur under Alternative 3 (No Action). As described below, Alternative 1 would result in more beneficial impacts than Alternative 2. Both Alternative 1 and Alternative 2 would result in the following beneficial effects:

1. Completion of the Channel Deepening Project to the approved depth of -53 feet MLLW;
2. Improved water quality through removal of existing contaminated sediments from the Main Channel and in areas that remain to be dredged in the vicinity of Berths 127-131 and Berths 136-140;

3. Eliminated potential for bioaccumulation of existing heavy metals and organochlorides within the Main Channel and in areas that remain to be dredged in the vicinity of Berths 127-131 and Berths 136-140; and
4. Increased habitat value at the CSWH.

~~5. Increased habitat value for a number of fish species at the new Eelgrass Habitat Area.~~

Because Alternative 1 would create a new land area at the Northwest Slip and cap existing contaminants at Berths 243-245 (which would remain in place under Alternative 2), it would have the following additional beneficial effects that would not occur under Alternative 2:

1. Improved water quality through capping of existing contaminated sediments within Berths 243-245 in a new CDF at Berths 243-245;
2. Eliminated potential for bioaccumulation of existing heavy metals and organochlorides at and in the vicinity of Berths 243-245;
3. Reduced amount of material disposed in the open ocean, minimizing temporary impacts to a larger marine habitat area that exhibits relatively high physical and biological functions (LA-2 and LA-3); and
4. Improved safety for truck turning movements at the Northwest Slip.

None of the beneficial effects identified above would occur under Alternative 3.

S.8 Coordination with Resource Agencies

Concerned resource agencies were included in the planning process, including, but not limited to, the USEPA, U.S. Fish and Wildlife Service (USFWS), National Oceanic and Atmospheric Administration (NOAA) Fisheries, California Coastal Commission (CCC), and the California Department of Fish and Game (CDFG). A detailed summary of coordination with these agencies is provided in Section 1.12 of this ~~Draft~~ SEIS/SEIR.

S.9 Recommended Alternative and Preliminary LEDPA Determination~~Major Conclusions and Findings~~

~~The SEIS/SEIR evaluated the environmental impacts associated with the implementation of Alternative 1, Alternative 2, and Alternative 3 (No Action). Alternative 1 and Alternative 2 would result in significant and unavoidable impacts to Air Quality and Environmental Justice. However, these impacts would be short-term and temporary, and conditions would be stabilized upon completion of the project. Alternative 1 would also result in impacts to Biology, Land Use and Noise that would be less than significant after implementation of mitigation measures. Although Alternative 1 would result in the elimination of approximately 14 more acres of essential fish habitat, marine habitat, and surface water area (Impacts BIO-2, BIO-5, and WQ-5) than Alternative 2, these impacts would be fully mitigated. Alternative 2 would result in impacts to Biology and~~

~~Noise that would be less than significant after implementation of mitigation measures. All other impacts would be less than significant.~~

Recommended Alternative

This section compares the two action alternatives identified in Section 2.5. Both CEQA and NEPA require analysis of a "reasonable range" of alternatives. As discussed in Section 2.4.3, various disposal options and project alternatives were considered during preparation of this SEIS/SEIR. Under NEPA, an EIS must devote "substantial treatment" to a reasonable range of alternatives considered in detail, including the proposed action, so that reviewers may evaluate the comparative merits (40 C.F.R. § 1502.14[b]). The Clean Water Act Section 404(b)(1) guidelines (40 C.F.R. § 230) require that the USACE only select the least environmentally damaging practicable alternative. Accordingly, this SEIS/SEIR co-equally analyzed the two action alternatives that meet most of the Proposed Action objectives and the purpose and need statement, along with the No Action Alternative, which are described fully in Section 2.5 and summarized in Table 2-3.

As discussed above in Sections S.7.1 through S.7.5 and summarized in Table S-2, Alternative 1 and Alternative 2 would result in identical significant and unavoidable impacts (see Sections 2.7.1 through 2.7.5 for more detailed discussion). Therefore, with respect to these impacts, Alternatives 1 and Alternative 2 are considered to be identical.

Although Alternative 1 would require implementation of mitigation measures for four more impacts than Alternative 2, as discussed in Section 2.7.2, after mitigation the net adverse effects of implementation of Alternative 1 would be negligible. Therefore, with respect to these impacts, Alternatives 1 and Alternative 2 are considered to be substantially similar.

~~Alternative 1 and Alternative 2 would result in nearly identical temporary, adverse environmental impacts. In addition, a~~As discussed above in Section S.7.5, both Alternative 1 and Alternative 2 would result in several long-term beneficial impacts, primarily through anticipated increased biological value within the outer harbor as a result of the CSWH expansion and through removal of contaminated sediments from the Main Channel and in areas in the vicinity of Berths 127-131 and Berths 136-140. However, because Alternative 1 would also cap existing contaminants at Berths 243-245 (contaminants which would remain in place under Alternative 2), it would result in more beneficial effects to water quality and biological resources than Alternative 2. Sediments that would be capped in the CDF are contaminated with mercury, lead, zinc, PCBs, TBT, and PAHs. Leaving these contaminants in place would likely continue to result in adverse effects to benthic infaunal organisms and their predators, especially if these contaminated sediments were to become resuspended during a storm event. ~~Additionally,~~

Creation of a 5-acre fill at the Northwest Slip would allow for realignment of the existing wharf roadway which would facilitate safer and more efficient truck and equipment movement. Additionally, although Alternative 1 results in permanent impacts to marine habitat in the inner harbor—habitat exhibits relatively low physical and biological functions—Alternative 1 also minimizes the amount of material that would be disposed in the open ocean, which would minimize temporary impacts to a larger marine habitat area that exhibits relatively high biological function and has high aesthetic and recreational value (LA-2 and LA-3). Therefore, Alternative 1 would result in more beneficial uses of dredge material than Alternative 2. Therefore, because Alternative 1 would result in several more long-term beneficial impacts than Alternative 2 while achieving all project objectives, Alternative 1 ~~and~~ is considered to be environmentally superior to Alternative 2.

Preliminary LEDPA Determination

Because the Proposed Action involves discharge of dredge materials into waters of the United States, a Draft Clean Water Act Section 404(b)(1) Evaluation was prepared for the Proposed Action alternatives. This evaluation was performed in accordance with Section 404(b)(1) of the Federal Water Pollution Control Act Amendments of 1972 (Public Law 92-500) as amended by the Clean Water Act of 1977 (Public Law 95-217) and also incorporates evaluation of ocean dumping pursuant to USEPA's Ocean Dumping Criteria at 40 CFR Parts 227 and 228, and is included as Appendix B to this Final SEIS/SEIR.

Evaluation of the Proposed Action alternatives in light of the overall project purpose (to complete the Channel Deepening project by providing 3.0 mcy of additional disposal capacity for dredged material, including the beneficial use of the dredged material within the POLA) and the need to avoid or minimize ocean disposal of dredged material under 40 C.F.R Parts 227 and 228 has resulted in a preliminary conclusion that Alternative 1, Port Development and Environmental Enhancement, meets the overall project purpose as well as the requirement to minimize or avoid ocean disposal of dredged material through beneficial reuse, and is therefore considered to be the least environmentally damaging practicable alternative (LEDPA) of the Proposed Action.

Alternative 1 provides sufficient capacity to complete the Channel Deepening Project and minimizes ocean disposal of dredged material by optimizing the beneficial reuse of dredged material through Port development (creation of a CDF at Berths 243-245 to isolate contaminated sediment and prevent its reintroduction into the marine environment) and environmental enhancement (increased biological value at the CSWH). Although creation of the CDF would result in the permanent loss of 12.4 acres of essential fish habitat (EFH), this loss represents a very small percentage of available EFH within the POLA. Additionally, the habitat that would be

lost as a result of creation of the CDF exhibits relatively low physical and biological functions compared to other marine habitat within the POLA, such as the CSWH. Alternative 1 would also require compensatory mitigation for unavoidable impacts to a degraded salt marsh area through transplantation of approximately 0.042 acre of pickleweed from the Northwest Slip Disposal site to another location within the Port in compliance with requirements of the 33 C.F.R. Part 332. With the creation of the CDF under Alternative 1, contaminated sediment at Berths 243-245 and the Northwest Slip would be sequestered from the marine environment, minimizing potential long-term impacts through beneficial reuse of dredged material. In addition, Alternative 1 would minimize the overall amount of ocean disposal of dredged material associated with the Channel Deepening Project.

Alternative 2, Environmental Enhancement and Ocean Disposal, would satisfy the overall project purpose of providing additional disposal capacity for dredged material, including the beneficial use of the dredged material within the POLA through expansion of the CSWH. However, Alternative 2 would not minimize ocean disposal of dredged material because not all practicable alternatives to ocean disposal would be implemented. Beneficial use of dredged materials to create a Confined Disposal Facility at Berths 243-245 would not occur under this Alternative, which would result in a greater volume of ocean disposal of dredged material (approximately 400,000 cubic yards) than under Alternative 1. In addition, without the creation of the CDF, contaminated sediment at Berths 243-453 would remain in place, resulting in potential direct and indirect adverse effects to marine organisms. Without the proposed placement of dredged material at Northwest Slip and Berths 243-245, beneficial reuse associated with Alternative 2 would be reduced by approximately 17% when compared to Alternative 1. In addition, this alternative would substantially increase the amount of ocean disposal of dredged material when there are available practicable alternatives as defined at 40 C.F.R §227.15. Based on the above information, Alternative 2 would result in a substantial reduction in the amount of beneficial reuse of dredged material and a substantial increase in the amount of ocean disposal when compared to Alternative 1. Furthermore, Alternative 2 would allow contaminated sediment to remain in place at Berths 243-245, resulting in potential adverse impacts to the marine environment. As a result of the above environmental factors, Alternative 2 would not avoid and minimize impacts to the aquatic environment and, therefore would not represent the LEDPA.

The No Action Alternative would not satisfy the overall project purpose because it would not provide any additional disposal capacity for dredged material and therefore would not represent the LEDPA.

~~Additionally, a comparison of how each Alternative satisfies the project objectives presented in Section 2.2 is presented below in Table S-1. Alternative 1 would meet all five project objectives,~~

Alternative 2 would meet three of the five project objectives, and Alternative 3 would meet none of the project objectives.

Table S-1 Comparison of How Alternatives Meet Project Objectives

Objective	Alternative 1	Alternative 2	Alternative 3
Complete Channel Deepening Project	Yes	Yes	No
Provide Additional Land	Yes	No	No
Environmental Enhancement	Yes	Yes	No
3.0 mcy of Disposal Capacity	Yes	Yes	No
Dispose Contaminated Sediments in CDF	Yes	No	No

Therefore, based on a comparison of all adverse and beneficial impacts and how each alternative would meet the project objectives, Alternative 1 is the recommended alternative because it would result in more beneficial operational and environmental effects at the Port of Los Angeles than Alternative 2 or Alternative 3, and because Alternative 1 would meet more of the project objectives than Alternative 2 and Alternative 3.

Table S-1 Summary of Impacts and Mitigation Measures

Environmental Impact	Alternative 1 Port Development and Environmental Enhancement	Alternative 2 Environmental Enhancement and Ocean Disposal	Alternative 3 No Action	Mitigation
Aesthetics				
Have a significant demonstrable negative aesthetic effect. (AES-1)	Alt. 1 would introduce temporary aesthetic effects through the presence of construction equipment at all disposal sites. Permanent aesthetic effects would occur through introduction of the CDF at Berths 243-245, and the 5-acre land area at the Northwest Slip. ~~, and an aboveground rock dike at the Eelgrass Habitat Area. Actions at the Eelgrass Habitat Area would create a slightly negative aesthetic effect, but would be integrated into the existing coastal character of surrounding area.~~ No permanent aesthetic effects would occur at LA-2. *Less than significant*	Alt. 2 would not include any actions or aesthetic effects at Berths 243-245 or the Northwest Slip. Temporary aesthetic effects of construction equipment would result at the following disposal sites: ~~Eelgrass Habitat Area (188 days, vs. 180 under Alt. 1),~~ CSWH Expansion Area (210 days, identical to Alt. 1), the Anchorage Road Soil Storage Site (26 days, not affected under Alt. 1), ~~and~~ Ocean Disposal Site LA-2 (90 days, vs. 10 days under Alt. 1), and Ocean Disposal Site LA-3 (120 days, not affected under Alt. 1). ~~Permanent aesthetic effects at the Eelgrass Habitat Area and LA-2 would be identical to Alt. 1.~~ New aesthetic effects at the ARSSS (not affected under Alt. 1) would be consistent with existing conditions and would not be significant. *Less than significant*	*No impact*	No mitigation required.
Significantly affect a recognized or valued view, scenic vista, or scenic highway. (AES-2)	The Berths 243-245 and Northwest Slip sites are either partially or completely obstructed from scenic views and would not be significantly affected by Alt. 1. Construction and disposal equipment at the CSWH Expansion Area~~, the Eelgrass Habitat Area,~~ and the LA-2 sites would cause temporary view obstructions. ~~The new rock dike at the Eelgrass Habitat Area would be a permanent obstruction of views from the west, including the Cabrillo Recreational Complex area, tourist areas in the Port, and roadways to the west; however the dike would~~	Alt. 2 would not affect the Berths 243-245 or Northwest Slip sites. Obstruction of views at the CSWH Expansion Area~~, the Eelgrass Habitat Area,~~ and the LA-2 site would be the same as Alt. 1. Although duration of disposal activities at the LA-2 site would be substantially longer under Alt. 2 (90 days under Alt. 2 vs. 10 days under Alt. 1), valued views would not be permanently affected. No scenic views would be altered at the ARSSS or the LA-3 site. *Less than significant*	*No impact*	No mitigation required.

Environmental Impact	Alternative 1 Port Development and Environmental Enhancement	Alternative 2 Environmental Enhancement and Ocean Disposal	Alternative 3 No Action	Mitigation
	~~be low in height and made of natural materials consistent with those used in existing features in the Outer Harbor area.~~ *Less than significant*			
Create substantial negative shadow effects on nearby shadow-sensitive uses. (AES-3)	Alt. 1 would create short shadows ~~at the Eelgrass Habitat Area~~ due to the temporary presence of equipment. ~~(for the 180-day construction period) and the permanent aboveground rock dike.~~ Such shadows could affect shadow-sensitive recreational uses. However, because of the short length of shadows, the inability for recreational activities to occur close to dredge and disposal sites, and the likelihood that recreational users would not be stationary for long periods of time, shadowing would not create substantial negative effects. *Less than significant*	Alt. 2 would result in the same temporary ~~and permanent~~ shadow effects ~~at the Eelgrass Habitat Area~~ as Alt. 1, although temporary effects of construction equipment would ~~last eight days longer under Alt. 2 (for~~ also occur at the ARSSS and the ~~188-day construction period).~~ LA-3 site. Shadowing would not create substantial negative effects. *Less than significant*	*No impact*	No mitigation required.
Create significant light or glare. (AES-4)	Construction of Alt. 1 would require minimal nighttime lighting to accommodate 24-hour activities at Berths 243-245 (~~55~~15 days for trenching / ~~52~~60 days for fill), Northwest Slip (~~6~~8 days for trenching), and the CSWH Expansion Area (~~155~~171 days for fill). ~~, and the Eelgrass Habitat Area (78 days for fill).~~ Such lighting would introduce a minimal change from existing ambient light associated with the ongoing Channel Deepening Project and shipping operations, and would be temporary in duration. All proposed disposal sites within the Port are located within close proximity to existing light sources at or associated with the Port. *Less than significant*	Alt. 2 would not require nighttime lighting at Berths 243-245 or the Northwest Slip. Construction of Alt. 2 would require temporary nighttime lighting at the CSWH Expansion Area (~~145~~171 days ~~for fill, vs. 155 days under Alt. 1), the Eelgrass Habitat Area (78 days for fill, same as Alt. 1),~~ and the ARSSS (~~26~~30 days for dredge and disposal; not affected under Alt. 1). Effects of nighttime lighting under Alt. 2 would be the same as under Alt. 1. *Less than significant*	*No impact*	No mitigation required.

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Air Quality and Meteorology				
Conflict with or obstruct implementation of the 2007 Air Quality Management Plan (2007 AQMP) (AQ-1)	Alternative 1 would result in ~~4.27~~7.13 tons per year of PM10 and ~~4.07~~7.13 tons per year of PM2.5 emissions but would comply with the assumptions used in the 2007 AQMP. *Less than significant*	Alternative 2 would result in ~~3.56~~5.37 tons per year of PM10 and ~~3.35~~5.37 tons per year of PM2.5 emissions but would comply with the assumptions used in the 2007 AQMP. *Less than significant*	*No impact*	No mitigation required.
Exceed a SCAQMD daily threshold of significance for construction emissions (AQ-2)	Alternative 1 would not exceed ~~the~~ SCAQMD daily ~~NOx~~ thresholds during a peak day of activity *Less than significant, nevertheless, mitigation is applied to further reduce impacts.~~and unavoidable after implementation of mitigation~~*	~~Individual c~~Construction activities of Alternative 2 would produce mitigated emissions that would not exceed the SCAQMD daily threshold for NOx. *Less than significant ~~and unavoidable after~~ with implementation of mitigation*	*No impact*	MM AQ-2.1: ~~Fleet Modernization for~~ Construction Equipment Standards. MM AQ-2.2: Fleet Modernization for On-Road Trucks. MM AQ-2.3: ~~Electricity Use~~Electrify Dredge Equipment. MM AQ-2.4: Engine Standards for Harbor Craft Used In Construction. MM AQ-2.5: Additional Fugitive Dust Control. MM AQ-2.6: Additional Best Management Practices (BMPs).
~~Result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance (AQ-3)~~ Contribute to an existing or projected air quality standard violation (AQ-3)	Alternative 1 would exceed the SCAQMD 1-hour NO2 ambient threshold during a peak day of activity. *Significant and unavoidable after implementation of mitigation*	Alternative 2 would exceed the SCAQMD 1-hour NO2 ambient threshold during a peak day of activity, although at a concentration lower than Alternative 1. *Significant and unavoidable after implementation of mitigation*	*No impact*	MMs AQ-2.1 through AQ-2 ~~6~~5.
Create objectionable odors at the nearest sensitive receptor (AQ-4)	Alternative 1 would not create objectionable odors at the nearest sensitive receptor. *Less than significant*	Alternative 2 would not create objectionable odors at the nearest sensitive receptor. *Less than significant*	*No impact*	No mitigation required.

Environmental Impact	Alternative 1 Port Development and Environmental Enhancement	Alternative 2 Environmental Enhancement and Ocean Disposal	Alternative 3 No Action	Mitigation
Expose the public to significant levels of toxic air contaminants (AQ-5)	Alternative 1 would result ~~in~~4.27 ~~in~~ 5.3 tons DPM emissions but would not exceed any health impact threshold. *Less than significant*	Alternative 2 would result in ~~3.56~~4.0 tons of DPM emissions but would not exceed any health impact threshold. *Less than significant*	No impact	No mitigation required.
Produce GHG emissions that exceed the CEQA threshold (AQ-6)	Alternative 1 would not exceed ~~2004~~ CEQA Baseline GHG levels in 2009 or 2010. *Less than significant under CEQA* ~~*Significant and unavoidable after implementation of mitigation*~~ *No significance determination has been made for NEPA (no NEPA threshold of significance), nevertheless, mitigation is applied to ensure impacts do not occur.*	Alternative 2 would not exceed ~~2004~~ CEQA Baseline GHG levels~~, although at a rate lower than Alternative 1~~ in 2009 or 2010. *Less than significant under CEQA* ~~*Significant and unavoidable after implementation of mitigation*~~ *No significance determination has been made for NEPA (no NEPA threshold of significance), nevertheless, mitigation is applied to ensure impacts do not occur.*	*No impact*	MMs AQ-2.1 ~~3~~ through AQ -2.4.
Biological Resources				
Construction ~~could~~ would affect individuals of or habitat for the California least tern and other special status species. (BIO-1)	Construction of landfills and dredging for the CSWH Expansion Area dike would be less than significant to individuals or habitat for the California least tern or other special status species. Construction of the CSWH Expansion Area ~~and Eelgrass Habitat Area~~ has the potential to adversely affect California least tern for approximately 1 year. *Less than significant, nevertheless, mitigation is applied to ensure impacts do not occur.*	Construction would have less than significant impacts to the least tern and other special status species. *Less than significant, nevertheless, mitigation is applied to ensure impacts do not occur.*	*No impact*	~~Alt 1:~~ MM BIO-1: Limit Turbidity Plume. MM BIO-2: Least Tern Nesting Monitoring. MM BIO-3: Protect Least Tern Nesting Sites ~~Alt 2: MM BIO-1 through BIO-3 would apply.~~
Construction would ~~not~~ result in a substantial reduction or alteration of a state-, federally-, or locally-designated natural habitat, special aquatic site, or plant community. (BIO-2)	Construction would result in the permanent total loss of ~~14.1~~12.4 acres (5.~~7~~0 ha) of EFH and 0.042 acre of Pickleweed wetland. *Less than significant with mitigation*	~~Permanent~~No loss of ~~1.7 acres (0.7 ha)~~ EFH or pickleweed wetland would result, but temporary disturbance of EFH would occur during construction of the CSWH Expansion Area. *Less than significant ~~with mitigation~~*	*No impact*	Alt 1: The permanent loss of marine habitat that would be implemented under MM BIO-4 discussed below under Impact BIO-5. ~~Alt 2: MM BIO-4~~ MM BIO-4: Transplant Pickleweed.

Environmental Impact	Alternative 1 Port Development and Environmental Enhancement	Alternative 2 Environmental Enhancement and Ocean Disposal	Alternative 3 No Action	Mitigation
Construction would ~~not~~ interfere with any wildlife migration/movement corridors. (BIO-3)	*No impact*	*No impact*	*No impact*	No mitigation required.
Construction would ~~not~~ substantially disrupt local biological communities. (BIO-4)	Temporary disturbances related to noise, turbidity, and equipment operation; disposal of dredge material; and runoff from the project area. In the long term, the habitat change at the CSWH Expansion Area ~~and Eelgrass Habitat Area~~ would be beneficial. The introduction of invasive species is unlikely. Existing contaminants at Berths 243-245 would be capped in a CDF which would reduce potential for bioaccumulation to benthic infaunal organisms and their predators. *Less than significant*.	Construction would not substantially disrupt local biological communities, however, under Alt 2 existing contaminants within Berths 243-245 would remain in place and would continue to result in adverse effects to benthic infaunal organisms and their predators. Less than significant	Construction would not substantially disrupt local biological communities, however, under Alt 2 existing contaminants within the main channel and Berths 243-245 would remain in place and would continue to result in adverse effects to benthic infaunal organisms and their predators *Less than significant*	No mitigation required.
Construction would result in the permanent loss of marine habitat. (BIO-5)	Permanent loss of ~~14.1~~12.4 acres of marine habitat *Less than significant with mitigation*	~~Permanent loss of 1.7 acres of marine habitat~~ Creation of shallow water habitat from deep water habitat in the Outer Harbor would result in net increase to habitat value. *Less than significant ~~with mitigation~~*	*No impact*	Alt. 1 MM BIO-~~4~~5: Apply Mitigation Credits ~~to fully offset the loss of marine habitat from the Eelgrass Habitat Area.~~ ~~Alt 2:~~ ~~MM BIO-4: Apply Mitigation Credits to offset the loss of marine habitat from the Eelgrass Habitat Area.~~
Cultural Resources				
Construction would disturb, damage, or degrade paleontological resources (CR-1)	*No impact*	*No impact*	*No impact*	No mitigation required.
Construction would disturb, damage, or degrade archeological resources (CR-2)	*No impact*	*No impact*	*No impact*	No mitigation required.
Construction would adversely change significance of historical resource (CR-3)	*No impact*	*No impact*	*No impact*	No mitigation required.

Environmental Impact	Alternative 1 Port Development and Environmental Enhancement	Alternative 2 Environmental Enhancement and Ocean Disposal	Alternative 3 No Action	Mitigation
Geology				
Project would ~~result in~~cause or accelerate geologic hazards to structures, infrastructure or people (GEO-1)	*Less than significant*	*Less than significant*	*No impact*	No mitigation required.
Project would cause or accelerate erosion and sedimentation not controlled on-site (GEO-2)	*Less than significant*	*Less than significant*	*No impact*	No mitigation required.
Ground Transportation				
Short term impacts to streets during construction. (TRANS-1)	77 worker trips per shift and 15 daily truck trips for 15 months. *Less than significant.*	71 worker trips per shift and no daily truck trips for 17 months *Less than significant*	*No impact*	No mitigation required.
Operation-related traffic would Increase an intersection's V/C ratio (TRANS-2)	*No impact*	*No impact*	*No impact*	No mitigation required.
Project operations would result in a significant increase in related public transit use (TRANS-3)	*No impact*	*No impact*	*No impact*	No mitigation required.
Project operation operations would result in a significant increase in freeway congestion (TRANS-4)	*No impact*	*No impact*	*No impact*	No mitigation required.
Delays in regional traffic would not be caused by increased rail activity (TRANS-5)	*No impact*	*No impact*	*No impact*	No mitigation required.
Hazards and Hazardous Materials				
Compliance with applicable regulations and policies guiding development within the Port (HAZ-1)	*No impact*	*No impact*	*No impact*	No mitigation required.
Increase the probable frequency and severity of consequences to people from exposure to a health hazard (HAZ-2)	Transporting approximately 0.080 mcy of contaminated dredged material to Berths 243-245 would result in an incremental but less than significant increase in the probable frequency and severity of consequences to people from exposure to a health hazard. *Less than significant*	Transporting approximately 0.080 mcy of contaminated dredged material to the ARSSS would result in an incremental but less than significant increase in the probable frequency and severity of consequences to people from exposure to a health hazard. *Less than significant*	*No impact*	No mitigation required.

Environmental Impact	Alternative 1 Port Development and Environmental Enhancement	Alternative 2 Environmental Enhancement and Ocean Disposal	Alternative 3 No Action	Mitigation
Substantially increase the probable frequency and severity of consequences to people or property from exposure to the health hazard as a result of a potential accidental release or explosion of a hazardous material (HAZ-3)	*No impact*	*No impact*	*No impact*	No mitigation required.
Construction or operation activities would substantially interfere with emergency response plans or emergency evacuation plans, thereby increasing risk of injury or death (HAZ-4)	Construction equipment would be located at designated staging areas adjacent to construction areas for 15 months, thereby minimizing interference with emergency access. *Less than significant*	Construction equipment would be located at designated staging areas adjacent to construction areas for 17 months, thereby minimizing interference with emergency access. *Less than significant*	*No impact*	No mitigation required.
Increase the frequency or severity of an accidental release or explosion of hazardous materials, thereby increasing risk of injury or death (HAZ-5)	*No impact*	*No impact*	*No impact*	No mitigation required.
Increased probability of an accidental spill as a result of a tsunami (HAZ-6)	An accidental spill of petroleum products and/or hazardous substances could occur if a tsunami hit during construction; however, the amount spilled would be less than 10,000 gallons, resulting in low probability and acceptable risk. *Less than significant*	The duration of construction is less than Alt. 1 (12,126 hours vs. 12,461; therefore reducing the potential duration when a tsunami could hit. *Less than significant*	*No impact*	No mitigation required.
A measurable increase in the probability of a terrorist attack, which would result in adverse consequences to the Proposed Action area and nearby areas (HAZ-7)	*No impact*	*No impact*	*No impact*	No mitigation required.
Land Use				
The project would be inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site (LU-1)	*No impact*	*No impact*	*No impact*	No mitigation required.

Environmental Impact	Alternative 1 Port Development and Environmental Enhancement	Alternative 2 Environmental Enhancement and Ocean Disposal	Alternative 3 No Action	Mitigation
The project would be inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans (LU-2)	*No impact*	*No impact*	*No impact*	No mitigation required.
The project would substantially affect the types and/or extent of existing land uses in the project area (LU-3)	During construction of the Northwest Slip (approximately ~~214~~247 days) water-based activities and operations at Berths 134 and 135 would be discontinued and water-based activities and operations associated with Berths 129 through 130 would be substantially restricted. Vessel access to and within the West Basin would also be restricted thereby affecting Berths 126 through 128, 136 through 139, and 142 through 147. *Less than significant with mitigation*	Disposal activities at the ARSSS would increase noise, air quality emissions, and vessel and truck traffic volumes. These impacts would create temporary (approximately ~~26~~30 days) nuisances to users and residents of the privately operated marinas adjacent to Shore and Anchorage Roads, but they would not preclude, restrict, or otherwise substantially affect use of these marinas as living areas. No impacts associated with construction of the Northwest Slip would occur as under Alternative 2. *Less than significant ~~with mitigation~~*	No impact	Alt. 1 MM LU-1: The Port shall provide a minimum of 60 days advance notice of any construction-related activities to leaseholders directly affected by, or in close proximity to, construction of the Northwest Slip. The Port shall respond to the complaints or concerns of affected parties within a 72-hour period. Alt. 1 MM LU-2: At least 60 days prior to the start of construction, the Port shall identify and make available reasonable alternative sites and facilities to affected leaseholders whose operations and uses are directly displaced by construction-related activities. The Port shall ensure that within 30 days of the completion of construction, affected leaseholders are provided with the option to return to their pre-construction Port locations.
The project would disrupt, divide or isolate existing neighborhoods, communities, or land uses (LU-4)	No existing neighborhoods or communities would be affected. However, during construction of the Northwest Slip (approximately ~~214~~247 days) water-based activities and operations at Berths 134 and 135 would be discontinued and water-based activities and operations associated with Berths 129 through 130 would be substantially restricted. Vessel access to and within the West Basin would also be restricted thereby affecting Berths 126 through 128, 136 through 139, and 142 through 147.	Full-time residents of the privately operated marinas adjacent to Shore and Anchorage Roads would be subject to temporary impacts during disposal activities. However, no full-time residents would be displaced, divided or isolated during disposal activities, and all impacts would be temporary in nature (approximately ~~26~~30 days). No impacts associated with construction of the Northwest Slip would occur under Alternative 2. *Less than significant*	*No impact*	Alt. 1: MM LU-1 ~~The Port shall provide a minimum of 60 days advance notice of any construction-related activities to leaseholders directly affected by, or in close proximity to, construction of the Northwest Slip. The Port shall respond to the complaints or concerns of affected parties within a 72-hour period.~~ Alt. 1: MM LU-2 ~~: At least 60 days prior to the start of~~

Environmental Impact	Alternative 1 Port Development and Environmental Enhancement	Alternative 2 Environmental Enhancement and Ocean Disposal	Alternative 3 No Action	Mitigation
	Less than significant with mitigation			~~construction, the Port shall identify~~ and ~~make available reasonable alternative sites and facilities to affected leaseholders whose operations and uses are directly displaced by construction-related activities. The Port shall ensure that within 30 days of the completion of construction, affected leaseholders are provided with the option to return to their pre-construction Port locations.~~ Alt 2: None required
The project would result in secondary impacts to surrounding land uses (LU-5)	*No impact*	*No impact*	*No impact*	No mitigation required.
Marine Transportation				
Interfere with operation of designated vessel traffic lanes and impair the level of safety for vessels navigating the Main Channel, East Basin and West Basin areas, and Cerritos Channel (VT-1).	Alternative 1 would require up to 3,~~229~~207 barge trips (~~7.2~~2.2 – 3.0 trips/day). *Less than significant*	Alternative 2 would require up to 2,~~920~~489 barge trips (~~5.7~~3.3 – 3.6 trips/day), resulting in an incremental overall decrease in the risk of interference with operation of vessel traffic lanes. *Less than significant*	*No impact*	No mitigation required.
Noise				
Construction noise would exceed existing ambient noise by ~~more than~~ 5 dBA or more at a noise-sensitive use (NOI-1)	Construction noise would be significant at sensitive receptors at Berths 243-245 for approximately one year. *Less than significant with mitigation*	Construction noise would be significant at receptors located west of the ARSSS for approximately four months. No impacts would occur at Berths 243-245. *Less than significant with mitigation*	*No impact*	Alt 1~~: Port shall implement following noise control measures: construct temporary solid fence; stage equipment away from Fire Station, maintain equipment with covers, shields, mufflers, and screening.~~ MM NOI-1: Temporary Construction Noise Control. Alt 2~~: Dispose sediment 400 feet from western site boundary or constructing 10-foot high berm.~~

Environmental Impact	Alternative 1 Port Development and Environmental Enhancement	Alternative 2 Environmental Enhancement and Ocean Disposal	Alternative 3 No Action	Mitigation
				MM NOI-2: Noise Attenuation Measures.
Construction noise exceeds nighttime and weekend ambient noise standard (NOI-2)	*No impact*	*No impact*	*No impact*	No mitigation required.
Operational would increase ambient noise by 3 dBA (NOI-3)	*No impact*	*No impact*	*No impact*	No mitigation required.
Recreation				
Result in a demand for recreation and park services that exceeds the available resources (REC-1)	*No impact*	*No impact*	*No impact*	No mitigation required.
Result in a substantial loss or diminished quality of recreational, educational, visitor-oriented opportunities, facilities, or resources (REC-2)	Temporary closures and/or restrictions of open water available to recreational boaters at the CSWH. *Less than significant*	Identical to Alternative 1 *Less than significant*	*No impact*	No mitigation required.
Utilities				
Require or result in the construction or expansion of water, wastewater, or storm drain lines, which could cause significant environmental effects (PS-1)	Requires revision of storm drain system at Berths 243-245, with no resulting environmental effects. *Less than significant*	*No impact*	*No impact*	No mitigation required.
Exceed existing water supply, wastewater, or landfill capacities (PS-2)	Use of water by construction workers during construction activities would not exceed existing water supplies; the amount of wastewater generated by construction personnel would be short-term and minimal; no impact to landfill capacities would occur as dredge materials would not be sent to off-site landfills *Less than significant*	Slightly more water would be used by construction workers and more wastewater generated compared to Alt. 1, due to longer duration of construction *Less than significant*	*No impact*	No mitigation required.

Environmental Impact	Alternative 1 Port Development and Environmental Enhancement	Alternative 2 Environmental Enhancement and Ocean Disposal	Alternative 3 No Action	Mitigation
Require new, offsite energy supply and distribution infrastructure, or capacity-enhancing alterations to existing facilities that are not anticipated by adopted plans or programs (PS-3)	Energy required to construct and operate Alternative 1 would not exceed the existing supply. *Less than significant*	Energy required to construct and operate Alternative 2 would not exceed the existing supply. *Less than significant*	*No impact*	No mitigation required.
Water Quality				
Project results in pollution, contamination or nuisance impacts (WQ-1)	The water quality of Los Angeles Harbor would be temporarily impacted during dredging and disposal operations, including short-term increases in turbidity, decreases in dissolved oxygen and pH, increases in nutrients, and increases in contaminants in areas where contaminated sediments occur. *Less than significant*	Temporary impacts to water quality would occur at two fewer water disposal sites (Berths 243-245 and the Northwest Slip) than for Alternative 1. Contaminated sediments would remain in the Harbor and would have the potential to be re-suspended during storm events. *Less than significant*	*No impact*	No mitigation required
Project causes a violation of water quality regulations (WQ-2)	No violations would occur *Less than significant*	No violations would occur *Less than significant*	*No impact*	No mitigation required
Project results in short- or long-term erosion or sedimentation impacts (WQ-3)	Disposal of dredge material at two upland sites (to be created by fill) increases potential for short term erosion, but would be minimized by BMPs. *Less than significant*	Disposal of dredge material at one upland site would incrementally decrease potential for erosion under Alternative 2 compared to Alternative 1. *Less than significant*	*No impact*	No mitigation required
Project results in changes to water currents (WQ-4)	New land at Berths 243-245 and the Northwest Slip would not substantially change water currents at these locations. Currents would be increased at the CSWH ~~and decreased within the Eelgrass Habitat Area~~, but not substantially.	Changes in water currents would be nearly identical to Alternative 1, even though no new land would be created. *Less than significant*	*No impact*	No mitigation required

Environmental Impact	Alternative 1 Port Development and Environmental Enhancement	Alternative 2 Environmental Enhancement and Ocean Disposal	Alternative 3 No Action	Mitigation
	Less than significant			
Project substantially reduces the amount of surface water at the port (WQ-5)	Alternative 1 would reduce surface water area at the Port by approximately ~~14.7~~13.0 acres *Less than significant*	Alternative 2 would not result in new land area or reduce surface water area ~~by approximately 1.7 acres~~ in the Port. ~~*Less than significant*~~ *No Impact*	*No impact*	No mitigation required