Executive Summary

ES.1 Introduction

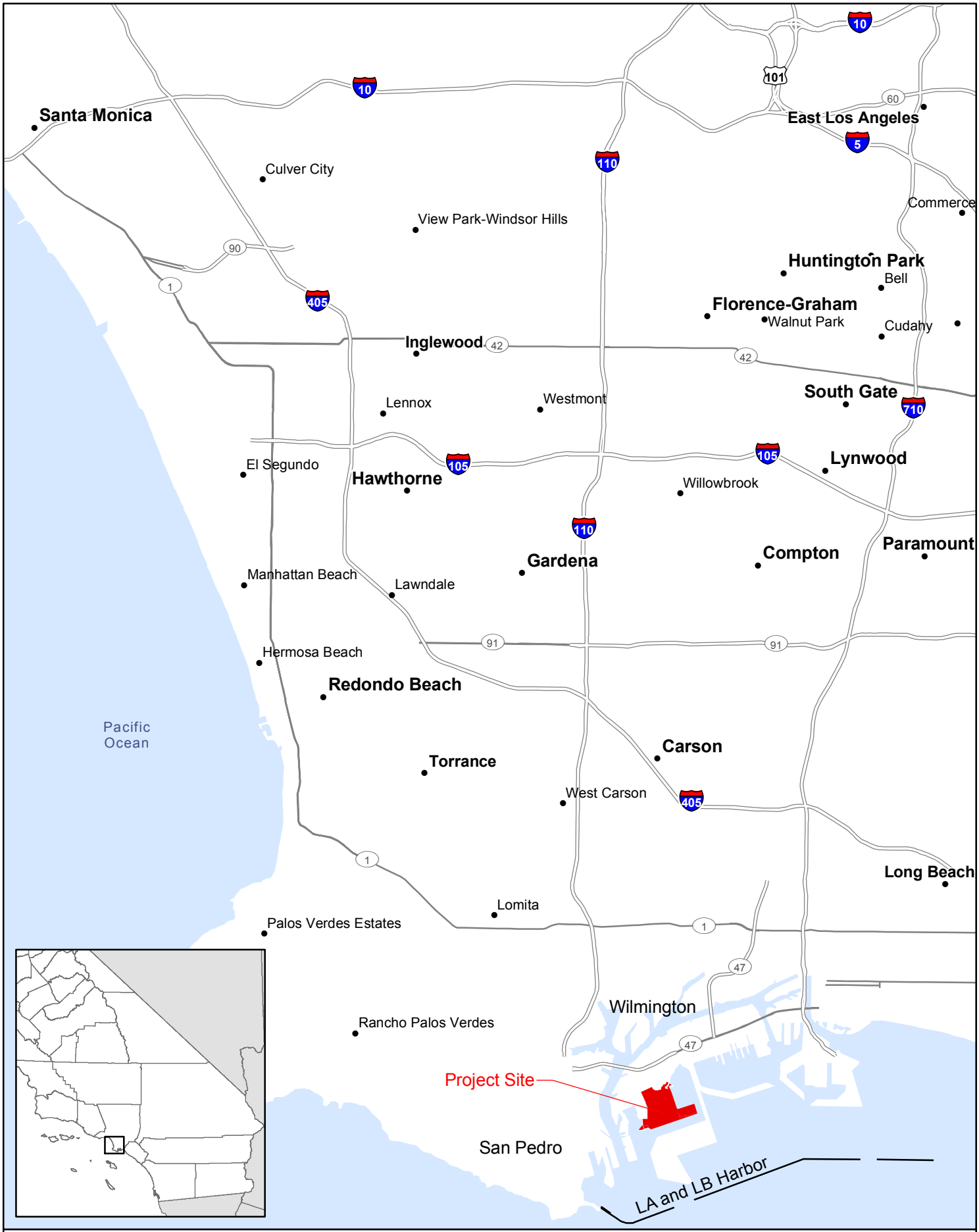
This joint Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) has been prepared to evaluate environmental impacts related to the construction and operation of the Berths 302-306 American President Lines (APL) Container Terminal Project (hereafter referred to as the "proposed Project") and alternatives, as proposed by the Los Angeles Harbor Department (LAHD). The LAHD administers development within the Port of Los Angeles (Port) and overall Port operations. The proposed Project is located at Pier 300 on Terminal Island, within the Port of Los Angeles Community Plan area within the City of Los Angeles (Figure ES-1). The APL Terminal site encompasses the majority of Pier 300 within LAHD property, and is generally bounded by Terminal Way to the north, Pier 300 Shallow Water Habitat and Sea Plane Lagoon to the east, Earle Street to the west, and the Pier 300 Channel to the south. The proposed Project involves expansion and redevelopment of the existing 291-acre APL Terminal (to approximately 347 acres) to support future cargo throughput demand at the APL Terminal specifically, and throughout the Port.

This Draft EIS/EIR has been prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) (42 United States Code [USC] Section 4321 et seq.) and in conformance with the Council for Environmental Quality (CEQ) Regulations for Implementing NEPA (40 Code of Federal Regulations [CFR] Section 1500 et seq.) and the U.S. Army Corps of Engineers (USACE) Procedures for Implementing NEPA. This document also fulfills the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act of 1970 (CEQA Guidelines) (14 California Code of Regulations [CCR] Section 15000 et seq.). Specifically, this Executive Summary has been prepared in accordance with Section 15123 (b) of the CEQA Guidelines which states that the EIR should contain a brief summary of the proposed actions and its consequences and should identify: 1) each significant effect with proposed mitigation measures and alternatives that would reduce

***Key* Definitions**

NEPA = establishes environmental policy for the nation, provides an interdisciplinary framework for federal agencies to prevent environmental damage, and contains "action-forcing" procedures to ensure that federal agency decision makers take the environmental factors into account. (42 U.S.C. 4321; 40 C.F.R. 1500.1)

CEQA = enacted by the state legislature in 1970 and was patterned after NEPA. CEQA requires public agency decision makers to document and consider the environmental implications of their actions. CEQA applies to all government agencies at all levels in California, including local agencies, regional agencies, and state agencies, boards and commissions.



Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project
Regional Location
Figure ES-1

or avoid that effect; 2) areas of controversy known to the lead agency; and 3) issues to be resolved including the choice among alternatives and whether or how to mitigate significant effects. Throughout the Executive Summary are references to various chapters and sections in the Draft EIS/EIR where detailed information and analyzes can be reviewed.

***Key* Definitions**

Lead Agency = the Public Agency that has the primary responsibility for carrying out or approving a project that may have a significant effect on the environment.

The USACE is the federal lead agency responsible for preparation of the EIS portions of this document. The LAHD is the state lead agency responsible for preparation of the EIR portions of this document and is the project applicant for the proposed Project. Both agencies have determined that there is the potential for significant environmental impacts and, therefore, a joint EIR/EIS has been prepared in the interest of efficiency and to avoid duplication of effort. Several other agencies have special roles with respect to the proposed Project and will use this EIS/EIR as the basis for their decisions to issue any approvals and/or permits that might be required.

This Draft EIS/EIR describes the affected resources and evaluates the potential impacts to those resources as a result of building and operating the proposed Project and alternatives.

ES.2 Purpose of the Draft EIR/EIS

This Draft EIS/EIR would be used to inform decision-makers and the public about the potential significant environmental effects of the proposed Project and alternatives. Section 1.3 of Chapter 1, Introduction, describes the agencies that are expected to use this document, including the lead, responsible, and trustee agencies under CEQA and NEPA. Section 1.4 in Chapter 1, Introduction, describes the scope and content required of the document, and Section 1.5 describes the key principles guiding the preparation of the document.

This Draft EIS/EIR is being provided to the public for review, comment, and participation in the planning process. After public review and comment, a Final EIS/EIR will be prepared that would include responses to comments on the Draft EIS/EIR received from agencies, organizations, and individuals. The Final EIS/EIR would then provide the basis for decision-making by the CEQA and NEPA lead agencies, as described below, and other concerned agencies.

ES.2.1 CEQA Introduction

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

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

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

The LAHD 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 Section 30700 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 Section 30700 and Section 30701). 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.

Key Definitions

Initial Study = is a preliminary analysis prepared by the CEQA Lead Agency to determine whether an EIR or Negative Declaration must be prepared and, if necessary, identify the significant environmental effects to be analyzed in an EIR.

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

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

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

ES.2.2 NEPA Introduction

This EIS is being prepared by the USACE in compliance with regulations for implementing NEPA (40 CFR 1500-1508), which require the evaluation of potential environmental impacts resulting from federal actions. The primary federal action associated with the proposed Project is the issuance of a permit authorizing work and structures in navigable waters of the United States (U.S.) and the for the possible discharge of return water from the disposal of dredged material in upland locations (no fill in waters of the U.S. would occur). The USACE has jurisdictional authority over the proposed Project pursuant to Section 10 of the River and Harbor Act.

The USACE will use this document in its consideration of an application submitted by the LAHD for a permit covering dredging activities (including potential disposal of dredged material) and construction of a new wharf in accordance with Section 10 of the River and Harbor Act. For the USACE, approval of a permit under Section 10 of the River and Harbor Act for dredge-and-fill activities in waters of the U.S. associated with the proposed Project or Project alternative is an action that might result in significant effects on the environment, thus constituting a major federal action requiring NEPA review (42 USC 4341 *et seq*.). This document is not serving as a public notice of application for any permit at this time. Rather, such public notice is being published separately from and concurrently with the public review period for this Draft EIS/EIR. Additional information on the role of the USACE and its jurisdiction and responsibilities with regard to this document and the proposed Project and alternatives is presented in Sections 1.2.1 and 1.4 of Chapter 1, and Sections 2.3.4 and 2.7 in Chapter 2 of the Draft EIS/EIR.

***Key* Definitions**

Dredging = is an operation to excavate material from the bottom of a shallow sea or freshwater area, disposing of the material at a different location.

Berth = dock for ship: a place, usually alongside a quay or dock, where a boat ties up or anchors.

TEU = Twenty-foot Equivalent Unit = One 20-foot-long x 8-foot-wide x 8-foot-6-inch-high shipping container. Presently, most maritime containers are 40 feet long or two TEUs.

ES.2.3 CEQA Purpose

The overall purpose of the proposed Project is to optimize and expand the cargo-handling capacity at the APL Terminal to accommodate the increased throughput demand expected at the Port by APL in the long term, while also maintaining consistency with established Port policies pertaining to the environment. This objective would be accomplished through expansion and improvement of the existing Berths 302-305 marine terminal from the current 291 acres to approximately 347 acres, including extension of the existing wharf by 1,250 feet (creating Berth 306), to accommodate an annual throughput of up to approximately 3.2 million Twenty-foot Equivalent Unit (TEUs) by 2027.

To meet the overall proposed Project purposes, the following objectives need to be accomplished:

- Optimize the use of existing land at Berths 302-305, behind the proposed Berth 306, and associated waterways in a manner that is consistent with the LAHD's public trust obligations;
- Improve the container terminal at Berths 302-306 to more efficiently work larger ships and to ensure the terminal's ability to accommodate increased numbers and sizes of container ships;
- Increase accommodations for container ship berthing, and provide sufficient backland area and associated improvements for optimized container terminal operations, at Berths 302-306;
- Incorporate modern backland design efficiencies into improvements to the existing vacant landfill area at Berth 306; and
- Improve the access into and out of the terminal and internal terminal circulation, at Berths 302-306 to reduce the time for gate turns and to increase terminal efficiency.

ES.2.4 USACE Purpose and Need

The USACE purpose for the proposed Project under NEPA is described fully in Section 2.3.4 in Chapter 2, Project Description. The overall purpose of the proposed Project is to optimize the cargo-handling efficiency and capacity at Berths 302-306 to accommodate projected long-term increases in volume and containerized goods shipped through the Port. Optimizing efficiency would support the projected increase in import and export trade at the APL Terminal specifically, and throughout the Port. The basic purpose of the proposed Project is economic growth in maritime trade, which is a water-dependent activity. The overall proposed Project purpose serves as the foundation of the USACE Section 10 and Section 103 analyses.

ES.2.5 Baselines

ES.2.5.1 CEQA Baseline

Section 15125 of the CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a Project that exist at the time of the NOP. These environmental conditions would normally constitute the baseline physical conditions by which the CEQA lead agency determines if an impact is significant. For purposes of this Draft EIS/EIR, the CEQA baseline for determining the significance of potential Project impacts is the environmental setting one year prior to and through June 2009. The CEQA baseline for this proposed Project includes 1,128,080 (or 1.13 million) TEUs per year, 247 annual ship calls, and 998,728 annual truck trips that occurred on the 291-acre APL Terminal in the year prior to and through June 2009. The CEQA baseline conditions are described in further detail in Section 2.6.1 of Chapter 2, Project Description.

The CEQA baseline represents the setting at a fixed point in time and differs from the No Project Alternative (discussed in Section 2.6.1 of Chapter 2, Project Description) in that the No Project Alternative (Alternative 1) addresses what is likely to happen at the site over time, starting from the existing conditions. The No Project Alternative allows for

growth at the proposed Project site that could be expected to occur without additional approvals.

ES.2.5.2 NEPA Baseline

In analyzing a proposed project in a joint NEPA/CEQA format, the USACE may distinguish the scientific and analytical basis for its decisions separately from the CEQA lead agency decision. Fundamental to this analysis is establishing the NEPA baseline. The NEPA baseline for determining significance of impacts is the set of conditions defined by examining the full range of construction and operational activities the applicant could implement and is likely to implement absent federal action, in this case issuance of a permit from the USACE (e.g., air emissions and traffic likely to occur without issuance of a permit to construct wharves or dredge). The NEPA baseline determination is based on direct statements and empirical data from the applicant, as well as on the judgment and experience of the USACE. The NEPA baseline conditions are described in further detail in Section 2.6.2 of Chapter 2, Project Description.

For the proposed Project evaluated in this EIS/EIR, under the NEPA baseline scenario, there would be no improvements to the existing container terminal, such as dredging and any associated ocean transport and disposal of the material, wharf construction, or additional cranes. There would also be limited upland improvements as discussed further in Section 2.6.2 of Chapter 2, Project Description. However, under the NEPA baseline scenario, the existing lease would remain in place and current operations would continue at the existing container terminal. Therefore, for this proposed Project, the NEPA baseline is equivalent to the No Federal Action Alternative, and these terms are used interchangeably throughout this document.

Unlike the CEQA baseline, which is defined by conditions at a point in time, the NEPA baseline is not bound by statute to a "flat" or "no-growth" scenario; therefore, the NEPA baseline could include upland terminal construction and increases in upland operations over the life of a project, which do not require federal action or approval.

ES.3 Proposed Project

ES.3.1 Overview

The proposed Project consists of expansion and redevelopment of the existing APL Terminal at Berths 302-305 (the expansion would extend to Berth 306) located on Pier 300 of Terminal Island in the Port. During the period of July 2008 to June 2009 (CEQA Baseline), the APL Terminal handled approximately 1,128,080 TEUs (Table ES-1). At full capacity, expected to occur by 2027, the APL Terminal would support an annual throughput capacity of approximately 3,206,000 (or 3.2 million) TEUs (1,832,000 containers using a conversion factor of 1.75).

The proposed Project encompasses approximately 347 acres and includes improvements to the existing 291-acre APL Terminal and an expanded area of 56 acres. Forty-one of the 56 acres of expansion area constitute the fill area that resulted from the Channel Deepening Project. The following presents a summary of the improvements that would occur within each area. Refer to Figure ES-2 for a visual representation of the major elements of the proposed Project.

1

Table ES-1: Existing and Projected Berths 302-306 [APL] Container Terminal Throughput

	CEQA Baseline *(July 2008-June 2009)*	NEPA Baseline (2027)	Proposed Project (at capacity)					No Project (at capacity) 2027
			2012	2015	2020	2025	2027	
Annual TEUs [a,b]	1,128,080	2,153,000	1,906,000	2,702,000	2,912,000	3,122,000	3,206,000	2,153,000
Annual Ship Calls	247	286	234	286	338	364	390	286
Annual Truck Trips (Total)	998,728	1,922,497	1,701,940	2,412,720	2,600,240	2,879,170	3,003,160	1,922,500
Annual Rail Trips (Total)	1,676	2,336	2,197	2,627	2,831	2,876	2,953	2,336
% Truck/Rail Splits	46/54	45/55	45/55	45/55	45/55	45/55	45/55	45/55
% TEUs by On-dock Rail	35%	35%	35%	35%	35%	33%	32%	35%
% TEUs by Near Dock Rail	11%	10%	10%	10%	10%	12%	13%	10%
% TEUs by Truck	54%	55%	55%	55%	55%	55%	55%	55%
Terminal Acreage	291	291	291	347	347	347	347	291
Number of A-frame Gantry Cranes	12	12	16	18	24	24	24	12
Number of Berths[c]	4	3.5	3.5	4.5	4	4	4	3.5

a. Baseline throughput numbers were generated by LAHD Wharfingers Office

b. NEPA Baseline, Proposed Project and No Project throughput numbers represent terminal capacity throughput levels

c. Useable berth space refers to the amount of space available to berth vessels and is dependent on vessel sizes. As ships get bigger, a fixed wharf length will have less berth space

Legend

- New 41 acres
- New 4 acres
- New 7 acres
- New 2 acres
- New 2 acres
- Existing Terminal

N

CDM

500 250 0 500

Feet

Port of Los Angeles

Berths 302 - 306 [APL]

Container Terminal Project

Proposed Project

Figure ES-2

Improvements to the existing terminal would:

- Modify the outbound gates associated with the main gate;
- Modify the terminal entrance lanes;
- Modify the Earle Street gate;
- Install up to 4 new cranes at Berths 302-305;
- Convert a portion of the existing dry container storage unit area to a refrigerated container unit (reefer) storage area equipped with plug-in electric power;
- Demolish and re-construct the Roadability facility;
- Expand the Power Shop facilities by constructing and operating a separate two-story Power Shop Annex building (just north of the existing Power Shop), which would include tractor maintenance bays (first floor) and Marine Offices (second floor); and
- Install utility infrastructure at various areas in the existing backlands (including the removal and installation of new light poles, utilities for a new "Meet and Greet" booth on backlands behind Berth 301, etc.).

Proposed expansion-area components would:

- Construct approximately 1,250 linear feet (4 acres) of concrete wharf to create Berth 306;
- Install up to 8 new cranes on the new wharf at Berth 306;
- Install AMP along the new wharf at Berth 306;
- Dredging at Berth 306; the dredge material (approximately 20,000 cubic yards) will be beneficially reused (as fill), or disposed of at an approved confined disposal facility (CDF) site. If these options are unavailable or impracticable, an existing ocean disposal site could be considered (i.e., LA-2);
- Improve approximately 41 acres of already constructed but unimproved fill as container terminal backland with infrastructure that could support traditional operations, electric equipment operations, as well as potentially automated operations on the Berth 306 backlands (a majority of the new infrastructure would be located adjacent to existing stations or substations near the reefer area of the existing backlands);
- Redevelop approximately 2 acres of the former LAXT conveyor right of way and approximately 7 acres of former LAXT backland behind Berth 301 into container terminal backland; and
- Develop approximately 2 acres of existing land northeast of the current main gate for a new out gate location.

Operation of the Berth 306 Backlands. The existing APL Terminal operates using "traditional" methods. Once containers have been off-loaded from a ship or received through the gates on trucks and trains, the containers are stored and moved around the backlands area of the terminal using mostly diesel-powered cargo-handling equipment. It is foreseeable that a technology change could result in replacement of some of the traditional backland operations at the APL Terminal through the use of an automated container handling system on the 41-acre backland area adjacent to proposed Berth 306. If installed, such a system would involve the use of semi-automatic dual hoist electric

shore side gantry cranes, Automated Guided Vehicles (AGVs), electric automated stacking cranes (ASCs), and semi-automated electric Landside Transfer Cranes (LTCs). Because it is not certain as to whether or when use of an automated system would commence, for the purposes of environmental review, the EIS/EIR assumes that either (1) the terminal would continue to operate using traditional operation throughout the lease term; or (2) the operation of the 41-acre backland would transition from a traditional operation (i.e., transport of containers by mostly diesel-powered equipment) to an automated operation with mostly electric equipment during the lease term. More discussion of the potential design of the proposed Berth 306 backlands can be found in Section 2.5.3.2 of Chapter 2, Project Description.

ES.3.2 Local Setting

The Port consists of 28 miles of waterfront, approximately 300 commercial berths, and 7,500 acres of land and water. The Port is administered under the California Tidelands Trust Act of 1911 by the LAHD. The LAHD is chartered to develop and operate the Port to benefit maritime uses, and it functions as a property owner by leasing Port properties to more than 300 tenants. The Port contains 27 major cargo terminals, including facilities to handle automobiles, containers, dry bulk products, liquid bulk products, and cruise ships, as well as extensive transportation infrastructure for cargo movement by truck and rail. The Port accommodates commercial fishing, canneries, shipyards, and boat repair yards; provides slips for 6,000 pleasure craft, sport fishing boats, and charter vessels; and supports community and educational facilities such as a public swimming beach, the Boy/Girl Scout Camp, the Cabrillo Marine Aquarium, and the Maritime Museum.

ES.3.3 Project Site and Surrounding Uses

The proposed Project site is located on Terminal Island, within an industrial area in the vicinity of Fish Harbor. The site is within the Port of Los Angeles Community Plan area of the City of Los Angeles, which is adjacent to the communities of San Pedro and Wilmington (Figure ES-1). Four bridges provide vehicular and rail access to Terminal Island from the mainland: the Vincent Thomas Bridge, the Schuyler Heim Bridge, the Gerald Desmond Bridge, and the Badger Avenue Railroad Lift Bridge.

The existing APL Terminal is located on Pier 300. It occupies 291.2 acres and includes: 4,000 ft of wharf with four labeled berths (Berths 302 through 305); an on-dock railyard that can accommodate up to 64 five-platform double-track railcars (equivalent to nearly three full trains); two dedicated lead rail tracks with flexible entrance/exit points off the main rail line within the Alameda Corridor; a transloading dock; a gate complex that includes an intermodal control tower; 10 inbound and 10 outbound lanes; automobile parking facilities; two marine buildings; 600 refrigerated container plugs; a washdown facility for refrigerated container units and trucks; and maintenance and repair facilities consisting of a chassis shop (approximately 30,000 square feet) and a Power Shop (approximately 22,000 square feet).

Existing equipment and facilities on the proposed Project site include: 12 A-frame 100'-gauge cranes along the south-facing wharves, along with mobile equipment used to handle containers. Current cargo-handling equipment consists of approximately 36 forklifts, 7 side picks, 19 top handlers, 8 Rubber Tire Gantry (RTG) cranes, 10 Rail Mounted Gantry (RMG) cranes, and 195 yard tractors. Figure ES-2 shows key features of the existing container terminal.

With respect to surrounding uses, the proposed Project site is generally bounded as follows:

- On the north by Terminal Way, Seaside Avenue, the Terminal Island Water Reclamation Plant, the vacant former LAXT facility, Mobil Oil Corp facilities, the U.S. Custom House, the Port Fire Station 40, the Terminal Island Container Transfer Facility and associated rail tracks, and a dry bulk terminal remote storage area;
- On the east by the Pier 300 Shallow Water Habitat, Navy Way, and Sea Plane Lagoon;
- On the west by Earle Street, the Los Angeles Yacht Club, Starkist Foods Inc., Pan Pacific Fisheries, Tri-Union Fish Company Fish Harbor, and the Main Channel; and
- On the south by the Pier 300 Channel and the Outer Los Angeles Harbor.

Slightly farther to the south is the 484-acre APM Terminals/Pier 400 area, which hosts six berths, backland operations, and on-dock rail operations. Heavy port industries also occur to the north, east, and west. Farther to the north and west are the communities of Wilmington, Harbor City, and San Pedro, respectively.

ES.3.4 Project Construction

Construction of the proposed Project is anticipated to commence in 2012 and extend for approximately two years. The proposed Project would be constructed in two phases. Phase I consists of dredging, constructing the Berth 306 wharf extension, installing AMP at Berth 306, and improving the 41-acre fill site. Phase II consists of all other project modifications.

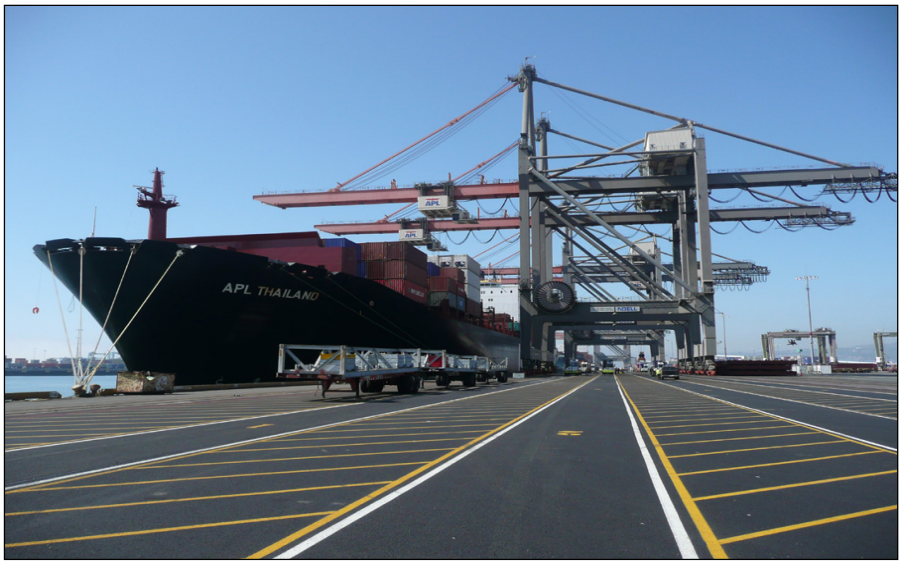
Construction could take place 6 days per week (Monday through Saturday) with no construction occurring on Sundays or national holidays. In general construction would occur from 6:00 a.m. to between 4:00 to 6:00 p.m., although some night construction may occur.

Implementation of automated container-handling operations at the 41-acre expansion area would depend largely on market demand and cost. For the purpose of the environmental analysis, the miscellaneous construction activity and construction-related emissions required to install the automated system (which includes installation of reefer racks, striping, curbing, etc.), and delivery, installation and operation of the automated equipment, is assumed to occur during year 2020. However, it is unknown whether installation and use of such equipment would be cost-effective in 2020 or at any other time.

ES.3.4.1 Shoreline Improvements

Wharf Area Expansion and Improvement

The proposed Project would include construction of approximately 1,250 linear feet of new wharf area, encompassing approximately 4 acres that would extend eastward from the existing Berths 302-305 wharf. Photograph ES-1 shows a typical berth on the existing wharf at the APL Terminal.



Photograph ES-1: View of existing wharf, cranes, and berthed vessel

Photograph ES-2 shows the shoreline area along Berth 306 where the new wharf would be constructed. No new rock dike or fill would be required, as this area was previously constructed as part of the Channel Deepening project, which created the 41-acre undeveloped fill area along Berths 305 and 306. New wharf construction would, however, require the placement of approximately 515 new 24-inch-diameter concrete piles to support the new wharf. These piles would be placed by barge-mounted pile drivers that would be brought to the site by tugboat and temporarily supported by a wharf boat. Construction would also involve the operation of concrete trucks, and heavy-duty over the -road trucks for the delivery of structural materials, cranes, and other fabrication equipment.

When completed, the concrete wharfs of Pier 300 (Berths 302-306) would total approximately 5,250 feet. The existing wharf was designed to accommodate the largest ships in the current transpacific fleet, which can each carry up to 10,000 TEUs. The new wharf extension would be similarly designed.

The crane models, currently operating at the existing wharf are not able to span the width of vessels capable of carrying more than 10,000 TEUs. The new wharf extension and cranes would have the capacity to accommodate larger ships. The largest vessel that is expected to operate as part of the transpacific fleet through year 2027 is the 10,000 to 10,999 TEU vessel. This analysis assumes the operation of a range of TEU vessels that includes the 10,000 to 10,999 TEU vessels.

Photograph ES-2: Area of new wharf along Berth 306

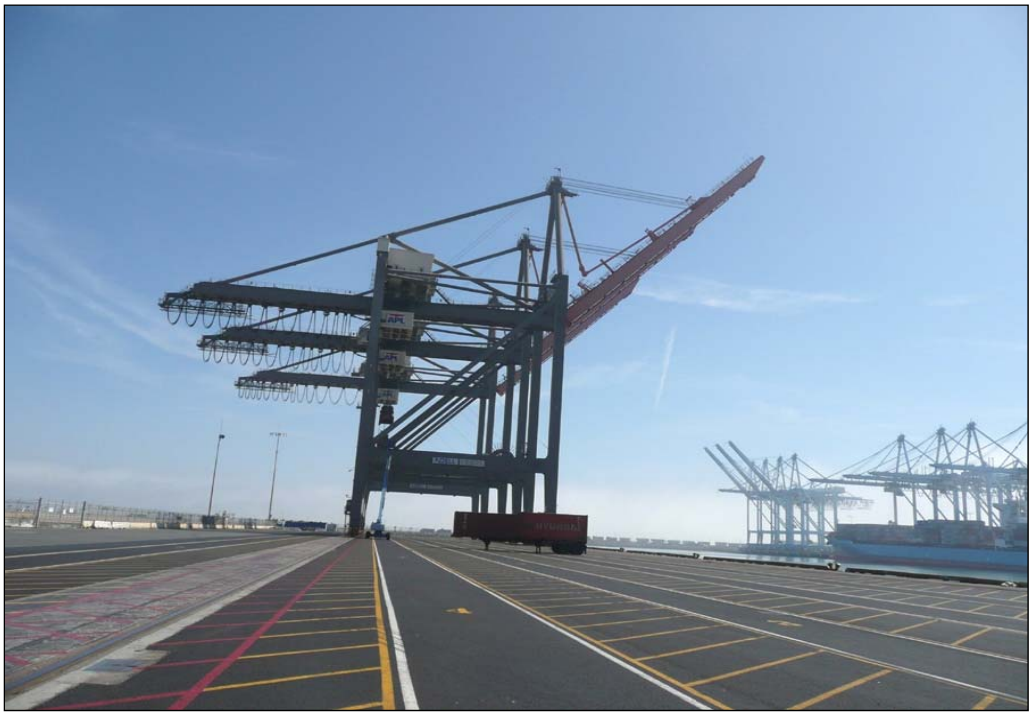
AMP infrastructure would be installed along the new wharf at Berth 306. AMP is the technique of utilizing shoreside electrical power from the power grid to operate the container ships when they are berthed at an appropriately equipped wharf. AMP connection voltage would be 6.6 kv, 3-phase, 60 Hz. The proposed Project would assist visiting fleets (in this case, APL and third party shipping lines) to comply with the California Air Resources Board (CARB) adopted schedule for implementing AMP power.[1]

In addition to electricity, the standard ship services at wharf include other utilities, such as telephone, wastewater, and water hook-up facilities at each berth.

[1] As provided for under Title 17, California Code of Regulations section 93118.3, a fleet's vessels — including container vessels, passenger vessels, and refrigerated container (reefer) vessels — must shut down their auxiliary engines (not including 3 or 5 permissible hours of total operation, as specified in the regulation) as follows: (a) In 2014, at least 50 percent of a fleet's visit to the port must meet these operational time limits, and the fleet must reduce its fleet's onboard auxiliary-diesel engine power generation at a given berth by 50 percent from its baseline power generation; (b) in 2017, at least 70 percent of a fleet's visit to the port must meet the aforementioned operational time limits, and the fleet must reduce its fleet's onboard auxiliary-diesel engine power generation at a given berth by 70 percent from its baseline power generation; and (c) in 2020, at least 80 percent of a fleet's visit to the port must meet the aforementioned operational time limits, and the fleet must reduce its onboard auxiliary-diesel engine power generation at a given berth by 80 percent from its baseline power generation.

New Shore-Side Gantry Cranes

Under the proposed Project, up to 12 new A-frame cranes (also known as shore side gantry cranes) would be installed on the wharves at Berths 302 to 306 (four new cranes would be added to the 12 existing cranes on the existing wharf along Berths 302-305, and eight new cranes would be installed at the new Berth 306 wharf). With the existing 12 cranes and the installation of the proposed 12 new cranes at Project completion, the APL Terminal would have a total of 24 cranes. A-frame cranes at the existing terminal have fixed towers that are approximately 245 feet high. When stowed (at a 45-degree angle), the articulated booms on these cranes normally extend to a height of about 280 feet and, for maintenance, are capable of being extended up to 360 feet in the vertical position. Photograph ES-1 shows existing A-Frame Cranes at the APL Terminal and Photograph ES-3 shows a crane in the stowed position.



Photograph ES-3: A-Frame crane in the stowed position

The 12 new cranes would function in a similar manner to the existing cranes but have a longer outreach and higher lift capabilities than the existing cranes in order to accommodate larger ships. When stowed, the height of the new cranes is estimated to extend to approximately 340 feet, and while operating, the A-frame structure of the cranes is estimated to stand at approximately 260 feet.

The new cranes would be outfitted with semi-automatic dual trolley equipment so that they could support an automated backland behind the new Berth 306 if such a system is used (see Section ES.3.4.2 below for a detailed description of the proposed automated system).

ES.3.4.2 Dredging

The portion of the channel adjacent to the new wharf at Berth 306 would be dredged to restore a depth of -55 feet mean low low water (MLLW) plus an additional two ft of overdredge. New ships in the world container vessel fleet and pending ship orders indicate that container vessels with a draft of -52 feet are being planned, which would require a channel as deep as -55 feet MLLW plus an additional two feet of overdredge during construction dredging (tolerance). The area along Berth 306 is at various depths within the low fifties and currently less than 55 feet deep. Approximately 20,000 cubic yards of marine sediments would be removed alongside Berth 306 to achieve the desired design depth.

ES.3.4.3 Berths 302 – 305 Backlands Redevelopment

Redevelopment of the backlands at the existing APL Terminal involves existing buildings, backlands, and gates. Figure ES-2 shows the general location of the areas to be redeveloped.

Buildings. The proposed Project would include demolition and reconstruction of the Roadability Facility (Photograph ES-4 shows the existing facility), including approximately 4,160 square feet of new building space and approximately 10,000 square feet for two new canopies. In addition, the proposed Project would expand the Power Shop facilities to add tractor maintenance bays and Marine Offices, including approximately 10,158 square feet for the maintenance bays, and approximately 10,150 square feet of second floor space for offices. The redevelopment of the Marine Office facility would meet Leadership in Energy and Environmental Design (LEED) standards and are expected to achieve, at minimum, LEED silver certification, consistent with the LAHD Green Building Policy.

Backlands. The proposed Project would convert a portion of dry container storage unit area to a reefer area with use of electric power (Photograph ES-5 shows refrigerated storage containers - reefers). Terminal lighting and fire hydrants would be installed within the improved backland areas. The additional backland improvements would require construction activities such as grading, drainage, paving, striping, lighting, fencing, and the addition of utility facilities and equipment.

Gates. The proposed Project includes the construction of a new Meet and Greet booth (approximately 400 square feet) on backlands behind Berth 301, modifications to the Earle Street Gate, and modifications to the northeast entrance. Development in the northeast entrance area would include construction of a new out-gate on two acres of undeveloped land northeast of the current main gate, coupled with reconfiguration of the old out-gate.

Photograph ES-4: Existing Roadability canopy

Photograph ES-5: Refrigerated containers

In addition, within the existing backlands behind Berths 302-305, the proposed Project includes the installation of a new Los Angeles Department of Water and Power industrial station (adjacent to the existing industrial station and new AMP substation, which is located near the existing Roadability Canopy/Genset Building), as well as various substations to support either traditional or electric-powered automated operations on the 41 acres of backlands adjacent to proposed Berth 306. If the new Berth 306 backlands are used to support an automated operation in the future, an area approximately 12 acres in size within the existing backland area adjacent to the new backlands would need to be converted to a Landside Transfer Area (a delineated area where drivers and trucks wait for containers held within the Berth 306 backlands).

ES.3.4.4 41-acre Backland Development and Operation

Various infrastructure and improvements associated with the development of the 41-acre backlands would occur within the existing APL Terminal. Development of the Berth 306 backlands on the 41-acres of undeveloped fill adjacent to the existing terminal would include grading, paving and striping, as well as installation of smaller substations, underground electrical lines; water lines; light poles; conduits to support electrical, data and phone connections; sewers; gas lines; and drainage infrastructure. This infrastructure would be adequate to support either traditional or electric-powered automated operations (or some combination of the two). In addition, other infrastructure elements would be built as part of the initial Project construction that would support either a traditional or an automated 41-acre backland at a later date, such as approximately 7,100 linear feet of rail sets that would support RMGs or the electric ASCs and any additional corresponding electrical distribution system.[2] The rail sets would be oriented parallel to the berth. Photograph ES-6 shows an existing RMG at the on-dock railyard; the new ASCs, if installed, would likely be larger, with a cantilever on one side and sized to span a stack that is six containers high and 12 container wide.

Photograph ES-6: RMG at the Existing On-dock Railyard

Construction for the rails and installation of the ASCs would involve excavation, installing concrete beams that would later support steel rails, paving, and installing conduits for electrical power and data connectivity.

If EMS determines that automated operations are feasible and cost effective for the Berth 306 backlands, additional infrastructure specific to the automated operation would need to be installed. Future installation of the automated equipment would be less complex than installation of the supporting infrastructure that has been included in the initial construction plans for the backland area. This additional work would include some asphalt grinding to flatten the finished grade and to expose the concrete beams,

[2] Although additional electrical distribution would be required to operate an automated 41-acre backland, the additional power infrastructure needed to support automated operations is proposed as part of initial Project construction.

installation of steel rails, and installation of reefer racks (foundations with plug-in electric power) along the edge of the 41-acre area (these racks would allow refrigerated container units to be stored). Improvements to delineate and support operation of the Landside Transfer Area would also be installed adjacent to the Berth 306 backlands, including some excavation and installation of concrete rail beams to support the LTCs, pavement striping, waiting booths for drivers, and concrete curbing.

Traditional Backlands

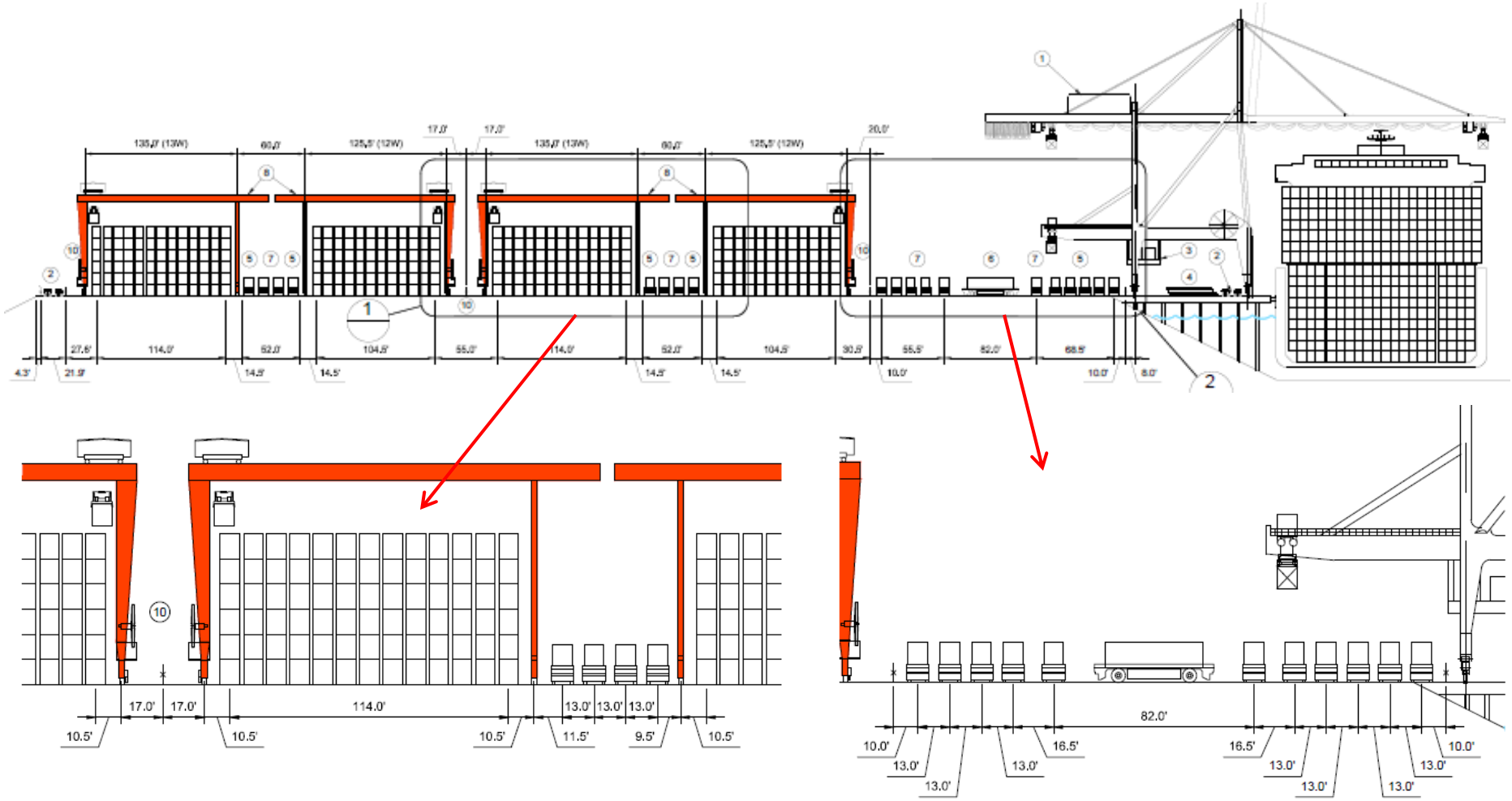
The existing APL Terminal operates using "traditional" methods for container terminal operations. As detailed in Section 1.1.2.1.1 in Chapter 1, Introduction, under the traditional operations, 1 to 10 cranes (depending on the size of the ship and availability of the cranes) operating simultaneously unload or load one ship. Once containers have been off-loaded from the ship or received through the gates on trucks and trains, the containers are stored and moved around the backlands area of the terminal (the storage yards) using cargo-handling equipment that may include electric- or diesel-powered RMGs, diesel-powered RTGs, and/or diesel-powered sidepicks, toppicks, and yard tractors. Through the use of this handling equipment, containers are stored by stacking containers on top of each other, up to five containers high, with the bottom container placed directly on the ground, or with a container stored directly on a chassis (trailer). All of the unloading/loading equipment used in the traditional backland operations is performed and operated by workers. A majority of the equipment used in the traditional operations is diesel-powered.

Automated Backlands

The Ports of Los Angeles and Long Beach have developed a roadmap for moving forward with the identification, evaluation, and integration of zero emission technologies for goods movement. It is foreseeable that a technology change could result in replacement of some of the traditional backland operations at the APL Terminal through the use of an automated container handling system on the 41-acre backland area adjacent to the proposed Berth 306. If installed, such a system would involve the use of semi-automatic dual hoist electric shore side gantry cranes, AGVs, electric ASCs, and semi-automated electric LTCs. Figure ES-3 and the following Figure ES-4 show a preliminary conceptual design associated with the potential automated container operations.

Once the vessel arrives at the berth, the cranes would begin unloading containers from the vessel. Each crane would have a dual trolley with spreaders - a ship trolley and a shore trolley. The ship trolley would lift the container from the vessel to a platform on the crane where the Inter-Box-Connectors would be removed from the container. The shore trolley would then lift the container from the coning platform to an AGV that is positioned directly to the rear of the crane. The AGV would receive wireless instructions and proceed through the use of sensors below the ground surface to a pre-assigned location in the backlands area. Once the AGV arrives at the correct location, an ASC would lift the container from the AGV and place it in the appropriate location.

When a customer's truck arrives at the terminal to pick up an import container, the truck would proceed to the Landside Transfer Area adjacent to the backlands area. The Landside Transfer Area would be comprised of parking stalls for the trucks delivering or receiving of containers from the 41-acre backland area adjacent to Berth 306, LTCs for the delivery and receiving of containers, and parking stalls on the backland area for AGVs to park. A truck would back into a stall with a chassis, and the driver would exit



Source: APL/Moffat & Nickel, 2011

Note: These elements and their size and arragement are for disccusion purposes only

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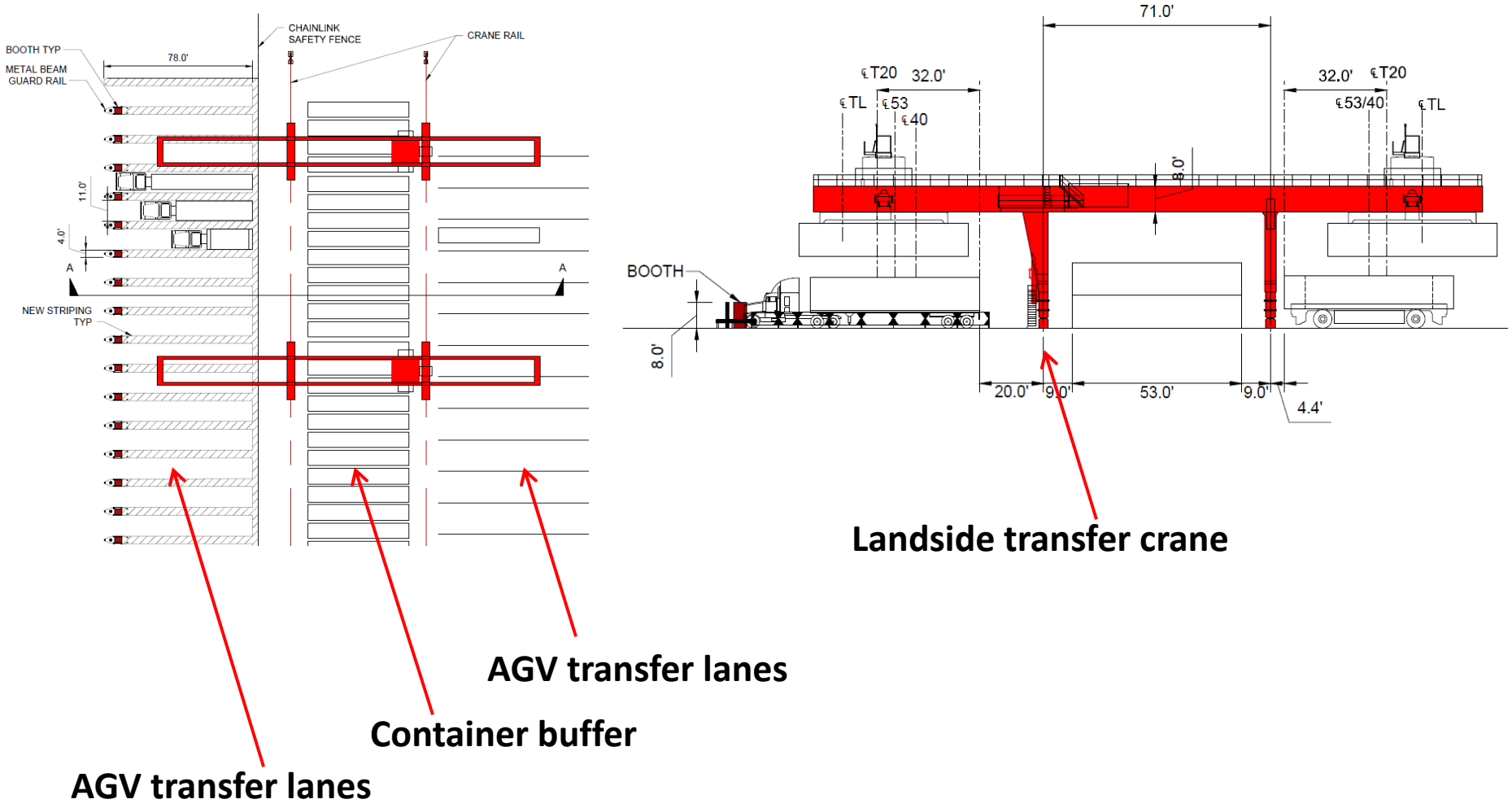
Automated 41-Acre Backland

Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project
Proposed Layout - Sections
Figure ES-3



Source: APL/Moffat & Nicket, 2011

Note: These elements and their size and arragement are for disccusion purposes only

the truck and enter a booth. An AGV would then proceed to the appropriate grounded location of the container and an ASC would lift the container from the grounded location to the AGV. The AGV would proceed to the Landside Transfer Area and arrive at an AGV stall. The LTC would then lift the container from the AGV and move it by trolley to a position near the chassis, then land the container onto the chassis. The driver of the truck would re-enter the truck and proceed to the Out Gate. The container handling process for loading export containers would be handled in the same manner but in the reverse direction.

With the exception of the operator of the A-frame/shore side gantry crane, the automated backlands would be unmanned and fully automated. The automated system would be operated from a remote facility (such as the remodeled/expanded Power Shop). With the exception of the diesel/electric AGVs, all or part of the equipment used would be electric.

While infrastructure to support electric and automated equipment would be installed as part of the initial proposed Project improvements by 2013, the timing of the installation, integration, and operation of the automated equipment on the 41-acre backlands area would depend largely on market demand and cost.

Although no date is certain, for this environmental analysis, the construction effects of the installation of additional infrastructure and equipment necessary for automated operations on the 41-acre are assumed to occur around 2020. However, it is unknown whether installation and use of such equipment would be cost-effective in 2020 or at any other time.

The potential environmental impacts associated with the operations of the Berth 306 backlands as a traditional container terminal are quantified under each environmental resource area. This is the most conservative approach for estimating the environmental impacts associated with the proposed Project operations. Where impacts associated with automated operations could differ from impacts associated with traditional operations, the impacts of automated operations at the backland area adjacent to Berth 306 also are addressed at full build-out in 2027, based on the information available from the conceptual designs.

ES.4 Alternatives to the Project

ES.4.1 Basis of Alternatives

This Draft EIS/EIR must evaluate a reasonable range of alternatives to the proposed Project. The identification by the Port and USACE of a reasonable range of alternatives is informed by the legal mandates of the lead agencies. 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 operations of a harbor. The Draft EIS/EIR should briefly describe the rationale for selection and rejection of alternatives, compare the merits of the alternatives, and determine an environmentally preferred alternative (under NEPA) and an environmentally superior alternative (under CEQA).

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

ES.4.2 Alternatives Considered

A number of alternatives were considered during preparation of this Draft EIS/EIR, which included alternative terminal configurations, alternative uses, and alternative locations for the terminal and various Project components. Of these, six alternatives (in addition to the proposed Project) with the potential to meet most of the proposed Project objectives have been carried forward for detailed analysis (See the 14 environmental resources analyzed in Chapter 3, Environmental Analysis, and Chapter 6, Comparison of Alternatives, of the Draft EIS/EIR for more information)

This section includes description of the six alternatives carried forward for further detail analysis. For more analysis on these alternatives and the alternatives that were considered but eliminated from further evaluation can be found in Chapter 2, Project Description, of the Draft EIS/EIR.

Alternatives Analyzed in this Draft EIS/EIR

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

Alternative 1 – No Project

Alternative 2 – No Federal Action

Alternative 3 – Reduced Project: Four New Cranes

Alternative 4 – Reduced Project: No New Wharf

Alternative 5 – Reduced Project: No Space Assignment

Alternative 6 – Proposed Project with Expanded On-Dock Railyard

Each alternative includes an illustration that details the particular elements of the alternative (such as wharf alignments, and number of cranes) that are evaluated in the Draft EIS/EIR and Table ES-2 provides a summary of the differences in the construction and operation of the proposed Project and each of those alternatives at full build-out in 2027 (See Figures ES-5a and ES-5b). Chapter 2, Project Description, of the Draft EIS/EIR contains a more detailed discussion of the alternatives.

Table ES-2: Summary of Proposed Project and Alternatives at Full Build-out (2027)

	Terminal Acres	Ship Calls	Annual TEUs (in millions)[b]	Cranes	Total Dredging	New Wharves
Proposed Project	347 Gross Terminal Acres	390	3,206,000	12 new A-frame cranes; 24 total	20,000 cubic yards (Berth 306)	1,250 lf of new wharf
Alternative 1: No Project[c]	291 Gross Terminal Acres	286	2,153,000	No new A-frame cranes; 12 total	No dredging	No new wharf
Alternative 2: No Federal Action	291 Gross Terminal Acres Some upland improvements	286	2,153,000	No new A-frame cranes; 12 total	No dredging	No new wharf
Alternative 3: Reduced Project – Four New Cranes	291 Gross Terminal Acres	338	2,583,000	4 new A-frame cranes; 16 total	No dredging	No new wharf
Alternative 4: Reduced Project – No New Wharf	302 Gross Terminal Acres	338	2,783,000	6 new A-frame cranes; 18 total	No dredging	No new wharf
Alternative 5: No Space Assignment	317 Gross Terminal Acres	390	3,206,000	12 new A-frame cranes; 24 total	20,000 cubic yards (Berth 306)	1,250 lf of new wharf
Alternative 6: Project with Expanded On-Dock Railyard	347 Gross Terminal Acres with expanded on-dock railyard	390	3,206,000	12 new A-frame cranes; 24 total	20,000 cubic yards (Berth 306)	1,250 lf of new wharf

lf = linear feet

[a] This table summarizes the major features of the proposed Project and Alternatives.

[b] Throughput projection methodology is based on information in Appendix C1 of the Draft EIS/EIR.

[c] The No Project Alternative reflects the existing terminal configuration without physical improvements.

1

Alternative 1 - No Project

Alternative 2 - No Federal Action

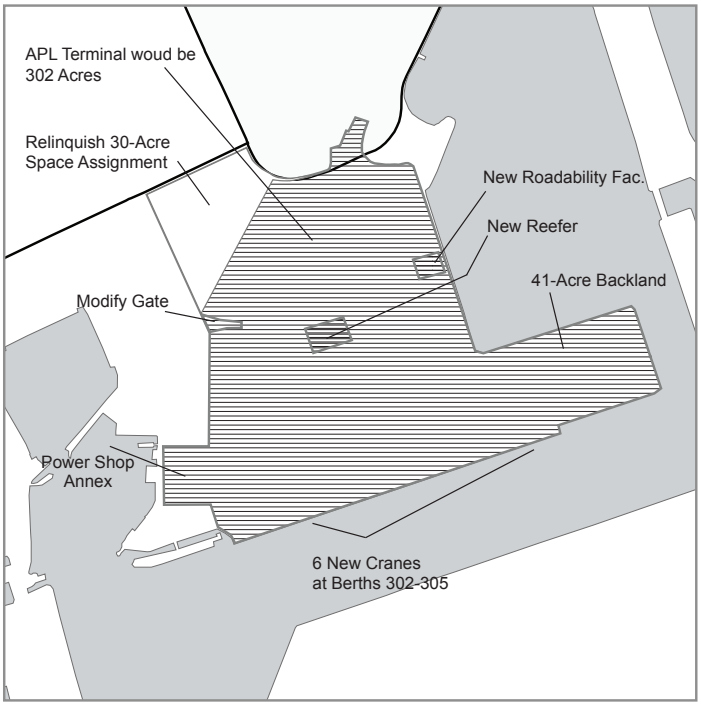
Alternative 3 - Reduced Project: Four New Cranes

Note: Figures Not to Scale

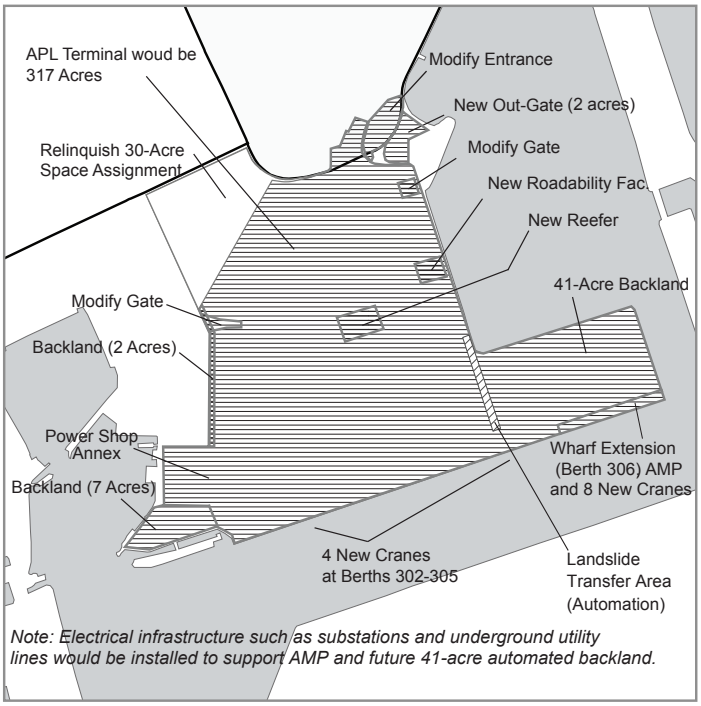
Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project
Alternatives Evaluated - Alternatives 1-3
Figure ES-5a

CDM

Alternative 4 - Reduced Project: No New Wharf

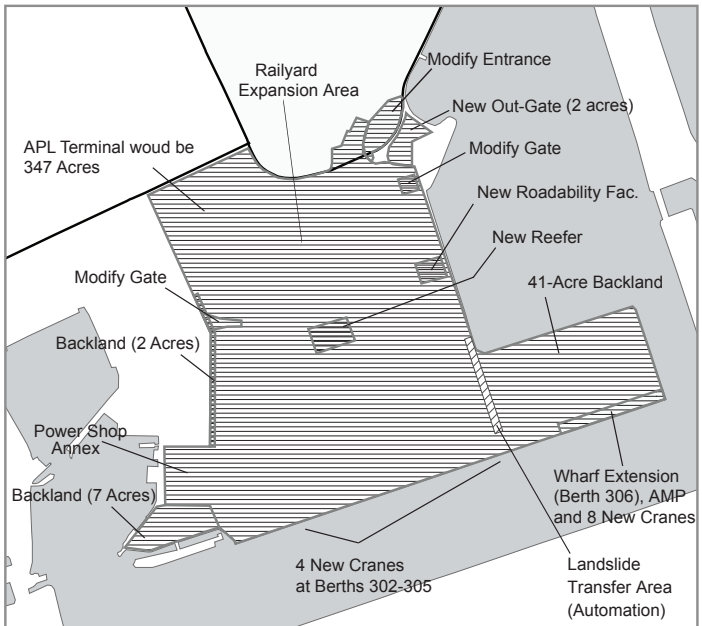


Alternative 5 - Reduced Project: No Space Assignment



Note: Electrical infrastructure such as substations and underground utility lines would be installed to support AMP and future 41-acre automated backland.

Alternative 6 - Proposed Project with Expanded On-Dock Railyard



Note: Approximately 10 acres of backland would be reallocated for the on-dock rail yard expansion. Electrical infrastructure such as substations and underground utility lines would be installed to support AMP and future 41-acre automated backland.

Note: Figures Not to Scale

Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project
Alternatives Evaluated - Alternatives 4-6
Figure ES-5b

CDM

ES.4.2.1 Alternative 1 – No Project

Under Alternative 1, no further Port action or federal action would occur. The Port would not construct and develop additional backlands, wharves, or terminal improvements. No new cranes would be added, no gate or backland improvements would occur, and no infrastructure for AMP at Berth 306 or automation in the backland area adjacent to Berth 306 would be provided. This alternative would not include any dredging, new wharf construction, or new cranes. The No Project Alternative would not include development of any additional backlands because the existing terminal is berth-constrained and additional backlands would not improve its efficiency.

The No Project Alternative would not preclude future improvements to the APL Terminal; however, any change in future use or new improvements with the potential to significantly impact the environment or improvement would need to be analyzed in a separate environmental document.

Under the No Project Alternative, the existing APL Terminal would continue to operate as an approximately 291-acre container terminal. Based on the throughput projections, the No Project Alternative would handle approximately 2,153,000 (or 2.15 million) TEUs by 2027, which would result in 286 annual ship calls at Berths 302-305 with 572 associated tugboat operations. In addition, this alternative would result in up to 7,273 peak daily truck trips[3] (1,922,497 annual), and up to 2,336 annual one-way rail trip movements. Cargo ships that currently berth and load/unload at the Berths 302-305 terminal would continue to do so.

When compared against the CEQA baseline, the No Project Alternative would result in fewer environmental impacts than the proposed Project at the final out-year because its operational capacity and level of capital development would be lower. The reduced environmental impacts include fewer aesthetic impacts (no new cranes), less air quality impacts (no construction and less operational emissions), no impact to biological or water resources (no wharf construction or dredging), less impact from ground traffic (lower throughput), and lower noise impacts (related to reduced truck trips and reduced construction). The No Project Alternative is not the same as the CEQA baseline. The existing terminal is not operating at its optimal capacity, meaning it could accommodate certain levels of increasing throughput demand, resulting in higher impacts compared to the CEQA baseline period of July 2008 through June 2009.

When compared against the NEPA baseline, the No Project Alternative similarly would result in fewer environmental impacts than those experienced under the proposed Project. In fact, the No Project Alternative would result in fewer impacts than the NEPA baseline. This result occurs because under the NEPA baseline a small amount of construction activity on the existing terminal would occur, as explained in Section 2.6.1.2 in Chapter 2, Project Description. The No Project Alternative is not evaluated under NEPA because NEPA requires an evaluation of the No Federal Action alternative.

Any future legally enacted Port-wide CAAP measure, such as a tariff change or emissions impact fee, would be applied to the No Project alternative, although generally applicable tariff changes that conflict with the terms of an individual operating lease

[3] Peak daily truck trips are based on the average day in the peak month. The peak month truck trips are 9.33 percent of the annual trips.

would not apply. Those CAAP measures that would be implemented through a lease modification or mitigation measure also would not apply.

In addition, any legally required measures, such as installation of AMP and associated infrastructure in compliance with CARB requirements, would be implemented separately as a related project.

ES.4.2.2 Alternative 2 – No Federal Action

This Alternative includes only the activities and impacts likely to occur absent a USACE permit but could include improvements that require a local action.

For purposes here, this alternative includes only the following Project elements, which would not affect the throughput capacity of the existing terminal:

- The conversion of a portion of the dry container storage unit area to storage for an additional 200 reefer units, and associated electrical infrastructure.
- Installation of utility infrastructure at various areas in the backlands (e.g., relocation of light pole and electrical line extensions to accommodate the converted reefer areas).

The site would continue to operate as an approximately 291-acre container terminal where containers are loaded on and unloaded from vessels, are temporarily stored on backlands, and where containers are transferred to and from trucks and rail cars. Based on the throughput projections, the No Federal Action Alternative would handle up to approximately 2,153,000 (or 2.15 million) TEUs by 2027, which would result in 286 annual ship calls at Berths 302-305 with 572 associated tugboat operations. In addition, this alternative would result in up to 7,273 peak daily truck trips[4] (1,922,497 annual), and up to 2,336 annual one-way rail trip movements. Cargo ships that currently berth and load/unload at the Berths 302-305 terminal would continue to do so.

The No Federal Action Alternative would result in fewer environmental impacts than the proposed Project at the final out-year because its operational capacity and level of capital development would be lower. The reduced environmental impacts relative to the proposed Project would include fewer aesthetic impacts (no new cranes), less air quality impacts (no construction of a new berth and less operational emissions), no impact to biological or water resources (no wharf construction or dredging), less impacts from ground traffic (lower throughput), and lower noise impacts (related to reduced truck trips and reduced construction).

As noted, the NEPA baseline and the No Federal Action Alternative are equivalent in this case, and represent project site conditions without federal action. Therefore, the impacts under the No Federal Action Alternative would be the same as the NEPA baseline scenario in every case, and this Alternative would result in no new impacts under NEPA.

Any future legally enacted Port-wide CAAP measure, such as a tariff change or emissions impact fee, would be applied to this alternative, although generally applicable tariff changes that conflict with the terms of an individual operating lease would not

[4] Peak daily truck trips are based on the average day in the peak month. The peak month truck trips are 9.33 percent of the annual trips.

apply. Those CAAP measures that would be implemented through a lease modification or mitigation measure also would not apply.

ES.4.2.3 Alternative 3 – Reduced Project: Four New Cranes

Under Alternative 3, four cranes would be added to the existing wharf along Berths 302-305 and the following terminal improvements would be made:

- The conversion of a portion of the dry container storage unit area to storage for an additional 200 reefer units, and associated electrical infrastructure.
- Installation of utility infrastructure at various areas in the backlands (e.g., relocation of light poles and electrical line extensions to accommodate the converted reefer areas).

Under Alternative 3, the total terminal size would remain at approximately 291 acres (it would not provide for the development of the 41 acres created by the Channel Deepening Project), which would be less than the proposed Project. Aside from the above improvements, this alternative would not include the addition or improvement of backland facilities, the construction of a new wharf, or the relocation and improvement of various gates and entrance lanes.

Based on the throughput projections, TEU throughput under Alternative 3 would be less than the proposed Project, with an expected throughput of approximately 2,583,000 (or 2.58 million) TEUs by 2027. This would translate into 338 annual ship calls at Berths 302-305 with 676 associated tugboat operations. In addition, this alternative would result in up to 8,725 peak daily truck trips[5] (2,306,460 annual) including drayage, and up to 2,544 annual one-way rail trip movements.

When compared against the CEQA baseline, Alternative 3 would result in fewer environmental impacts than the proposed Project because this alternative's operational capacity would be lower and its level of capital development would be less. The reduced environmental impacts would include fewer aesthetic impacts (16 cranes compared to 24 for the proposed Project), fewer air quality impacts (less operational emissions), fewer biological or water resource impacts (no wharf construction), fewer ground traffic impacts (fewer truck trips), and fewer noise impacts (related to fewer truck trips).

Relative to the NEPA baseline, Alternative 3 would result in fewer environmental impacts than those projected for the proposed Project. The decreased environmental impacts would result from reduced construction activities; this alternative envisions crane installations only, and reduced operational activity associated with the lower TEU throughput and corresponding ship, truck, and rail emissions.

Alternative 3 assumes implementation of existing and future legally required measures, such as the installation of AMP and associated infrastructure in compliance with CARB requirements, CAAP measures under the terms of the modified lease that would accompany this alternative, along with any mitigation measure legally imposed under CEQA and NEPA.

[5] Peak daily truck trips are based on the average day in the peak month. The peak month truck trips are 9.33 percent of the annual trips.

ES.4.2.4 Alternative 4 – Reduced Project: No New Wharf

Under this alternative, EMS would add six cranes to the existing terminal and develop the 41-acre fill area adjacent to the EMS terminal as container yard backlands. EMS would, however, relinquish the 30 acres of backlands currently under a space assignment agreement. EMS would not add the nine acres of land behind Berth 301 or the two acres at the main gate to its permit. Configuration of all other landside terminal components (i.e., Main Gate improvements) would be identical to the proposed Project. Because no new wharf would be constructed at Berth 306, the 41-acre backland would be operated using traditional methods and would not be expected to transition to use of automated equipment.

Under Alternative 4, the total terminal acreage would be 302 acres, which is less than the proposed Project. Based on the throughput projections, TEU throughput would be less than the proposed Project, with an expected throughput of approximately 2,783,000 (or 2.78 million) TEUs by 2027. This would translate into 338 annual ship calls at Berths 302-305 with 676 associated tugboat operations. In addition, this alternative would result in up to 9,401 peak daily truck trips[6] (2,485,050 annual) including drayage, and up to 2,563 annual one-way rail trip movements.

Relative to the CEQA baseline, Alternative 4 would result in fewer environmental impacts than the proposed Project because its operational capacity and level of capital development would be less. These reduced environmental impacts include fewer aesthetic impacts (18 cranes compared to 24 for the proposed Project), fewer air quality impacts (less operational emissions), fewer biological or water resource impacts (no wharf construction), fewer ground traffic impacts (fewer truck trips), and fewer noise impacts (related to fewer truck trips).

When compared against the NEPA baseline, Alternative 4 would result in fewer environmental impacts than those experienced under the proposed Project. The decreased environmental impacts would occur from fewer construction activities (e.g., no new wharf at Berth 306); reduced operational activity associated with the lower TEU throughput; and direct ship, truck, and rail emissions. These reduced environmental impacts include fewer aesthetic impacts (18 cranes compared to 24 for the proposed Project), fewer air quality impacts (less operational emissions), fewer biological or water resource impacts (no wharf construction), fewer ground traffic impacts (fewer truck trips), and fewer noise impacts (related to fewer truck trips).

Alternative 4 assumes implementation of existing and future legally required measures, such as the installation of AMP and associated infrastructure in compliance with CARB requirements, CAAP measures under the terms of the modified lease that would accompany this alternative, as well as any mitigation measure legally imposed under CEQA and NEPA. Under this alternative, mitigation measures would be applied to reduce emissions from ships, trucks, rail, yard tractors, and yard equipment.

[6] Peak daily truck trips are based on the average day in the peak month. The peak month truck trips are 9.33 percent of the annual trips.

ES.4.2.5 Alternative 5 – Reduced Project: No Space Assignment

Alternative 5 would improve the existing terminal, construct a new wharf (1,250 ft) creating Berth 306, add 12 new cranes to Berths 302-306, add 56 acres for backlands, wharfs, and gates improvements, construct electrification infrastructure in the backlands behind Berths 305-306, and relinquish the 30 acres currently on space assignment. The level of capital development (Cargo-handling Equipment) in the retained acreage may need to be increased to offset the loss of the space assignment. This alternative would be the same as the proposed Project, except that EMS would relinquish the 30 acres of backlands under space assignment. As with the proposed Project, the 41-acre backlands and Berth 306 under Alterative 5 could utilize traditional container operations, electric automated operations, or a combination of the two over time. Dredging of the Pier 300 Channel along the new wharf at Berth 306 (approximately 20,000 cubic yards) would occur, with the dredged material beneficially reused, and/or disposed of at an approved disposal site (such as the CDF at Berths 243-245 and/or Cabrillo shallow water habitat) or, if needed, disposed of at an ocean disposal site (i.e., LA-2).

Under Alternative 5, the total gross terminal acreage would be 317 acres, which is less than the proposed Project. TEU throughput would be the same as the proposed Project, with an expected throughput of approximately 3,206,000 (or 3.2 million) TEUs by 2027. This would translate into 390 annual ship calls at Berths 302-306 with 780 associated tugboat operations. In addition, this alternative would result in up to 11,361 peak daily truck trips[7] (3,003,157 annual) including drayage, and up to 2,953 annual one-way rail trip movements. Configuration of all other landside terminal components would be identical to the existing terminal.

Relative to the CEQA baseline, Alternative 5 would result in similar environmental impacts to the proposed Project because its operational capacity would be the same. These environmental impacts include similar aesthetic impacts (24 cranes for Alternative 5 and the proposed Project), similar air quality impacts (the same operational emissions), similar biological and water resource impacts (similar terminal footprint and the same throughput), similar ground traffic impacts (similar operational truck trips), and similar noise impacts (similar truck trips).

When compared against the NEPA baseline, Alternative 5 would result in approximately the same environmental impacts as those experienced under the proposed Project, as the terminal operations would be similar. These environmental impacts include similar aesthetic impacts (24 cranes for Alternative 5 and the proposed Project), similar air quality impacts (the same operational emissions), similar biological and water resource impacts (similar terminal footprint and the same throughput), similar ground traffic impacts (similar operational truck trips), and similar noise impacts (similar truck trips).

Alternative 5 assumes implementation of existing and future legally required measures, such as the installation of AMP and associated infrastructure in compliance with CARB requirements, CAAP measures under the terms of any modification to the lease that would accompany this alternative, as well as any mitigation measure legally imposed under CEQA and NEPA. Under this alternative, mitigation measures would be applied to reduce emissions from ships, trucks, rail, yard tractors, and yard equipment.

[7] Peak daily truck trips are based on the average day in the peak month. The peak month truck trips are 9.33 percent of the annual trips.

ES.4.2.6 Alternative 6 – Proposed Project with Expanded On-Dock Railyard

This alternative would be the same as the proposed Project; however, LAHD would redevelop and expand the existing on-dock railyard. The current on-dock railyard can accommodate up to 64 five-platform double-track railcars (equivalent to nearly three full trains) and consists of 8 sets of double tracks. Maximum throughput capacity through the facility is estimated to be approximately 1.04 million TEUs per year. The expansion of the on-dock facility under Alternative 6 would involve the addition of a ninth set of double tracks, which would increase this component's throughput capacity to approximately 1.14 million TEUs per year. Under this alternative, approximately 10 acres of backlands would be removed from container storage for the railyard expansion. Alternative 6 would improve the existing terminal, develop the existing 41-acre fill area as backlands, add 1,250 ft of new wharf creating Berth 306, and dredge the Pier 300 Channel along Berth 306. Under this alternative, EMS would also add 12 new cranes to the wharves along Berths 302-306, for a total of 24 cranes. As with the proposed Project, the 41-acre backlands adjacent to Berth 306 under Alterative 6 could utilize traditional container operations, electric automated operations, or a combination of the two over time. Dredging of the Pier 300 Channel along Berth 306 would occur (removal of approximately 20,000 cubic yards of material), with the dredged material beneficially reused and/or disposed of at an approved disposal site (such as the CDF at Berths 243-245 and/or Cabrillo shallow water habitat) or, if needed, disposed of at an ocean disposal site (i.e., LA-2).

Under Alternative 6, the total gross terminal acreage would be 347 acres. The TEU throughput would be the same as the proposed Project, with an expected throughput of approximately 3,206,000 (or 3.2 million) TEUs by 2027. This would translate into 390 annual ship calls at Berths 302-306 with 780 associated tugboat operations. In addition, this alternative would result in up to 10,830 peak daily truck trips[8] (2,862,760 annual) including drayage, and up to 2,953 annual one-way rail trip movements. Configuration of all other landside terminal components would be identical to the existing terminal.

Relative to the CEQA baseline, Alternative 6 would result in similar environmental impacts to the proposed Project because its operational capacity would be the same. These environmental impacts include similar aesthetic impacts (24 cranes for Alternative 6 and the proposed Project), similar but slightly less air quality impacts (due to increased use of on-dock rail facilities and less truck trips for drayage), equal biological or water resource impacts, and similar but slightly reduced ground traffic impacts (slightly fewer operational truck trips).

When compared against the NEPA baseline, Alternative 6 would result in approximately the same environmental impacts as those experienced under the proposed Project, as the terminal operations would be similar. These environmental impacts include similar aesthetic impacts (24 cranes for Alternative 6 and the proposed Project), similar but slightly less air quality impacts (from fewer truck trips associated with drayage due to increased on-dock rail usages), the same biological or water resource impacts, and similar but slightly reduced ground traffic impacts (slightly fewer operational truck trips).

[8] Peak daily truck trips are based on the average day in the peak month. The peak month truck trips are 9.33 percent of the annual trips.

Alternative 6 assumes implementation of existing and future legally required measures, such as the installation of AMP and associated infrastructure in compliance with CARB requirements, CAAP measures under the terms of any modification to the lease that would accompany this alternative as well as any mitigation measure legally imposed under CEQA and NEPA. Under this alternative, mitigation measures would be applied to reduce emissions from ships, trucks, rail, yard tractors, and yard equipment.

ES.4.3 Alternatives Eliminated from Further Consideration

The Project alternatives that were considered but eliminated from further analysis, as described in Section 2.8.2 of Chapter 2, Project Description, of the Draft EIS/EIR, are as follows:

1) Use of West Coast Ports Outside Southern California
2) Expansion of Terminals in Southern California but Outside the Los Angeles Harbor District
3) Lightering
4) Liquefied Natural Gas Terminal Facility
5) Off-site Backlands Alternatives
6) Development of New Landfills and Terminals Outside the Berths 302-305 Terminal Area
7) Other Sites in the Los Angeles Harbor District
8) Narrower Wharves
9) Marine Oil Facility
10) Omni Terminal
11) Alternative Container Transport Systems
12) Fully Electrified Container Terminal
13) Expand Rail Lines to handle Cargo Quicker
14) No Expansion but Increased Technology to Increase Efficiency
15) Expanded On-Dock Railyard and Addition of New Cranes Only
16) Maximization of Habitat Restoration

ES.5 Environmental Impacts

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

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

The scope of this Draft EIS/EIR was established based on the NOI issued by USACE and NOP issued by the LAHD on July 10, 2009. The NOI, NOP, and Public Meeting held on August 5, 2009, identified potential impact areas of the proposed Project. The NOP also determined that several resource areas would not be affected. In accordance with CEQA, issues found in the NOP/Initial Study that have No Impact do not require further evaluation and are not addressed in this Draft EIS/EIR. Therefore, this Draft EIS/EIR does not address impacts to agricultural resources, mineral resources, or population and housing.

ES.5.2 Impacts of the Proposed Project and Alternatives

Based on the NOI, NOP, and the scoping process for this Draft EIS/EIR, the following issues have been determined to be potentially significant or are required to be analyzed, and are included in this Draft EIS/EIR.

- Aesthetics and Visual Resources
- Air Quality, Meteorology, and Greenhouse Gases
- Biological Resources
- Cultural Resources
- Geology
- Ground Transportation
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Marine Transportation
- Noise
- Recreation
- Public Services and Utilities
- Water Quality, Sediments, and Oceanography

Sections 3.1 through 3.14 of Chapter 3, Environmental Analysis of the Draft EIS/EIR, discuss the anticipated potential environmental effects associated with the resources areas listed above for the proposed Project and alternatives. These issues are discussed in separate sections, and mitigation measures to avoid the impacts or to reduce the impacts to a less than significant level are proposed whenever possible. In addition, Chapter 5, Environmental Justice, evaluates the potential for the proposed Project and the alternatives to result in high and adverse impacts that disproportionately affect low income and/or minority populations. Chapter 7, Socioeconomics, evaluates the potential socioeconomic effects for the proposed Project and the alternatives in terms of employment directly and indirectly related to construction and operation, as well as associated wages and tax revenues. Summary descriptions of the impacts, mitigation measures, and residual impacts for the proposed Project and alternatives are provided in Table ES-3.

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.1 Aesthetics and Visual Resources				
Proposed Project	**AES-1:** Construction and operation of the proposed Project would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-2: Construction and operation of the proposed Project would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-3: Construction and operation of the proposed Project would not degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-4: Construction and operation of the proposed Project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-5: Construction and operation of the proposed Project would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Less than significant	Mitigation not required	NEPA: Less than significant
Alternative 1 – No Project	**AES-1:** Construction and operation of Alternative 1 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: No impact	Mitigation not required	CEQA: No impact
	AES-2: Construction and operation of the Alternative 1 would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-3: Construction and operation of Alternative 1 would not degrade the existing visual character or quality of the site and its surroundings.	CEQA: No impact	Mitigation not required	CEQA: No impact
	AES-4: Construction and operation of Alternative 1 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-5: Construction and operation of Alternative 1 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Not Applicable	Mitigation not applicable	NEPA: Not Applicable
Alternative 2 – No Federal Action	**AES-1:** Construction and operation of Alternative 2 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-2: Construction and operation of the Alternative 2 would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-3: Construction and operation of Alternative 2 would not degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	AES-4: Construction and operation of Alternative 2 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-5: Construction and operation of Alternative 2 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: No impact	Mitigation not required	NEPA: No impact
Alternative 3 – Reduced Project: Four New Cranes	**AES-1:** Construction and operation of Alternative 3 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-2: Construction and operation of the Alternative 3 would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-3: Construction and operation of Alternative 3 would not degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-4: Construction and operation of Alternative 3 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-5: Construction and operation of Alternative 3 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Less than significant	Mitigation not required	NEPA: Less than significant
Alternative 4 – Reduced Project: No New Wharf	**AES-1:** Construction and operation of Alternative 4 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-2: Construction and operation of the Alternative 4 would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-3: Construction and operation of Alternative 4 would not degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-4: Construction and operation of Alternative 4 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-5: Construction and operation of Alternative 4 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Less than significant	Mitigation not required	NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 5 – Reduced Project: No Space Assignment	**AES-1:** Construction and operation of Alternative 5 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-2: Construction and operation of the Alternative 5 would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-3: Construction and operation of Alternative 5 would not degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-4: Construction and operation of Alternative 5 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-5: Construction and operation of Alternative 5 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Less than significant	Mitigation not required	NEPA: Less than significant
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	**AES-1:** Construction and operation of Alternative 6 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-2: Construction and operation of the Alternative 6 would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-3: Construction and operation of Alternative 6 would not degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-4: Construction and operation of Alternative 6 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-5: Construction and operation of Alternative 6 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Less than significant	Mitigation not required	NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality, Meteorology, and Greenhouse Gas				
Proposed Project	**AQ-1:** The proposed Project would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-16.	CEQA: Impacts would be significant for VOC, CO, NO_x, PM_{10}, and $PM_{2.5}$.	**MM AQ-1: Harbor Craft Used During Construction** **MM AQ-2: Cargo Ships Used During Construction** **MM AQ-3: Fleet Modernization for On-Road Truck Used During Construction** **MM AQ-4: Fleet Modernization for Construction Equipment** **MM AQ-5: Construction Best Management Practices** **MM AQ-6: Additional Fugitive Dust Controls** **MM AQ-7: General Mitigation Measure** **MM AQ-8: Special Precautions near Sensitive Sites**	**CEQA: Significant and unavoidable for VOC, CO, NO_x, PM_{10}, and $PM_{2.5}$.**
		NEPA: Impacts would be significant for VOC, CO, NO_x, PM_{10}, and $PM_{2.5}$.		**NEPA: Significant and unavoidable for VOC, CO, NO_x, PM_{10}, and $PM_{2.5}$.**
	AQ-2: Proposed Project construction would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-17.	CEQA: Significant for PM_{10} (24-hour and annual average) and NO_2 (1-hour and state average). Overlap of construction and operations would be significant for $PM_{2.5}$ (24-hour)	**MM AQ-1** through **MM AQ-8**	**CEQA: Significant and unavoidable for PM_{10} (24-hour and annual average) and NO_2 (1-hour and state annual average)**
		NEPA: Significant for PM_{10} (24-hour and annual average), $PM_{2.5}$ (annual average), and NO_2 (federal 1-hour average).Overlap of construction and operations would be significant for $PM_{2.5}$ (24-hour)		**NEPA: Significant and unavoidable for PM_{10} (24-hour and annual average), $PM_{2.5}$ (annual average) and NO_2 (Federal 1-hour and state annual average).**

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	AQ-3: The proposed Project would result in operational emissions that exceed 10 tons per year of VOCs or an SCAQMD threshold of significance in Table 3.2-18.	CEQA: Significant for NOx in 2015, 2025, and 2027 and VOC in 2027.	**MM AQ-9: Alternative Maritime Power (AMP).** **MM AQ-10: Vessel Speed Reduction Program (VSRP).** **MM AQ-11: Cleaner OGV Engines.** **MM AQ-12: OGV Engine Emissions Reduction Technology Improvements.** **MM AQ-13: Yard Tractors at Berths 302-306 Terminal.** **MM AQ-14: Yard Equipment at Berth 302-306 Railyard.** **MM AQ-15: Yard Equipment at Berth 302-306 Terminal..** **MM AQ-16: Truck Idling Reduction Measure.** The following lease measures would also be implemented to reduce impacts: **LM AQ-1 Periodic Review of New Technology and Regulations.** **LM AQ-2: Substitution of New Technology.**	**CEQA: Significant and unavoidable for VOC in 2025 and 2027.**
		NEPA: Significant for CO, VOC, NOx, PM_{10}, and $PM_{2.5}$ in 2015, 2020, 2025, and 2027 and for SOx in 2025 and 2027.		**NEPA: Significant and unavoidable for CO, VOC, NOx, and $PM_{2.5}$ in 2015, 2020, 2025, and 2027 and for PM_{10} in 2020, 2025 and 2027**
	AQ-4: Proposed Project operations would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-19.	CEQA: Significant for state and Federal 1-hour and state annual NO_2.	**MM AQ-9** through **MM AQ-16**	**CEQA: Significant and unavoidable for state and Federal 1-hour and state annual NO_2**
		NEPA: Significant for Federal 1-hour NO_2 and annual $PM_{2.5}$.		**NEPA: Significant and unavoidable for Federal 1-hour NO_2.**
	AQ-5: The proposed Project would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-6: The proposed Project would not create an objectionable odor at the nearest sensitive receptor.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	AQ-7: The proposed Project would expose receptors to significant levels of TACs.	CEQA: The cancer risk (future) and acute hazard index would be significant for residential and occupational receptors. The chronic hazard index would be less than significant for all receptors.	MM AQ-9 through MM AQ-16	**CEQA: The cancer risk (future) would be significant and unavoidable for residential and occupational receptors. The acute hazard index would be significant and unavoidable for occupational receptors.** The chronic hazard index would be less than significant for all receptors.
		NEPA: The acute hazard index would be significant for residential and occupational receptors. The cancer risk and chronic hazard index would be less than significant for all receptors.		**NEPA: The acute hazard index would be significant and unavoidable for occupational receptors.** The cancer risk and chronic hazard index would be less than significant for all receptors.
	AQ-8: The proposed Project would not conflict with or obstruct implementation of an applicable AQMP.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-9: The proposed Project would produce GHG emissions that would exceed CEQA and NEPA baseline levels.	CEQA: Significant	MM AQ-2 through MM AQ-4, MM AQ-9, MM AQ-10, MM AQ-16, and MM AQ-17. Compact Fluorescent Light Bulbs MM AQ-18. Energy Audit MM AQ-19. Recycling MM AQ-20. Tree Planting	**CEQA: Significant and unavoidable**
		NEPA: Not applicable	NEPA: Not applicable	NEPA: Not applicable
Alternative 1 – No Project	**AQ-1:** Alternative 1 would not result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-16.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	AQ-2: Alternative 1 construction would not result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-17.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	AQ-3: Alternative 1 would result in operational emissions that exceed 10 tons per year of VOCs or an SCAQMD threshold of significance in Table 3.2-18.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	AQ-4: Alternative 1 operations would not result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-19.	CEQA: Significant for NO_2 (federal and state 1-hour and state annual average)	Mitigation measures are not applicable to Alternative 1 because there would be no discretionary actions subject to CEQA	**CEQA: Significant and unavoidable for federal and state 1-hour and state annual NO_2**
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	AQ-5: Alternative 1 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	AQ-6: Alternative 1 would not create an objectionable odor at the nearest sensitive receptor.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	AQ-7: Alternative 1 would not expose receptors to significant levels of TACs.	CEQA: The cancer risk (future) would be significant for residential receptors. The chronic and acute hazard indices would be less than significant for all receptors.	Mitigation measures are not applicable to Alternative 1 because there would be no discretionary actions subject to CEQA	CEQA: **The cancer risk (future) would be significant and unavoidable for residential receptors.** The chronic and acute hazard indices would be less than significant for all receptors.
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	AQ-8: Alternative 1 would not conflict with or obstruct implementation of an applicable AQMP.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	AQ-9: Alternative 1 would produce GHG emissions that would exceed CEQA and NEPA baseline levels.	CEQA: Significant	Mitigation measures are not applicable to Alternative 1 because there would be no discretionary actions subject to CEQA.	**CEQA: Significant and unavoidable**
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 2 – No Federal Action	**AQ-1:** Alternative 2 would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-16.	CEQA: Significant for NO_x	MM AQ-1 through MM AQ-8	**CEQA: Significant and unavoidable for NO_x**
		NEPA: No impact	Mitigation not required.	NEPA: No impact
	AQ-2: Alternative 2 construction would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-17.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	AQ-3: Alternative 2 would result in operational emissions that exceed 10 tons per year of VOCs or an SCAQMD threshold of significance in Table 3.2-18.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
		NEPA: No impact		NEPA: No impact
	AQ-4: Alternative 2 operations would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-19.	CEQA: Significant for federal and state 1-hour and state annual NO_2	**MM AQ-9** through **MM AQ-16**	**CEQA: Significant and unavoidable for federal and state 1-hour and state annual NO_2**
		NEPA: No impact	Mitigation not required	NEPA: No impact
	AQ-5: Alternative 2 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No Impact		NEPA: No Impact
	AQ-6: Alternative 2 would not create an objectionable odor at the nearest sensitive receptor.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No Impact		NEPA: No Impact
	AQ-7: Alternative 2 would not expose receptors to significant levels of TACs.	CEQA: The cancer risk (future) would be significant for residential receptors. The chronic and acute hazard indices would be less than significant for all receptors.	**MM AQ-9** through **MM AQ-16**	CEQA: **The cancer risk (future) would be significant and unavoidable for residential receptors.** The chronic and acute hazard indices would be less than significant for all receptors.
		NEPA: No impact	Mitigation not required	NEPA: No impact
	AQ-8: Alternative 2 would not conflict with or obstruct implementation of an applicable AQMP.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	AQ-9: Alternative 2 would produce GHG emissions that would exceed CEQA and NEPA baseline levels.	CEQA: Significant	**MM AQ-2** through **MM AQ-4, MM AQ-16** through **MM AQ-20**	**CEQA: Significant and unavoidable**
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 3 – Reduced Project: Four New Cranes	**AQ-1:** Alternative 3 would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-16.	CEQA: Significant for VOC, NO_x, and $PM_{2.5}$	**MM AQ-1** through **MM AQ-8**	**CEQA: Significant and unavoidable for VOC, NO_x and $PM_{2.5}$**
		NEPA: Significant for VOC, NO_x, and $PM_{2.5}$		**NEPA: Significant and unavoidable for VOC, NO_x and $PM_{2.5}$**
	AQ-2: Alternative 3 construction would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-17.	CEQA: Significant for NO_2 (Federal and state 1-hour average). Overlap of construction and operations would be significant for PM2.5 (24-hour).	**MM AQ-1** through **MM AQ-8**	**CEQA: Maximum off-site ambient air pollutant concentrations would remain significant and unavoidable for NO_2 (Federal and state 1-hour average)**

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
		NEPA: Significant for $PM_{2.5}$ (annual average), and NO_2 (Federal 1-hour average). Overlap of construction and operations would be significant for PM2.5 (24-hour).		**NEPA: Significant and unavoidable for $PM_{2.5}$ (annual average) and NO_2 (Federal 1-hour average)**
	AQ-3: Alternative 3 would result in operational emissions that exceed 10 tons per year of VOCs or an SCAQMD threshold of significance in Table 3.2-18.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Significant for NOx in 2015, 2020, 2025, and 2027 and VOC in 2020, 2025, and 2027	**MM AQ-9** through **MM AQ-16**	**NEPA: Significant and unavoidable for VOC in 2020, 2025, and 2027 and NOx in 2020**
	AQ-4: Alternative 3 operations would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-19.	CEQA: Significant for Federal and state 1-hour and state annual NO_2	**MM AQ-9** through **MM AQ-16**	**CEQA: Significant and unavoidable for Federal and state 1-hour and state annual NO_2**
		NEPA: Significant for Federal 1-hour NO_2		**NEPA: Significant and unavoidable for Federal 1-hour NO_2**
	AQ-5: Alternative 3 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-6: Alternative 3 would not create an objectionable odor at the nearest sensitive receptor.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-7: Alternative 3 would expose receptors to significant levels of TACs.	CEQA: The cancer risk (future) and acute hazard index would be significant for residential and occupational receptors. The chronic hazard index would be less than significant for all receptors	**MM AQ-9** through **MM AQ-16**	**CEQA: The cancer risk (future) would be significant and unavoidable for residential receptors. The acute hazard index would be significant and unavoidable for occupational receptors.** The chronic hazard index would be less than significant for all receptors
		NEPA: The acute hazard index would be significant for residential and occupational receptors. The cancer risk and chronic hazard index would be less than significant for all receptors		**NEPA: The acute hazard index would be significant and unavoidable for occupational receptors.** The cancer risk and chronic hazard index would be less than significant for all receptors
	AQ-8: Alternative 3 would not conflict with or obstruct implementation of an applicable AQMP.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	AQ-9: Alternative 3 would produce GHG emissions that would exceed CEQA and NEPA baseline levels.	CEQA: Significant	MM AQ-2 through MM AQ-4, MM AQ-9, MM AQ-10, MM AQ-16 through MM AQ-20.	**CEQA: Significant and unavoidable**
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 4 – Reduced Project: No New Wharf	**AQ-1:** Alternative 4 would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-16.	CEQA: Impacts would be significant for VOC, NO_x, PM_{10}, and $PM_{2.5}$	MM AQ-1 through MM AQ-8	**CEQA: Significant and unavoidable for VOC, NO_x, PM_{10}, and $PM_{2.5}$**
		NEPA: Impacts would be significant for VOC, NO_x, PM_{10}, and $PM_{2.5}$		**NEPA: Significant and unavoidable for VOC, NO_x, and $PM_{2.5}$**
	AQ-2: Alternative 4 construction would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-17.	CEQA: Significant for PM_{10} (annual average) and NO_2 (Federal and state 1-hour average). Overlap of construction and operations would be significant for PM2.5 (24-hour).	MM AQ-1 through MM AQ-8	**CEQA: Significant and unavoidable for PM_{10} (annual average) and NO_2 (Federal and state 1-hour average)**
		NEPA: Significant for PM_{10} (annual average), $PM_{2.5}$ (annual average), and NO_2 (Federal 1-hour average). Overlap of construction and operations would be significant for PM2.5 (24-hour).		**NEPA: Significant and unavoidable for PM_{10} and $PM_{2.5}$ (annual average) and NO_2 (Federal 1-hour average)**
	AQ-3: Alternative 4 would result in operational emissions that exceed 10 tons per year of VOCs or an SCAQMD threshold of significance in Table 3.2-18.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Significant for VOC and NOx in 2015, 2020, 2025, and 2027	MM AQ-9 through MM AQ-16	**NEPA: Significant and unavoidable for VOC and NO_X in 2020, 2025, and 2027**
	AQ-4: Alternative 4 operations would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-19.	CEQA: Significant for Federal and state 1-hour and state annual NO_2	MM AQ-9 through MM AQ-16	**CEQA: Significant and unavoidable for Federal and state 1-hour and state annual NO_2**
		NEPA: Significant for 1-hour NO_2 and annual $PM_{2.5}$		**NEPA: Impacts would be significant and unavoidable for 1-hour NO_2**
	AQ-5: Alternative 4 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-6: Alternative 4 would not create an objectionable odor at the nearest sensitive receptor.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	AQ-7: Alternative 4 would expose receptors to significant levels of TACs	CEQA: The cancer risk (future) and acute hazard index would be significant for residential and occupational receptors. The chronic hazard index would be less than significant for all receptors	MM AQ-9 through MM AQ-16	**CEQA: The cancer risk (future) would be significant and unavoidable for residential and occupational receptors. The acute hazard index would be significant and unavoidable for occupational receptors.** The chronic hazard index would be less than significant for all receptors
		NEPA: The acute hazard index would be significant for residential and occupational receptors. The cancer risk and chronic hazard index would be less than significant for all receptors		**NEPA: The acute hazard index would be significant and unavoidable for occupational receptors.** The cancer risk and chronic hazard index would be less than significant and unavoidable for all receptors
	AQ-8: Alternative 4 would not conflict with or obstruct implementation of an applicable AQMP.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-9: Alternative 4 would produce GHG emissions that would exceed CEQA and NEPA baseline levels.	CEQA: Significant	MM AQ-2 through MM AQ-4, MM AQ-9, MM AQ-10, MM AQ-16 through MM AQ-20	CEQA: Significant and unavoidable
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 5 – Reduced Project: No Space Assignment	**AQ-1:** Alternative 5 would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-16.	CEQA: Significant for VOC, CO, NO_x, PM_{10}, and $PM_{2.5}$	MM AQ-1 through MM AQ-8	**CEQA: Significant and unavoidable for VOC, CO, NO_x, PM_{10}, and $PM_{2.5}$**
		NEPA: Significant for VOC, CO, NO_x, PM_{10}, and $PM_{2.5}$		**NEPA: Significant and unavoidable for VOC, CO, NO_x, PM_{10}, and $PM_{2.5}$**
	AQ-2: Alternative 5 construction would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-17.	CEQA: Significant for PM_{10} (24-hour and annual average) and NO_2 (state and Federal 1-hour average and state annual). Overlap of construction and operations would be significant for PM2.5 (24-hour).	MM AQ-1 through MM AQ-8	**CEQA: Significant and unavoidable for PM_{10} (annual average) and NO_2 (state and Federal 1-hour average)**

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
		NEPA: Significant for PM_{10} (24-hour and annual average), $PM_{2.5}$ (annual average), and NO_2 (1-hour average). Overlap of construction and operations would be significant for PM2.5 (24-hour).		**NEPA: Significant and unavoidable for PM_{10} and $PM_{2.5}$ (annual average) and NO_2 (1-hour average)**
	AQ-3: Alternative 5 would result in operational emissions that exceed 10 tons per year of VOCs or an SCAQMD threshold of significance in Table 3.2-18.	CEQA: Significant for NOx and VOC in 2015, 2025, and 2027	**MM AQ-9** through **MM AQ-16**	**CEQA: Significant and unavoidable for VOC**
		NEPA: Significant for CO, VOC, NOx, PM_{10}, and $PM_{2.5}$ in 2015, 2020, 2025, and 2027 and for SOx in 2025 and 2027		**NEPA: Significant and unavoidable for CO, VOC, NOx, PM_{10}, and $PM_{2.5}$**
	AQ-4: Alternative 5 operations would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-19.	CEQA: Significant for Federal and state 1-hour and state annual NO_2	**MM AQ-9** through **MM AQ-16**	**CEQA: Significant and unavoidable for Federal and state 1-hour and state annual NO_2**
		NEPA: Significant for Federal 1-hour NO_2 and annual $PM_{2.5}$		**NEPA: Significant and unavoidable for Federal** 1-hour **NO_2**
	AQ-5: Alternative 5 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-6: Alternative 5 would not create an objectionable odor at the nearest sensitive receptor.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-7: Alternative 5 would expose receptors to significant levels of TACs.	CEQA: The cancer risk (future) and acute hazard index would be significant for residential and occupational receptors. The chronic hazard index would be less than significant for all receptors	**MM AQ-9** through **MM AQ-16**	**CEQA: The cancer risk (future) would be significant and unavoidable for residential and occupational receptors. The acute hazard index would be significant and unavoidable for occupational receptors.** The chronic hazard index would be less than significant for all receptors
		NEPA: The acute hazard index would be significant for residential and occupational receptors. The cancer risk and chronic hazard index would be less than significant for all receptors		NEPA: The acute hazard index would be significant and unavoidable for occupational receptors. The cancer risk and chronic hazard index would be less than significant for all receptors

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	AQ-8: Alternative 5 would not conflict with or obstruct implementation of an applicable AQMP.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required.	CEQA: Less than significant NEPA: Less than significant
	AQ-9: Alternative 5 would produce GHG emissions that would exceed CEQA and NEPA baseline levels.	CEQA: Significant	MM AQ-2 through MM AQ-4, MM AQ-9, MM AQ-10, MM AQ-16 through MM AQ-20	**CEQA: Significant and unavoidable**
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	**AQ-1:** Alternative 6 would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-16.	CEQA: Significant for VOC, CO, NO_x, PM_{10}, and $PM_{2.5}$	MM AQ-1 through MM AQ-8.	**CEQA: Significant and unavoidable for VOC, CO, NO_x, PM_{10}, and $PM_{2.5}$**
		NEPA: Impacts would be significant for VOC, CO, NO_x, PM_{10}, and $PM_{2.5}$		**NEPA: Significant and unavoidable for VOC, CO, NO_x, PM_{10}, and $PM_{2.5}$**
	AQ-2: Alternative 6 construction would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-17.	CEQA: Significant for PM_{10} (24-hour and annual average) and NO_2 (1-hour and state average). Overlap of construction and operations would be significant for PM2.5 (24-hour).	MM AQ-1 through MM AQ-8.	**CEQA: Significant and unavoidable for PM_{10} (24-hour and annual average) and NO_2 (1-hour and state annual average)**
		NEPA: Significant for PM_{10} (24-hour and annual average), $PM_{2.5}$ (annual average), and NO_2 (1-hour average). Overlap of construction and operations would be significant for PM2.5 (24-hour).		**NEPA: Significant and unavoidable for PM_{10} (24-hour and annual average), $PM_{2.5}$ (annual average) and NO_2 (1-hour average).**
	AQ-3: Alternative 6 would result in operational emissions that exceed 10 tons per year of VOCs or an SCAQMD threshold of significance in Table 3.2-18.	CEQA: Significant for NOx in 2015, 2025, and 2027 and VOC in 2027	MM AQ-9 through MM AQ-16	**CEQA: Significant and unavoidable for VOC in 2025 and 2027**
		NEPA: Significant for CO, VOC, NOx, PM_{10}, and $PM_{2.5}$ in 2015, 2020, 2025, and 2027 and for SOx in 2025 and 2027		**NEPA: Significant and unavoidable for CO, VOC, NOx, and $PM_{2.5}$ in 2015, 2020, 2025, and 2027 and for PM_{10} in 2020, 2025 and 2027**
	AQ-4: Alternative 6 operations would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-19.	CEQA: Significant for Federal and state 1-hour and state annual NO_2	MM AQ-9 through MM AQ-16.	**CEQA: Significant and unavoidable for Federal and state 1-hour and state annual NO_2**
		NEPA: Significant for Federal 1-hour NO_2 and annual $PM_{2.5}$		**NEPA: Significant and unavoidable for Federal 1-hour NO_2**

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	AQ-5: Alternative 6 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-6: Alternative 6 would not create an objectionable odor at the nearest sensitive receptor.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-7: Alternative 6 would expose receptors to significant levels of TACs.	CEQA: The cancer risk (future) and acute hazard index would be significant for residential and occupational receptors. The cancer risk and chronic hazard index would be less than significant for all receptors	**MM AQ-9** through **MM AQ-16**	**CEQA: The cancer risk (future) would be significant and unavoidable for residential and occupational receptors. The acute hazard index would be significant and unavoidable for occupational receptors.** The chronic hazard index would be less than significant for all receptors
		NEPA: The acute hazard index would be significant for residential and occupational receptors. The cancer risk and chronic hazard index would be less than significant for all receptors		**NEPA: The acute hazard index would be significant and unavoidable for occupational receptors.** The cancer risk and chronic hazard index would be less than significant for all receptors
	AQ-8: Alternative 6 would not conflict with or obstruct implementation of an applicable AQMP.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-9: Alternative 6 would produce GHG emissions that would exceed CEQA and NEPA baseline levels.	CEQA: Significant	**MM AQ-2** through **MM AQ-4, MM AQ-9, MM AQ-10, MM AQ-16** through **MM AQ-20**	**CEQA: Significant and unavoidable**
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
3.3 Biological Resources				
Proposed Project	**BIO-1a:** Construction activities could cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Potentially significant impact (if elegant or Caspian terns use the 41-acre area for nesting); impacts to other sensitive species or habitat would be less than significant	**MM BIO-1: Conduct nesting bird surveys and avoid impacts to nesting birds at the Project site.**	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
		NEPA: Potentially significant impact (if elegant or Caspian terns use the 41-acre area for nesting); impacts to other sensitive species or habitat would be less than significant	**SC BIO-1: Avoid marine mammals.**	NEPA: Less than significant
	BIO-2a: Construction activities would not result in a substantial reduction or alteration of a state, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-3a: Construction activities would not interfere with wildlife movement/migration corridors.	CEQA: Less than significant	Mitigation not required; however, **SC BIO-1** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-4a: Construction activities would not substantially disrupt local biological communities.	CEQA: Less than significant	Mitigation not required; however, **MM BIO-1** and **SC BIO-1** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-5: Construction activities would not result in a permanent loss of marine habitat.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-1b: Operations would not cause a loss of individuals or habitat for a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Less than significant	Mitigation not required; however, **MM AQ-10** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-2b: Operations would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Less than significant impact for EFH and eelgrass beds; no impact to other natural habitats, special aquatic sites, or plant communities	Mitigation not required	CEQA: Less than significant for EFH and eelgrass beds; no impact for other natural habitats, special aquatic sites, or plant communities
		NEPA: Less than significant impact for EFH and eelgrass; no impacts to other natural habitats, special aquatic sites, or plant communities		NEPA: Less than significant for EFH and eelgrass; no impact for other natural habitats, special aquatic sites, or plant communities
	BIO-3b: Operation of the proposed Project would not interfere with wildlife movement/migration corridors.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-4b: Operation of the proposed Project would not substantially disrupt local biological communities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-4c: Operation of the proposed Project could introduce non-native	CEQA: Significant	No feasible mitigation is	CEQA: Significant and unavoidable

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	species into the Harbor that could substantially disrupt local biological communities.	NEPA: Significant	currently available	NEPA: Significant and unavoidable
Alternative 1 – No Project	**BIO-1a:** Construction activities would not cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable.	NEPA: Not applicable
	BIO-2a: Construction activities would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable.	NEPA: Not applicable
	BIO-3a: Construction activities would not interfere with wildlife movement/migration corridors.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	BIO-4a: Construction activities would not substantially disrupt local biological communities.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	BIO-5: Construction activities would not result in a permanent loss of marine habitat.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	BIO-1b: Operations would not cause a loss of individuals or habitat for a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	BIO-2b: Operations would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Less than significant to EFH and eelgrass; no impact to other natural habitats or plant communities	Mitigation not required	CEQA: Less than significant to EFH and eelgrass; no impact to natural habitats or plant communities
		NEPA: Not applicable	Mitigation not applicable.	NEPA: Not applicable
	BIO-3b: Operation of Alternative 1 would not interfere with wildlife movement/migration corridors.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable.	NEPA: Not applicable
	BIO-4b: Operation of Alternative 1 would not substantially disrupt local biological communities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	BIO-4c: Operation of Alternative 1 could introduce non-native species into the Harbor that could substantially disrupt local biological communities.	CEQA: Significant	Mitigation measures are not applicable to Alternative 1 because there would be no discretionary actions subject to CEQA	CEQA: Significant and unavoidable

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 2 – No Federal Action	**BIO-1a:** Construction activities would not cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-2a: Construction activities would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-3a: Construction activities would not interfere with wildlife movement/migration corridors.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-4a: Construction activities would not substantially disrupt local biological communities.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-5: Construction activities would not result in a permanent loss of marine habitat.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-1b: Operations would not cause a loss of individuals or habitat for a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Less than significant	Mitigation not required; however, **MM AQ-10** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: No impact	Mitigation not required	NEPA: No impact
	BIO-2b: Operations would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Less than significant to EFH and eelgrass; no impacts to other natural habitats, special aquatic sites, or plant communities	Mitigation not required	CEQA: Less than significant to EFH and eelgrass; no impacts to other natural habitats, special aquatic sites, or plant communities
		NEPA: No impact		NEPA: No impact
	BIO-3b: Operation of Alternative 2 would not interfere with wildlife movement/migration corridors.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-4b: Operation of Alternative 2 would not substantially disrupt local biological communities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	BIO-4c: Operation of the Project could introduce non-native species into the Harbor that could substantially disrupt local biological communities.	CEQA: Significant	No feasible mitigation is currently available	CEQA: Significant and unavoidable

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
		NEPA: No impact	Mitigation not required	NEPA: No impact
Alternative 3 – Reduced Project: Four New Cranes	**BIO-1a:** Construction activities would not cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-2a: Construction activities would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-3a: Construction activities would not interfere with wildlife movement/migration corridors.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-4a: Construction activities would not substantially disrupt local biological communities.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-5: Construction activities would not result in a permanent loss of marine habitat.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-1b: Operations would not cause a loss of individuals or habitat for a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Less than significant	Mitigation not required; however, **MM AQ-10** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-2b: Operations would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Less than significant impact to EFH and eelgrass; no impacts to other natural habitats, special aquatic sites, or plant communities	Mitigation not required	CEQA: Less than significant impact to EFH and eelgrass; no impacts to other natural habitats, special aquatic sites, or plant communities
		NEPA: Less than significant impact to EFH and eelgrass; no impacts to other natural habitats, special aquatic sites, or plant communities		NEPA: Less than significant impact to EFH and eelgrass; no impacts to other natural habitats, special aquatic sites, or plant communities
	BIO-3b: Operation of Alternative 3 would not interfere with wildlife movement/migration corridors.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-4b: Operation of Alternative 3 would not substantially disrupt local biological communities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-4c: Operation of Alternative 3 could introduce non-native species into the Harbor that could substantially disrupt local biological	CEQA: Significant	No feasible mitigation is currently available	CEQA: Significant and unavoidable

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	communities.	NEPA: Significant		NEPA: Significant and unavoidable
Alternative 4 – Reduced Project: No New Wharf	**BIO-1a:** Construction activities could cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Potentially significant impact (if elegant or Caspian terns use the 41-acre area for nesting); impacts to other sensitive species or habitat would be less than significant	**MM BIO-1**	CEQA: Less than significant
		NEPA: Potentially significant impact (if elegant or Caspian terns use the 41-acre area for nesting); impacts to other sensitive species or habitat would be less than significant		NEPA: Less than significant
	BIO-2a: Construction activities would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-3a: Construction activities would not interfere with wildlife movement/migration corridors.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-4a: Construction activities would not substantially disrupt local biological communities.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-5: Construction activities would not result in a permanent loss of marine habitat	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-1b: Operations would not cause a loss of individuals or habitat for a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Less than significant	Mitigation not required; however, **MM AQ-10** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-2b: Operations would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Less than significant impact to EFH and eelgrass; no impacts to other natural habitats, special aquatic sites, or plant communities	Mitigation not required	CEQA: Less than significant impact to EFH and eelgrass; no impacts to other natural habitats, special aquatic sites, or plant communities
		NEPA: Less than significant impact to EFH and eelgrass; no impacts to other natural habitats, special aquatic sites, or plant communities		NEPA: Less than significant impact to EFH and eelgrass; no impacts to other natural habitats, special aquatic sites, or plant communities

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	BIO-3b: Operation of Alternative 4 would not interfere with wildlife movement/migration corridors.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-4b: Operation of Alternative 4 would not substantially disrupt local biological communities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-4c: Operation of Alternative 4 could introduce non-native species into the Harbor that could disrupt local biological communities.	CEQA: Significant	No feasible mitigation is currently available	**CEQA: Significant and unavoidable**
		NEPA: Significant		**NEPA: Significant and unavoidable**
Alternative 5 – Reduced Project: No Space Assignment	**BIO-1a:** Construction activities could cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Potentially significant impact (if elegant or Caspian terns use the 41-acre backlands for nesting); impacts to other sensitive species or habitat would be less than significant	**MM BIO-1** and **SC BIO-1.**	CEQA: Less than significant
		NEPA: Potentially significant impact (if elegant or Caspian terns use the 41-acre backlands for nesting); impacts to other sensitive species or habitat would be less than significant		NEPA: Less than significant
	BIO-2a: Construction activities would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-3a: Construction activities would not interfere with wildlife movement/migration corridors.	CEQA: Less than significant	Mitigation not required; however **SC BIO-1**would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-4a: Construction activities would not substantially disrupt local biological communities.	CEQA: Less than significant	Mitigation not required; however, **MM BIO-1** and **SC BIO-2** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-5: Wharf extension would not result in a permanent loss of marine habitat.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-1b: Operations would not cause a loss of individuals or habitat for a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Less than significant	Mitigation not required; however, **MM AQ-10** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	BIO-2b: Operations would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Less than significant impact to EFH and eelgrass; no impacts to other natural habitats, special aquatic sites, or plant communities	Mitigation not required	CEQA: Less than significant for EFH and eelgrass; no impacts for other natural habitats, special aquatic sites, or plant communities
		NEPA: Less than significant impact to EFH and eelgrass; no impacts to other natural habitats, special aquatic sites, or plant communities		NEPA: Less than significant for EFH and eelgrass; no impacts for other natural habitats, special aquatic sites, or plant communities
	BIO-3b: Operation of Alternative 5 would not interfere with wildlife movement/migration corridors.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	BIO-4b: Operation of Alternative 5 would not substantially disrupt local biological communities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-4c: Operation of Alternative 5 could introduce non-native species into the Harbor that could disrupt local biological communities.	CEQA: Significant	No feasible mitigation is currently available	CEQA: Significant and unavoidable
		NEPA: Significant		NEPA: Significant and unavoidable
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	**BIO-1a:** Construction activities could cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Potentially significant impact (if elegant or Caspian terns use the 41-ace backlands for nesting); impacts to other sensitive species or habitat would be less than significant	**MM BIO-1** and **SC BIO-1.**	CEQA: Less than significant
		NEPA: Potentially significant impact (if elegant or Caspian terns use the 41-acre backlands for nesting); impacts to other sensitive species or habitat would be less than significant		NEPA: Less than significant
	BIO-2a: Construction activities would not result in a substantial reduction or alteration of a state, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-3a: Construction activities would not interfere with wildlife movement/migration corridors.	CEQA: Less than significant	Mitigation not required; however, **SC BIO-1**would further reduce any potential for impact.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-4a: Construction activities would not substantially disrupt local	CEQA: Less than significant	Mitigation not required; however,	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	biological communities.	NEPA: Less than significant	**MM BIO-1** and **SC BIO-1** would further reduce any potential for impact	NEPA: Less than significant
	BIO-5: Construction activities would not result in a permanent loss of marine habitat.	CEQA: No impact NEPA: No impact	Mitigation not required	CEQA: No impact NEPA: No impact
	BIO-1b: Operations would not cause a loss of individuals or habitat for a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required; however, **MM AQ-10** would further reduce any potential for impact	CEQA: Less than significant NEPA: Less than significant
	BIO-2b: Operations would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Less than significant for EFH and eelgrass; No impacts for other natural habitats, special aquatic sites, or plant communities NEPA: Less than significant for EFH and eelgrass; No impacts for other natural habitats, special aquatic sites, or plant communities	Mitigation not required	CEQA: Less than significant for EFH and eelgrass; no impacts for other natural habitats, special aquatic sites, or plant communities NEPA: Less than significant for EFH and eelgrass; no impacts for other natural habitats, special aquatic sites, or plant communities
	BIO-3b: Operation of Alternative 6 would not interfere with wildlife movement/migration corridors	CEQA: No impact NEPA: No impact	Mitigation not required	CEQA: No impact NEPA: No impact
	BIO-4b: Operation of Alternative 6 would not substantially disrupt local biological communities.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	BIO-4c: Operation of Alternative 6 could introduce non-native species into the Harbor that could disrupt local biological communities.	CEQA: Significant NEPA: Significant	No feasible mitigation is currently available	CEQA: Significant and unavoidable NEPA: Significant and unavoidable
3.4 Cultural Resources				
Proposed Project	**CR-1:** The proposed Project would have a low potential to disturb, damage, or degrade an archaeological and ethnographic resource or its setting that is found to be important under the criteria of CEQA.	CEQA: No impact on known resources and less than significant impact on unknown resources.	Mitigation not required; however, **SC CR-1: Stop work in area if prehistoric and/or archaeological resources are encountered** would further reduce any potential for impact	CEQA: Less than significant
	CR-2: The proposed Project would have a low potential to result in a permanent loss of, or loss of access to, a paleontological resource of regional or statewide significance.	CEQA: Less than significant	Mitigation not required.	CEQA: Less than significant
	CR-3: The proposed Project would have a low potential to have an	NEPA: Less than	Mitigation not required;	NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	adverse effect on known or unknown prehistoric and/or historic archaeological or ethnographic resources included, or qualified for inclusion, on the NRHP.	significant	however, **SC CR-1** would further reduce any potential for impact	
	CR-4: The proposed Project would have a low potential result in a permanent loss of, or loss of access to, a significant paleontological resource.	NEPA: Less than significant	Mitigation not required	NEPA: Less than significant
Alternative 1 – No Project	**CR-1:** Alternative 1 would have a low potential to disturb, damage, or degrade an archaeological and ethnographic resource or its setting that is found to be important under the criteria of CEQA.	CEQA: No impact	Mitigation not required.	CEQA: No impact
	CR-2: Alternative 1 would have a low potential to result in a permanent loss of, or loss of access to, a paleontological resource of regional or statewide significance.	CEQA: No impact	Mitigation not required	CEQA: No impact
	CR-3: Alternative 1 would have a low potential to have an adverse effect on known or unknown prehistoric and/or historic archaeological or ethnographic resources included, or qualified for inclusion, on the NRHP.	NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	CR-4: Alternative 1 would have a low potential result in a permanent loss of, or loss of access to, a significant paleontological resource.	NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 2 – No Federal Action	**CR-1:** Alternative 2 would have a low potential to disturb, damage, or degrade an archaeological and ethnographic resource or its setting that is found to be important under the criteria of CEQA.	CEQA: No impact	Mitigation not required	CEQA: No impact
	CR-2: Alternative 2 would have a low potential to result in a permanent loss of, or loss of access to, a paleontological resource of regional or statewide significance.	CEQA: No impact	Mitigation not required	CEQA: No impact
	CR-3: Alternative 2 would have a low potential to have an adverse effect on known or unknown prehistoric and/or historic archaeological or ethnographic resources included, or qualified for inclusion, on the NRHP.	NEPA: No impact	Mitigation not required	NEPA: No impact
	CR-4: Alternative 2 would have a low potential result in a permanent loss of, or loss of access to, a significant paleontological resource.	NEPA: No impact	Mitigation not required	NEPA: No impact
Alternative 3 – Reduced Project: Four New Cranes	**CR-1:** Alternative 3 would have a low potential to disturb, damage, or degrade an archaeological and ethnographic resource or its setting that is found to be important under the criteria of CEQA.	CEQA: No impact on known resources and less than significant impact on unknown resources.	Mitigation not required; however, **SC CR-1** would further reduce any potential for impact	CEQA: Less than significant
	CR-2: Alternative 3 would have a low potential to result in a permanent loss of, or loss of access to, a paleontological resource of regional or statewide significance.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	CR-3: Alternative 3 would have a low potential to have an adverse effect on known or unknown prehistoric and/or historic archaeological or ethnographic resources included, or qualified for inclusion, on the	NEPA: Less than significant	Mitigation not required; however, **SC CR-1** would	NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	NRHP.		further reduce any potential for impact	
	CR-4: Alternative 3 would have a low potential result in a permanent loss of, or loss of access to, a significant paleontological resource.	NEPA: Less than significant	Mitigation not required	NEPA: Less than significant
Alternative 4 – Reduced Project: No New Wharf	**CR-1:** Alternative 4 would have a low potential to disturb, damage, or degrade an archaeological and ethnographic resource or its setting that is found to be important under the criteria of CEQA.	CEQA: No impact on known resources and less than significant impact on unknown resources.	Mitigation not required; however, **SC CR-1** would further reduce any potential for impact	CEQA: Less than significant
	CR-2: Alternative 4 would have a low potential to result in a permanent loss of, or loss of access to, a paleontological resource of regional or statewide significance.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	CR-3: Alternative 4 would have a low potential to have an adverse effect on known or unknown prehistoric and/or historic archaeological or ethnographic resources included, or qualified for inclusion, on the NRHP.	NEPA: Less than significant	Mitigation not required; however, **SC CR-1** would further reduce any potential for impact	NEPA: Less than significant
	CR-4: Alternative 4 would have a low potential result in a permanent loss of, or loss of access to, a significant paleontological resource.	NEPA: Less than significant	Mitigation not required	NEPA: Less than significant
Alternative 5 – Reduced Project: No Space Assignment	**CR-1:** Alternative 5 would have a low potential to disturb, damage, or degrade an archaeological and ethnographic resource or its setting that is found to be important under the criteria of CEQA.	CEQA: No impact on known resources and less than significant impact on unknown resources.	Mitigation not required; however, **SC CR-1** would further reduce any potential for impact	CEQA: Less than significant
	CR-2: Alternative 5 would have a low potential to result in a permanent loss of, or loss of access to, a paleontological resource of regional or statewide significance.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	CR-3: Alternative 5 would have a low potential to have an adverse effect on known or unknown prehistoric and/or historic archaeological or ethnographic resources included, or qualified for inclusion, on the NRHP.	NEPA: Less than significant	Mitigation not required; however, **SC CR-1** would further reduce any potential for impact	NEPA: Less than significant
	CR-4: Alternative 5 would have a low potential result in a permanent loss of, or loss of access to, a significant paleontological resource.	NEPA: Less than significant	Mitigation not required	NEPA: Less than significant
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	**CR-1:** Alternative 6 would have a low potential to disturb, damage, or degrade an archaeological and ethnographic resource or its setting that is found to be important under the criteria of CEQA.	CEQA: No impact on known resources and less than significant impact on unknown resources.	Mitigation not required; however, **SC CR-1** would further reduce any potential for impact	CEQA: Less than significant
	CR-2: Alternative 6 would have a low potential to result in a permanent loss of, or loss of access to, a paleontological resource of regional or statewide significance.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	CR-3: Alternative 6 would have a low potential to have an adverse effect on known or unknown prehistoric and/or historic archaeological or ethnographic resources included, or qualified for inclusion, on the NRHP.	NEPA: Less than significant	Mitigation not required; however, **SC CR-1** would further reduce any potential for impact	NEPA: Less than significant
	CR-4: Alternative 6 would have a low potential result in a permanent loss of, or loss of access to, a significant paleontological resource.	NEPA: Less than significant	Mitigation not required	NEPA: Less than significant
	3.5 Geology			
Proposed Project	**GEO-1:** Seismic activity along the Palos Verdes Fault zone or other regional faults, would not produce fault rupture, seismic ground shaking, liquefaction or other seismically induced ground failure that would expose people and structures to substantial risk during the construction period (through 2014) and operation period (through 2027).	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-2: Construction and operation of the proposed Project within the Port area would not expose people and structures to substantial risk involving tsunamis or seiches.	CEQA: Less than significant	Mitigation not required; however, **LM GEO-1: Emergency Response Planning Lease Requirement** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-3: Construction and operation of the proposed Project would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from subsidence/soil settlement.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-4: Construction and operation of the proposed Project would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from soil expansion.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-5: Construction and operation of the proposed Project would not result in or expose people or property to a substantial risk of landslides or mudflows.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-6: Shallow groundwater, which would cause unstable collapsible soils, may be encountered during excavation, but it would not expose people or structures to substantial risk.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-7: Construction and operation of the proposed Project would not result in the destruction, permanent covering or the material and adverse modification of one or more distinct and prominent geologic or topographic features.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-8: Construction and operation of the proposed Project would not result in the permanent loss of availability of a known mineral resource of regional, statewide or local significance.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-9: Construction and operation of the proposed Project would not	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	expose people and structures to substantial risk of injury from sea level rise.	NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 1 – No Project	**GEO-1:** Seismic activity along the Palos Verdes Fault zone or other regional faults would not produce fault rupture, seismic ground shaking, liquefaction or other seismically induced ground failure that would expose people and structures to substantial risk from construction period (through 2014) but would during operation period (through 2027).	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	GEO-2: Construction and operation of Alternative 1 within the Port area would not expose people and structures to substantial risk involving tsunamis or seiches.	CEQA: Less than significant	Mitigation not required	CEQA**:** Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	GEO-3: Construction and operation of Alternative 1 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from subsidence/soil settlement.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	GEO-4: Construction and operation of Alternative 1 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from soil expansion.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	GEO-5: Construction and operation of Alternative 1 would not result in or expose people or property to a substantial risk of landslides or mudflows.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	GEO-6: Shallow groundwater, which would cause unstable collapsible soils, would not be encountered and would not expose people or structures to substantial risk	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	GEO-7: Construction and operation of Alternative 1 would not result in the destruction, permanent covering or the material and adverse modification of one or more distinct and prominent geologic or topographic features.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	GEO-8: Construction and operation of Alternative 1 would not result in the permanent loss of availability of a known mineral resource of regional, statewide or local significance.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	GEO-9: Construction and operation of Alternative 1 would not expose people and structures to substantial risk of injury from sea level rise.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 2 – No Federal Action	**GEO-1:** Seismic activity along the Palos Verdes Fault zone or other regional faults would not produce fault ruptures, seismic ground shaking, liquefaction or other seismically induced ground failure that would expose people and structures to substantial risk from construction period (through 2014) but would during operation period (through 2027).	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	GEO-2: Construction and operation of Alternative 2 within the Port area	CEQA: Less than significant	Mitigation not required; however,	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	would not expose people and structures to substantial risk involving tsunamis or seiches.	NEPA: No impact	LM GEO-1 would further reduce any potential for impact	NEPA: No impact
	GEO-3: Construction and operation of Alternative 2 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from subsidence/soil settlement.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	GEO-4: Construction and operation of Alternative 2 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from soil expansion.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	GEO-5: Construction and operation of Alternative 2 would not result in or expose people or property to a substantial risk of landslides or mudflows.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-6: Shallow groundwater, which would cause unstable soils, may be encountered during excavations, but it would not expose people or structures to substantial risk.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	GEO-7: Construction and operation of Alternative 2 would not result in the destruction, permanent covering or the material and adverse modification of one or more distinct and prominent geologic or topographic features.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-8: Construction and operation of Alternative 2 would not result in the permanent loss of availability of a known mineral resource of regional, statewide or local significance.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-9: Construction and operation of Alternative 2 would not expose people and structures to substantial risk of injury from sea level rise.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 3 – Reduced Project: Four New Cranes	**GEO-1:** Seismic activity along the Palos Verdes Fault zone or other regional faults would not produce fault rupture, seismic ground shaking, liquefaction or other seismically induced ground failure that would expose people and structures to substantial risk from construction period (through 2014) but would during operation period (through 2027).	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-2: Construction and operation of Alternative 3 within the Port area would not expose people and structures to substantial risk involving tsunamis or seiches.	CEQA: Less than significant	Mitigation not required; however, LM GEO-1 would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-3: Construction and operation of Alternative 3 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from subsidence/soil settlement.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-4: Construction and operation of Alternative 3 would not result in	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	substantial damage to structures or infrastructure or expose people to substantial risk of injury from soil expansion.	NEPA: Less than significant		NEPA: Less than significant
	GEO-5: Construction and operation of Alternative 3 would not result in or expose people or property to a substantial risk of landslides or mudflows.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-6: Shallow groundwater, which would cause unstable soils, may be encountered during excavations, but it would not expose people or structures to substantial risk.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-7: Construction and operation of Alternative 3 would not result in the destruction, permanent covering or the material and adverse modification of one or more distinct and prominent geologic or topographic features.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-8: Construction and operation of Alternative 3 would not result in the permanent loss of availability of a known mineral resource of regional, statewide or local significance.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-9: Construction and operation of Alternative 3 would not expose people and structures to substantial risk to injury from sea level rise.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 4 – Reduced Project: No New Wharf	**GEO-1:** Seismic activity along the Palos Verde Fault zone or other regional faults would not produce fault ruptures, seismic ground shaking, liquefaction or other seismically induced ground failure that would expose people and structures to substantial risk during the construction period (through 2014) and operation period (through 2027).	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-2: Construction and operation of Alternative 4 within the Port area would not expose people and structures to substantial risk involving tsunamis or seiches.	CEQA: Less than significant	Mitigation not required; however, **LM GEO-1** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-3: Construction and operation of Alternative 4 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from subsidence/soil settlement.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-4: Construction and operation of Alternative 4 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from soil expansion.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-5: Construction and operation of Alternative 4 would not result in or expose people or property to a substantial risk of landslides or mudflows.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-6: Shallow groundwater, which could cause unstable collapsible soils, may be encountered during excavations, but it would not expose people or structures to substantial risk.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	GEO-7: Construction and operation of Alternative 4 would not result in the destruction, permanent covering or the material and adverse modification of one or more distinct and prominent geologic or topographic features.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-8: Construction and operation of Alternative 4 would not result in the permanent loss of availability of a known mineral resource of regional, statewide, or local significance.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-9: Construction and operation of Alternative 4 would not expose people and structures to substantial risk of injury from sea level rise.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 5 – Reduced Project: No Space Assignment	**GEO-1:** Seismic activity along the Palos Verde Fault zone or other regional faults would not produce fault ruptures, seismic ground shaking, liquefaction or other seismically induced ground failure that would expose people and structures to substantial risk during the construction period (through 2014) and operation period (through 2027).	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-2: Construction and operation of Alternative 5 within the Port area would not expose people and structures to substantial risk involving tsunamis or seiches.	CEQA: Less than significant	Mitigation not required; however, LM GEO-1 would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-3: Construction and operation of Alternative 5 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from subsidence/soil settlement.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-4: Construction and operation of Alternative 5 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from soil expansion.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-5: Construction and operation of Alternative 5 would not result in or expose people or property to a substantial risk of landslides or mudflows.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-6: Shallow groundwater, which could cause unstable collapsible soils, may be encountered during excavations, but it would not expose people or structures to substantial risk.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-7: Construction and operation of Alternative 5 would not result in the destruction, permanent covering or the material and adverse modification of one or more distinct and prominent geological or topographic features.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-8: Construction and operation of Alternative 5 would not result in the permanent loss of availability of a known mineral resource of regional, statewide, or local significance.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-9: Construction and operation of Alternative 5 would not expose people and structures to substantial risk of injury from sea level rise.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	**GEO-1:** Seismic activity along the Palos Verde Fault zone or other regional faults would not produce fault ruptures, seismic ground shaking, liquefaction or other seismically induced ground failure that would expose people and structures to substantial risk during the construction period (through 2014) and operation period (through 2027).	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-2: Construction and operation of Alternative 6 within the Port area would not expose people and structures to substantial risk involving tsunamis or seiches.	CEQA: Less than significant	Mitigation not required; **LM GEO-1** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-3: Construction and operation of Alternative 6 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from subsidence/soil settlement.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-4: Construction and operation of Alternative 6 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from soil expansion.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-5: Construction and operation of Alternative 6 would not result in or expose people or property to a substantial risk of landslides or mudflows.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-6: Shallow groundwater, which could cause unstable collapsible soils, may be encountered during excavations, but it would not expose people or structures to substantial risk.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GEO-7: Construction and operation of Alternative 6 would not result in the destruction, permanent covering or the material and adverse modification of one or more distinct and prominent geological or topographic features.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-8: Construction and operation of Alternative 6 would not result in the permanent loss of availability of a known mineral resource of regional, statewide, or local significance.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GEO-9: Construction and operation of Alternative 6 would not expose people and structures to substantial risk of injury from sea level rise.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
3.6 Ground Transportation				
Proposed Project	**TRANS-1:** Proposed Project construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-2: Long-term vehicular traffic associated with the proposed Project may significantly impact a study location volume/capacity ratios or level of service.	CEQA: Significant	**MM TRANS-1: Navy Way and Reeves Avenue**	CEQA: Less than significant
		NEPA: Significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	TRANS-3: An increase in on-site employees due to proposed Project operations would not result in a significant increase in related public transit use.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-4: Proposed Project operations would not result in increases considered significant related to freeway congestion.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-5: Proposed Project operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region**.**	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 1 – No Project	**TRANS-1:** Alternative 1 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	TRANS-2: Long-term vehicular traffic associated with Alternative 1 would not significantly impact a study location volume/capacity ratios or level of service.	CEQA: Significant	Mitigation measures are not applicable to Alternative 1 because there would be no discretionary actions subject to CEQA	**CEQA: Significant and unavoidable**
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	TRANS-3: An increase in on-site employees due to Alternative 1 operations would not result in a significant increase in related public transit use.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	TRANS-4: Alternative 1 operations would not result in increases considered significant related to freeway congestion.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	TRANS-5: Alternative 1 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region**.**	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 2 – No Federal Action	**TRANS-1:** Alternative 2 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	TRANS-2: Long-term vehicular traffic associated with Alternative 2 would not significantly impact a study location volume/capacity ratios or level of service.	CEQA: Significant	**MM TRANS-1**	CEQA: Less than significant
		NEPA: No impact	Mitigation not required	NEPA: No impact
	TRANS-3: An increase in on-site employees due to Alternative 2 operations would not result in a significant increase in related public transit use.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	TRANS-4: Alternative 2 operations would not result in increases	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	considered significant related to freeway congestion.	NEPA: No impact		NEPA: No impact
	TRANS-5: Alternative 2 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region**.**	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 3 – Reduced Project: Four New Cranes	**TRANS-1:** Alternative 3 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-2: Long-term vehicular traffic associated with Alternative 3 may significantly impact a study location volume/capacity ratios or level of service.	CEQA: Significant	**MM TRANS-1**	CEQA: Less than significant
		NEPA: Significant		NEPA: Less than significant
	TRANS-3: An increase in on-site employees due to Alternative 3 operations would not result in a significant increase in related public transit use.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-4: Alternative 3 operations would not result in increases considered significant related to freeway congestion	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-5: Alternative 3 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region**.**	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 4 – Reduced Project: No New Wharf	**TRANS-1:** Alternative 4 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-2: Long-term vehicular traffic associated with Alternative 4 may significantly impact a study location volume/capacity ratios or level of service.	CEQA: Significant	**MM TRANS-1**	CEQA: Less than significant
		NEPA: Significant		NEPA: Less than significant
	TRANS-3: An increase in on-site employees due to Alternative 4 operations would not result in a significant increase in related public transit use.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-4: Alternative 4 operations would not result in increases considered significant related to freeway congestion	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-5: Alternative 4 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region**.**	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 5 – Reduced Project: No Space Assignment	**TRANS-1:** Alternative 5 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-2: Long-term vehicular traffic associated with Alternative 5 may significantly impact a study location volume/capacity ratios or level of service.	CEQA: Significant	**MM TRANS-1**	CEQA: Less than significant
		NEPA: Significant		NEPA: Less than significant
	TRANS-3: An increase in on-site employees due to Alternative 5 operations would not result in a significant increase in related public transit use.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-4: Alternative 5 operations would not result in increases considered significant related to freeway congestion	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-5: Alternative 5 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region**.**	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	**TRANS-1:** Alternative 6 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-2: Long-term vehicular traffic associated with Alternative 6 may significantly impact a study location volume/capacity ratios or level of service.	CEQA: Significant	**MM TRANS-1**	CEQA: Less than significant
		NEPA: Significant		NEPA: Less than significant
	TRANS-3: An increase in on-site employees due to Alternative 6 operations would not result in a significant increase in related public transit use.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-4: Alternative 6 operations would not result in increases considered significant related to freeway congestion	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-5: Alternative 6 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region**.**	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
3.7 Groundwater and Soils				
Proposed Project	**GW-1:** Proposed Project construction activities would not encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure (duration of construction) to construction/operations personnel and/or long-term exposure to future site occupants	CEQA: Less than significant	Mitigation not required; however, **LM GW-1: Site Remediation** and **LM GW-2: Contamination Contingency Plan** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GW-2: Proposed Project construction and operation would not result in expansion of the area affected by contaminants.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	GW-3: Proposed Project construction and operation would not result in a change to potable water levels.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GW-4: Proposed Project construction and operation would not result in a demonstrable and sustained reduction in groundwater recharge capacity (for potable water storage).	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GW-5: Proposed Project construction and operation would not result in violation of regulatory water quality standards at an existing production well.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
Alternative 1 – No Project	**GW-1:** Alternative 1 construction activities would not encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure (duration of construction) to construction/operations personnel and/or long-term exposure to future site occupants.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	GW-2: Alternative 1 construction and operation would not result in expansion of the area affected by contaminants.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	GW-3: Alternative 1 construction and operation would not result in a change to potable water levels.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	GW-4: Alternative 1 construction and operation would not result in a demonstrable and sustained reduction in groundwater recharge capacity (for potable water storage).	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	GW-5: Alternative 1 construction and operation would not result in violation of regulatory water quality standards at an existing production well.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 2 – No Federal Action	**GW-1:** Alternative 2 construction activities would not encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure (duration of construction) to construction/operations personnel and/or long-term exposure to future site occupants.	CEQA: Less than significant	Mitigation not required; however, **LM GW-1** and **LM GW-2** would further reduce any potential for impact	CEQA: Less than significant
		NEPA No impact	Mitigation not required	NEPA: No impact
	GW-2: Alternative 2 construction and operation would not result in expansion of the area affected by contaminants.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	GW-3: Alternative 2 construction and operation would not result in a change to potable water levels.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GW-4: Alternative 2 construction and operation would not result in a demonstrable and sustained reduction in groundwater recharge capacity (for potable water storage).	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	GW-5: Alternative 2 construction and operation would not result in violation of regulatory water quality standards at an existing production well.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
Alternative 3 – Reduced Project: Four New Cranes	**GW-1:** Alternative 3 construction activities would not encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure (duration of construction) to construction/ operations personnel and/or long-term exposure to future site occupants.	CEQA: Less than significant	Mitigation not required; however, **LM GW-1** and **LM GW-2** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: No impact	Mitigation not required.	NEPA: No impact
	GW-2: Alternative 3 construction and operation would not potentially result in expansion of the area affected by contaminants.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	GW-3: Alternative 3 construction and operation would not result in a change to potable water levels.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GW-4: Alternative 3 construction and operation would not result in a demonstrable and sustained reduction in groundwater recharge capacity (for potable water storage).	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GW-5: Alternative 3 construction and operation would not result in violation of regulatory water quality standards at an existing production well.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
Alternative 4 – Reduced Project: No New Wharf	**GW-1:** Alternative 4 construction activities would not encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure (duration of construction) to construction/operations personnel and/or long-term exposure to future site occupants.	CEQA: Less than significant	Mitigation not required; however, **LM GW-1** and **LM GW-2** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GW-2: Alternative 4 construction and operation would not potentially result in expansion of the area affected by contaminants.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GW-3: Alternative 4 construction and operation would not result in a change to potable water levels.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GW-4: Alternative 4 construction and operation would not result in a demonstrable and sustained reduction in groundwater recharge capacity (for potable water storage).	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GW-5: Alternative 4 construction and operation would not result in violation of regulatory water quality standards at an existing production well.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 5 – Reduced Project: No Space Assignment	**GW-1:** Alternative 5 construction activities would not encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure (duration of construction) to construction/operations personnel and/or long-term exposure to future site occupants.	CEQA: Less than significant	Mitigation not required; however, **LM GW-1** and **LM GW-2** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GW-2: Alternative 5 construction and operation would not potentially result in expansion of the area affected by contaminants.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GW-3: Alternative 5 construction and operation would not result in a change to potable water levels.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GW-4: Alternative 5 construction and operation would not result in a demonstrable and sustained reduction in groundwater recharge capacity (for potable water storage).	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GW-5: Alternative 5 construction and operation would not result in violation of regulatory water quality standards at an existing production well.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	**GW-1:** Alternative 6 construction activities would not encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure (duration of construction) to construction/operations personnel and/or long-term exposure to future site occupants.	CEQA: Less than significant	Mitigation not required; however, **LM GW-1** and **LM GW-2** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GW-2: Alternative 6 construction and operation potentially would not result in expansion of the area affected by contaminants.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GW-3: Alternative 6 construction and operation would not result in a change to potable water levels.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GW-4: Alternative 6 construction and operation would not result in a demonstrable and sustained reduction in groundwater recharge capacity (for potable water storage).	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	GW-5: Alternative 6 construction and operation would not result in violation of regulatory water quality standards at an existing production well.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
3.8 Hazards and Hazardous Materials				
Proposed Project	**RISK-1a:** Construction/demolition activities would not substantially increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-2a: Construction/demolition activities would not substantially	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	increase the probable frequency and severity of consequences to people from exposure to health hazards.	NEPA: Less than significant		NEPA: Less than significant
	RISK-3a: Construction/demolition activities would not substantially interfere with an existing emergency response or evacuation plan or increase the risk of injury or death.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-4a: Construction of the proposed Project would comply with applicable regulations and policies guiding development within the Port.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-5a: Tsunami-induced flooding and seismic events could result in fuel releases from demolition/construction equipment or hazardous substances releases from containers, which in turn could result in risks to persons and/or the environment.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-6a: A potential terrorist attack could result in adverse consequences to areas near the proposed Project site during the construction period.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-1b: Operation of the proposed Project would not increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-2b: Proposed Project operations would not substantially increase the probable frequency and severity of consequences to people or property from exposure to health hazards.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-3b: Proposed Project operations would not substantially interfere with any existing emergency response plans or emergency evacuation plans.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-4b: Operation of the proposed Project would comply with applicable regulations and policies guiding development within the Port.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-5b: Tsunami-induced flooding and seismic events could result in fuel releases from ships or hazardous substances releases from containers, which in turn could result in risks to persons and/or the environment.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-6b: A potential terrorist attack could result in adverse consequences to areas near the proposed Project site during the operations period.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 1 – No Project	**RISK-1a:** Construction/demolition activities would not substantially increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	RISK-2a: Construction/demolition activities would not substantially	CEQA: No impact	Mitigation not required	CEQA: No impact

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	increase the probable frequency and severity of consequences to people from exposure to health hazards.	NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	RISK-3a: Construction/demolition activities would not substantially interfere with an existing emergency response or evacuation plan or increase the risk of injury or death.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	RISK-4a: Alternative 1 construction/demolition would comply with applicable regulations and policies guiding development within the Port.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	RISK-5a: Tsunami-induced flooding and seismic events could result in fuel releases from demolition/construction equipment or hazardous substances releases from containers, which in turn could result in risks to persons and/or the environment.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	RISK-6a: A potential terrorist attack could result in adverse consequences to areas near the proposed site during the construction period.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	RISK-1b: Operation of Alternative 1would not increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	RISK-2b: Alternative 1 operations would not substantially increase the probable frequency and severity of consequences to people or property from exposure to health hazards.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	RISK-3b: Alternative 1 operations would not substantially interfere with any existing emergency response plans or emergency evacuation plans.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	RISK-4b: Alternative 1 operations would comply with applicable regulations and policies guiding development within the Port.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	RISK-5b: Tsunami-induced flooding and seismic events could result in fuel releases from ships or hazardous substances releases from containers, which in turn could result in risks to persons and/or the environment.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	RISK-6b: A potential terrorist attack could result in adverse consequences to areas near the proposed site during the operations period.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 2 – No Federal Action	**RISK-1a:** Construction/demolition activities would not substantially increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	RISK-2a: Construction/demolition activities would not substantially	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	increase the probable frequency and severity of consequences to people from exposure to health hazards.	NEPA: No impact		NEPA: No impact
	RISK-3a: Construction/demolition activities would not substantially interfere with an existing emergency response or evacuation plan or increase the risk of injury or death.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	RISK-4a: Alternative 2 construction/demolition would comply with applicable regulations and policies guiding development within the Port.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	RISK-5a: Tsunami-induced flooding and seismic events could result in fuel releases from demolition/construction equipment or hazardous substances releases from containers, which in turn could result in risks to persons and/or the environment.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	RISK-6a: A potential terrorist attack could result in adverse consequences to areas near the proposed site during the construction period.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	RISK-1b: Operation of Alternative 2 would not increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	RISK-2b: Alternative 2 operations would not substantially increase the probable frequency and severity of consequences to people or property from exposure to health hazards.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	RISK-3b: Alternative 2 operations would not substantially interfere with any existing emergency response plans or emergency evacuation plans.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	RISK-4b: Alternative 2 operations would comply with applicable regulations and policies guiding development within the Port.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	RISK-5b: Tsunami-induced flooding and seismic events could result in fuel releases from ships or hazardous substances releases from containers, which in turn could result in risks to persons and/or the environment.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	RISK-6b: A potential terrorist attack could result in adverse consequences to areas near the proposed site during the operations period.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
Alternative 3 – Reduced Project: Four New Cranes	**RISK-1a:** Construction/demolition activities would not substantially increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	RISK-2a: Construction/demolition activities would not substantially	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	increase the probable frequency and severity of consequences to people from exposure to health hazards.	NEPA: Less than significant		NEPA: Less than significant
	RISK-3a: Construction/demolition activities would not substantially interfere with an existing emergency response or evacuation plan or increase the risk of injury or death.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-4a: Alternative 3 construction/demolition would comply with applicable regulations and policies guiding development within the Port.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-5a: Tsunami-induced flooding and seismic events could result in fuel releases from demolition/construction equipment or hazardous substances releases from containers, which in turn could result in risks to persons and/or the environment.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-6a: A potential terrorist attack could result in adverse consequences to areas near the proposed site during the construction period.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-1b: Operation of Alternative 3 would not increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-2b: Alternative 3 operations would not substantially increase the probable frequency and severity of consequences to people or property from exposure to health hazards.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-3b: Alternative 3 operations would not substantially interfere with any existing emergency response plans or emergency evacuation plans.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-4b: Alternative 3 operations would comply with applicable regulations and policies guiding development within the Port.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-5b: Tsunami-induced flooding and seismic events could result in fuel releases from ships or hazardous substances releases from containers, which in turn could result in risks to persons and/or the environment.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-6b: A potential terrorist attack could result in adverse consequences to areas near the proposed site during the operations period.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 4 – Reduced Project: No New Wharf	**RISK-1a:** Construction/demolition activities would not substantially increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-2a: Construction/demolition activities would not substantially	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	increase the probable frequency and severity of consequences to people from exposure to health hazards.	NEPA: Less than significant		NEPA: Less than significant
	RISK-3a: Construction/demolition activities would not substantially interfere with an existing emergency response or evacuation plan or increase the risk of injury or death.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-4a: Alternative 4 construction/demolition would comply with applicable regulations and policies guiding development within the Port.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-5a: Tsunami-induced flooding and seismic events could result in fuel releases from demolition/construction equipment or hazardous substances releases from containers, which in turn could result in risks to persons and/or the environment.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-6a: A potential terrorist attack could result in adverse consequences to areas near the proposed site during the construction period.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-1b: Operation of Alternative 4 would not increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-2b: Alternative 4 operations would not substantially increase the probable frequency and severity of consequences to people or property from exposure to health hazards.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-3b: Alternative 4 operations would not substantially interfere with any existing emergency response plans or emergency evacuation plans.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-4b: Alternative 4 operations would comply with applicable regulations and policies guiding development within the Port.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-5b: Tsunami-induced flooding and seismic events could result in fuel releases from ships or hazardous substances releases from containers, which in turn could result in risks to persons and/or the environment.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-6b: A potential terrorist attack could result in adverse consequences to areas near the proposed site during the operations period.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 5 – Reduced Project: No Space Assignment	**RISK-1a:** Construction/demolition activities would not substantially increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-2a: Construction/demolition activities would not substantially	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	increase the probable frequency and severity of consequences to people from exposure to health hazards.	NEPA: Less than significant		NEPA: Less than significant
	RISK-3a: Construction/demolition activities would not substantially interfere with an existing emergency response or evacuation plan or increase the risk of injury or death.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-4a: Alternative 5 construction/demolition would comply with applicable regulations and policies guiding development within the Port.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-5a: Tsunami-induced flooding and seismic events could result in fuel releases from demolition/construction equipment or hazardous substances releases from containers, which in turn could result in risks to persons and/or the environment.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-6a: A potential terrorist attack could result in adverse consequences to areas near the Alternative 5 site during the construction period.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-1b: Operation of Alternative 5 would not increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-2b: Alternative 5 operations would not substantially increase the probable frequency and severity of consequences to people or property from exposure to health hazards.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-3b: Alternative 5 operations would not substantially interfere with any existing emergency response plans or emergency evacuation plans.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-4b: Alternative 5 operations would comply with applicable regulations and policies guiding development within the Port.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-5b: Tsunami-induced flooding and seismic events could result in fuel releases from ships or hazardous substances releases from containers, which in turn could result in risks to persons and/or the environment.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	RISK-6b: A potential terrorist attack could result in adverse consequences to areas near the proposed site during the operations period.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Proposed Project with Expanded On-	**RISK-1a:** Construction/demolition activities would not substantially increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	RISK-2a: Construction/demolition activities would not substantially increase the probable frequency and severity of consequences to people from exposure to health hazards.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	RISK-3a: Construction/demolition activities would not substantially interfere with an existing emergency response or evacuation plan or increase the risk of injury or death.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	RISK-4a: Alternative 6 construction/demolition would comply with applicable regulations and policies guiding development within the Port.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	RISK-5a: Tsunami-induced flooding and seismic events could result in fuel releases from demolition/construction equipment or hazardous substances releases from containers, which in turn could result in risks to persons and/or the environment.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	RISK-6a: A potential terrorist attack could result in adverse consequences to areas near the proposed site during the construction period.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	RISK-1b: Operation of Alternative 6 would not increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	RISK-2b: Alternative 6 operations would not substantially increase the probable frequency and severity of consequences to people or property from exposure to health hazards.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	RISK-3b: Alternative 6 operations would not substantially interfere with any existing emergency response plans or emergency evacuation plans.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	RISK-4b: Alternative 6 operations would comply with applicable regulations and policies guiding development within the Port.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	RISK-5b: Tsunami-induced flooding and seismic events could result in fuel releases from ships or hazardous substances releases from containers, which in turn could result in risks to persons and/or the environment.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	RISK-6b: A potential terrorist attack could result in adverse consequences to areas near the proposed Project site during the operations period.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.9 Land Use				
Proposed Project	**LU-1:** The proposed Project would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-2: The proposed Project would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-3: The proposed Project would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-4: The proposed Project would not cause a secondary impact to surrounding land uses.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 1 – No Project	**LU-1:** Alternative 1 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	LU-2: Alternative 1 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	LU-3: Alternative 1 would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	LU-4: Alternative 1 would not cause a secondary impact to surrounding land uses.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 2 – No Federal Action	**LU-1:** Alternative 2 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	LU-2: Alternative 2 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	LU-3: Alternative 2 would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	LU-4: Alternative 2 would not cause a secondary impact to surrounding land uses.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 3 – Reduced Project: Four New Cranes	**LU-1:** Alternative 3 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	LU-2: Alternative 3 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	LU-3: Alternative 3 would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	LU-4: Alternative 3 would not cause a secondary impact to surrounding land uses.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
Alternative 4 – Reduced Project: No New Wharf	**LU-1:** Alternative 4 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	LU-2: Alternative 4 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	LU-4: Alternative 4 would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	LU-4: Alternative 4 would not cause a secondary impact to surrounding land uses.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
Alternative 5 – Reduced Project: No Space Assignment	**LU-1:** Alternative 5 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	LU-2: Alternative 5 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	LU-3: Alternative 5 would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	LU-4: Alternative 5 would not cause a secondary impact to surrounding	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	land uses.	NEPA: Less than significant		NEPA: Less than significant
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	**LU-1:** Alternative 6 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-2: Alternative 6 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-3: Alternative 6 would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-4: Alternative 6 would not cause a secondary impact to surrounding land uses.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
3.10 Marine Transportation				
Proposed Project	**VT-1:** Proposed Project construction- and operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 1 – No Project	**VT-1:** Alternative 1 construction- and operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 2 – No Federal Action	**VT-1:** Alternative 2 construction- and operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
Alternative 3 – Reduced Project: Four New Cranes	**VT-1:** Alternative 3 construction- and operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 4 – Reduced Project: No New Wharf	**VT-1:** Alternative 4 construction- and operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 5 – Reduced Project: No Space Assignment	**VT-1:** Alternative 5 construction- and operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	**VT-1:** Alternative 6 construction- and operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
3.11 Noise				
Proposed Project	**NOI-1**: Construction activities lasting more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use.	CEQA: Significant	**MM NOI-1: Noise Reduction during Pile Driving** **MM NOI-2: Erect Temporary Noise Attenuation Barriers Adjacent to Pile Driving Equipment, Where Necessary and Feasible**	CEQA: Less than significant
		NEPA: Significant		NEPA: Less than significant
	NOI-2: Noise levels from construction activities would not exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 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	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	NOI-3: Operations would not generate noise levels that exceed existing ambient noise levels at sensitive receivers by 3 dBA in CNEL to or within the 'normally unacceptable' or 'clearly unacceptable category,' or otherwise by 5 dBA or greater.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 1- No Project	**NOI-1**: Construction activities lasting more than 10 days in a 3-month period would not exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	NOI-2: Noise levels from construction activities would not exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 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	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	NOI-3: Operations would not generate noise levels that exceed existing ambient noise levels at sensitive receivers by 3 dBA in CNEL to or within the 'normally unacceptable' or 'clearly unacceptable category,' or otherwise by 5 dBA or greater.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 2 – No Federal Action	**NOI-1**: Construction activities lasting more than 10 days in a 3-month period would not exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	NOI-2: Noise levels from construction activities would not exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 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.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	NOI-3: Operations would not generate noise levels that exceed existing ambient noise levels at sensitive receivers by 3 dBA in CNEL to or within the 'normally unacceptable' or 'clearly unacceptable category,' or otherwise by 5 dBA or greater.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
Alternative 3 – Reduced Project: Four New Cranes	**NOI-1**: Construction activities lasting more than 10 days in a 3-month period would not exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	NOI-2: Noise levels from construction activities would not exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 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.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	NOI-3: Operations would not generate noise levels that exceed existing ambient noise levels at sensitive receivers by 3 dBA in CNEL to or within the 'normally unacceptable' or 'clearly unacceptable category,' or otherwise by 5 dBA or greater.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 4 – Reduced Project: No New Wharf	**NOI-1**: Construction activities lasting more than 10 days in a 3-month period would not exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	NOI-2: Noise levels from construction activities would not exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 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.	CEQA: No impact NEPA: No impact	Mitigation not required	CEQA: No impact NEPA: No impact
	NOI-3: Operations would not generate noise levels that exceed existing ambient noise levels at sensitive receivers by 3 dBA in CNEL to or within the 'normally unacceptable' or 'clearly unacceptable category,' or otherwise by 5 dBA or greater.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
Alternative 5 – Reduced Project: No Space Assignment	**NOI-1**: Construction activities lasting more than 10 days in a 3-month period would not exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use.	CEQA: Significant NEPA: Significant	**MM NOI-1** and **MM NOI-2:**	CEQA: Less than significant NEPA: Less than significant
	NOI-2: Noise levels from construction activities would not exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 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.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	NOI-3: Operations would not generate noise levels that exceed existing ambient noise levels at sensitive receivers by 3 dBA in CNEL to or within the 'normally unacceptable' or 'clearly unacceptable category,' or otherwise by 5 dBA or greater.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	**NOI-1**: Construction activities lasting more than 10 days in a 3-month period would not exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use.	CEQA: Significant NEPA: Significant	**MM NOI-1** and **MM NOI-2**	CEQA: Less than significant NEPA: Less than significant
	NOI-2: Noise levels from construction activities would not exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 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.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	NOI-3: Operations would not generate noise levels that exceed existing ambient noise levels at sensitive receivers by 3 dBA in CNEL to or within the 'normally unacceptable' or 'clearly unacceptable category,' or otherwise by 5 dBA or greater.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.12 Recreation				
Proposed Project	**REC -1**: The proposed Project would not result in a substantial physical deterioration or expansion of existing park or recreational facilities, or include construction of new facilities.	CEQA: Less than significant	Mitigation not required; however, **MM NOI-1** and **MM NOI-2** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 1 – No Project	**REC -1**: Alternative 1 would not result in a substantial physical deterioration or expansion of existing park or recreational facilities, or include construction of new facilities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 2 – No Federal Action	**REC -1**: Alternative 2 would not result in a substantial physical deterioration or expansion of existing park or recreational facilities, or include construction of new facilities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
Alternative 3 – Reduced Project: Four New Cranes	**REC -1**: Alternative 3 would not result in a substantial physical deterioration or expansion of existing park or recreational facilities, or include construction of new facilities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 4 – Reduced Project: No New Wharf	**REC -1**: Alternative 4 would not result in a substantial physical deterioration or expansion of existing park or recreational facilities, or include construction of new facilities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 5 – Reduced Project: No Space Assignment	**REC -1**: Alternative 5 would not result in a substantial physical deterioration or expansion of existing park or recreational facilities, or include construction of new facilities.	CEQA: Less than significant	Mitigation not required; however, **MM NOI-1** and **MM NOI-2** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	**REC-1**: Alternative 6 would not result in a substantial physical deterioration or expansion of existing park or recreational facilities, or include construction of new facilities.	CEQA: Less than significant	Mitigation not required; however, **MM NOI-1** and **MM NOI-2** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.13 Public Services and Utilities				
Proposed Project	**PS-1:** The proposed Project would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	PS-2: Development of the proposed Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	PS-3: The proposed Project would not result in substantial off-site utility infrastructure; however, construction and/or expansion of on-site water, wastewater, or storm drain lines will be installed to support new terminal development.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	PS-4: The proposed Project would generate solid waste from construction, which is considered to be significant because construction debris is one of the greatest individual contributors to solid waste capacity.	CEQA: Less than significant	Mitigation not required; however, **SC PS-1: Recycling of Construction Materials**, **SC PS-2: Using Materials with Recycled Content**, and **MM AQ-19: Recycling** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	PS-5: Implementation of the proposed Project would generate minor increases in energy demands; however, construction of new off-site energy supply facilities and distribution infrastructure would not be required to support proposed Project activities.	CEQA: Less than significant	Mitigation not required; however, **MM AQ-17: Compact Fluorescent Light Bulbs** and **MM AQ-18: Energy Audit** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 1 – No Project	**PS-1:** Alternative 1 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	PS-2: Development of Alternative 1 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	PS-3: Alternative 1 would not result in substantial new off-site public	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	utility infrastructure, construction and/or expansion of on-site water, wastewater, or storm drain lines would not be required to support new terminal development.	NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	PS-4: Alternative 1 would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	PS-5: Implementation of Alternative 1 would not generate increases in energy demands and construction of new off-site energy supply facilities and distribution infrastructure would not be required to support Alternative 1 activities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 2 – No Federal Action	**PS-1:** Alternative 2 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	PS-2: Development of Alternative 2 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	PS-3: Alternative 2 would not result in substantial new off-site public utility infrastructure, construction and/or expansion of on-site water, wastewater, or storm drain lines would not be required to support new terminal development.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	PS-4: Alternative 2 would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	PS-5: Implementation of Alternative 2 would not generate increases in energy demands and construction of new off-site energy supply facilities and distribution infrastructure would not be required to support Alternative 2 activities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
Alternative 3 – Reduced Project: Four New Cranes	**PS-1:** Alternative 3 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	PS-2: Development of Alternative 3 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	PS-3: Alternative 3 would not result in substantial new off-site public utility infrastructure; however, construction and/or expansion of on-site water, wastewater, or storm drain lines would be required to support new terminal development.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	PS-4: Alternative 3 would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	PS-5: Implementation of Alternative 3 would generate minor increases in energy demands; however, construction of new off-site energy supply facilities and distribution infrastructure would not be required to support Alternative 3 activities.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
Alternative 4 – Reduced Project: No New Wharf	**PS-1:** Alternative 4 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	PS-2: Development of Alternative 4 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	PS-3: Alternative 4 would not result in substantial new off-site public utility infrastructure; however, construction and/or expansion of on-site water, wastewater, or storm drain lines would be required to support new terminal development.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	PS-4: Alternative 4 would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required; however, **SC PS-1**, **SC PS-2**, and **MM AQ-19** would further reduce any potential for impact	CEQA: Less than significant NEPA: Less than significant
	PS-5: Implementation of Alternative 4 would generate minor increases in energy demands; however, construction of new off-site energy supply facilities and distribution infrastructure would not be required to support Alternative 4 activities.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required; however, **MM AQ-17** and **MM AQ-18** would further reduce any potential for impact	CEQA: Less than significant NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 5 – Reduced Project: No Space Assignment	**PS-1:** Alternative 5 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	PS-2: Development of Alternative 5 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	PS-3: Alternative 5 would not result in substantial new off-site public utility infrastructure; however, construction and/or expansion of on-site water, wastewater, or storm drain lines would be required to support new terminal development.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	PS-4: Alternative 5 would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required; however, **SC PS-1**, **SC PS-2**, and **MM AQ-19** would further reduce any potential for impact	CEQA: Less than significant NEPA: Less than significant
	PS-5: Implementation of Alternative 5 would generate minor increases in energy demands; however, construction of new off-site energy supply facilities and distribution infrastructure would not be required to support Alternative 5 activities.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required; however, **MM AQ-17** and **MM AQ-18** would further reduce any potential for impact	CEQA: Less than significant NEPA: Less than significant
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	**PS-1:** Alternative 6 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	PS-2: Development of Alternative 6 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	PS-3: Alternative 6 would not result in substantial new off-site public utility infrastructure; however, construction and/or expansion of on-site water, wastewater, or storm drain lines would be required to support new terminal development.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	PS-4: Alternative 6 would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required; however, **SC PS-1**, **SC PS-2**, and **MM AQ-19** would further reduce any potential for impact	CEQA: Less than significant NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	PS-5: Implementation of Alternative 6 would generate minor increases in energy demands; however, construction of new off-site energy supply facilities and distribution infrastructure would not be required to support Alternative 6 activities.	CEQA: Less than significant	Mitigation not required; however, **MM AQ-17** and **MM AQ-18** would further reduce any potential for impact	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
3.14 Water Quality, Sediments and Oceanography				
Proposed Project	**WQ-1a:** Project construction activities would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-1b: Runoff from backland development/redevelopment would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-1c: Accidents during construction would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-2a: Proposed Project construction would not result in increased flooding thatwould have the potential to harm people or damage property or sensitive biological resources.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-3a: Construction activities would not result in a permanent adverse change in movement of surface water in the Harbor.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-4a: Construction activities would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on-site.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-1d: Operation of proposed Project facilities could create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-2b: Operation of proposed Project facilities would not result in increased flooding that would have the potential to harm people or damage property or sensitive biological resources.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-3b: Operations would not result in a permanent adverse change in movement of surface water in the Harbor.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-4b: Operations would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	deposition that would not be contained or controlled on-site.	NEPA: Less than significant		NEPA: Less than significant
Alternative 1 – No Project	**WQ-1a:** No construction activities would occur or create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	WQ-1b: No runoff from backland development/redevelopment would occur or create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	WQ-1c: Accidents during construction would not occur or create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	WQ-2a: No construction would occur or result in increased flooding that would have the potential to harm people or damage property or sensitive biological resources.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	WQ-3a: No construction activities would occur or result in a permanent adverse change in movement of surface water in the Harbor.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	WQ-4a: No construction activities would occur or accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on-site.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	WQ-1d: Operation of Alternative 1 would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	WQ-2b: Operation of Alternative 1 would not result in increased flooding that would have the potential to harm people or damage property or sensitive biological resources.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	WQ-3b: Operations would not result in a permanent adverse change in movement of surface water in the Harbor.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	WQ-4b: Operations would not accelerate natural processes of wind and	CEQA: No impact	Mitigation not required	CEQA: No impact

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on-site.	NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 2 – No Federal Action	**WQ-1a:** Construction activities would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	WQ-1b: No runoff from backland development/redevelopment would occur or create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: No impact NEPA: No impact	Mitigation not required	CEQA : No impact NEPA: No impact
	WQ-1c: Accidents during construction would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	WQ-2a: Alternative 2 construction would not result in increased flooding, which would have the potential to harm people or damage property or sensitive biological resources.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	WQ-3a: Construction activities would not result in a permanent adverse change in movement of surface water in the Harbor.	CEQA: No impact NEPA: No impact	Mitigation not required	CEQA: No impact NEPA: No impact
	WQ-4a: Construction activities would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on-site.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	WQ-1d: Operation of Alternative 2 would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	WQ-2b: Operation of Alternative 2 would not result in increased flooding that would have the potential to harm people or damage property or sensitive biological resources.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact
	WQ-3b: Operations would not result in a permanent adverse change in movement of surface water in the Harbor.	CEQA: No impact NEPA: No impact	Mitigation not required	CEQA: No impact NEPA: No impact
	WQ-4b: Operations would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on-site.	CEQA: Less than significant NEPA: No impact	Mitigation not required	CEQA: Less than significant NEPA: No impact

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 3 – Reduced Project: Four New Cranes	**WQ-1a:** Construction activities would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	WQ-1b: Runoff from backland development/redevelopment would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	WQ-1c: Accidents during construction would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	WQ-2a: Construction would not result in increased flooding, which would have the potential to harm people or damage property or sensitive biological resources.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	WQ-3a: Construction activities would not result in a permanent adverse change in movement of surface water in the Harbor.	CEQA: No impact NEPA: No impact	Mitigation not required	CEQA: No impact NEPA: No impact
	WQ-4a: Construction activities would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on-site.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	WQ-1d: Operation of Alternative 3 would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	WQ-2b: Operation of Alternative 3 would not result in increased flooding that would have the potential to harm people or damage property or sensitive biological resources.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	WQ-3b: Operations would not result in a permanent adverse change in movement of surface water in the Harbor.	CEQA: No impact NEPA: No impact	Mitigation not required	CEQA: No impact NEPA: No impact
	WQ-4b: Operations would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on-site.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
Alternative 4 – Reduced Project: No New Wharf	**WQ-1a:** Construction activities would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	WQ-1b: Runoff from backland development/redevelopment would not	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	NEPA: Less than significant		NEPA: Less than significant
	WQ-1c: Accidents during construction would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	WQ-2a: Construction would not result in increased flooding, which would have the potential to harm people or damage property or sensitive biological resources.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	WQ-3a: Construction activities would not result in a permanent adverse change in movement of surface water in the Harbor.	CEQA: No impact NEPA: No impact	Mitigation not required	CEQA: No impact NEPA: No impact
	WQ-4a: Construction activities would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on-site.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	WQ-1d: Operation of Alternative 4 would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	WQ-2b: Operation of Alternative 4 would not result in increased flooding that would have the potential to harm people or damage property or sensitive biological resources.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	WQ-3b: Operations would not result in a permanent adverse change in movement of surface water in the Harbor.	CEQA: No impact NEPA: No impact	Mitigation not required	CEQA: No impact NEPA: No impact
	WQ-4b: Operations would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on-site.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
Alternative 5 – Reduced Project: No Space Assignment	**WQ-1a:** Construction activities would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	WQ-1b: Runoff from backland development/redevelopment would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	WQ-1c: Accidents during construction would not create pollution,	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	NEPA: Less than significant		NEPA: Less than significant
	WQ-2a: Construction would not result in increased flooding, which would have the potential to harm people or damage property or sensitive biological resources.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-3a: Construction activities would not result in a permanent adverse change in movement of surface water in the Harbor.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-4a: Construction activities would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on-site.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-1d: Operation of Alternative 5 would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-2b: Operation of Alternative 5 would not result in increased flooding that would have the potential to harm people or damage property or sensitive biological resources.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-3b: Operations would not result in a permanent adverse change in movement of surface water in the Harbor.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-4b: Operations would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on-site.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	**WQ-1a**: Construction activities would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-1b: Runoff from backland development/redevelopment would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-1c: Accidents during construction would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-2a: Construction would not result in increased flooding, which would have the potential to harm people or damage property or sensitive biological resources.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	WQ-3a: Construction activities would not result in a permanent adverse change in movement of surface water in the Harbor.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-4a: Construction activities would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on-site.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-1d: Operation of Alternative 6 would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-2b: Operation of Alternative 6 would not result in increased flooding that would have the potential to harm people or damage property or sensitive biological resources.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-3b: Operations would not result in a permanent adverse change in movement of surface water in the Harbor.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	WQ-4b: Operations would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on-site.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

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ES.5.2.1 Unavoidable Significant Impacts

Table ES-3 identifies unavoidable significant impacts associated with the proposed Project and alternatives. This Draft EIS/EIR has determined that implementation of the proposed Project or one or more of the alternatives would result in significant impacts on:

- Air Quality, Meteorology and Greenhouse Gas
- Biological Resources
- Ground Transportation (Alternative 1 under CEQA)

***Key* Definitions**

Invasive species : Non-native (or alien) to the ecosystem under consideration and whose introduction causes or is likely to cause economic or environmental harm or harm to human health (NISIC, 2008)

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

Under CEQA, the proposed Project and Alternatives 2 through 6 would have significant unavoidable impacts in the area of Air Quality, the proposed Project and Alternatives 1 through 6 would have significant unavoidable impacts in the area of Biological Resources, and Alternative 1 would have significant unavoidable impacts in the area of Ground Transportation. Under NEPA, the proposed Project and Alternatives 3 through 6 would have significant unavoidable impacts in the areas of Air Quality and Biological Resources.

Under CEQA and NEPA, significant impacts on Air Quality under would be a result of the proposed Project and Alternatives 2 through 6 because the air emissions from construction and/or operation could not be mitigated to less than significant even with the application of all feasible mitigation measures (Alternative 2 would result in significant unavoidable impacts under CEQA only). In addition, for the proposed Project and Alternatives 3 through 6, there are potential health effects to people in the vicinity of terminal operations (see Tables ES-3).

The proposed Project and Alternatives 1 through 6 would result in significant impacts to Biological Resources (Alternative 1 through 3 would result in significant unavoidable impacts under CEQA only) due to the potential for vessel spills (from operations) to harm biological communities in the Harbor, and the potential introduction of invasive species to Harbor waters from foreign vessels and accidental spills from vessels.

Alternative 1 under CEQA would result in a significant impact to Ground Transportation at the intersection of Navy Way and Reeves Avenue.

Mitigation measures, as well as lease measures and standard conditions of approval, applicable to Air Quality, Meteorology, and Greenhouse Gases, and Biological Resources are presented in Section ES.5.2.4. Mitigation is not applicable to Alternative 1 because there would be no discretionary actions subject to CEQA.

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

Table ES-3 identifies the significant impacts that can be mitigated, avoided or substantially lessened under either CEQA or NEPA. This Draft EIS/EIR has determined that implementation of the proposed Project or one or more of the alternatives would result in significant impacts that can be mitigated to less than significant in the areas of:

- Ground Transportation (Proposed Project and Alternatives 2 through 6)
- Noise (Proposed Project and Alternatives 5 and 6)

The proposed Project and Alternatives 1 through 6 under CEQA and the proposed Project and Alternatives 3 through 6 under NEPA would result in significant traffic impacts to the intersection of Navy Way and Reeves Avenue. Implementation of mitigation would reduce traffic impacts on Navy Way and Reeves Avenue to a less than significant level for the proposed Project and all alternatives with the exception of Alternative 1 under CEQA, which, as discussed above, would remain significant and unavoidable as mitigation would not apply.

Under CEQA and NEPA, the proposed Project, and Alternatives 5 and 6 would result in a potentially significant impact related to construction noise. Implementation of mitigation would reduce noise impacts during construction to a less than significant level.

Mitigation measures applicable to Ground Transportation and Noise are presented in Section ES.5.2.4.

ES.5.2.3 Summary of Less than Significant Impacts

Based on the environmental review in this Draft EIS/EIR, as summarized in Table ES-3, no significant impacts are expected under either CEQA or NEPA from the proposed Project or alternatives in the following environmental issue areas:

- Aesthetics and Visual Resources
- Cultural Resources
- Geology
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Marine Transportation
- Recreation
- Public Services and Utilities
- Water Quality, Sediments, and Oceanography

While less than significant impacts would occur, lease measures or standard conditions of approval have been identified for the following areas to further reduce impacts:

- Cultural Resources
- Geology
- Groundwater and Soils

- Public Services and Utilities

The lease measures and standard conditions of approval are presented in Section ES.5.2.4.

ES.5.2.4 Mitigation Measures, Standard Conditions of Approval and Lease Measures

The following mitigation measures form the foundation of a mitigation monitoring and reporting program (MMRP) for the proposed Project. CEQA requires public agencies to adopt a reporting or monitoring program for the changes to the project that have been adopted to mitigate or avoid significant effects on the environment (Public Resources Code Section 21081.6). The program must be adopted by the public agency at the time findings are made regarding the project. These mitigation measures described are supplemental to those required as standard procedures for the Port and its contractors. In addition, the proposed Project would be required to implement Standard Conditions of Approval (SC) and Lease Measures (LM) that will also be included in the MMRP. The measures and standard conditions by resource area are as follows:

Air Quality, Meteorology, and Greenhouse Gases

- **MM AQ-1**: Harbor Craft Used During Construction
- **MM AQ-2**: Cargo Ships Used During Construction
- **MM AQ-3**: Fleet Modernization for On-Road Trucks Used During Construction
- **MM AQ-4:** Fleet Modernization for Construction Equipment
- **MM AQ-5**: Construction Best Management Practices
- **MM AQ-6**: Additional Fugitive Dust Controls
- **MM AQ-7**: General Mitigation Measure
- **MM AQ-8**: Special Precautions Near Sensitive Sites
- **MM AQ-9:** Alternative Maritime Power (AMP)
- **MM AQ-10**: Vessel Speed Reduction Program
- **MM AQ-11**: Cleaner Ocean-going Vessels (OGV) Engines
- **MM AQ-12**: OGV Engine Emissions Reduction Technology Improvements
- **MM AQ-13**: Yard Tractors at Berths 302-306 Terminal
- **MM AQ-14**: Yard Equipment at Berths 302-306 Railyard
- **MM AQ-15**: Yard Equipment at Berths 302-306 Terminal
- **MM AQ-16**: Truck Idling Reduction Measure
- **LM AQ-1**: Periodic Review of New Technology and Regulations
- **LM AQ- 2**: Substitution of New Technology

Biology

- **MM BIO-1:** Conduct nesting bird surveys.
- **SC BIO-1:** Avoid marine mammals.

Cultural Resources

- **SC CR-1:** Stop work in area if prehistoric and/or archaeological resources are encountered.

Geology

- **LM GEO-1:** Emergency Response Planning Lease Requirement

Ground Transportation

- **MM TRANS-1**: Navy Way and Reeves Avenue

Groundwater and Soils

- **LM GW-1:** Site Remediation
- **LM GW-2:** Contamination Contingency Plan

Noise

- **MM NOI-1**: Noise Reduction during Pile Driving.
- **MM NOI-2**: Erect Temporary Noise Attenuation Barriers Adjacent to Pile Driving Equipment, Where Necessary and Feasible

Public Service and Utilities

- **SC PS-1**: Recycling of Construction Material

- **MM AQ-17**: Compact Fluorescent Light Bulbs
- **MM AQ-18**: Energy Audit
- **MM AQ-19**: Recycling
- **MM AQ-20**: Tree Planting
- **SC PS-2**: Use of Materials with Recycled Content

ES.5.2.4.1 Mitigation Measures

Air Quality, Meteorology, and Greenhouse Gases

The following mitigation measures would be required by the Port for the proposed Project and Alternatives 2 through 6:

MM AQ-1: Harbor Craft Used during Construction

1. All harbor craft with C1 or C2 marine engines must utilize a USEPA Tier-3 engine, or cleaner. This measure shall be met , unless the contractor is able to provide proof that one of the following circumstances exists:
   - A piece of specialized equipment is unavailable in a controlled form, or within the required Tier level, 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.
2. All dredging equipment shall be electric, unless contractor can demonstrate that such equipment is not feasible for a specific activity.

MM AQ-2: Cargo Ships Used During Construction

1. All ships & barges used primarily to deliver construction-related materials to a LAHD-contractor construction site shall comply with the expanded Vessel Speed Reduction Program (VSRP) of 12 knots between 40 nautical miles (nm)[9] from Point Fermin and the Precautionary Area.
2. These ships must also use low-sulfur fuel (maximum sulfur content of 0.2 percent) in auxiliary engines, main engines, and boilers within 40 nm of Point Fermin. (This condition is superseded by CARB regulations for ships operating within 24 nm of the shoreline where the maximum allowable sulfur content is 0.1 percent.)

[9] The current VSRP is a voluntary program where oceangoing vessels slow to 12 knots when within 20 nautical miles of the entrance to the Harbor, thus reducing emissions from main propulsion engines. Mitigation measure MM AQ-2 would require all construction vessels associated with the proposed Project to comply with a more stringent requirement of reducing speeds when within 40 nautical miles of the Harbor entrance.

MM AQ-3: Fleet Modernization for On-Road Trucks Used During Construction

1. Trucks hauling material such as debris or any fill material will be fully covered while operating off Port property.
2. Idling will be restricted to a maximum of 5 minutes when not in use.
3. USEPA Standards:
   a. For On-road trucks with a gross vehicle weight rating (GVWR) of at least 19,500 pounds (except for Import Haulers and Earth Movers): Comply with USEPA 2007 on-road emission standards for PM_{10} and NOx (0.01 grams per brake horsepower-hour (g/bhp-hr) and 1.2 g/bhp-hr or better, respectively).
   b. For Import Haulers with a GVWR of at least 19,500 pounds used to move dirt and debris to and from the construction site via public roadways: Comply with USEPA 2004 on-road emission standards for PM_{10} and NOx (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively).
   c. For Earth Movers with a GVWR of at least 19,500 pounds used to move dirt and debris within the construction site: Comply with USEPA 2004 on-road emission standards for PM_{10} and NOx (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively).

MM AQ-4: Fleet Modernization for Construction Equipment (except Vessels, Harbor Craft and On-Road Trucks

1. Construction equipment will incorporate, where fe.asible, emissions-savings technology such as hybrid drives and specific fuel economy standards.
2. Idling will be restricted to a maximum of 5 minutes when not in use.
3. Equipment Engine Specifications:
   a. Prior to January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp will meet Tier 3 off-road emission standards at a minimum. In addition, this equipment will be retrofitted with a CARB-verified Level 3 DECS.
   b. From January 1, 2015 on: All off-road diesel-powered construction equipment greater than 50 hp will meet Tier 4 off-road emission standards at a minimum.

MM AQ-5: Construction Best Management Practices (BMPs)

LAHD shall implement BMPs to reduce air emissions from all LAHD-sponsored construction projects, including:

1. Use of diesel oxidation catalysts and catalyzed diesel particulate traps;
2. Maintain equipment according to manufacturers' specifications;
3. Restrict idling of construction equipment and on-road heavy-duty trucks to a maximum of 5 minutes when not in use;
4. Install high-pressure fuel injectors on construction equipment vehicles;
5. Maintain a minimum buffer zone of 300 meters between truck traffic and sensitive receptors;
6. Improve traffic flow by signal synchronization;
7. Enforce truck parking restrictions;

8. Provide on-site services to minimize truck traffic in or near residential areas, including, but not limited to, the following services: meal or cafeteria services, automated teller machines, etc;
9. Re-route construction trucks away from congested streets or sensitive receptor areas;
10. Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site;
11. Use electric power in favor of diesel power where available.

MM AQ-6: Additional Fugitive Dust Controls.

1. SCAQMD Rule 403 requires a Fugitive Dust Control Plan be prepared and approved for construction sites. Construction contractors are required to obtain a 403 Permit from SCAQMD prior to construction.
2. Applicable Rule 403 measures/BMPs to reduce dust shall be included in the contractor's Fugitive Dust Control Plan, at a minimum.

MM AQ-7: General Mitigation Measure

For any of the above mitigation measures (MM AQ-1 through MM 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 Port. Measures will be set at the time a specific construction contract is advertised for bids.

MM AQ-8: Special Precautions near Sensitive Sites

All construction activities located within 1,000 feet of sensitive receptors (defined as schools, playgrounds, daycares, and hospitals) shall notify each of these sites in writing at least 30 days before construction activities begin.

MM AQ-9: Alternative Maritime Power (AMP).

APL ships calling at Berths 302-306 must use AMP at the following percentages while hoteling in the Port:

- 2017: 70 percent of total ship calls
- 2026: 95 percent of total ship calls

While the terminal is expected to meet 95 percent AMP, certain events such as equipment failure may mean less than 95 percent of ships would comply with this measure in certain years (the Port expects compliance to be 92 to 93 percent in such cases). A compliance change of 2 to 3 percent would not affect significance findings in this analysis.

Use of AMP would enable ships to turn off their auxiliary engines during hoteling, leaving the boiler as the only source of direct emissions. An increase in regional power plant emissions associated with AMP electricity generation is also assumed. Including the emissions from ship boilers and regional power plants, a ship hoteling with AMP reduces its criteria pollutant emissions 71 to 93 percent, depending on the pollutant, compared to a ship hoteling without AMP and burning residual fuel in the boilers.

MM AQ-10: Vessel Speed Reduction Program.

All ships calling at Berths 302-306 shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule:

- 2014 and thereafter: 95 percent

Currently, the VSR program is a voluntary program. This mitigation measure requires APL to participate in the VSR program at higher rates than it currently is achieving. The average cruise speed for a container vessel ranges from about 18 to 25 knots, depending on the size of a ship (larger ships generally cruise at higher speeds). For a ship with a 24-knot cruise speed, for example, a reduction in speed to 12 knots reduces the main engine load factor from 83 percent to 10 percent, due to the cubic relationship of load factor to speed. The corresponding reduction in overall container ship transit emissions (main engine, auxiliary engines, and boiler), from the SCAQMD overwater boundary to the berth, is approximately 19 percent for VOC, 37 percent for CO, 56 percent for NO_X, 58 percent for SO_X, and 53 percent for PM_{10}.

MM AQ-11: Cleaner OGV Engines.

The Tenant shall seek to maximize the number of vessels calling at the Berths 302-306 terminal that meet the IMO NOx limit of 3.4 g/kW-hr. The IMO Tier 2 NOx standards came into effect January 1, 2011 for new vessels. IMO Tier 3 NOx standards will become effective January 1, 2016 for new vessels operating in Emission Control Areas. When ordering new ships bound for the Port of Los Angeles, the purchaser shall confer with the ship designer and engine manufacturer to determine the feasibility of incorporating all emission reduction technology and/or design options.

On an individual OGV basis, a 15 percent reduction in NOx emissions will result from compliance with the IMO Tier 2 standard compared to Tier 1 standard and an 80 percent reduction in NOx emissions will result from compliance with the IMO Tier 3 standard compared to Tier 1 standard. However for the purposes of this analysis the benefits of this measure are not quantified.

MM AQ-12: OGV Engine Emissions Reduction Technology Improvements.

When using or retrofitting existing ships bound for the Port of Los Angeles, the Tenant shall determine the feasibility of incorporating all emission reduction technology and/or design options. Such technology shall be designed to reduce criteria pollutant emissions (NO_X and DPM). Some examples of potential methods for reducing emissions from large marine diesel engines include:

- Direct Water Injection
- Fuel Water Emulsion
- Humid Air Motor
- Exhaust Gas Recirculation
- Selective Catalytic Reduction
- Continuous Water Injection
- Slide Valves

This measure focuses on reducing DPM and NO_X emissions from the existing fleet of vessels. This measure is coupled with the Port's Technology Advancement Program (TAP) which will evaluate potential technologies. The Tenant will work with the Port in their effort to streamline the evaluation process of emissions reduction technologies under the TAP program and the verification process through CARB in order to achieve the greatest level of emissions reduction from ocean going vessels as quickly as possible.

Because the effectiveness of this measure has not been established, this measure is not quantified in this study.

MM AQ-13: Yard Tractors at Berths 302-306 Terminal.

By the end of 2013, all yard tractors operated at the terminal shall meet USEPA Tier 4 non-road or 2007 on-road emission standards.

In 2013, this measure would require the all yard tractors to meet the equivalent of the Tier 4 diesel engine standards. This study assumes that this requirement would be met by replacing the yard tractor engines or adding diesel emission controls to meet the equivalent of the Tier 4 diesel engine standards.

MM AQ-14: Yard Equipment at Berths 302-306 Railyard.

All diesel-powered equipment operated at the Berths 302-306 terminal railyard shall implement the requirements discussed below in MM AQ-15.

MM AQ-15: Yard Equipment at Berths 302-306 Terminal.

- By the end of 2012: all terminal equipment equipped with Tier 1 and 2 engines less than 750hp must meet 2010 on-road or Tier 4 standards by 2012.
- By the end of 2012, the highest available Verified Diesel Emissions Controls (VDECs) shall be installed on all Tier 3 equipment.
- By the end of 2015: all terminal equipment equipped with Tier 3 engines shall meet USEPA Tier 4 non-road engine standards.

For other types of terminal equipment, this measure would provide a health risk benefit if some of the equipment purchased in accordance with this measure were alternative fueled. However, this study conservatively assumed that all equipment purchased in accordance with this measure would be diesel fueled. For diesel-fueled equipment, this measure would provide a short-term reduction in criteria pollutant emissions (roughly until 2015, although it varies by equipment type) compared to unmitigated emissions. Eventually, however, the CARB Regulation for Mobile Cargo-Handling Equipment (CHE) at Ports and Intermodal Railyards (discussed in Section 3.2.3.2) would cause the unmitigated fleet to "catch up" to the mitigated fleet, at which point there would be no substantial difference in emissions.

MM AQ-16: Truck Idling Reduction Measure.

Within six months of the effective date and thereafter for the remaining term of the Permit and any holdover, the terminal operator shall ensure that truck idling is reduced to less than 30 minutes in total or 10 minutes at any given time while on the terminal through measures that include but are not limited to, the following:

- The operator shall maximize the durations when the main gates are left open, including during off-peak hours (6pm to 7am)
- The operator shall implement an appointment-based system for receiving and delivering containers to minimize truck queuing (trucks lining up to enter and exit the terminal's gate)
- The operator shall design the main entrance and exit gates to exceed the average hourly volume of trucks that enter and exit the gates (truck flow capacity) to ensure queuing is minimized.

This measure could potentially reduce on-terminal truck idling emissions. Because the effectiveness of this measure has not been established, this measure is not quantified in this study.

MM AQ-17: Compact Fluorescent Light Bulbs.

All interior buildings on the premises shall exclusively use fluorescent light bulbs, compact fluorescent light bulbs, or a technology with similar energy-saving capabilities, for ambient lighting within all terminal buildings. The tenant shall also maintain and replace any Port-supplied compact fluorescent light bulbs.

Fluorescent light bulbs produce less waste heat and use substantially less electricity than incandescent light bulbs. Although not quantified in this analysis, implementation of this measure is expected to reduce the Project's GHG emissions by less than 0.1 percent.

MM AQ-18: Energy Audit.

The tenant shall conduct an energy audit by a third party of its choice every 5 years and install innovative power saving technology (1) where it is feasible; and (2) where the amount of savings would be reasonably sufficient to cover the costs of implementation. Such systems help to maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use.

This mitigation measure primarily targets large on-terminal electricity consumers such as on-terminal lighting and shoreside electric gantry cranes. These sources consume the majority of on-terminal electricity, and account for about 1 percent of overall Project GHG emissions. Therefore, implementation of power saving technology at the terminal could reduce overall Project GHG emissions by a fraction of 1 percent.

MM AQ-19: Recycling.

The tenant shall ensure a minimum of 40 percent of all waste generated in all terminal buildings is recycled by 2014 and 60 percent of all waste generated in all terminal buildings is recycled by 2016. Recycled materials shall include: (a) white and colored paper; (b) post-it notes; (c) magazines; (d) newspaper; (e) file folders; (f) all envelopes including those with plastic windows; (g) all cardboard boxes and cartons; (h) all metal and aluminum cans; (i) glass bottles and jars; and; (j) all plastic bottles.

In general, products made with recycled materials require less energy and raw materials to produce than products made with un-recycled materials. This savings in energy and raw material use translates into GHG emission reductions. The effectiveness of this mitigation measure was not quantified due to the lack of a standard emission estimation approach.

MM AQ-20: Tree Planting.

The applicant shall plant shade trees around the main terminal building, and the tenant shall maintain all trees through the life of the lease.

Trees act as insulators from weather, thereby decreasing energy requirements. On-site trees also provide carbon storage (AEP, 2007). Although not quantified, implementation of this measure is expected to reduce Project GHG emissions by less than 0.1 percent.

Biological Resources:

The following Biological Resource mitigation measure would be required by the Port for the proposed Project and Alternatives 4 through 6:

MM BIO-1: Conduct nesting bird surveys.

This measure applies only if construction on the 41-acre undeveloped area is to occur between February 15 and September 1. Prior to ground-disturbing activities, a qualified biologist shall conduct surveys for the presence of tern nests on the 41-acre backlands, and within the proposed Project site that contains potential nesting bird habitat. Surveys shall be conducted no later than 1 week 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) shall be established. The barrier will remain until a qualified biologist determines that the young have fledged or the nest is no longer active.

Ground Transportation

The following Ground Transportation mitigation measures would be required by the Port for the proposed Project and Alternatives 3 through 6:

MM TRANS-1: Navy Way and Reeves Avenue.

Re-stripe the southbound (and eastbound approach to accommodate the southbound dual right-turns) to provide a right-turn lane, a shared through/right turn lane, and a through lane on the southbound approach. This mitigation would only be constructed when the intersection operates at LOS E or worse. The mitigation measure shall be completed within five years of this determination.

Noise

The following Noise mitigation measures would be required by the Port for the proposed Project and Alternatives 5 and 6:

MM NOI-1: Noise Reduction during Pile Driving.

The contractor shall be required to use a pile driving system, such as an IHC Hydrohammer SC series (with sound insulation system) or equivalent, which is capable of limiting maximum noise levels at 50 feet from the pile driver to 104 dBA, or less, for wharf construction. At the initiation of each pile driving event, the pile driving shall also employ a “soft-start” in which the hammer is operated at less than full capacity (i.e., approximately 40–60 percent energy levels) with no less than a 1-minute interval between each strike for a 5-minute period.

MM NOI-2: Erect Temporary Noise Attenuation Barriers Adjacent to Pile Driving Equipment, Where Necessary and Feasible.

Erect temporary noise attenuation barriers suitable for pile driving equipment as needed. The barriers should be installed directly between the equipment and the nearest noise sensitive use to the construction site. The need for and feasibility of noise attenuation barriers should be evaluated on a case-by-case basis considering the distance to noise sensitive receptors, the available space at the construction location, and taking account of safety and operational considerations.

ES.5.2.4.2 Standard Conditions of Approval

Biological Resources

The following Biological Resource standard conditions of approval would be required by the Port for the proposed Project and Alternatives 4 through 6:

SC BIO-1: Avoid marine mammals.

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 as part of the wharf extension shall include establishment of a safety zone, and the area surrounding the operations will be monitored by a qualified marine biologist for pinnipeds. A 100-meter-radius safety zone will be established around the pile-driving site and monitored for marine mammals. As the pile-driving site will move with each new pile, the 100-meter safety zone shall move accordingly.

Prior to commencement of pile-driving, 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 pile segment begins. If a marine mammal is observed within 10 meter of pile-driving operations, pile-driving shall be delayed until the marine mammals moves out of the area. If a marine mammal in the 100-meter safety zone is observed, but more than 10 meters away, the contractor shall wait at least 15 minutes to commence pile-driving. If the marine mammal has not left the 100-meter safety zone after 15 minutes, pile-driving can commence with a "soft start". 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 proposed Project vicinity.

If marine mammals enter the safety zone after pile-driving of a segment has begun, pile-driving shall continue. The biologist shall 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 shall cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area shall again be thoroughly surveyed by the biologist.

Cultural Resources

The following Cultural Resource standard conditions of approval would be required by the Port for the proposed Project and Alternatives 3 through 6:

SC CR-1: Stop Work in Area if Prehistoric and/or Archaeological Resources are Encountered.

In the unlikely event that any artifact or an unusual amount of bone, shell, or non native stone is encountered during construction, work shall be immediately stopped and relocated to another area. 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; historical trash pits containing bottles and/or ceramics; or structural remains. The contractor shall stop construction within 10 meters (30 feet) of the exposure of these finds until a qualified archaeologist can be retained by the Port to evaluate the find (see 36 CFR 800.11.1 and California Code of Regulations, Title 14, Section 15064.5(f)). If the resources are found to be significant, they shall be avoided or shall be mitigated consistent with Section 106 and Section 106

and State Historic Preservation Officer Guidelines. All construction equipment operators shall attend a preconstruction meeting presented by a professional archaeologist retained by the Port that shall review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.

Prior to beginning construction, the Port shall meet with applicable Native American Groups, including the Gabrieliños /Tongva Tribal Council, to identify areas of concern. A trained archaeologist shall monitor construction at identified areas. In addition to monitoring, a treatment plan shall be developed in conjunction with the Native American Groups to establish the proper way of extracting and handling all artifacts in the event of an archaeological discovery.

Public Services and Utilities

The following Public Services and Utilities standard conditions of approval would be required by the Port for the Project and Alternatives 3 through 6:

SC PS-1: Recycling of Construction Materials.

Demolition and/or excess construction materials shall be separated on-site for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials shall be provided on-site.

SC PS-2: Use of Materials with Recycled Content.

Materials with recycled content shall be used in Project construction where feasible. Chippers on-site during construction shall be used to further reduce excess wood for landscaping cover. The proposed Project and all alternatives would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

ES.5.2.4.3 Lease Measures

The following measures are lease measures that would be included in the lease for Berths 302-306 due to projected future emissions levels associated with the proposed Project. The measures do not meet all of the criteria for CEQA or NEPA mitigation measures but are considered important lease measures to reduce future emissions. This lease obligation is distinct from the requirement of further CEQA or NEPA mitigation measures to address impacts of potential subsequent discretionary Project approvals.

Air Quality, Meteorology, and Greenhouse Gases:

The following Air Quality, Meteorology, and Greenhouse Gases lease measures would be required by the Port for the proposed Project and Alternatives 2 through 6:

LM AQ-1: Periodic Review of New Technology and Regulations.

The Port shall require the Berths 302-306 tenant to review, in terms of feasibility and benefits, any Port-identified or other new emissions-reduction technology, and report to the Port. Such technology feasibility reviews shall take place at the time of the Port's consideration of any lease amendment or facility modification for the proposed Project site. If the technology is determined by the Port to be feasible in terms of cost, technical and operational feasibility, the tenant shall work with the Port to implement such technology.

Potential technologies that may further reduce emission and/or result in cost-savings benefits for the tenant may be identified through future work on the CAAP, Technology Advancement Program, Zero Emissions Technology Program, and terminal automation. Over the course of the lease, the tenant and the Port shall work together to identify potential new technologies. Such technology shall be studied for feasibility, in terms of cost, technical and operational feasibility, and emissions reduction benefits.

As partial consideration for the Port agreement to issue the permit to the tenant, the tenant shall implement not less frequently than once every 7 years following the effective date of the permit, new air quality technological advancements, subject to mutual agreement on operational feasibility and cost sharing, which shall not be unreasonably withheld.

The effectiveness of this measure depends on the advancement of new technologies and the outcome of future feasibility or pilot studies. As discussed in the Draft EIS/EIR under Section 3.2.4.1 of Section 3.2, Air Quality, Meteorology, and Greenhouse Gases, if the tenant requests future Project changes that would require environmental clearance and a lease amendment, future CAAP mitigation measures would be incorporated into the new lease at that time.

LM AQ-2: Substitution of New Technology.

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 the Port of Los Angeles. The technology's emissions reductions must be verifiable through USEPA, CARB, or other reputable certification and/or demonstration studies to the Port's satisfaction.

Geology:

The following Geology lease measure would be required by the Port for the proposed Project and Alternatives 2 through 6:

LM GEO-1: Emergency Response Planning Lease Requirement.

The terminal operator will work with Port engineers and Port police to develop tsunami response training and procedures to assure that construction and operations personnel would be prepared to act in the event of a large seismic event. Such procedures would include immediate evacuation requirements in the event that a large seismic event is felt at the Project site, as part of overall emergency response planning for the proposed Project.

Groundwater and Soils:

The following Groundwater and Soils lease measures would be required by the Port for the proposed Project and Alternatives 3 through 6:

LM GW-1: Site Remediation.

Unless otherwise authorized by the lead regulatory agency for any given site, the Tenant (i.e., APL) shall address all contaminated soils within proposed Project boundaries discovered during demolition and grading activities. Contamination existing at the time of discovery shall be the responsibility of the past and/or current property owner. Contamination as a result of the construction process shall be the responsibility of the Tenant and/or Tenant contractors. Remediation shall occur in compliance with local,

state, and federal regulations, as described in Section 3.7.3 (above) and Section 3.8.3 (in Section 3.8, Hazards and Hazardous Materials), and as directed by the lead regulatory agency for the site (such as the Los Angeles RWQCB or DTSC).

Soil removal shall be completed such that remaining contamination levels are below risk-based health screening levels for industrial sites established by OEHHA and/or applicable action levels (e.g., Environmental Screening Levels, Preliminary Remediation Goals) 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 for industrial sites, but are subject to the review of the lead regulatory agency and LAHD. Excavated contaminated soil shall be properly disposed of off-site unless use of such material on-site is beneficial to construction and approved by the agency overseeing environmental concerns. All imported soil to be used as backfill in excavated areas shall be sampled to ensure that it is suitable for use as backfill at an industrial site.

LM GW-2: Contamination Contingency Plan.

The following contingency plan shall be implemented to address contamination discovered during demolition, grading, and construction.

a) All trench excavation and filling operations shall be observed for the presence of free petroleum products, chemicals, or contaminated soil. Soil suspected of contamination shall be segregated from other soil. In the event soil suspected of contamination is encountered during construction, the contractor shall notify the LAHD's environmental representative. The LAHD shall confirm the presence of the suspect material and direct the contractor to remove, stockpile or contain, and characterize the suspect material. Continued work at a contaminated site shall require the approval of the LAHD Project Engineer.

b) Excavation of VOC-impacted soil may require obtaining and complying with a South Coast Air Quality Management District Rule 1166 permit.

c) The remedial option(s) selected shall be dependent upon a suite of criteria (including but not limited to types of chemical constituents, concentration of the chemicals, health and safety issues, time constraints, cost, etc.) and shall be determined on a site-specific basis. Both off-site and on-site remedial options may be evaluated.

d) The extent of removal actions shall be determined on a site-specific basis. At a minimum, the impacted area(s) within the boundaries of the construction area shall be remediated to the satisfaction of the LAHD and the lead regulatory agency for the site. The LAHD Project Manager overseeing removal actions shall inform the contractor when the removal action is complete.

e) Copies of hazardous waste manifests or other documents indicating the amount, nature, and disposition of such materials shall be submitted to the LAHD Project Manager within 60 days of project completion.

f) In the event that contaminated soil is encountered, all on-site personnel handling or working in the vicinity of the contaminated material must be trained in accordance with USEPA and Occupational Safety and Health and Administration (OSHA) regulations for hazardous waste operations or demonstrate they have completed the appropriate training. Training must provide protective measures

and practices to reduce or eliminate hazardous materials/waste hazards at the work place.

g) When impacted soil must be excavated, air monitoring will be conducted as appropriate for related emissions adjacent to the excavation.

All excavations shall be backfilled with structurally suitable fill material that is free from contamination.

ES.5.2.5 Cumulative Impacts

The proposed Project was analyzed in conjunction with other related projects in the area for potential to contribute to significant cumulative impacts. Cumulative impact evaluations for each resource are included in Chapter 4 of this Draft EIS/EIR.

ES.5.2.5.1 Cumulatively Considerable Impacts

The proposed Project or Alternatives 3, 4, 5 and 6 could contribute to cumulatively considerable impacts for the following resource areas:

- Aesthetics
- Air Quality, Meteorology, and Greenhouse Gases
- Biological Resources
- Noise

Alternative 1 could result in cumulatively considerable impacts for the following resource areas under CEQA:

- Air Quality, Meteorology, and Greenhouse Gases
- Biological Resources
- Ground Transportation

Alternative 1 is not required to be analyzed under NEPA, and

Alternative 2 could result in cumulatively considerable impacts for the following resource areas under CEQA:

- Air Quality, Meteorology, and Greenhouse Gases
- Biological Resources

Alternative 2 is the same as the NEPA baseline and thus would not contribute to cumulatively considerable impacts for any resource area.

ES.5.2.5.2 Less than Cumulatively Considerable Impacts

The proposed Project and Alternatives 2, 3, 4, 5 and 6 would not contribute to cumulatively considerable impacts under CEQA and NEPA for the following resource areas (after applicable mitigation, lease measures, and standard conditions of approval):

- Cultural Resources
- Geology
- Ground Transportation
- Groundwater and Soils

- Hazards and Hazardous Materials
- Land Use
- Marine Vessel Transportation
- Recreation
- Public Services and Utilities
- Water Quality, Sediments, and Oceanography

In addition to those listed above, Alternatives 1 and 2 would also not result in cumulatively considerable impacts for the following resource areas under CEQA and Alternative 1 would result in a cumulatively considerable impact on Ground Transportation:

- Aesthetics
- Noise

Alternative 1 is not required to be analyzed under NEPA, and Alternative 2 is the same as the NEPA baseline and thus would not contribute to cumulatively considerable impacts for any resource area.

***Key* Definitions**

- **Direct Jobs =** Jobs that would not exist if activity at Port were to stop.
- **Secondary jobs** = A combination of indirect and induced jobs:
  - **Indirect jobs** = Jobs created throughout the region as the result of purchases for goods and services by the firms directly impacted by the Port's cargo activity.
  - **Induced jobs =** Jobs created in the region by the purchases of goods and services by those individuals directly employed by the Port's cargo activity.

ES.5.2.6 Environmental Justice

The potential for the proposed Project and alternatives to cause disproportionately high and adverse human health and environmental effects on low-income and/or minority populations is discussed in the Environmental Justice analysis (Chapter 5). The proposed Project and Alternatives 2 through 6 (Alternative 1 is not subject to NEPA) would result in disproportionate effects on minority and low-income populations as a result of significant and unavoidable impacts for the following resource area:

- Air Quality, Meteorology, and Greenhouse Gases

Other potentially significant impacts of the proposed Project and the alternatives would be reduced to less than significant or less than cumulatively considerable through implementation of mitigation measures, would not affect human populations, or would not have disproportionate effects on minority and low-income populations.

ES.5.2.7 Socioeconomic and Growth-Inducing Impacts

The economic contributions from the Port of Los Angeles to the regional and national economy are substantial. The Port creates tens of billions of dollars in industry sales each year in the southern California region. These sales translate into jobs, wages and salaries, and state and local taxes. The *Trade Impact Study* prepared for the Alameda Corridor Transportation Authority estimated that the Port supports, directly and indirectly, 1,100,997 full- and part-time jobs throughout California and 3,300,000 jobs nationwide (Alameda Corridor Transportation Authority, 2007).

Marine terminals generate a number of jobs such as: trucking, freight forwarders/customs house brokers, warehousing, steamship agents, chandlers, surveyors, etc. In 2006, the

Port of Los Angeles supported 1,075,176 jobs in the State of California. Of these jobs, 43,398 jobs are directly generated by activities at the marine terminals (See Chapter 7).

As shown in Table ES-4, construction of the proposed Project would generate approximately 1,601 secondary (i.e., indirect and induced) jobs and 1,169 direct jobs over the two-year construction period. With the ramp-up and ramp-down and the completion of different tasks at different times, the construction workforce at any one time would vary. The construction workforce would primarily come from people already living in the Los Angeles Basin, given the large existing construction industry workforce and the highly integrated nature of the southern California economy, as well as the prevalence of cross-county and inter-community commuting by workers between their places of work and places of residence. Therefore, the proposed Project is not anticipated to result in either in-migration or relocation of construction employees to satisfy the need for increased temporary, construction-related employment.

Table ES-4: Proposed Project – Direct and Secondary Construction Employment Over the Two-Year Construction Period

	Employment (Number of Jobs)
Direct	1,169
Secondary	1,601
Total	**3,370**

The proposed Project would generate permanent direct and secondary jobs. As shown in Table ES-5, the proposed Project is estimated to create 2,756 net permanent direct jobs attributable to operations in 2015, and increase to 3,885 direct jobs in 2027. Most of the direct jobs generated by operations at the terminal would be in the transportation and public utilities industrial sector of the regional economy. Secondary jobs, however, would occur in all industrial sectors. The proposed Project would provide new job opportunities to support the local economy; however, when compared to the overall regional economy, the proposed Project would not cause substantial change in the local employment or labor force. As with the construction jobs, given the large labor pool in the region, it is anticipated that the majority of new positions would be filled by people already living in the Los Angeles Basin. Consequently, no measurable change in population distribution would occur, and the proposed Project is not expected to change residential property trends or property values in the area.

Table ES-5: Proposed Project – Net Direct and Secondary Long Term Operations Employment

	Employment (Number of Jobs)				
	2012	**2015**	**2020**	**2025**	**2027**
Direct	-	2,756	3,226	3,697	3,885
Secondary	-	2,914	3,412	3,910	4,108
Total	**-**	**5,670**	**6,638**	**7,607**	**7,993**

Similarly, the proposed Project would result in an increase in wages, income, and state and local taxes, which would provide a benefit to local business and government agencies by increasing revues. However, as one component of large regional economy, it would not represent substantial change in revenue for local businesses or government.

The alternatives would have similar or less economic benefits that the proposed Project by generating similar or less employment, wages, and taxes.

ES.5.2.8 Significant Irreversible Changes to the Environment

Implementation of the proposed Project would require the use of nonrenewable resources, such as fossil fuels, and nonrenewable construction materials.

The proposed Project or an alternative would develop the site for increased Port-related activities. Resources that are committed irreversibly and irretrievably are those that would be used by a project on a long-term or permanent basis. Resources committed to this proposed Project or an alternative include the use of fossil fuels, and nonrenewable construction materials such as rock, concrete, gravel, and soils.

Fossil fuels and energy would be consumed during construction and operation activities. Fossil fuels in the form of diesel oil and gasoline would be used for construction equipment and vehicles. During operations, diesel oil and gasoline would be used by ships, tug boats, port terminal equipment (e.g., cargo handling), trains, and on-road vehicles. Electrical energy and natural gas would be consumed during construction and operation. These energy resources would be irretrievable and irreversible.

Non-recoverable materials and energy would be used during construction and operation activities, but the amounts needed would be accommodated by existing supplies. Although the increase in the amount of materials and energy used would be limited, they would nevertheless be unavailable for other uses. The minimal irreversible changes likely would be justified by the economic growth in trade and import/export of goods, as well as the increased efficiency in cargo handling at the Port, which the proposed Project or an alternative would provide.

ES.5.3 Environmentally Preferred and Environmentally Superior Alternative

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

The environmentally superior and preferable alternatives were determined based on a ranking system that assigned numerical scores comparing the impacts under each resource area for each alternative relative to the CEQA and NEPA baselines. The scoring system ranged from -2 if impacts are considered to be substantially reduced when compared to the CEQA/NEPA baselines, to +2 if impacts are considered to be substantially increased when compared with the CEQA/NEPA baselines. In Chapter 6, Tables 6-3 and 6-5 present the scoring system and rankings for each alternative under CEQA and NEPA, respectively.

Under the CEQA analysis, Alternative 1 – No Project Alternative is the environmentally superior alternative because it would not involve any new construction, and growth in operations would be greatly reduced under Alternative 1 as compared to the proposed Project and Alternatives 3 through 6. Pursuant to the CEQA Guidelines, if the No Project Alternative is deemed to be environmentally superior, then the lead agency must identify an alternative other than the No Project Alternative as environmentally superior. Alternative 2 ranked first in terms of the least overall environmental impact when compared to the CEQA baseline because it would result in the least impact when compared to all alternatives other than Alternative 1. Therefore, in accordance with CEQA, Alternative 2 is deemed to be Environmentally Superior.

Under the NEPA analysis, Alternative 2 – No Federal Action is environmentally preferable because it is identical to the NEPA baseline and would have no impacts (Table ES-3). Although Alternatives 1 and 2 would result in fewer significant unavoidable impacts or mitigated impacts than the proposed Project or Alternatives 3 through 6, they would not meet the Project's stated purpose to optimize and expand the cargo-handling capacity at the APL Terminal to accommodate the increased throughput demand expected at the Port by APL in the long term, while also maintaining consistency with established Port policies pertaining to the environment (see, Section 2.3.2 of Chapter 2, Project Description).

ES.5.4 Public Comment

ES.5.5 Community Concerns

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

The USACE and the LAHD determined that an EIS/EIR should be prepared for the proposed Project. The USACE and LAHD issued a separate NOI/NOP, and CEQA IS and Environmental Assessment Checklist for the Berths 302-306 [APL] Container Terminal Project EIS/EIR on July 10, 2009. Agencies and the public submitted a total of 21 comment letters to the NOI/NOP. Table ES-6 presents a summary of which chapters or sections of the Draft EIS/EIR address the relevant comments on the NOI/NOP.

The scope of this Draft EIS/EIR was established based on the NOI issued by USACE on July 10, 2009 and the NOP issued by LAHD also on July 10, 2009. Written and oral comments have been grouped by the chapter or section which addresses each comment raised.

Table ES-6: Summary of Comments Received for the NOI/NOP

Commenter	Key Issues Raised
Chapter 1 – Introduction	
Natural Resources Defense Council	▪ Discuss purpose and need given the economic downturn
Past EIR	▪ Extend NOP comment period to 60 days
John Miller, Kathleen Woodfield	▪ Questions the project need in light of economic downturn
Scoping Meeting Comments (August 5, 2009)	▪ Key issues raised at the Scoping Meeting largely mirrored written comments ▪ EIRs are too long and need to be more reader friendly ▪ Address the gaps between the last EIR and the proposed EIR
Chapter 2 – Project Description	
USEPA (United States Environmental Protection Agency)	▪ Include Draft Conformity Information in the Draft EIS/EIR
SCAQMD (South Coast Air Quality Management District)	▪ Expand APL on-dock railyard consistent with the San Pedro Bay Rail Study Update and San Pedro Bay Port Complex Clean Air Action Plan's overall goal of maximizing on-dock rail
Natural Resources Defense Council	▪ Establish a CEQA baseline of July 2008 to July 2009, rather than April 2008 to March 2009 ▪ Consider a wider range of alternatives, such as electrifying the entire terminal, optimizing existing lands, and expanding on-dock rail facilities
Coalition for Clean Air	▪ Include alternatives of electrifying the entire terminal, optimized efficiencies without expansion, and maximized habitat restoration
Coalition for a Safe Environment	▪ Incorporate the Maximum Achievable Control Technologies (MACT) vs. Best Available Control Technologies (BACT) ▪ Include an updated business forecast which justifies project ▪ Incorporate Maglev ▪ Build the on-dock rail up to the wharf ▪ Finance converting the Alameda Corridor into Maglev or electric
Subcommittee Port Community Advisory Committee (PCAC) and Air Quality Subcommittee PCAC	▪ Questions the project need in light of economic downturn ▪ Clarify difference between maintenance and expansion dredging ▪ Provide history on the development of the Project site to account for existing site facilities ▪ CEQA Baseline should be July 2008 to June 2009 ▪ Require Best Available Control Technologies as part of any modification to the existing lease ▪ Implement operation mitigation plan ▪ Questions projected capacity of on-dock rail facility
John Miller, Kathleen Woodfield	▪ Include an alternative that would increase the terminal's efficiency without increasing the footprint

Table ES-6: Summary of Comments Received for the NOI/NOP

Section 3.1 – Aesthetics	
City of Rancho Palos Verdes (RPV)	▪ Address potential aesthetic impacts to RPV
Section 3.2 – Air Quality, Meteorology, and Greenhouse Gases	
USEPA(United States Environmental Protection Agency)	▪ Have USACE use construction equipment that will meet Tier 3 or cleaner non-road engine standards
SCAQMD(South Coast Air Quality Management District)	▪ Perform air quality analyses consistent with SCAQMD recommendations
Riverside County Transportation Commission	▪ Evaluate and mitigate Project impacts to transportation and air quality in Riverside County, individually and cumulatively
City of Riverside	▪ Evaluate delays (and associated traffic, air quality, and land use impacts) at at-grade crossings in Riverside City, individually and cumulatively
City of Corona	▪ Address impacts of adding rail trips to the system, including impacts on air quality and traffic
City of Commerce	▪ Recommended the Port of Los Angeles participate with the City of Commerce in an overall mitigation strategy that includes a commitment to clean air vehicles/clean rail equipment
Natural Resources Defense Council	▪ Ensure that all alternatives will be compatible with the alternative conveyance system identified in the Clean Air Action Plan ▪ Examine differentiated pricing or a ban on non-electric trucks that are carrying loads to near-dock railyards
Coalition for Clean Air	▪ Evaluate emissions from the production and transport of the concrete wharf, or analyze the possibility of using alternative content or materials ▪ Include alternatives of electrifying the entire terminal, optimized efficiencies without expansion, and maximized habitat restoration
Coalition for a Safe Environment	▪ Prepare a health impact assessment and fund mitigation ▪ Do not rely on CARB or AQMD standards, rules, regulations ▪ Incorporate the Advanced Marine Emissions Control System for ships that have not been retrofitted or built to plug into AMP electric shore power. ▪ Recommended air and noise mitigation measures such as financing the conversion of the Alameda Corridor facilities to utilize zero emissions technology or creating public health care mitigation trust fund to finance community health clinics, air purification, and sound proofing systems in certain facilities
Past EIR Subcommittee Port Community Advisory Committee (PCAC) and Air Quality Subcommittee PCAC	▪ Address non-cancer health effects
Section 3.3 – Biological Resources	
Natural Resources Defense Council	▪ Consider a wider range of alternatives, such as electrifying the entire

Table ES-6: Summary of Comments Received for the NOI/NOP

	terminal, optimizing existing lands, and expanding on-dock rail facilities
Coalition for a Safe Environment	▪ Build the on-dock rail up to the wharf ▪ Include solar and vertical wind axis wind turbines ▪ Incorporate a Migrating Whale Protection Plan
Subcommittee Port Community Advisory Committee (PCAC) and Air Quality Subcommittee PCAC	▪ Address impacts to eelgrass shallow water habitat
Section 3.6 – Ground Transportation	
CPUC(Certified Unified Program Agency)	▪ Consider impacts to nearby highway-rail crossing ▪ CPUC approval is necessary for any proposed new crossings or modifications to existing crossings
SCAG(Southern California Association of Governments)	▪ Determined the proposed Project is regionally significant ▪ Draft EIS/EIR should reflect recent SCAG forecasts and be consistent with the 2008 RTP
LA County Metro	▪ Provided guidance on how to perform a Traffic Impact Analysis
City of Riverside	▪ Recommended grade separations as mitigation, funded by a cargo container fee
City of Commerce	▪ Analyze entire transportation system in Southern California ▪ Address operational nexus between the port and intermodal facilities in and near Commerce ▪ Take into account sensitive land uses and receptors in and around intermodal facilities in and near the City of Commerce
City of Rancho Palos Verdes (RPV)	▪ Expand scope of evaluations to include RPV, San Pedro, Harbor City, and Wilmington ▪ Combine Alternatives 1b and 2
Coalition for Clean Air	▪ Ensure Project is compatible with and enable proposed alternative container transport systems and an on-dock rail facility to the north of the Project site ▪ Ensure Project is compatible with and enable proposed alternative container transport systems and an on-dock rail facility to the north of the Project site
Past EIR Subcommittee Port Community Advisory Committee (PCAC) and Air Quality Subcommittee PCAC	▪ Address traffic impacts on evacuation routes and emergency response that result from Project construction and operation
Scoping Meeting Comments (August 5, 2009)	▪ Address traffic impacts west of the Harbor Freeway
Section 3.7 – Groundwater and Soils	
Natural Resources Defense Council	▪ Consider a wider range of alternatives, such as electrifying the entire terminal, optimizing existing lands, and expanding on-dock rail facilities

Table ES-6: Summary of Comments Received for the NOI/NOP

Section 3.8 – Hazards and Hazardous Materials	
Natural Resources Defense Council	▪ Consider a wider range of alternatives, such as electrifying the entire terminal, optimizing existing lands, and expanding on-dock rail facilities
Coalition for Clean Air	▪ Evaluate impacts from handling hazardous materials
California Division of Oil and Gas	▪ Provided information on abandoned oil wells
Section 3.9 – Land Use	
Past EIR Subcommittee Port Community Advisory Committee (PCAC) and Air Quality Subcommittee PCAC	▪ Address land use, noise, environmental justice, and blight impacts
Section 3.11 – Noise	
Coalition for a Safe Environment	▪ Recommended air and noise mitigation measures such as financing the conversion of the Alameda Corridor facilities to utilize zero emissions technology or creating public health care mitigation trust fund to finance community health clinics, air purification, and sound proofing systems in certain facilities
Coalition for Clean Air	▪ Evaluate traffic, air quality, and noise impacts of construction and operations involved in relocating or modifying gates and entry lanes
Section 3.14 – Water Quality, Sediments, and Oceanography	
USEPA(United States Environmental Protection Agency)	▪ Separately characterize maintenance and non-maintenance dredging ▪ Characterize and beneficially reuse sediments ▪ Coordinate dredging activities through the Contaminated Sediment Task Force or the Southern California Dredged Material Management Team ▪ Encourage the use of supplementary cementitious materials in concrete
Federal Emergency Management Agency (FEMA)	▪ Provided information on the National Flood Insurance Program (NFIP) floodplain building requirements
CCC (California Coastal Commission)	▪ Ocean disposal of dredge material will need a federal consistency certification
Coalition for Clean Air	▪ Evaluate effects of dredging and construction activities on the shallow water habitat ▪ Evaluate all options for disposal of dredge materials ▪ Evaluate whether Project will result in exceeding the stormwater drainage system capacity and whether the Project results in substantial additional sources of polluted runoff
Chapter 4 – Cumulative Analysis	
Scoping Meeting Comments (August 5, 2009)	▪ Port should take responsibility for project overruns (cumulative impacts)

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ES.5.6 Issues to be Resolved

Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR contain issues to be resolved; this includes whether or how to mitigate significant impacts. The major issues to be resolved include decisions by the lead agencies as to whether:

- this EIR adequately describes the environmental impacts of the proposed Project and alternatives,
- the recommended mitigation measures, lease requirements and standard conditions of approval should be adopted or modified,
- additional mitigation measures need to be applied to the project, or
- the project should or should not be approved for implementation.

ES.5.7 PCAC Issues Raised/Resolution

The Port Community Advisory Committee (PCAC) was established in 2001 as a standing committee of the Harbor Commission. The purposes of the PCAC are to:

- Assess the impacts of Port developments on the Harbor area communities and recommend suitable mitigation measures to the Board for such impacts;
- Review past, present, and future environmental documents in an open public process and make recommendations to the Board to ensure that impacts to the communities are mitigated appropriately in accordance with federal and California law; and
- Provide a public forum and make recommendations to the Board to assist the Port in taking a leadership role in creating balanced communities in Wilmington, Harbor City, and San Pedro so that the quality of life is maintained and enhanced by the presence of the Port.

The role of the PCAC in Port environmental documents is described in Appendix B of the Draft EIS/EIR.

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