

**Appendix D.**

**2004 Notice of Preparation/Initial Study/  
Notice of Intent**



November 4, 2004

425 S. Palos Verdes Street

Post Office Box 151

San Pedro, CA 90733-0151

Tel/TDD 310 SEA-PORT

www.portoflosangeles.org



James K. Hahn, Mayor  
City of Los Angeles

Board of Harbor  
Commissioners

Nicholas G. Tonsich, President

Wood Lui, Vice President

James E. Acevedo

Camilla T. Kocol

Thomas H. Warren

Ruce E. Seaton  
Interim Executive Director

**SUBJECT: NOTICE OF INTENT/NOTICE OF PREPARATION OF A  
SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT/  
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT**

The U.S. Army Corps of Engineers, Los Angeles District (Corps) and the Los Angeles Harbor Department (Port) will be preparing a joint Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (SEIS/SEIR) for the following project in the Port of Los Angeles:

**Port of Los Angeles Channel Deepening Project Additional Disposal Capacity**

We transmit this Notice of Preparation, Initial Study, and Environmental Assessment Checklist for you for review, in accordance with current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act (CEQA) of 1970, Article I, adopted by the Los Angeles City Council; the State CEQA Guidelines, Article 7, Sections 15086 and 15087; and the California Public Resources Code Section 21153.

The Notice of Intent for this project will be published in the Federal Register on November 4, 2004.

The Corps and the Port will jointly conduct a public scoping meeting to receive public comment on the Notice of Intent/Notice of Preparation (NOI/NOP) for this project at 6:00 p.m. on November 30, 2004, at Banning's Landing Community Center, 100 E. Water Street, Wilmington, CA 90744. Participation in the public meeting by federal, state and local agencies and other interested organizations and persons is encouraged. This meeting is to be conducted in English with simultaneous English/Spanish translation services provided.

Written comments on the NOI/NOP will be received until December 13, 2004, and should be sent to: Commander, U.S. Army Corps of Engineers, Los Angeles District, c/o Mr. Lawrence Smith, Jr./Dr. Ralph G. Appy, ATTN: CESPL-PD-RN, P.O. Box 532711, Los Angeles, California 90053-2325. For additional information, please contact the Corps' Public Affairs Office at (213) 452-3920.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read "R. Appy".

RALPH G. APPY, Ph.D.  
Director of Environmental Management

RGA:KCC:yo  
ADP No. 990809-102  
File: Y:\\_General Clerical\Letters\990809-102 CHANNEL DEEPENING\TRANSMIT LTR.DOC

CITY OF LOS ANGELES  
 OFFICE OF THE CITY CLERK  
 ROOM 395, CITY HALL  
 LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**NOTICE OF PREPARATION**

(Article VI, Section 2 -- City CEQA Guidelines)

<b>TO:</b>	RESPONSIBLE OR TRUSTEE AGENCY	<b>FROM:</b>	LEAD CITY AGENCY Los Angeles Harbor Department
	ADDRESS (Street, City, Zip)		ADDRESS (Street, City, Zip)  425 South Palos Verdes Street P.O. Box 151 San Pedro, CA 90733-0151

► **SUBJECT:** Notice of Preparation of a Draft Environmental Impact Report

<b>PROJECT TITLE</b> Port of Los Angeles Channel Deepening Project - 990809-102	<b>CASE</b> 990809-102
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PROJECT APPLICANT, IF

The City of Los Angeles will be the Lead Agency and will prepare an environmental impact report for the project identified above. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by this City when considering your permit or other approval for the project.

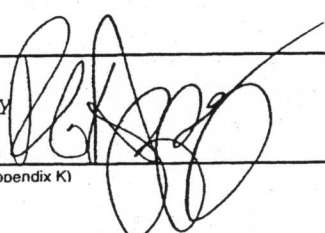
The project description, location and probable environmental effects are contained in the attached materials.

- A copy of the Initial Study is attached.
- A copy of the Initial Study is not attached.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 45 days after receipt of this notice.

Please send your response to Ralph G. Appy Director of Environmental Management at the address of the lead City Agency as shown above. We will need the name of a contact person in your agency.

Note: If the Responsible or trustee agency is a state agency, a copy of this form must be sent to the State Clearinghouse in the Office of Planning and Research, 1400 Tenth Street, Sacramento, California 95814. A state identification number will be issued by the Clearinghouse and should be thereafter referenced on all correspondences regarding the project, specifically on the title page of the draft and final EIR and on the Notice of Determination.

<b>SIGNATURE</b> Ralph G. Appy 	<b>TITLE</b> Director of Environmental Management	<b>TELEPHONE</b> (310) 732-3675	<b>DATE</b> 11/02/2004
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# Environmental Checklist and Impact Analysis

- 1 Project Title** Port of Los Angeles Channel Deepening Project Additional Disposal Capacity
- 2 Lead Agency Name and Address** Los Angeles Harbor Department  
Environmental Management Division  
425 S. Palos Verdes Street  
Post Office Box 151  
San Pedro, CA 90733-0151
- 3 Contact Person and Phone Number** Ralph G. Appy, Ph.D., Director of Environmental Management  
c/o Kathryn Curtis 310-732-3681
- 4 Project Location** Los Angeles Harbor, San Pedro Bay, CA
- 5 Project Sponsor's Name and Address** Los Angeles Harbor Department  
425 S. Palos Verdes Street  
Post Office Box 151  
San Pedro, CA 90733-0151
- 6 General Plan Designation**
- 7 Zoning** [Q]M3 Industrial
- 8 Description of Project** The U.S. Army Corps of Engineers (Corps) and the Port of Los Angeles (Port) are currently constructing the Channel Deepening Project (Figure 1). An environmental assessment for this project, the Port of Los Angeles Channel Deepening Project SEIS/SEIR (SCH# 99091029: USACE & POLA, 2000) was completed in September 2000. Disposal sites developed for the Channel Deepening Project have proven to be inadequate to provide disposal capacity for all sediments that require removal as part of the Channel Deepening Project. In addition, as identified in the project Feasibility Study, various berths located throughout the Port require dredging in order to accommodate deeper draft vessels that the Channel Deepening Project will allow to navigate the Main Channel. This proposed project amendment would dredge approximately 700,000 cubic yards of additional material (at various berths) not previously evaluated, provide additional disposal capacity, and mitigate impacts associated with the project changes.
- Proposed disposal options include: 1) expansion of the current Pier 300 expansion site by up to an additional 40 acres, 2) construction of an approximately 20-acre eelgrass restoration site in Seaplane Lagoon or Seaplane Anchorage to mitigate for loss of eelgrass habitat, 3) expansion of the Cabrillo Shallow Water Habitat by approximately 35 acres to mitigate for loss of shallow water habitat, 4) creation of a 15-acre land area within the existing Cabrillo Shallow Water Habitat at the San Pedro Breakwater for future use as a migratory bird nesting area, and 5) using dredge material to cap contaminated sediments within the Consolidated Slip.

Alternative disposal sites to be considered are: 1) the proposed project, 2) no project, 3) offshore disposal at LA-2 of suitable fine-grained materials that have no beneficial use, 4) disposal in the Pier 400 submerged material storage site reducing water depth from -15 feet MLLW to -12 feet MLLW, 5) disposal in the Pier 400 submerged material storage site creating up to 40 acres of new land, 6) filling two existing slips at Berths 243-245, 7) disposal in the West Channel from an existing depth of -30 to -35 feet MLLW to a depth of -15 feet MLLW, or 8) filling the northwest slip located in the West Basin between Berths 129-136. A combination of sites may be selected based on dredge material volume and potential impacts from the use of each disposal site (Figure 2). Note that this project amendment does not include construction of landside facilities or an evaluation of operational considerations associated with subsequent land uses on any of the constructed fills.

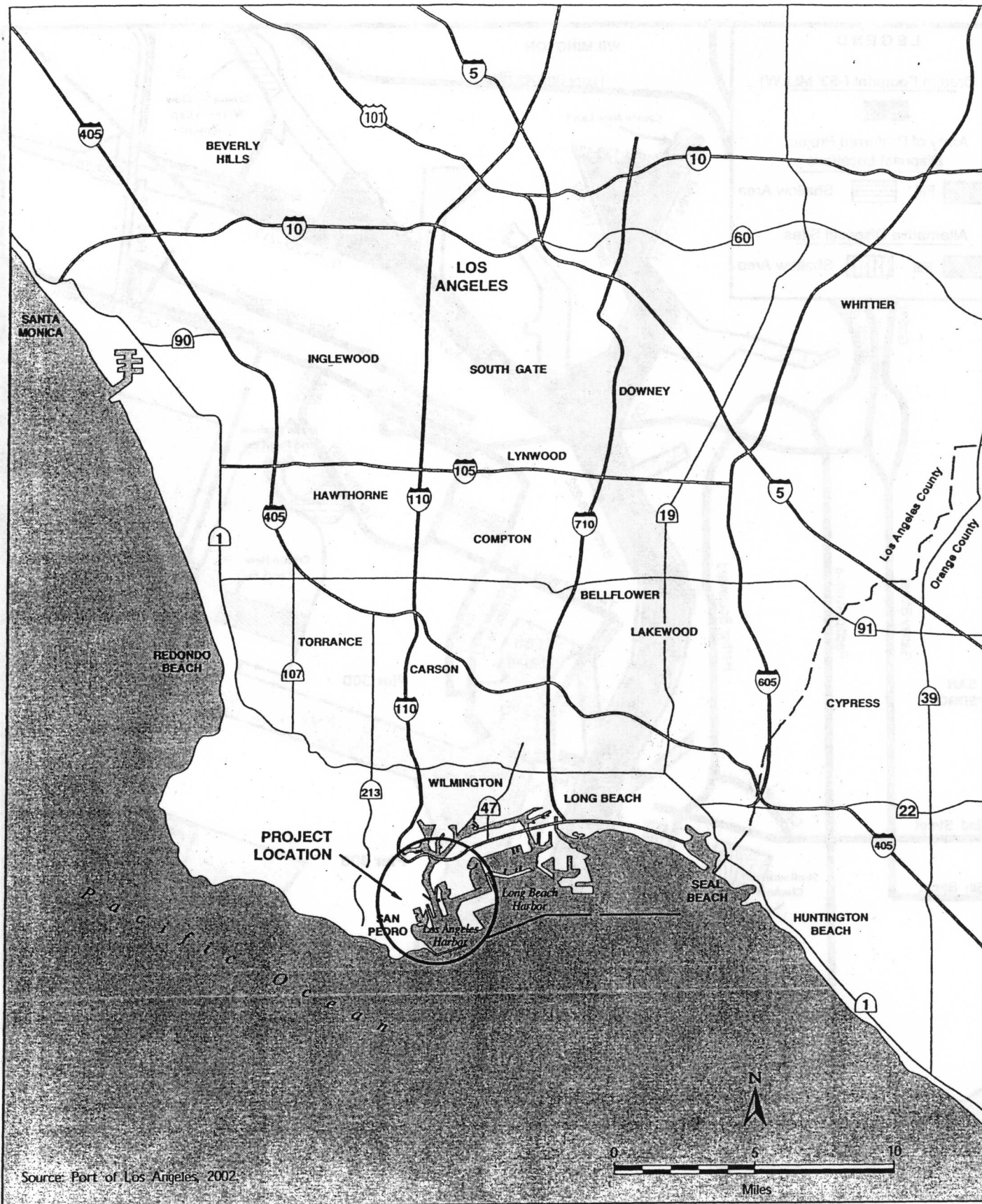
**9 Surrounding Land Uses and Setting**

Various industrial and commercial uses within the Port.

**10 Other Public Agencies whose Approval Is Required**

U. S. Army Corps of Engineers  
U. S. Environmental Protection Agency  
California Coastal Commission

California Regional Water Quality Control Board  
South Coast Air Quality Management District



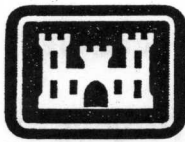
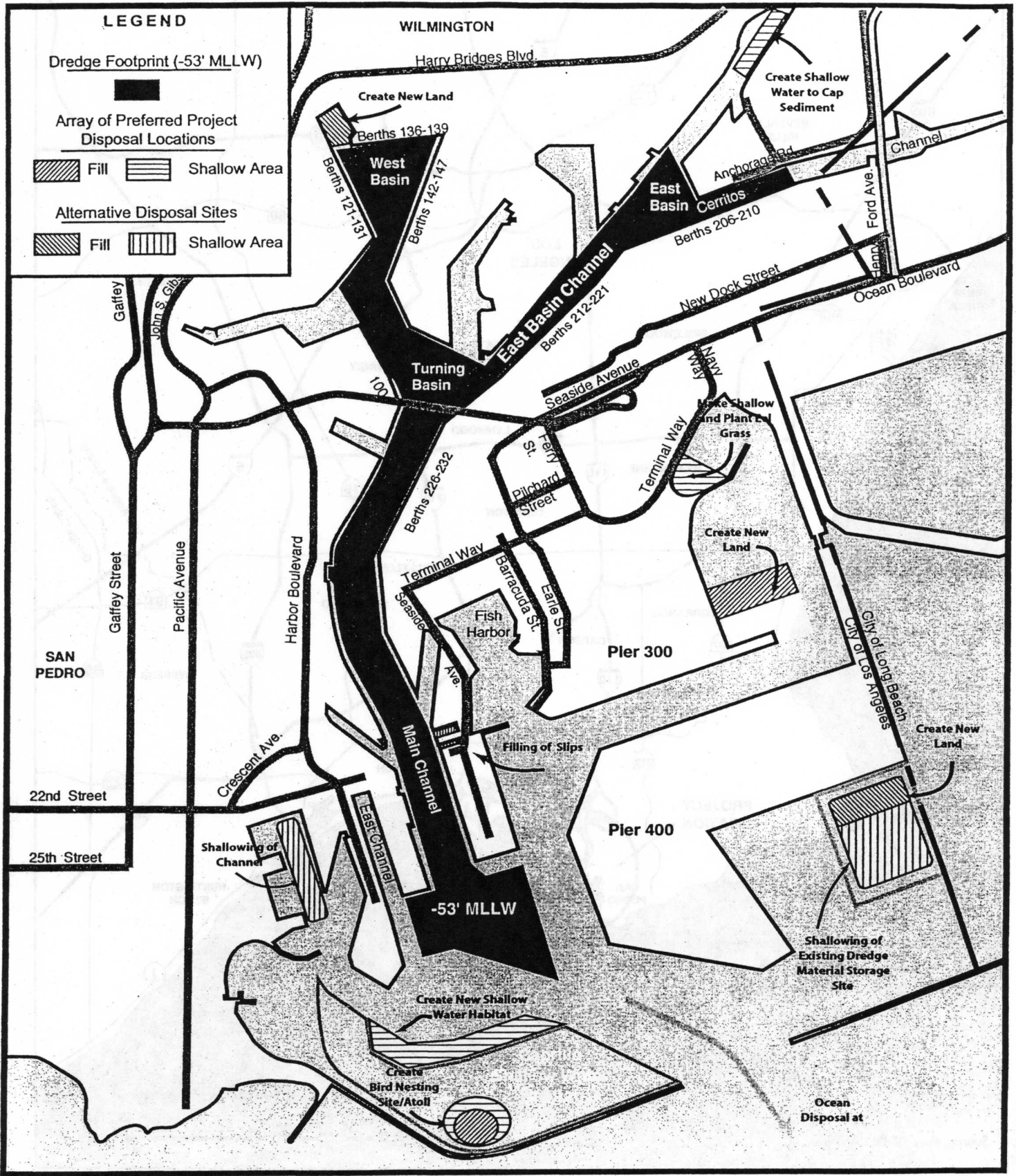
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U.S. Army  
Corps of Engineers



**Figure 1. Regional Location  
Port of Los Angeles  
Channel Deepening Project  
Additional Disposal Capacity**



U.S. Army  
Corps of Engineers



Figure 2. Disposal Sites  
Port of Los Angeles  
Channel Deepening Project  
Additional Disposal Capacity



**Environmental Factors Potentially Affected:**

The environmental factors checked below would potentially be affected by this project (i.e., the project would involve at least one impact that is a "Potentially Significant Impact"), as indicated by the checklist on the following pages.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agricultural Resources                        | <input checked="" type="checkbox"/> Air Quality       |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources                            | <input type="checkbox"/> Geology/Soils                |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality                       | <input checked="" type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources               | <input type="checkbox"/> Noise   | <input type="checkbox"/> Population/Housing           |
| <input type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                                    | <input type="checkbox"/> Transportation/Traffic       |
| <input type="checkbox"/> Utilities/Service Systems       | <input checked="" type="checkbox"/> Mandatory Findings of Significance |   |

**Determination:**

On the basis of this initial evaluation:

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

Signature

Ralph G. Appy, Ph.D.  
Printed Name

11/02/04  
Date

Port of Los Angeles  
For

## Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less than Significant with Mitigation Incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)
5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 15063(c)(3)(D)]. In this case, a brief discussion should identify the following:
  - (a) Earlier Analysis Used. Identify and state where earlier analyses are available for review.
  - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to the environmental effects of a project in whatever format is selected.
9. The explanation of each issue should identify:
  - (a) The significance criteria or threshold, if any, used to evaluate each question
  - (b) The mitigation measure identified, if any, to reduce the impact to a less-than-significant level

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

**Discussion:**

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

**Less Than Significant Impact.** The Port of Los Angeles is located along the southern edge of the City of Los Angeles, where the topography varies from relatively flat areas with low hills near sea level to steeper topography to the west. In the local area, four scenic vistas/public view sites are recognized and designated by the City of Los Angeles: Lookout Point, the Korean Bell Monument, the Osgood-Farley Battery site, and White Point Reservation. All of these view sites are located in San Pedro to the southwest. Berth dredging and the dredged material disposal option at the Cabrillo Shallow Water Habitat would be visible from at least one of these scenic vistas. Berth dredging activities are common in the harbor and appear similar to routine vessel and barge activity, resulting in a less than significant impact. This issue will be addressed in the SEIS/SEIR.

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

**Less Than Significant Impact.** The proposed project activities would not have the potential to damage scenic resources because none of the activities would be located near an eligible or designated state scenic highway. The California Department of Transportation (Caltrans) is responsible for the official nomination and designation of eligible scenic highways. The closest officially designated state scenic highway is approximately 33 miles north of Los Angeles Harbor (State Highway 2, from approximately 3 miles north of Interstate 210 in La Cañada to the San Bernardino County Line) (California Department of Transportation, 2004). The closest eligible state scenic highway is approximately 9 miles northeast of the

projects (State Highway 1, from State Highway 19 near Long Beach to Interstate 5 south of San Juan Capistrano) (California Department of Transportation, 2004). Project activities would not affect the quality of the scenic vista from these distances.

The City of Los Angeles has city-designated scenic highways that are considered for local planning and development decisions. These include several streets in San Pedro that are in the vicinity of the harbor area: 1) 25<sup>th</sup> Street, from the City of Rancho Palos Verdes boundary east to Western Avenue, 2) Western Avenue, from 25th Street south to Paseo del Mar, 3) Paseo del Mar, from Western Avenue east to Pacific Avenue, 4) Harbor Boulevard, from Crescent Avenue north to Vincent Thomas Bridge, and 5) Front Street (Harbor Boulevard), from the Vincent Thomas Bridge to Pacific Avenue (City of Los Angeles, 1999).

Creation of new land for a bird-nesting island in the Cabrillo Shallow Water Habitat would be visible along certain portions of roadways 4 and 5. However, this new land area would consist of natural features, not industrial development, so the visual impact is not considered to be significant. This issue will be addressed in the SEIS/SEIR.

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

**Less Than Significant Impact.** Creation of new land in the Cabrillo Shallow Water Habitat would potentially affect the current view of the ocean and of the historical breakwater; however, the new land area would consist of natural features and its use as bird nesting and roosting habitat is expected to result in a beneficial impact to the aesthetics of San Pedro Bay. This issue will be addressed in the SEIS/SEIR.

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

**No Impact.** Creation of new land in various locations within the Port would not contribute to light sources within the project area. There will be no new sources of light or glare associated with this project. Light and glare impacts associated with any subsequent development on the new land fills would be addressed in future environmental documents. This issue will not be addressed in the SEIS/SEIR.



		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURAL RESOURCES.</b>	In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				X
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?				X
c.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use?				X

**Discussion:**

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

**No Impact.** The California Department of Conservation Farmland Mapping and Monitoring Program identify categories of agricultural resources that are significant and therefore require special consideration. The Port is not located in an area designated as Prime or Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation 1999). No farmland or row crops currently exist in the vicinity of the proposed berth dredging and additional disposal activities, and, therefore, none would be converted to accommodate the proposed project. No impacts would occur. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** The project area is not zoned for agricultural use but for heavy industrial use ([Q] M3) (City of Los Angeles, 2001b). No agricultural resources or operations exist within

the project limits or adjacent areas, and no Williamson Act contracts apply to the area. Therefore, this issue will not be addressed in the SEIS/SEIR.

**c. Would the project involve other changes in the existing environment that, due to their location or nature, could individually or cumulatively result in loss of Farmland to nonagricultural use?**

**No Impact.** The proposed project would not disrupt or damage the operation or productivity of any areas designated as Farmland. As discussed above, no farmland is located within the project area that could be affected by the project. This issue will not be addressed in the SEIS/SEIR.

X			
X			
X			

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

**Discussion:**

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

**No Impact.** The project could result in a short-term increase in air emissions during berth dredging and additional disposal activities. A net increase in emissions would be considered significant if the emissions have not been accounted for in the current Air Quality Management Plan (which is incorporated into the State Implementation Plan) prepared by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SGAG). Emissions are accounted for if population and/or employment growth does not exceed growth estimates included in the Air Quality Management Plan. The proposed project is not expected to significantly increase the population or employment in the city beyond that identified in the 2000 Channel Deepening SEIS/SEIR. The requirement contained in the 2000 SEIS/SEIR that a minimum of 75% of

the work (by dredge volume) be performed by electric dredge will continue to be implemented for the proposed additional work. The 2000 SEIS/SEIR included a conformity analysis pursuant to 40 CFR 93.158(a)(1), and the project was determined to conform to the SIP. Additionally, the project does not involve the construction of housing, which would lead to population growth. This issue will not be addressed in the SEIS/SEIR.

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

**Potentially Significant Impact.** Additional berth dredging (approximately 700,000 cubic yards) and construction of dikes to contain dredged material at the various disposal sites would result in fugitive dust and combustion emissions. While this type of activity was previously identified as a significant effect, new mitigation measures may be available. The impacts associated with these emissions will be assessed in the SEIS/SEIR.

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

**Less Than Significant Impact.** The proposed project could contribute to a cumulatively considerable net increase in air pollutants. The project would result in a short-term increase in air emissions from construction vehicles and equipment used during berth dredging and additional disposal activities. This was previously identified as a significant effect and mitigated. Conventional best management practices would be used to reduce emissions during the construction phase. This issue will be addressed in the SEIS/SEIR.

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

**Less Than Significant Impact.** Berth dredging and additional disposal activities could affect nearby receptors via dust and exhaust emissions. These impacts are considered to be less than significant due to the distance between the proposed fill sites and any identified sensitive receptors. Compliance with SCAQMD rules and regulations, including implementation of recommended control measures, would be required during construction. This issue will be addressed in the SEIS/SEIR.

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

**Less Than Significant Impact.** The project location is in a heavily industrialized area of the Port of Los Angeles. Berth dredging and additional disposal activities are not expected to generate objectionable odors affecting a substantial number of people. Short-term objectionable odors could occur with the use of diesel-powered heavy equipment; however,

any odors would be considered negligible. This issue will not be addressed in the SEIS/SEIR.

				<p>IV. BIOLOGICAL RESOURCES. Would the project...</p>
				<p>Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act...</p>
				<p>Interfere substantially with the movement of native fishes or other aquatic life...</p>
				<p>Conflict with the provisions of an approved riparian conservation plan, natural community conservation plan, or oil or gas covered local...</p>



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

## Discussion:

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

**Potentially Significant Impact.** The California brown pelican and the California least tern, both of which are on state and federal endangered species lists, are found in the harbor area, as are peregrine falcons which are identified on the state endangered species list. There is a designated least tern nesting site on Pier 400, and the least tern forages in shallow water areas of the Port, including the Pier 300 and Cabrillo Shallow Water Habitat areas (Keane, 2004). In addition, Elegant and Caspian terns, species protected by the Migratory Bird Treaty Act, have nested in the harbor area in the last few years. The foraging of the least tern and other species could be affected by berth dredging and additional disposal activities during the April to September nesting season, in shallow water areas where foraging preferentially occurs. Construction of disposal sites in the Pier 300 and Cabrillo Shallow Water Habitat would result in a permanent loss of shallow water. This would be mitigated in accordance with measures set forth in the Channel Deepening Project. This potentially significant impact will be addressed in the SEIS/SEIR.

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

**Potentially Significant Impact.** Los Angeles Harbor supports populations of marine invertebrates, fish and birds. Filling in various locations of the harbor would result in loss of soft bottom shallow water habitat that is habitat for benthic invertebrates, provides a nursery area for a number of fish species, contains eelgrass, and is used by the California least tern for foraging. Loss of shallow water habitat would be significant and would be mitigated through creation of additional shallow water habitat area and/or through use of existing mitigation banks and in accordance with measures set forth in the Channel Deepening EIS/EIR. Loss of eelgrass would also require mitigation by creation of an eelgrass restoration area in the harbor.

In accordance with the 1996 amendments to the Magnuson-Stevens Fishery Management and Conservation Act, an assessment of Essential Fish Habitat (EFH) was conducted for the proposed Channel Deepening Project and was included in the 2000 SEIS/SEIR. The project is located within an area designated as EFH for two Fishery Management Plans (FMPs): Coastal Pelagics Plan and Pacific Groundfish Management Plan. Several of the species managed under these plans are known to occur in the harbor and could be impacted by the proposed berth dredging and additional disposal activities. These issues will be addressed in the SEIS/SEIR.

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

**Potentially Significant Impact.** As discussed above, potentially significant impacts associated with loss of shallow water habitat and eelgrass will be addressed in the SEIS/SEIR.

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

**Potentially Significant Impact.** As discussed above, potentially significant impacts associated with loss of shallow water habitat and eelgrass will be addressed in the SEIS/SEIR. Eelgrass beds are considered to be very valuable nursery sites for many species of invertebrates and fish species. This issue will be addressed in the SEIS/SEIR.

- e. **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**Less Than Significant Impact.** Other than as discussed below, the proposed project amendments would not conflict with any known biological policies or ordinances.

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

**Less Than Significant Impact.** The Port area is not included as part of an adopted Habitat Conservation Plan (HCP) or Natural Communities Conservation Plan (NCCP).

The California Least Tern site is identified as Significant Ecological Area (SEA) in the General Plan for the County (County of Los Angeles, 1992) and the City of Los Angeles (City of Los Angeles, 2001a). The 15-acre nesting site is protected during the annual least tern nesting season from April to September, through an agreement with the U. S. Fish and Wildlife Service, U. S. Army Corps of Engineers, and the California Department of Fish and Game. The nesting site will not be affected by the proposed project. Construction of a dredge material disposal site in the Cabrillo Shallow Water Habitat would provide an additional site for least tern nesting. This issue will be discussed in the SEIS/SEIR.



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

**Discussion:**

- a. Would the project cause a substantial adverse change in significance of a historical resource as defined in California Environmental Quality Act (CEQA) Section 15064.5?**

**No Impact.** The dredged material disposal option at the Cabrillo Shallow Water Habitat overlies an area that was surveyed for the 1992 Deep Draft Navigation Improvements Project EIS/EIR. No historical resources were identified. The area proposed for expansion of Pier 300 was surveyed for the 2000 Channel Deepening Project SEIS/SEIR. No historical resources were identified. Berth dredging and additional disposal activities are not anticipated to impact any historical resources. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** The dredged material disposal option at the Cabrillo Shallow Water Habitat overlies an area that was surveyed for the 1992 Deep Draft Navigation Improvements Project EIS/EIR. No archaeological resources were identified. The area proposed for expansion of Pier 300 was surveyed for the 2000 Channel Deepening Project SEIS/SEIR. No archaeological resources were identified. Therefore, no new significant impacts to archaeological resources are anticipated. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** The dredged material disposal option at the Cabrillo Shallow Water Habitat overlies and area that was surveyed for the 1992 Deep Draft Navigation Improvements Project EIS/EIR. No paleontological resources were identified. The area proposed for expansion of Pier 300 was surveyed for the 2000 Channel Deepening Project SEIS/SEIR. No paleontological resources were identified. Therefore, no new significant impacts to paleontological resources are anticipated. This issue will not be addressed in the SEIS/SEIR.

**d. Would the project disturb any human remains, including those interred outside of formal cemeteries?**

**No Impact.** The dredged material disposal option at the Cabrillo Shallow Water Habitat overlies an area that was surveyed for the 1992 Deep Draft Navigation Improvements Project EIS/EIR. No sources of human remains were identified. The area proposed for expansion of Pier 300 was surveyed for the 2000 Channel Deepening Project SEIS/SEIR. No sources of human remains were identified. Proposed construction and disposal activities are not expected to yield human remains. This issue will not be addressed in the SEIS/SEIR.

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

## Discussion:

### a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**No Impact.** The Los Angeles Basin, including the harbor, is an area of known seismic activity. Active and potentially active strands of the Palos Verdes fault underlie the area. The exposure of people to fault rupture is a potential risk with or without any project undertaken in the harbor. However, the current project will not result in construction of new structure on any of the proposed landfills, and dredging in the vicinity of various berths will not affect the landside structures. Therefore, no risk to people or structures from fault rupture is expected. This issue will not be addressed in the SEIS/SEIR.

- ii) **Strong seismic groundshaking?**

**No Impact.** Several principal active faults lie within 25 miles of the proposed project. These include the Palos Verdes, Newport-Inglewood, Elysian Park, Whittier-Elsinore, and Santa Monica-Raymond faults. These faults are capable of producing ground movements of a maximum moment magnitude 6.6–7.1 (Jones & Stokes 2003). Faults such as these are typical of southern California and it is reasonable to expect a strong ground motion seismic event during the lifetime of any proposed project in the region. Risk of seismic hazards, such as seismic groundshaking, cannot be avoided. However, as discussed above, no new structures will be constructed as part of this project. No people will be exposed to seismic groundshaking as a consequence of this project. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** The project is within an area where historic occurrence of liquefaction, or local geological, geotechnical, and groundwater conditions, indicate a potential for permanent ground displacements (City of Los Angeles 1996). Although liquefaction could occur in the vicinity of one of the landfills proposed as part of this project, it would not result in the exposure of persons or new structures to ground failure. This issue will not be addressed in the SEIS/SEIR.

- iv) **Landslides?**

**No Impact.** The topography of the proposed fill sites would be flat. As identified in the

Safety Element of the Los Angeles General Plan, the project area is not within the landslide inventory (City of Los Angeles 1996). This issue will not be addressed in the SEIS/SEIR.

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

**Less Than Significant Impact.** Following completion of fill activities, there is a potential for soil erosion from the various landfill sites. These sites would be subject to fugitive dust and stormwater runoff management requirements of regulatory agencies. This issue will be addressed in the SEIS/SEIR.

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

**No Impact.** Los Angeles Harbor is located in an area designated as "Areas Susceptible to Liquefaction" by the Los Angeles General Plan (City of Los Angeles 1996). However, no new structures will be constructed as part of this project. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** Expansive soil may be present in the project area. These soils can significantly impact building foundations and associated structures. However, no new structures will be built as part of this project and the potential for expansive soils will be taken into consideration during the engineering of the various landfills. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** The Los Angeles Department of Public Works Bureau of Sanitation provides sewer service to all areas within its jurisdiction, including the harbor area. This issue will not be addressed in the SEIS/SEIR.



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

**Discussion:**

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

**Less Than Significant Impact.** Potential short-term hazards would include construction activities involving the transport of fuels, lubricating fluids, solvents, and other potentially hazardous material to the project area. All hazardous materials are required to be stored, handled, and disposed of in accordance with local, county, and state laws that protect public safety. Adherence to these regulations would minimize the potential for hazardous materials impacts to occur. This issue will not be addressed in the SEIS/SEIR.

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

**Less Than Significant Impact.** Hazardous material may be present at the various sites during project activities, including materials brought to the site for routine maintenance activities related to construction equipment. Implementation of appropriate emergency response plans and adherence to all safety and hazardous materials regulations will minimize potential impacts. Health and safety plans would be required for construction activities. These plans have been implemented successfully during current project operations. The proposed project is not expected to significantly increase the potential hazard to the public or the environment beyond that identified in the 2000 Channel Deepening SEIS/SEIR. This issue will be addressed in the SEIS/SEIR.

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

**No Impact.** The Port is adjacent to the Los Angeles Unified School District Local District K. District K includes the adjacent communities of San Pedro and Wilmington. The nearest school is Cabrillo Elementary School approximately one mile to the west of the Port in San Pedro. The project sites are not within 0.25 miles of an existing school. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** No sites within the current project area are listed pursuant to Government Code Section 65962.5. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** The project area is not located within an airport land use plan or within two miles of a public airport or a public use airport. The closest airport, Torrance Municipal Airport, is approximately 5 miles from the project area. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** A helicopter-landing pad is currently located at Berth 93E within the Port. No new structures will be constructed as part of this project. No housing will be built at the site and the only workers in the project area will be those involved in the berth dredging and additional disposal activities. The project will not create a safety hazard for people residing or working in the project area. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** The proposed project would not interfere with implementation of existing emergency response plans. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** The harbor area is located in an urban environment removed from wildlands. Therefore, no fire hazard related to wildlands is identified. This issue will not be addressed in the SEIS/SEIR.



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

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j.	Contribute to inundation by seiche, tsunami, or mudflow?			X	

**Discussion:**

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

**Less Than Significant Impact.** The project could violate water quality standards or waste discharge requirements (WDRs) during berth dredging and additional disposal activities, as a result of accidental release of contaminants from construction equipment, or as a result of uncontrolled site runoff following construction of new landfills. Discharges into the harbor would be managed in accordance with applicable RWQCB regulations, including WDRs and water quality monitoring during berth dredging and additional disposal as well as compliance with the National Pollutant Discharge Elimination System (NPDES) program to control storm water discharges from any new landfills. As discussed in the 2000 Channel Deepening SEIS/SEIR, extensive water quality monitoring during dredging and filling operations associated with Pier 400 failed to detect any impacts to water quality as a result of dredging or disposal activities. No significant impacts are identified. This issue will be addressed in the SEIS/SEIR.

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

**No Impact.** Groundwater in the harbor area has significant saltwater intrusion, and is therefore unsuitable for use as drinking water. The area does not support surface recharge of groundwater and the project will have no affect on existing groundwater conditions. This issue will not be addressed in the SEIS/SEIR.

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

**Less Than Significant Impact.** The proposed project would not alter the course of a stream or river. However, minor changes in the existing drainage patterns in areas adjacent to new landfills could occur. Increased erosion or siltation into the harbor could also occur in conjunction with the new landfills. Adherence to NPDES program requirements, including implementation of Storm Water Pollution Prevention Plans (SWPPPs), which include best management practices, would reduce this impact to a less than significant level. This issue will be addressed in the SEIS/SEIR.

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

**No Impact.** As discussed above, surface runoff from the new landfill areas could result in increased erosion and siltation impacts to the harbor. However, this surface runoff is not expected to cause flooding on or offsite. There is nothing associated with the proposed project that would alter the course of a stream or river. This issue will not be addressed in the SEIS/SEIR.

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

**Less Than Significant Impact.** Additional surface runoff could occur from the newly created landfills. Existing stormwater drainage systems in the vicinity of these fills could be affected, although it is not anticipated that the capacity of these systems would be exceeded. It is also not expected that this runoff would contain elevated levels of pollutants. Adherence to NPDES program requirements, including incorporation of best management practices, would reduce this impact to a less than significant level. This issue will be addressed in the SEIS/SEIR.

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

**Less Than Significant Impact.** The proposed berth dredging and additional disposal activities have the potential to degrade harbor and ocean water quality through increased turbidity, contaminant resuspension, introduction of contaminants from construction staging areas, etc. The proposed project is not expected to significantly degrade water quality beyond that identified in the 2000 Channel Deepening SEIS/SEIR. Adherence to NPDES program requirements and waste discharge/monitoring requirements associated with berth dredging and additional disposal activities, would reduce the potential for degradation of water quality. This issue will be addressed in the SEIS/SEIR.

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

**No Impact.** The proposed project activities do not involve construction of housing. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** The proposed project would not involve construction of any structures. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** No dams or levees are located near the project area and no structures will be constructed as part of this project. This issue will not be addressed in the SEIS/SEIR.

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

**Less Than Significant Impact.** The new land areas created in conjunction with the proposed dredged material disposal would be subject, as are existing areas of the harbor, to inundation by a seiche or tsunami. However, construction of the various landfills within the harbor is not anticipated to result in significant impacts related to this potential inundation. No structures would be constructed on the proposed landfills as part of this project. The topography of the project areas, which is essentially flat, lacks sufficient relief to support a mudflow. The proposed project is not expected to significantly contribute to inundation by seiche, tsunami, or mudflow beyond that identified in the 2000 Channel Deepening SEIS/SEIR. This issue will not be addressed in the SEIS/SEIR.

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

**Discussion:**

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

**No Impact.** The Project site is in an area of the Port zoned for heavy industrial use ([Q] M3) (City of Los Angeles, 2001b). Implementation of the proposed project elements would not physically alter residential or commercial areas or physically split the community. No housing units would be displaced. This issue will not be addressed in the SEIS/SEIR.

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

**Potentially Significant Impact.** A Port Master Plan Amendment would be required for creation of the new landfills, as would a federal Consistency Determination. No land use impacts would result from disposal of dredged material at LA-2. This issue will be addressed in the SEIS/SEIR.

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



**No Impact.** As discussed previously in Section IV(f), Biological Resources, the proposed project area is not included as part of an adopted Habitat Conservation Plan or Natural Communities Conservation Plan. However, the California Least Tern nesting site on Pier 400 is identified as a Significant Ecological Area (SEA) in both the County and City of Los Angeles General Plans. The land used for the nesting site will not be affected by the proposed project modifications. This issue will not be addressed in the SEIS/SEIR.

Impact	Impact	Impact	Impact	Impact
X				
			X	
X				

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

**Discussion:**

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

**No Impact.** According to the Division of Mines and Geology, the harbor area is located in a Mineral Resource Zone (MRZ) area classified as "MRZ-1," which is defined as areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence (California Department of Conservation, Division of Mines and Geology, 1994). This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** As discussed above, no significant mineral resource areas exist within the project area and none are identified in the City of Los Angeles General Plan for this area. No impacts to mineral resources would occur. This issue will not be addressed in the SEIS/SEIR.

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

**Discussion:**

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

**Less Than Significant Impact.** Berth dredging and additional disposal activities could generate temporary, periodic increases in noise levels in the project vicinities. The proposed project is not expected to significantly increase noise levels in the vicinity beyond that identified in the 2000 Channel Deepening SEIS/SEIR. This issue will be addressed in the SEIS/SEIR.



- b. **Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Less Than Significant Impact.** Construction activities associated with creation of new landfills could result in a minor amount of groundborne noise levels. The proposed project is not expected to significantly increase groundborne vibration or groundborne noise levels beyond that identified in the 2000 Channel Deepening SEIS/SEIR. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** No permanent increase in ambient noise levels is expected to occur as a result of the project. This issue will not be addressed in the SEIS/SEIR.

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

**Less Than Significant Impact.** Berth dredging and additional disposal activities could generate temporary or periodic increases in ambient noise levels. The proposed project is not expected to significantly increase noise levels beyond that identified in the 2000 Channel Deepening SEIS/SEIR. This issue will be addressed in the SEIS/SEIR.

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

**No Impact.** The harbor area is not located within an airport land use plan or within 2 miles of a public airport where such a plan has not been adopted. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** The closest private facility is a helicopter-landing pad located at Berth 93E within the Port. Exposure of people in this vicinity to excessive noise levels is not anticipated. This issue will not be addressed in the SEIS/SEIR.

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

**Discussion:**

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

**No Impact.** The proposed project would not directly induce population growth by construction of new homes or businesses. This issue will not be addressed in this SEIS/SEIR.

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

**No Impact.** No housing would be displaced as part of the proposed berth dredging and additional disposal activities. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** No people would be displaced, and it would not be necessary to construct replacement housing. This issue will not be addressed in the SEIS/SEIR.

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

**Discussion:**

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

**Fire protection?**

**No Impact.** The Los Angeles City Fire Department currently provides fire protection and emergency services for the harbor area. No change in level of service or change in response time would result from berth dredging and additional disposal activities. There would be no impact on fire services from the project. This issue will not be addressed in the SEIS/SEIR.

### **Police protection?**

**No Impact.** Police services to the Port of Los Angeles are provided by both the Los Angeles Harbor Department Port Police (Port Police) and the Los Angeles Police Department.

The Port Police is the primary response agency in the port by jurisdictional responsibility and is responsible for operations within the port's property boundaries. The proposed project activities would not involve any subsequent development that would increase the need for police services. Impacts on police service to the community would not occur as a result of this project. This issue will not be addressed in the SEIS/SEIR.

### **Schools?**

**No Impact.** The proposed project would not involve residential development that would increase the needs for school facilities. This issue will not be addressed in the SEIS/SEIR.

### **Parks?**

**No Impact.** The proposed project would not involve any parks, or residential development that would create a need for new parks. This issue will not be addressed in the SEIS/SEIR.

### **Other public facilities?**

**No Impact.** The proposed project would not require construction of any other public facilities. This issue will not be addressed in the SEIS/SEIR.

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

**Discussion:**

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

**No Impact.** The proposed project would not increase the use of any existing parks or recreational facilities. This issue will not be addressed in the SEIS/SEIR.

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

**Less Than Significant Impact.** The proposed project would not increase the need for recreational facilities. However, existing recreational activities within the harbor, including boating, fishing, and recreational water sports in the Cabrillo Beach area, could be affected by berth dredging and additional disposal activities. Temporary inconveniences and restrictions to recreational vessels traveling in and out of the harbor could occur. A number of safety precautions would be implemented to reduce the potential for conflicts. In addition, construction of a bird nesting island within the Cabrillo Shallow Water Habitat would reduce the amount of shallow water area available for recreational purposes. This issue will be addressed in the SEIS/SEIR.



		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. TRANSPORTATION/TRAFFIC.</b>	Would the project:				
a.	Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?			X	
b.	Cause, either individually or cumulatively, exceedance of a level-of-service standard established by the county congestion management agency for designated roads or highways?			X	
c.	Result in a change in vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d.	Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections), or incompatible uses (e.g., farm equipment)?				X
e.	Result in inadequate emergency access?				X
f.	Result in inadequate parking capacity?				X
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

**Discussion:**

- a. Would the project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or

congestion at intersections)?

**Less Than Significant Impact.** Increased vehicular movement would be minimal during berth dredging and additional disposal operations. Construction equipment would be the same equipment currently onsite. Workers would be the same workers currently onsite, although they would commute to the site for a slightly longer overall period of time. The proposed project is not expected to significantly increase the traffic load beyond that identified in the 2000 Channel Deepening SEIS/SEIR. This issue will be addressed in the SEIS/SEIR.

- b. **Would the project exceed, either individually or cumulatively, a level-of-service standard established by the county congestion management agency for designated roads or highways?**

**Less Than Significant Impact.** Increased traffic during construction would be minimal. No increase in traffic following project construction would occur. Refer to the discussion under Section XV.a., above. This issue will be addressed in the SEIS/SEIR.

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

**Less Than Significant Impact.** The project involves dredging at various berth locations and additional disposal of dredged material at various fill locations within the harbor. Dredging equipment could potentially restrict vessel movement within the harbor; however, all equipment would be highly visible and well-marked in accordance with U. S. Coast Guard regulations. This type of construction activity is routinely conducted in the Port and techniques have been developed to minimize impacts on vessel traffic. The proposed project is not expected to significantly increase vessel traffic or change vessel traffic patterns beyond that identified in the 2000 Channel Deepening SEIS/SEIR, with the exception of the alternative disposal option for creating 40 acres of new land within the Pier 400 Submerged Storage Site. Filling in additional outer harbor area would alter vessel traffic patterns. Dredged material disposal would be accomplished either through use of a hydraulic dredge pipe or barges towed by tugboats transporting material from the dredge site to the disposal location. Standard aids to navigation would be implemented to reduce impacts from disposal activities on vessel transportation. Vessel traffic impacts will be addressed in the SEIS/SEIR.

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

**No Impact.** The proposed project elements would not result in a change to the design of surrounding streets nor introduce any incompatible uses to the area. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** Traffic control plans have been developed to maintain adequate emergency access to all surrounding facilities during construction activities in conjunction with the current Channel Deepening Project. These plans will be modified to maintain adequate emergency access during the additional proposed construction activities, as well as access to the new landfill sites following completion of construction. This issue will not be addressed in the SEIS/SEIR.

**f. Would the project result in inadequate parking capacity?**

**No Impact.** Construction equipment would be the same equipment currently onsite. Workers would be the same workers currently onsite. No additional parking would be required, as adequate parking has already been provided. Required parking would be needed for a slightly longer period during construction. After construction is complete there will be no change in the need for parking in the area. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** The proposed project activities would not conflict with adopted policies supporting alternative transportation. No barriers to pedestrian or bicycle circulation would occur. This issue will not be addressed in the SEIS/SEIR.

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

**Discussion:**

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

**Less Than Significant Impact.** The project will not add flow to existing wastewater treatment systems and would not affect existing wastewater treatment requirements. As

discussed in Section VIII, any wastewater generated during berth dredging and additional disposal activities would be subject to NPDES permit requirements and/or Waste Discharge Requirements from the Regional Water Quality Control Board. This issue will be addressed in the SEIS/SEIR.

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

**No Impact.** No new water or wastewater infrastructure would need to be constructed to accommodate the project. This issue will not be addressed in the SEIS/SEIR.

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

**Less Than Significant Impact.** During construction and following completion of new landfills, storm water controls would need to be put in place to reduce runoff of sediment into the harbor. This issue will be addressed in the SEIS/SEIR.

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

**No Impact.** During construction of new landfills, water may be needed for dust control; however, the amount anticipated to be required can be supplied by the existing sources. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** No wastewater treatment would be required in conjunction with the proposed project. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** The Los Angeles Bureau of Sanitation and private waste management services provide solid waste collection and disposal services within the project's area. Non-hazardous solid waste is transported to an approved Class III (non-hazardous waste) landfill. Hazardous materials are hauled to an appropriate Class I landfill. The closest Class I landfill is the Kettleman Hills facility in Kings County, which has capacity limitations since it is currently the only such facility operating in Southern California.



Solid waste from the project would be disposed of in facilities either within the City of Los Angeles or other non-Los Angeles County Sanitation District facilities. During construction, the Port, construction/demolition debris will be recycled whenever possible. No significant increases in landfill waste generation during berth dredging and additional disposal activities are anticipated. This issue will not be addressed in the SEIS/SEIR.

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

**No Impact.** The proposed project would comply with all federal, state, and local regulations pertaining to the disposal of solid waste, including Chapter VI, Article 6, Garbage, Refuse Collection, of the City of Los Angeles Municipal Code; Part 13, Title 42, Public Health and Welfare, of the California Health and Safety Code; and Chapter 39, Solid Waste Disposal. The proposed project would also comply with the California Solid Waste Management Act (AB939), which requires each city in the state to divert at least 50% of their solid waste from landfill disposal through source reduction, recycling, and composting. Most construction debris is crushed and reused for other construction projects in the Port. No impacts related to solid waste disposal are identified. This issue will not be addressed in the SEIS/SEIR.

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

**Discussion:**

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

**Potentially Significant Impact.** The proposed berth dredging and additional disposal activities have the potential to impact fish and wildlife species and their habitat, including the endangered California least tern. Potential impacts will be evaluated in the SEIS/SEIR and, where feasible, measures will be identified to mitigate these impacts.

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

**Potentially Significant Impact.** The proposed project could result in cumulatively considerable impacts. Several other development projects are currently under construction, are planned, or have recently been completed in the vicinity of the proposed project. Impacts from the combination of construction and operation of these facilities may be cumulatively significant. However, the duration of this project is limited and when berth dredging and additional disposal activities are completed, there will be no further impact from the project. Cumulative impacts will be addressed in the SEIS/SEIR.

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

**Potentially Significant Impact.** The proposed project could result in adverse effects on human beings associated with air quality. Incorporation of mitigation measures would minimize potential adverse effects on human beings to the extent feasible. These potential effects will be evaluated in the SEIS/SEIR.

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