THE PORT
OF LOS ANGELES 425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

May 31, 2018

SUBJECT: NOTICE OF PREPARATION FOR THE HARBOR PERFORMANCE ENHANCEMENT CENTER PROJECT

The City of Los Angeles Harbor Department (Harbor Department) has prepared a Notice of Preparation (NOP) of a Draft Environmental Impact Report for the following project in the Port of Los Angeles:

Harbor Performance Enhancement Center Project

The NOP is enclosed for your review in accordance with current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act (CEQA) of 1970, Article I; the State CEQA Guidelines, Article 7, Sections 15086-15087; and the California Public Resources Code Section 21153.

Availability:

The NOP is available for review at: Port of Los Angeles, Environmental Management Division, 222 W. 6th Street, Suite 900, San Pedro, CA 90731; Los Angeles City Library, San Pedro Branch, 931 S. Gaffey Street, San Pedro, CA 90731; Los Angeles City Library, Wilmington Branch, 1300 N. Avalon Blvd., Wilmington, CA 90744.

The NOP is also available on the Port's web site: http://www.portoflosangeles.org under the Environmental tab.

Public Meeting:

A scoping meeting will be held on June 18, 2018, at 3:00 p.m. in the Board Room at the Harbor Department Administration Building, 425 S. Palos Verdes Street, San Pedro, CA 90731.[1]

[1] As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign Language Interpreters, Communication Access Real-Time Transcription, Assistive Listening Devices or other auxiliary aids and/or services may be provided upon request. To ensure availability, you are advised to make your request at least 72 hours prior to the meeting. When requesting sign language interpreters, five or more business days' notice is strongly recommended. For additional information please contact Faye Jones at (310) 732-3488. TTY users please use 711 for access to Telecommunication Relay Service.

Comments: Written comments on the NOP can be submitted through June 29, 2018, and should be mailed or emailed to the Harbor Department as highlighted below:

Christopher Cannon, Director of Environmental Management
City of Los Angeles Harbor Department, Environmental Management Division
425 S. Palos Verdes Street
San Pedro, CA 90731

Comments sent via e-mail (address below) should include the project title in the e-mail's subject line and a valid mailing address within the email.

ceqacomments@portla.org

For additional information, please contact Tara Tisopulos at (310) 732-3675.

Sincerely,

CHRISTOPHER CANNON
Director of Environmental Management

CC:LW:TT:yo
APP No.: 180509-079

Enclosure

THE PORT
OF LOS ANGELES 425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

31 de Mayo de 2018

ASUNTO: AVISO DE PREPARACIÓN PARA EL PROYECTO HARBOR PERFORMANCE ENHANCEMENT CENTER

El Departamento del Puerto de la Ciudad de Los Ángeles (Departamento del Puerto) ha preparado un Aviso de Preparación (NOP) de un Borrador del Informe de Impacto Ambiental para el siguiente proyecto en el Puerto de Los Ángeles:

Proyecto del Centro de Mejora del Rendimiento del Puerto

El NOP (o Aviso de Preparación para sus siglas en inglés) se adjunta para su revisión de acuerdo con las Pautas actuales de la Ciudad de Los Ángeles para la Implementación de la Ley de Calidad Ambiental de California (CEQA) de 1970, Artículo I; las Pautas estatales de CEQA, Artículo 7, Secciones 15086-15087; y la Sección 21153 del Código de Recursos Públicos de California.

Disponibilidad:

El NOP está disponible para su revisión en: Puerto de Los Ángeles, División de Gestión Ambiental, 222 W. 6th Street, Suite 900, San Pedro, CA 90731; Biblioteca de la ciudad de Los Ángeles, sucursal de San Pedro, 931 S. Gaffey Street, San Pedro, CA 90731; Biblioteca de la ciudad de Los Ángeles, Wilmington Branch, 1300 N. Avalon Blvd., Wilmington, CA 90744.

El NOP también está disponible en el sitio web del Puerto: http://www.portoflosangeles.org en la pestaña Medio ambiente.

Reunion Publica:

Una reunión de alcance se llevará a cabo el 18 de junio de 2018, a las 3:00 p.m. en la sala de juntas del edificio de administración del departamento de Harbor, 425 S. Palos Verdes Street, San Pedro, CA 90731.[1]

[1] Como entidad cubierta bajo el Título II de la Ley de Estadounidenses con Discapacidades, la Ciudad de Los Ángeles no discrimina por motivos de discapacidad y, previa solicitud, proporcionará adaptaciones razonables para garantizar la igualdad de acceso a sus programas, servicios y actividades. Intérpretes de lenguaje de señas, acceso de comunicación, transcripción en tiempo real, dispositivos de ayuda auditiva u otros dispositivos auxiliares y / o servicios pueden ser proporcionados a pedido. Para garantizar la disponibilidad, se recomienda realizar su solicitud al menos 72 horas antes de la reunión. Al solicitar intérpretes de lenguaje de señas, se recomienda encarecidamente avisar con cinco o más días hábiles. Para obtener información adicional, comuníquese con Faye Jones al (310) 732-3488. Los usuarios de TTY deben usar el 711 para acceder al servicio de retransmisión de telecomunicaciones.

Comentarios:

Los comentarios por escrito sobre el NOP se pueden enviar hasta el 29 de junio de 2018 y deben enviarse por correo postal o electrónico al Departamento de Puertos:

Christopher Cannon, Director
City of Los Angeles Harbor Department, Environmental Management Division
425 S. Palos Verdes Street
San Pedro, CA 90731

Los comentarios enviados por correo electrónico (dirección a continuación) deben incluir el título del proyecto en el asunto del correo electrónico y una dirección postal válida dentro del correo electrónico.

ceqacomments@portla.org

Para obtener información adicional, comuníquese con Tara Tisopulos al
(310) 732-3675.

Sinceramente,

CHRISTOPHER CANNON
Director de Gestión Ambiental

CC:LO:TT:yo
APP No.: 180509-079

Adjunto

Harbor Performance Enhancement Center

Notice of Preparation/Initial Study
APP Number: 180509-079

Prepared for:

Los Angeles Harbor Department
Environmental Management Division
425 South Palos Verdes Street
San Pedro, California 90731

Prepared by:

AECOM Technical Services, Inc.
300 South Grand Avenue, 8th Floor
Los Angeles, California 90071

May 2018

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1.0 INTRODUCTION

The Los Angeles Harbor Department (LAHD) has prepared this Notice of Preparation (NOP) and Initial Study (IS) to address the environmental effects of the proposed Harbor Performance Enhancement Center Project (HPEC Project or proposed Project) located at 300 South Ferry Street and 750 Eldridge Street, in the Port of Los Angeles (POLA or Port).

The HPEC Project proposes to enhance container management at the Port by utilizing the former Los Angeles Export Terminal (LAXT) yard and the adjacent former U.S. Customs House site. The proposed Project would create an all-wheeled yard for peel-off and push-from marine terminals at the POLA and the Port of Long Beach (POLB). The proposed Project would enhance terminal velocity by streamlining container moves and improving the flow of cargo between terminals, thereby reducing truck queuing at marine terminal gates and improving terminal efficiencies.

1.1 CEQA PROCESS

This document was prepared in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.), the CEQA Guidelines (14 CCR 15000 et seq.), and the City of Los Angeles CEQA Guidelines (2006). The CEQA Guidelines Section 15367 states that a "Lead Agency" is "the public agency which has the principal responsibility for carrying out or approving a project." Therefore, LAHD is the lead agency responsible for compliance with CEQA for the proposed Project. As lead agency, LAHD must complete an environmental review to determine if implementation of the proposed Project would result in significant adverse environmental impacts. To fulfill the purpose of CEQA, this NOP/IS has been prepared to assist in making that determination, in accordance with current City of Los Angeles Guidelines for the Implementation of the CEQA of 1970, Article I; the State CEQA Guidelines, Article 7, Sections 15086-15087; and the California Public Resources Code Section 21153.

This NOP/IS, along with public comments received during the scoping period, will determine what environmental impact areas may be adversely impacted by the proposed Project. These impact areas will be assessed in the Environmental Impact Report (EIR) prepared for the proposed Project. The EIR will determine the nature and extent of any potential environmental impacts and establish mitigation measures as appropriate. The EIR will also include an evaluation of alternatives to the proposed Project that would reduce or avoid significant impacts, including a No Project Alternative. A preliminary evaluation of the potentially affected environmental resources is included in Section 3.0 IS Checklist.

In accordance with CEQA and the CEQA Guidelines, this NOP/IS will be circulated for a period of 30 days for public comment and scoping. The public comment period for the NOP/IS is scheduled to begin on May 31, 2018, and will conclude on June 29, 2018. This NOP/IS has been distributed to approximately 150 interested or involved public agencies, organizations, and private individuals who have expressed an interest in projects where the LAHD is the Lead Agency. This NOP/IS has also been made available for general public review at the following locations:

- LAHD Environmental Management Division at 222 West 6th Street, San Pedro, California 90731
- Los Angeles City Library, San Pedro Branch at 931 South Gaffey Street, San Pedro, California 90731
- Los Angeles City Library, Wilmington Branch at 1300 North Avalon, Wilmington, California 90744

The document is also available online at https://www.portoflosangeles.org/environment/public_notices.asp.

During the 30-day public scoping period, the public has an opportunity to provide written comments on the information contained within this NOP/IS. Comments on the NOP/IS should be submitted in writing prior to the end of the 30-day public review period and must be postmarked by June 29, 2018. Comments may also be submitted via electronic mail to ceqacomments@portla.org. A public scoping meeting for the project will be held on June 18, 2018, at 3:00 p.m. in the Board Room at the Harbor Department Administration Building, 425 S. Palos Verdes Street, San Pedro, CA 90731.

1.2 DOCUMENT FORMAT

This NOP/IS contains the following seven sections:

Section 1. **Introduction.** This section provides an overview of the proposed Project and the CEQA environmental documentation process.

Section 2. Project Description. This section provides a detailed description of the proposed Project's objectives and components.

Section 3. Initial Study Checklist. This section presents the CEQA checklist for all impact areas and mandatory findings of significance.

Section 4. Environmental Impact Assessment. This section presents the environmental analysis for each issue area identified on the environmental checklist. If the proposed Project does not have the potential to significantly impact a given issue area, a brief discussion of the reasons why no or less than significant impacts are expected is provided. If the proposed Project could have a potentially significant impact on a resource, a brief description of potential impacts is provided, and the issue area will be further evaluated in the EIR. Impacts are separated into the following categories:

- **Potentially Significant Impact.** This category is only applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less-than-significant level. Issues considered potentially significant will be further analyzed in the EIR.
- **Less Than Significant Impact After Mitigation Incorporated.** This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measure(s) and briefly explain how they would reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross-referenced). Given that this is an IS,

potentially significant impacts that require mitigation will be carried forward to the EIR for further analysis.

- **Less Than Significant Impact.** This category is identified when the proposed Project would result in impacts below the threshold of significance, and no mitigation measures are required. Issues considered less than significant are discussed in this IS and will not be carried forward to the EIR.
- **No Impact.** This category applies when a proposed Project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency that show that the impact does not apply to the specific project (e.g., the project falls outside of a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors and general standards (e.g., the proposed Project would not expose sensitive receptors to pollutants based on a project-specific screening analysis). Issues considered to have no impact are discussed in this IS and will not be carried forward to the EIR.

Section 5. Preparers and Contributors. This section provides a list of key personnel involved in the preparation of the NOP/IS.

Section 6. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used throughout the NOP/IS.

Section 7. References. This section provides a list of reference materials used during the preparation of the NOP/IS.

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2.0 PROJECT DESCRIPTION

This NOP/IS evaluates the potential environmental impacts that may result from the proposed Project. The HPEC Project proposes to enhance container management at the Port through using the former LAXT yard and the adjacent former U.S. Customs House site. The proposed Project would create an all-wheeled yard for peel-off and push-from marine terminals in the San Pedro Bay Complex which includes POLA and POLB. The proposed Project would enhance terminal velocity by streamlining container moves and improving the flow of cargo between terminals, thereby reducing truck queuing at marine terminal gates and improving terminal efficiencies.

This chapter discusses the location, description, background, and objectives of the proposed Project. This document has been prepared in accordance with CEQA (Public Resources Code (California Public Resources Code, Section 21000 et seq.) and the CEQA Guidelines (14 CCR 15000 et seq.).

2.1 PROJECT LOCATION

2.1.1 Regional Setting

The Port is located in San Pedro Bay, 20 miles south of downtown Los Angeles. The Port encompasses 7,500 acres and 43 miles of waterfront and features approximately 270 commercial berths and 27 passenger and cargo terminals. Port operations are predominantly centered on shipping activities, including containerized, breakbulk, dry bulk, liquid bulk, automotive, and intermodal rail shipping. In addition to the large shipping industry, the Port supports a cruise ship industry and a commercial fishing fleet. The Port also accommodates boat repair yards and provides slips for approximately 3,800 recreational vessels, 150 commercial fishing boats, 35 miscellaneous small-service crafts, and 15 charter vessels that handle sport fishing and harbor cruises. The Port has retail shops and restaurants primarily located along the west side of the Main Channel. It also accommodates recreation, community, and educational facilities, such as a public swimming beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, the Los Angeles Maritime Museum, 22nd Street Park, and the Wilmington Waterfront Park.

The LAHD is a proprietary (self-funded) department of the City of Los Angeles (City) charged with the operation, maintenance, and protection of the Port. The LAHD is a landlord port that leases properties to more than 300 tenants, including private terminal, tug, and marine cargo and cruise industry entities. The LAHD administers the Port under the California Tidelands Trust Act of 1911 and the Los Angeles City Charter. The LAHD is chartered to develop and operate the Port to benefit maritime uses.

2.1.2 Project Setting

The proposed Project is located at 300 South Ferry Street and 750 Eldridge Street on Terminal Island in Master Planning Area 3 within the Port. The Project site is bounded to the north by State Route (SR) 47, rail lines to the east, Terminal Way to the south, and Ferry Street to the west. Access to the proposed Project is provided through SR-47, the Harbor Freeway (Interstate (I) 110), the Long Beach Freeway (I-710), and the San Diego Freeway (I-405). Figures 1 and 2 show the regional location and the project site, respectively.

The Project site is located within Terminal Island and is bounded by roadways currently used for cargo

trucks and employee access to terminals. The Project site includes the former LAXT site and the former U.S. Customs House site (Figure 2). The former U.S. Customs House building is a historic resource eligible for listing in the National Register of Historic Places (NRHP) under Criterion C (illustrating a particular architectural style or construction technique) and Criterion G (property more than 50 years old) (SWCA 2011). From 1993 to 2007, the Project site was used to process coal for export. Decommissioned and rehabilitated in 2008, the majority of the site remains unused. The former LAXT site is a large oval parcel bounded by a railroad loop track, which is accessed by several at-grade crossings and via a tunnel that travels under the railroad tracks. The railroad loop track is currently used to build and deconsolidate train cars that enter or exit the Port complex. The former U.S. Customs House site includes the former U.S. Customs House building and adjacent parking/paved areas.

In addition, the Project site is also currently used for cargo management operations, including truck operations in the parking areas adjacent to the former U.S. Customs House building, as well as office, cargo management and employee amenity uses in the building (which includes loading docks and cargo storage space). Approximately ten acres of the former LAXT site is currently being used for a pilot project to test enhanced Port cargo performance including deployment efficiencies and reduction of on-street truck queues and queue-related truck emissions (discussed further below). Since these current activities have been limited to twelve months, they are not included in the existing conditions baseline analysis for this Draft NOP/IS. Rather, for the purpose of this analysis only, the baseline assumes there are no existing activities occurring at the site.

Figure 1 Regional Map

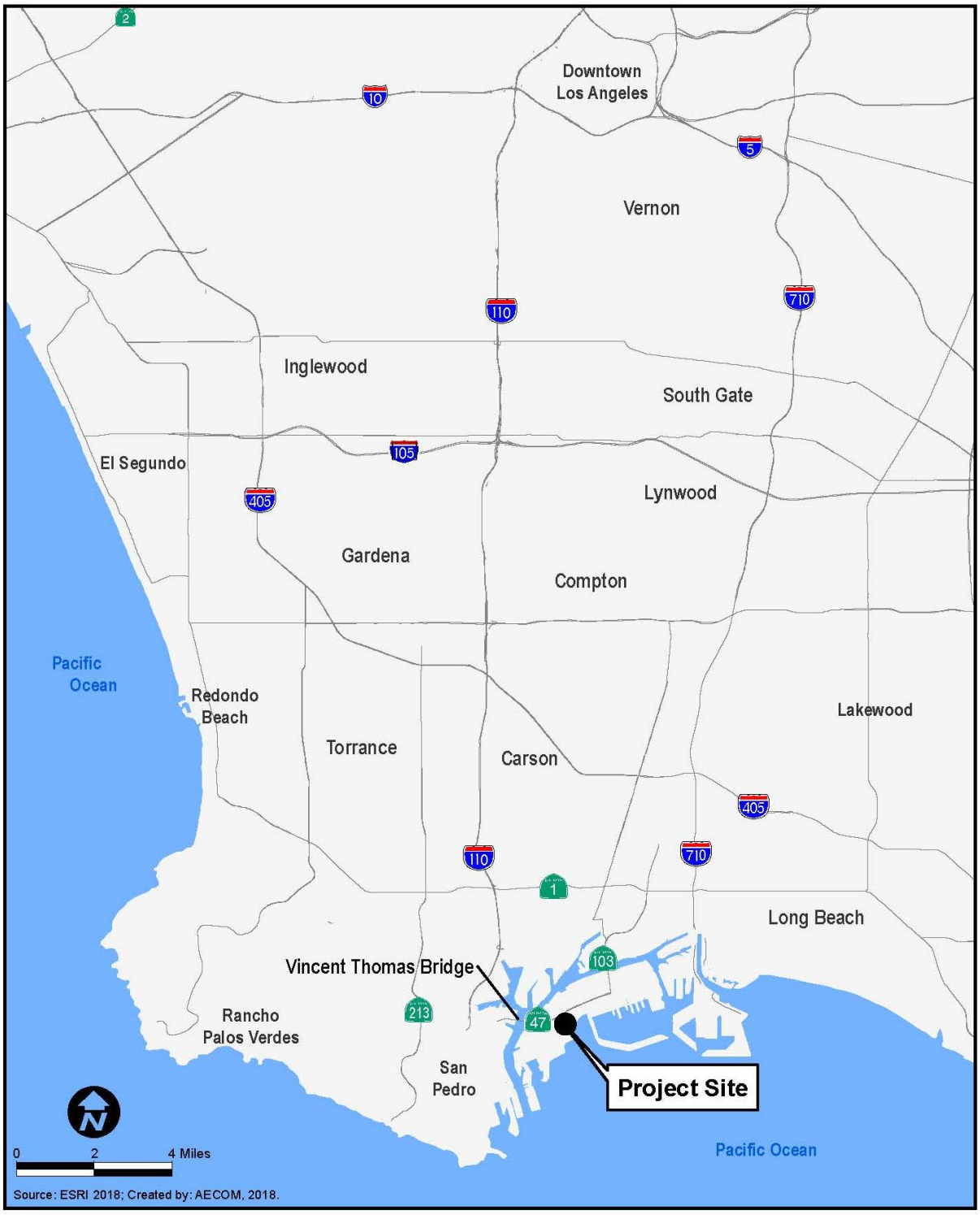
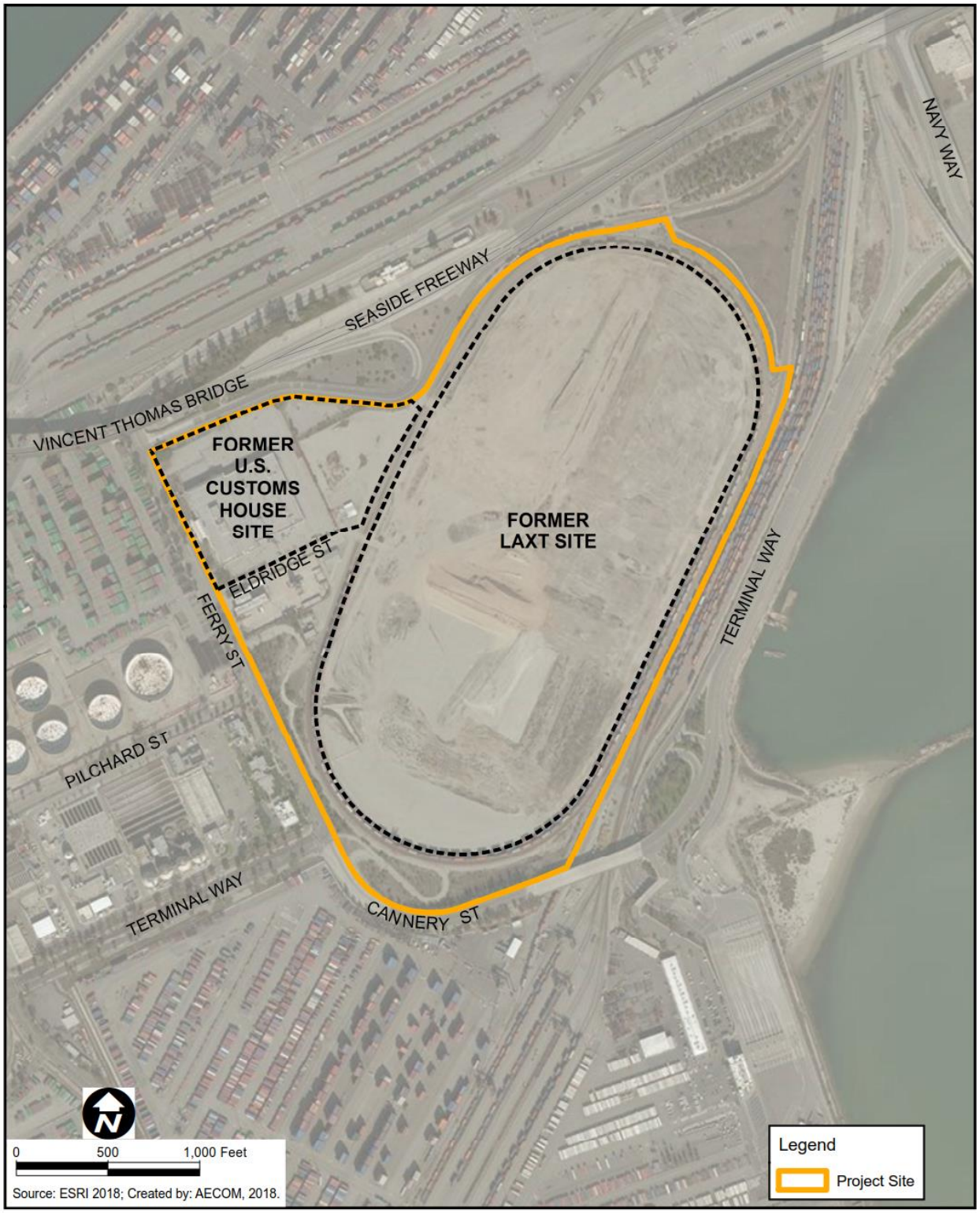


Figure 2 Project Site



2.1.3 Land Use and Zoning

The proposed Project is located in the Port of Los Angeles, City of Los Angeles Community Plan Area. The land use for the Project site has a Port Master Plan (PMP) designation of Maritime Support, Institutional, and Liquid Bulk (POLA 2014a).

The 2014 PMP includes five planning areas (Figure 3). The proposed Project is located in Planning Area 3, Terminal Island. Planning Area 3 is the largest planning area, consisting of approximately 1,940 acres and more than 9.5 miles of usable waterfront. It consists of all of Terminal Island except Fish Harbor. Of the Port's nine container terminals, six are located in Planning Area 3. This planning area focuses on container operations.

The Project site is identified as Los Angeles County Assessor's Parcel Numbers 7440-022-913, 7440-023-908 and 7440-027-917, 7440-027-917, and a portion of 7440-022-909, which are designated as a Heavy Industrial Zone (M3) and ZI-2130 Harbor Gateway State Enterprise Zone, ZI-2427 Freeway Adjacent Advisory Notice for Sensitive Uses, and ZI-2471 Coastal Zone (City of Los Angeles 2018). The proposed Project has a General Plan designation of General/Bulk Cargo for Hazardous Industrial and Commercial (City of Los Angeles 2018). Figure 4 shows the zoning designations of the Project site and the surrounding area.

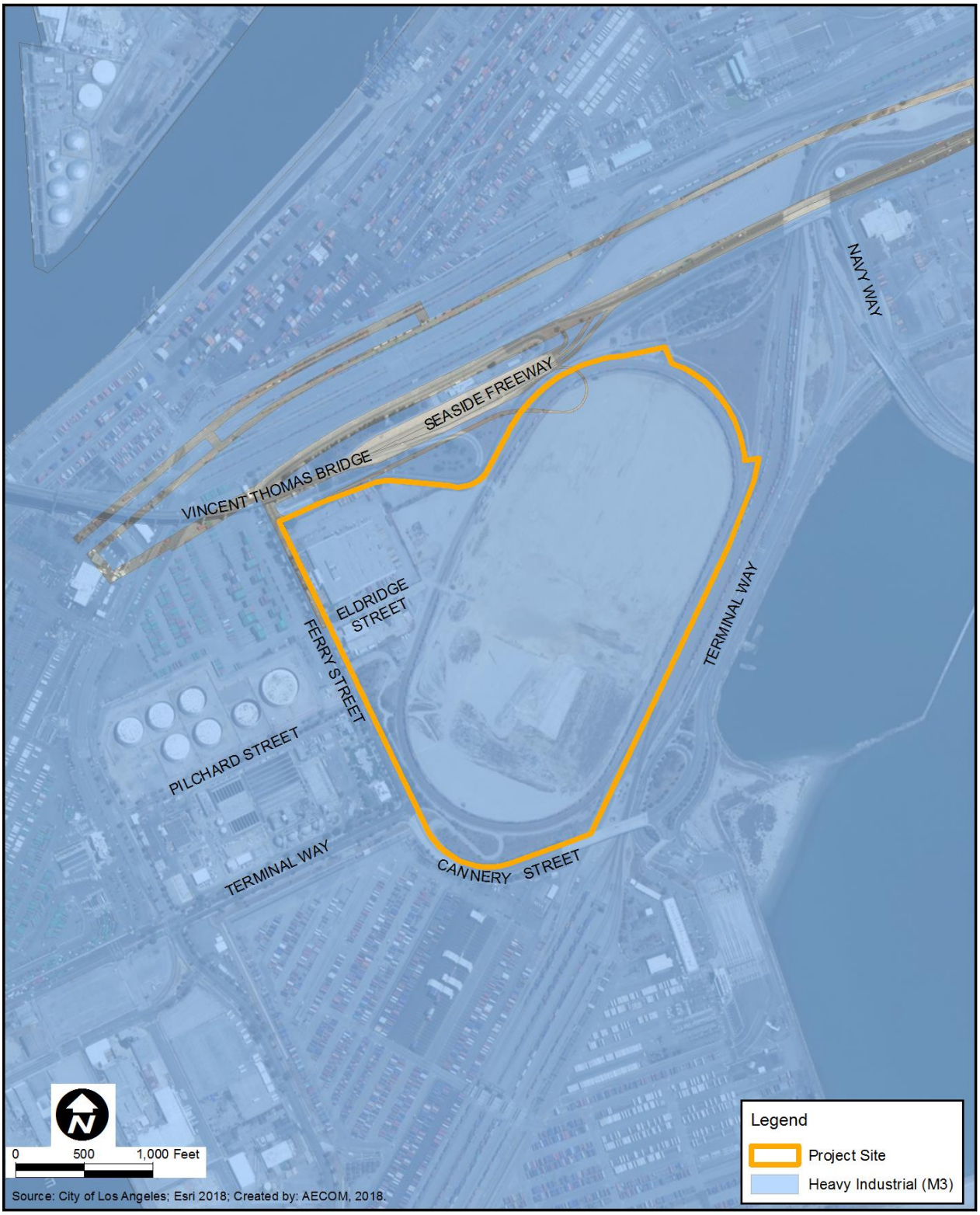
2.2 PROJECT BACKGROUND AND OBJECTIVES

2.2.1 Project Background

The shipping industry is moving toward larger vessels. These larger vessels are more efficient and reduce transit time. However, these larger container vessels put a strain on the terminals because they require the offloading and processing of larger volumes of containers over a short period of time. The proposed Project is designed to serve the flow of imported containers arriving at the marine container terminals at POLA and POLB, which are experiencing an increase in container volumes. As the vessel sizes increase, larger numbers of containers need to be stored in stacks in terminal holding areas. Depending on the volume of containers to be unloaded and reloaded, whether the ships arrive on schedule, and other factors impacting ocean service schedules, terminal operators may end up moving containers multiple times, resulting in operational inefficiencies and greatly impacting the profitability of terminal operators and beneficial cargo owners. Furthermore, the larger vessels contribute to truck traffic congestion in and around the container terminals in Los Angeles and Long Beach. This congestion is exacerbated by the need to return empty containers to their place of origin, resulting in additional truck trips within the San Pedro Bay.

Figure 3 Proposed Port Master Plan Update Planning Areas

Figure 4 Zoning Map



2.2.2 Project Objectives

The overall purpose of the proposed Project is to provide off-terminal support facilities that assist in supporting efficient movement of primarily import containers from terminals, via a temporary staging yard within the Port complex before moving to their destinations, in order to meet the growing needs of the Port. Customers will have 24/7 access to their containers at HPEC, increasing their ability to manage freight from the current weekday access of two shifts per day. The proposed project would provide a peel-off yard that would streamline container moves and improve the flow of cargo between terminals, the proposed Project would reduce truck queuing at marine terminal gates and improve terminal efficiencies.

The proposed Project objectives are as follows:

- Optimize the use of existing land within the San Pedro Bay;
- Maximize the number of slots within the Project site;
- Allow for unfettered access to the yard without the bridge;
- Provide customers with off-peak access to their containers; and
- Increase the efficiency of container terminals by providing a secondary staging area for maritime support to help meet the demands of current and anticipated containerized cargo from the various San Pedro Bay port marine terminals associated with larger vessels.

The proposed Project would support the goals and policies of the 2014 PMP, as well as ongoing implementation of other key Port plans and policy priorities, including, the Terminal Island Land Use Plan Summary (2012) which describes land use and management priorities for increasing cargo throughput at Terminal Island, the Port's Climate Action Plan (2007) which calls for reductions in greenhouse gas (GHG) emissions including for example increasing onsite generation of renewable energy and using cleaner fuels and truck fleets for cargo handling, and the Clean Air Action Plan (2017) which is an ongoing program to reduce Port-related truck emissions.

2.3 PROJECT DESCRIPTION

The HPEC Project would be built in two phases (Figure 5 and 6). In the initial phase, access to the former LAXT site and former U.S. Customs House site would continue to use existing roadways, driveways, and the existing at-grade and below grade crossings into the oval parcel, and no new structures would be built. At full buildout, a new overcrossing would be constructed at the southeastern boundary of the site that would cross over the oval rail lines and provide an additional access route into the site. The entire Project site would be fenced for security, and industrial lighting would be installed for nighttime operations.

Construction of the proposed Project is estimated to occur over 22 months, beginning in October 2019 through July 2021. Phase 1 would take approximately 8 months (October 2019 through May 2020), and Phase 2 would take approximately 14 months (June 2020 through July 2021).

2.3.1 Pilot Project

As discussed above and shown in Figure 5, approximately ten acres of the former LAXT site is currently being used to test enhanced Port cargo performance including efficient deployment of trucks and reduction of on-street truck queues. The pilot project includes a maximum wheeled-slot capacity of 400 and has a

throughput capacity of up to 30,000 containers per year, or 54,000 twenty-foot equivalent units (TEUs) at 1.8 TEU per container. The existing at-grade entrance to the facility connecting with Eldridge Street as well as the below grade crossing accessed from Terminal Way are used for pilot project access.

2.3.2 HPEC Phase 1

Phase 1 includes the development of a portion of the former LAXT site and demolition and development of the former U.S. Customs House site. As shown in Figure 5, Phase 1 of the proposed Project would be constructed on about 62 acres, including 14 acres of the former U.S. Customs House site and 48 acres located in the northern half of the former LAXT site, and it is anticipated that the 10-acre pilot Project area would no longer be utilized as it is reconfigured for construction of Phase 2 – Full Buildout. Phase 1 would have a total maximum wheeled slot capacity of approximately 2,400 and a throughput capacity of approximately 270,000 containers and 500,000 TEUs year. The existing at-grade entrance to the facility connecting with Eldridge Street would be improved and used for access, and the below grade crossing accessing from Terminal Way would continue to be used for Phase 1 access.

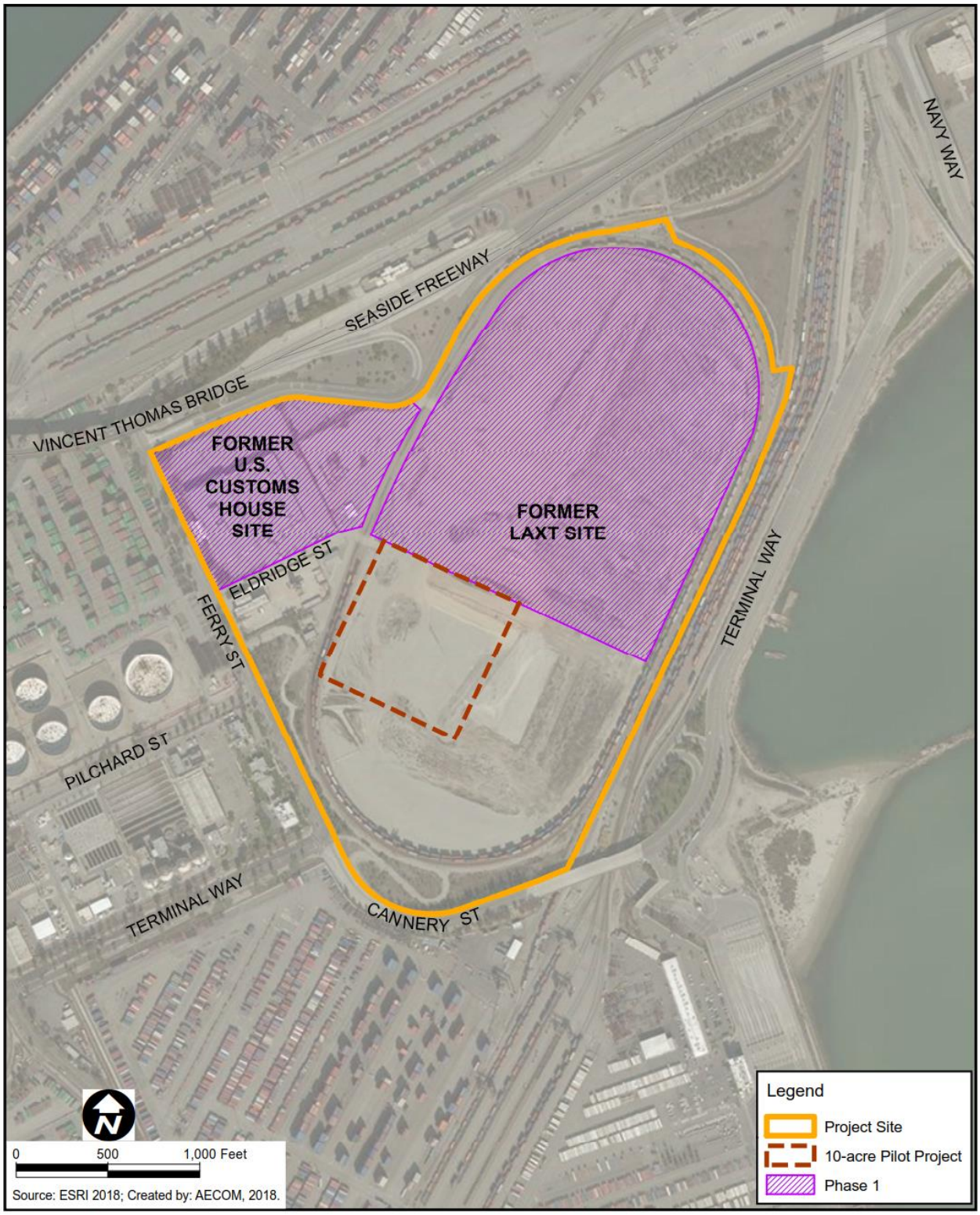
Construction activities at the former U.S. Customs House site would include the demolition of the former U.S. Customs House building and parking areas, and the site would be cleared and paved to accommodate approximately 600 wheeled slots.

Construction activities at the former LAXT site would include utility corridor and excavation, backfill and surface grading, paving, fencing, stormwater management, and ancillary equipment such as electric power for at-grade crossing controls. No offsite construction is planned as the existing at-grade access connecting with Eldridge Street, and below-grade crossing from Terminal Way would provide access for Phase 1 of the Project.

A baseline testing of subsurface soils has been completed by the Harbor Department, and no soil contamination was discovered; therefore, remediation is not required. Additional excavation of approximately 6 to 12 feet, depending on the type of utility, and backfilling may also occur to install subsurface utility corridors to bring dry and wet utilities to the Project site.

Phase 1 would take approximately 8 months, occurring from October 2019 through May 2020.

Figure 5 Pilot Project and Phase 1



2.3.3 HPEC Phase 2 - Full Buildout

Phase 2 includes the development of a portion of the former LAXT site and construction of a grade separation. As shown in Figure 6, Phase 2 of the proposed Project would be constructed on approximately 32 acres (including the 10 acre pilot Project area) to the south of Phase 1. The HPEC Project at full buildout would fully utilize the entire former LAXT site and former U.S. Customs House site for cargo management activities, including completion of an above-grade crossing off of Terminal Way and over the train tracks and into the oval. At full buildout, the Project would have a maximum wheeled slot capacity of approximately 4,200 (approximately 3,600 slots within the former LAXT site and 600 slots within the former U.S. Customs House site) and a throughput capacity of 650,000 containers and 1,200,000 TEUs per year. The above-grade crossing would provide primary access to the site. The existing gated below-grade and at-grade crossings would be used on an as-needed basis to accommodate overflow traffic.

Construction activities for full buildout would include completion of the new road overcrossing facility, truck gate facility, and paving of the remainder of the former LAXT site. Associated utilities, fencing, and stormwater management improvements would also be constructed to support the newly paved areas. Prior to excavation for utility services and paving, a baseline testing of subsurface soils has been completed by the Harbor Department, and no soil contamination was discovered. Any required soil removal would be completed under the oversight of POLA.

Offsite construction would be limited to the connection of the above-grade access road to the existing adjacent roadways and related signage and/or traffic controls to avoid adverse impacts to POLA traffic circulation. Offsite construction would be scheduled and designed to avoid temporary interruptions in cargo management trips during the construction process itself. Construction materials storage, staging and parking for construction vehicles would be confined to the former LAXT site. Exterior construction would be limited to installation of fencing, utilities and stormwater management improvements, except for the construction of a new access connection planned for full buildout.

Phase 2 would take approximately 14 months, occurring from June 2020 through July 2021.

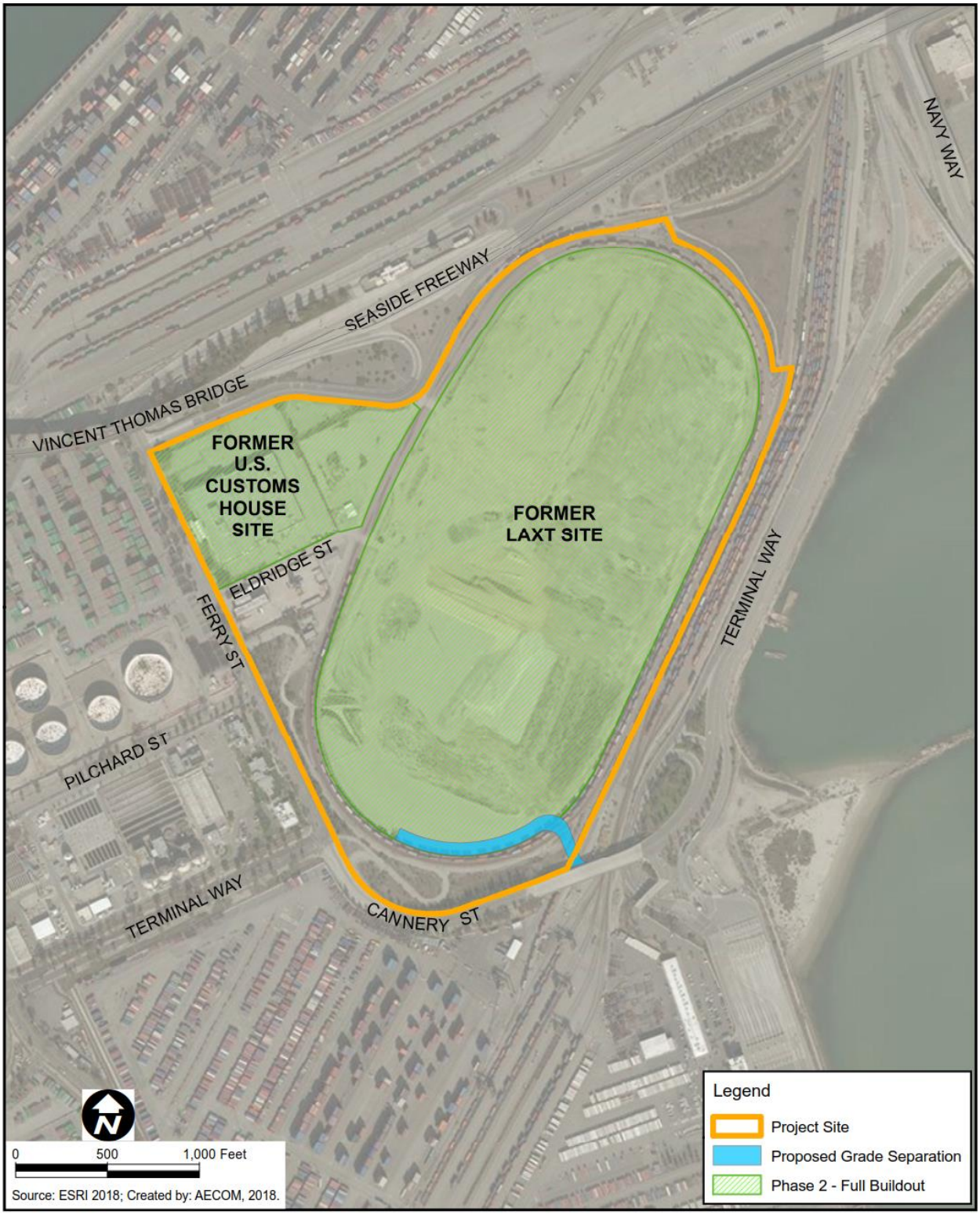
A maximum of six personnel would be anticipated for on-site Project operations, with two personnel during the day for management of the facility, and up to four personnel for 24-hour gate and security services.

Figure 6 Phase 2 Construction

2.3.4 Throughput Capacity during Project Operations

The proposed Project would be partially operational at the completion of Phase 1 in June 2020, and fully operational at the completion of construction of Phase 2 Full Buildout at the end of July 2021 (Figure 7). The long-term maximum throughput capacity for the proposed Project is expected to occur in the year 2033. At full buildout, the Project would have a maximum wheeled slot capacity of approximately 4,200 (approximately 3,600 slots within the former LAXT site and 600 slots within the former U.S. Customs House site) and a throughput capacity of 650,000 containers and 1,200,000 TEUs per year.

Figure 7 Phase 2 – Full Buildout



2.4 PROJECT PERMITS AND APPROVALS

Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed Project. LAHD is the project lead agency pursuant to CEQA Guidelines Section 15367. Numerous approvals and/or permits would be required to implement the proposed Project. The environmental documentation for the proposed Project would be used to facilitate compliance with federal and state laws and the granting of permits by various state and local agencies having jurisdiction over one or more aspects of the proposed Project. Anticipated permits and approvals that may be required to implement the proposed Project are listed below:

- LAHD Harbor Engineer Permit
- LAHD Lease Agreement
- LAHD Coastal Development Permit
- LAHD Port Master Plan Amendment
- Regional Water Quality Control Board
- South Coast Air Quality Management District

2.4.1 Port Master Plan Amendment

All developments and use of land are to be consistent with their corresponding use designation in the land use map of the certified Port Master Plan. Significant deviation from that use will require an amendment to the Port Master Plan, while minor boundary adjustments would not. The California Coastal Commission must certify amendments to the Port Master Plan. Consistent with the implementation procedures in Chapter 8 of the Coastal Act, the Port must publish a notice of completion of a proposed amendment and hold a public hearing no earlier than thirty (30) calendar days and no later than ninety (90) calendar days following the date the notice of completion is published. Within ninety (90) calendar days after receipt of the final amendment, the Coastal Commission shall hold a public hearing and either certify the amendment or portion(s) of the amendment, or reject the amendment. The Board of Harbor Commissioners shall then adopt the Coastal Commission's certification before the proposed amendment becomes effective.

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3.0 ENVIRONMENTAL CHECKLIST– INITIAL STUDY

3.1 ENVIRONMENTAL CHECKLIST FORM

1.	**Project Title:**	Harbor Performance Enhancement Center Project
2.	**Lead Agency:**	Los Angeles Harbor Department (LAHD)
3.	**Contact Person:**	Tara Tisopulos, Environmental Management Division, LAHD
4.	**Project Location:**	300 South Ferry Street and 750 Eldridge Street, San Pedro, CA 90731 Terminal Island, Port of Los Angeles
5.	**General Plan Designation:**	General/Bulk Cargo (Hazardous Industrial and Commercial) Port of Los Angeles (Maritime Support, Institutional, and Liquid Bulk)
6.	**Zoning:**	Heavy Industrial Zone (M3) ZI-2130 Harbor Gateway State Enterprise Zone ZI-2427 Freeway Adjacent Advisory Notice for Sensitive Uses ZI-2471 Coastal Zone
7.	**Description of Project:**	The HPEC Project proposes to enhance container management at the Port through using the former Los Angeles Export Terminal (LAXT) yard and the adjacent former U.S. Customs House site. The proposed Project would create an all-wheeled yard for peel-off and push-from marine terminals in the San Pedro Bay Complex (i.e., Port of Los Angeles and Port of Long Beach). The proposed Project would enhance terminal velocity by streamlining container moves and improving the flow of cargo between terminals, thereby reducing truck queuing at marine terminal gates and improving terminal efficiencies.
8.	**Surrounding Land Uses/Setting:**	SR-47 is located immediately north of the Project site. A rail line borders the eastern portion of the site. Ferry Street and Terminal Way are located west and south of the Project site. The former LAXT site is a large oval bordered by train tracks to the east of the former U.S. Customs House. These sites are currently used for cargo management activities, including ongoing trucking operations at the former U.S. Customs House.
9.	**Required Permits:**	• LAHD Harbor Engineer Permit • LAHD Lease Agreement • LAHD Coastal Development Permit • LAHD Port Master Plan Amendment • City of Los Angeles Department of Building and Safety • City of Los Angeles Fire Department
10.	**Other Public Agencies Whose Approval Is Required:**	• Regional Water Quality Control Board • South Coast Air Quality Management District

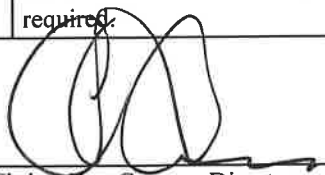
3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

X	Aesthetics		Agriculture and Forest Resources	X	Air Quality
	Biological Resources	X	Cultural Resources	X	Energy
	Geology/Soils	X	Greenhouse Gas Emissions		Hazards and Hazardous Materials
	Hydrology/Water Quality	X	Land Use/Planning		Mineral Resources
X	Noise		Population/Housing		Public Services
	Recreation	X	Transportation/Traffic		Tribal Cultural Resources
	Utilities/Service Systems	X	Mandatory Findings of Significance		

3.3 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 proposed Project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
X	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. An 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 proposed Project, nothing further is required.
	
Christopher Cannon, Director Environmental Management Division, City of Los Angeles Harbor Department	Date 05-24-18

3.4 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 would 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 off site as well as on site, 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 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.
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 a project's environmental effects 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, and
    b. the mitigation measure identified, if any, to reduce the impact to a less than significant level.

10. The evaluations with this Initial Study assume compliance with all applicable federal, state, and local laws, regulations, rules, and codes. In addition, the evaluation assumes that all conditions in applicable agency permits are complied with, including but not limited to local permits, air quality district permits, water quality permits and certifications, U.S. Army Corps of Engineers (USACE) permits, and other agency permits, as applicable.

Potential impacts associated with the proposed Project are addressed in the Initial Study Checklist and impact discussions below.

3.5 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
1. AESTHETICS. 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 within a state 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 which would adversely affect day or nighttime views in the area?			X	
e. Create a new source of substantial shade or shadow that would adversely affect daytime views in the area?			X	
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to 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 as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. 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 non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson act contract?				X

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X
3. AIR QUALITY. Where 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 or clean air programs?	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 non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which 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	
4. BIOLOGICAL RESOURCES. 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, 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, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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, marsh, vernal pool, coastal, 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
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	X			
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 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 dedicated cemeteries?				X
6. ENERGY: Would the project:				
a. Conflict with adopted energy conservation plans?	X			
b. Use non-renewable resources in a wasteful and inefficient manner?	X			
c. Result in a need for new systems, or substantial alterations to power or natural gas?			X	
7. GEOLOGY AND SOILS. Would the project:				
a. 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 ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
iv) Landslides?			X	
b. Result in substantial soil erosion or the loss of topsoil?			X	
c. Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site 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 waste water disposal systems where sewers are not available for the disposal of waste water?				X
8. GREENHOUSE GAS EMISSIONS: Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	
9. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
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 handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d. Be located on a site which 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. For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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?				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the Project area?				X

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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
10. HYDROLOGY AND WATER QUALITY. 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 such that there would be 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 which 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 stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			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 which would result in flooding on- or off-site?			X	
e. 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?			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
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. Inundation by seiche, tsunami, or mudflow?			X	
11. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				X

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
b. 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?	X			
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
12. MINERAL RESOURCES. Would the project:				
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	
13. NOISE. Would the project result in:				
a. 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?	X			
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	X			
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the Project area to excessive noise levels?				X
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
15. PUBLIC SERVICES.				
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, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X
16. RECREATION.				
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?				X
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
17. TRANSPORTATION AND TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	X			
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	X			
c. Result in a change in air 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 due to 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

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X
18. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	
19. UTILITIES AND SERVICE SYSTEMS. 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 storm water 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 are new or expanded entitlements needed?			X	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X	

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
20. MANDATORY FINDINGS OF SIGNIFICANCE.				
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 which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

4.0 ENVIRONMENTAL IMPACT ASSESSMENT

4.1 AESTHETICS

Would the Project:

a) Have a substantial adverse effect on a scenic vista?

No Impact. Scenic vistas are panoramic public views to various features, including, for example, the ocean or other water body, mountains, striking or unusual natural terrain, or unique urban or historic features (County of Los Angeles 2015). Public access to these vistas may be from park lands, privately or publicly owned sites, and public rights-of-way. The Port of Los Angeles Master Plan Update Draft Environmental Impact Report (POLA 2013) identified important and representative public views, including views with panoramic views of the Pacific Ocean to near and distant views that are representative of a working port environment, including vessels, wharves, cranes, and other dockside facilities. These critical views occur from points including the Main Channel and the San Pedro Waterfront, Harbor Freeway, Banning's Landing, San Pedro Bluffs and Lookout Point Park, Wilmington Waterfront Park, and "C" Street residential area in Wilmington. Due to topography and intervening development, visibility of the Project site is limited from many of these locations, or from higher locations. The critical views would not be obstructed by any of the elements of the proposed Project.

The Project site is not located within a scenic vista. The site is currently a semi-paved and disturbed site used for miscellaneous storage and port-related activities adjacent to SR-47 and railyards on Terminal Island within the Port. The proposed Project would not block views of the Port available from public and private vantages, including panoramic views from hillside residential areas of San Pedro. The proposed Project would be similar in nature to the existing aesthetic of the site, which is industrial in nature. Therefore, no impacts to a scenic vista would result from the proposed Project, and this issue will not be addressed further in the EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The proposed Project is not located along or near a designated California Scenic Highway or locally designated scenic highway. According to the California Department of Transportation, the nearest officially designated state scenic highway is located approximately 34 miles north of the proposed Project (State Highway 2, from approximately three miles north of I-210 in La Cañada to the San Bernardino County line). The nearest eligible state scenic highway is approximately 10 miles southeast of the Project site (State Highway 1, from State Highway 19 near Long Beach to I-5 south of San Juan Capistrano) (Caltrans 2011).

In addition to California Department of Transportation's officially designated and eligible state scenic highways, the City has city-designated scenic highways that are considered for local planning and development decisions (City of Los Angeles 2016). The Project site is not visible from any city-designated scenic highways. Although the former U.S. Customs House is eligible for designation as

an historic resource under the National Historic Preservation Act (NHPA), the building is not located within a state scenic highway. Additionally, there are no other scenic resources, such as trees or rock outcroppings, within a scenic highway that could be affected by the proposed Project. Therefore, no impacts related to scenic resources within a state scenic highway would occur, and this issue will not be addressed further in the EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. The site is currently a semi-paved and disturbed site used for miscellaneous storage and port-related activities adjacent to SR-47 and railyards. Implementation of the proposed Project would include repairs to existing pavement and new pavement on currently dirt-graded areas, and demolition of the former U.S. Customs House building. Operations would utilize marine-related container staging equipment and would be consistent with character and uses on this site, as well as the industrial visual landscape and character of the surrounding area. However, potential impacts to existing visual character or quality due to the demolition of the former U.S. Customs House will be further evaluated in the EIR.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Current lighting on the Project site consists of limited lighting for a security station and the parking lot. The nighttime lighting environment within the proposed Project vicinity consists mainly of ambient light produced from container-handling operations and other facility lighting in the Port. The major source of illumination at the Port is the extensive system of down lights and floodlights attached to the tops of the tall light standards throughout the terminals.

The proposed Project would include new improved lighting that would increase the nighttime lighting on the site. The proposed Project would operate 24-hours a day, seven days a week. Because the nature of the proposed Project is similar to the surrounding land uses, all lighting sources as a result of the proposed Project would be similar and consistent with existing nighttime lighting in the Project area. While the amount and level of lighting would be increased from existing conditions, it would not be such as to adversely affect nighttime views because of the dominance of existing surrounding similar lighting. The proposed Project would comply with the Terminal Lighting Design Guidelines and would not include any components that might create any new sources of glare affecting daytime views. Therefore, impacts to nighttime or daytime views from light or glare would be less than significant, and this issue will not be addressed further in the EIR.

e) Create a new source of substantial shade or shadow that would adversely affect daytime views in the area?

Less Than Significant Impact. The site is currently a semi-paved and disturbed site used for cargo management activities adjacent to SR-47. Implementation of the proposed Project would include utility corridor and excavation, backfill and surface grading, paving, fencing, stormwater management, and ancillary equipment such as electric power for at-grade crossing controls. The former U.S. Customs House building would be demolished and the site cleared and paved. Full

buildout would include implementation of an above-grade crossing between Terminal Way and Cannery Street over the train tracks into the oval and paving of approximately 32 acres to the south of Phase 1. While the proposed Project does include the construction of an overcrossing over the railroad tracks and connecting the site with Cannery Street, the area in which the overcrossing would be constructed contains no buildings or other land uses that would be impacted by shade or shadow. The area contains an earthen slope for the existing grade separation of Cannery Street and Terminal Way which is landscaped with non-native ornamental landscaping. Therefore, impacts to daytime shade or shadow would be less than significant, and this issue will not be addressed further in the EIR.

4.2 AGRICULTURE AND FORESTRY RESOURCES

Would the Project:

a) 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 non-agricultural use?

No Impact. The Project site is located within the urban setting of the Port. The site is currently a semi-paved and disturbed site used for cargo management operations, including truck operations in the parking areas adjacent to the former U.S. Customs House and port-related activities adjacent to SR-47 and railyards. The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) develops maps and statistical data to be used for analyzing impacts on California's agricultural resources. According to the FMMP, the Project site is an area designated as Urban and Built-Up Land, which is defined as land occupied by structures that have a variety of uses including industrial, commercial, institutional facilities, railroad or other transportation yards (California Department of Conservation 2016 and 2017). There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance in the Project vicinity; therefore, none would be converted to accommodate the proposed Project. There would be no impact on designated farmland, and this issue will not be addressed further in the EIR.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Williamson Act, also known as the California Land Conversion Act of 1969 (California Government Code Section 51200 et seq.), preserves agricultural and open space lands from the conversion to urban land uses by establishing a contract between local governments and private landowners to voluntarily restrict their land holdings to agricultural or open space use. The Project site is not located on any lands with Williamson Act contracts. As such, the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur, and this issue will not be addressed further in the EIR.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. No portion of the Project site is zoned for forest land or timberland as defined in Public Resources Code Section 12220(g) and Government Code Section 4526, respectively. Therefore, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No impact would occur, and this issue will not be addressed further in the EIR.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As discussed in Section 4.2(c), the Project site does not include forest land, and the Project site is not located within or adjacent to forest lands. Therefore, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur, and this issue will not be addressed further in the EIR.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As discussed in Section 4.2(a) through 4.2(d), the Project site is developed and does not currently support farmland or forest land. Therefore, the proposed Project would not result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use. No impact would occur, and this issue will not be addressed further in the EIR.

4.3 AIR QUALITY

Would the Project:

a) Conflict with or obstruct implementation of the applicable air quality plans?

Potentially Significant Impact. The South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) are responsible for preparing an Air Quality Management Plan (AQMP), which implements federal Clean Air Act and California Clean Air Act requirements, and details goals, policies, and programs for improving air quality in the South Coast Air Basin. According to the SCAQMD, there are two key indicators of consistency with the 2016 AQMP: (1) whether the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP; and (2) whether the project would exceed the assumptions in the AQMP based on the year of project buildout. Equipment usage and activities during construction of the proposed Project would result in emissions of particulate matter (PM), oxides of nitrogen (NOx), oxides of sulfur (SOx), and carbon monoxide (CO) which could result in significant impacts to air quality in the area. The sources of emissions would include trucks, and on-road motor vehicles for equipment and material deliveries and workers commuting to and from the Project site. During operations, the proposed Project would result in

increased emissions of criteria air pollutants associated with increased capacity and facility throughput relative to baseline conditions. This impact is potentially significant. Further analysis of air quality impacts is warranted to determine whether the project would conflict with or obstruct implementation of the applicable plans for attainment and, if so, to determine the reasonable and feasible mitigation measures that could be imposed. This issue will be further evaluated in the EIR.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The Project site is located within the Los Angeles County portion of the South Coast Air Basin, which is designated as a non-attainment area for ozone (O_3), particulate matter smaller than or equal to 10 microns in diameter (PM_{10}), and $PM_{2.5}$. Project construction would result in combustion exhaust emissions from construction equipment and fugitive dust emissions. Project operation may result in increased emissions of criteria air pollutants associated with increased truck traffic and facility throughput compared with baseline levels. Therefore, the proposed Project has the potential to violate an air quality standard or contribute substantially to an existing or projected air quality violation. This issue will be further evaluated in the EIR.

c) 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 which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. Due to the elevated concentrations of air pollutants that currently occur in the South Coast Air Basin, the proposed Project, in conjunction with other related projects, has the potential to result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

As discussed in Section 4.3(b) above, construction activities associated with implementation of the proposed Project and long-term operation of the proposed Project have the potential to result in increases in air pollutant emissions, which, individually or cumulatively, would exceed established thresholds. This issue will be further evaluated in the EIR.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors represent members of the population that are more susceptible to health impacts from air emissions. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases.

The nearest sensitive receptor to the Project site are liveaboard residences located approximately 0.80 miles southwest from the Project site, at Al Larson Boat Yard. The nearest landside sensitive receptors are located in Rancho San Pedro located at East 2nd Street and North Harbor Boulevard approximately 1.10 miles from the Project site in San Pedro. Construction activity is expected to

generate on-site pollutant emissions associated with equipment exhaust, toxic air contaminant (TAC) emissions, and fugitive dust, potentially exposing nearby sensitive receptors to substantial pollutant concentrations. Operational activities, primarily increased truck traffic associated with transporting containers from the terminals to the site, may expose sensitive receptors to increased levels of air pollution. This issue will be further evaluated in the EIR.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Construction and operational activities of the proposed Project would increase air pollutants primarily due to the combustion of diesel fuel and limited paving activities. Short-term odors from the use of diesel-powered, heavy-duty equipment may occur during construction. Some individuals might find diesel combustion emissions to be objectionable in nature, although quantifying odorous impacts is difficult due to the complex mixture of chemicals in diesel exhaust and the differing odor thresholds of these constituent species. It is difficult to quantify the potential for changes in perceived odors even when air contaminant concentrations are known.

The mobile nature of most proposed Project emission sources would serve to disperse proposed Project emissions. Additionally, the distance between the proposed Project emission sources and the nearest sensitive receptor is expected to be far enough to allow for adequate dispersion of these emissions to below objectionable odor levels. Furthermore, the existing industrial setting of the proposed Project represents an already complex odor environment. For example, existing nearby container terminals include freight and goods movement activities that use diesel trucks and diesel cargo-handling equipment that generate similar diesel exhaust odors as would the proposed Project. Within this context, the proposed Project would not likely result in changes to the overall odor environment in the vicinity or at residential locations. Therefore, the proposed Project would not create objectionable odors affecting a substantial number of people. Impacts would be less than significant and will not be addressed further in the EIR.

4.4 BIOLOGICAL RESOURCES

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, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact. Over the years, LAHD, in conjunction with the Port of Long Beach, has worked with the state and federal resource agencies to conduct periodic evaluations of the biological resources within the Port complex to assess biological conditions of the various harbor habitats; the most recent evaluation was conducted in 2013-2014 (MBC 2016). The 2014 PMP identifies that most of the terrestrial area within the Port contains facilities and infrastructure such as buildings, roads, and paved container storage areas with limited vegetated habitats. Wildlife use of developed and most undeveloped areas within the area is limited, including for the Project site. The majority of species that are known or have the potential to occur are adapted to human-disturbed landscapes. Biologically sensitive areas within the Port include wetlands, marine habitats of

particular concern (eelgrass (*Zostera* ssp.), kelp (*Laminariales* ssp.)), and the designated California least tern (*Sternula antillarum browni*) nesting site. None of these areas are located in, within or near the Project site. The Project is not located adjacent to nor would it affect the waters of the channel. The California least tern nesting area is located approximately two miles southeast of the Project.

With the exception of the former U.S. Customs House, warehouse building and associated parking areas, the Project site consists mostly of open, vacant, and previously-disturbed land. On March 5, 2018, a cursory biological survey was performed at the Project site. The habitat within the oval dual set of tracks onsite consists of non-native, weedy vegetation and large patches of bare ground. A search of historical aerial imagery shows that the Project area was developed and contained a water treatment facility, was completely cleared of infrastructure around 2010, and has remained idle and mostly bare since that time. Given the lack of native vegetation, and the disturbed nature of the Project area, it is unlikely that any native wildlife would inhabit the area, with the exception of nesting birds. The Project area does have the potential to provide nesting habitat for the California Least tern. Preferred nesting habitats consist of sand dunes and sandy areas above the high tide line; however, least terns have been known to make their nests in sand, shell, or other fragmentary material, as well as gravel rooftops and a variety of deposited materials.

In order to protect the California Least tern while preserving Port functions, the Los Angeles Board of Harbor Commission (BHC) entered into a Memorandum of Agreement (MOA) for the creation and maintenance of an annual nesting site for the least terns with the California Department of Fish and Wildlife (CDFW), the US Fish and Wildlife Service (USFWS), and the USACE. The 15-acre nesting site is located on Pier 400, approximately two miles south of the Project site. The provision, protection, and maintenance of the nesting site is intended to allow the Port to conduct normal operations on sites throughout its land holds, while sustaining and increasing the California least tern population. The nesting site functions as an offset for other areas within the Ports of Los Angeles and Long Beach that might contain otherwise suitable habitat for the nesting season (roughly between April and August). The provisions of this MOA serve as compensation for other areas within the Port that could otherwise be used as a nesting site by the Least terns. The MOA has expired but has been renegotiated and will be brought before the BHC in 2018 prior to any project construction. It is anticipated that the site will continue to be maintained and preserved as it has historically. As a result, impacts to the only special status species that could possibly occur within the Project site would be less than significant and will not be addressed in the in the EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

No Impact. There is no riparian habitat or other sensitive natural community at or near the Project site. The majority of the Project site is vacant and surrounded by double active railroad tracks. The western portion of the Project site is currently developed with the former U.S. Customs House building, parking areas, and access roads. Therefore, there would be no impact to riparian habitat or other sensitive natural communities, and this issue will not be addressed further in the EIR.

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, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project site does not contain any federally-protected wetlands, nor does it require any activities that would impact off-site wetlands. The only federally designated wetlands within the Port are the Cabrillo marsh, a saltwater marsh nearly 2 miles southwest of the Project site located in the Outer Harbor, and a small freshwater marsh near 22nd Street (about 1.5 miles southwest of the Project site). Neither of these wetlands would be affected or otherwise disturbed by the proposed Project. Therefore, there would be no impact to protected wetlands, and this issue will not be addressed further in the EIR.

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?

No Impact. In an urban context, a wildlife migration corridor can be defined as a linear landscape feature of sufficient width and buffer to allow animal movement between two comparatively undisturbed habitat fragments, or between a habitat fragment and some vital resources, thereby encouraging population growth and diversity. A viable wildlife migration corridor consists of more than a path between fragmented habitats. A wildlife migration corridor must also include adequate vegetative cover and food sources for transient species, as well as resident populations of less mobile animals to survive. They must be extensive enough to allow for large animals to pass relatively undetected, be free of obstacles, and lack any other distraction that may hinder wildlife passage such as lights or noise.

There are no known terrestrial wildlife migration corridors within the Port complex, including the Project site. The proposed Project would not affect migratory fish or other aquatic life since it involves no development adjacent to or in the LA Main Channel or Seaplane Lagoon (MBC 2016). With the exception of the former U.S. Customs House, warehouse building and associated parking areas, the Project site consists mostly of open, vacant, and previously-disturbed land. As discussed above, the habitat consists of non-native, weedy vegetation and large patches of bare ground. As the majority of the Project site is surrounded by double active railroad tracks and has limited vegetation, its viability for migration is limited.

Migratory birds, including California Least tern and other tern species, are present at the Port complex. The Project site consists of sparse vegetation and a few non-native ornamental trees near the perimeter of the railroad tracks at the proposed grade separation location, as well as near the former U.S. Customs House site, which do not represent a viable wildlife corridor. Due to the lack of habitat onsite, migratory birds would not likely occupy the Project site. Therefore, the Project would not interfere with the movement of any native resident or migratory species, and no impact would occur. This issue will not be addressed further in the EIR.

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

No Impact. The City of Los Angeles ordinance protects certain species of native oak trees of certain dimensions (Ordinance 177404). No native oak trees or other native trees occur on the Project site. The Project site consists of sparse vegetation and a few non-native ornamental trees near the perimeter of the railroad tracks at the proposed grade separation location, as well as near the former U.S. Customs House site. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources. No impact would occur, and this issue will not be evaluated further in the EIR.

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?

No Impact. The Project site is not located within an adopted Natural Communities Conservation Plan (NCCP) or Habitat Conservation Plan (HCP). The nearest conservation plan area is the Rancho Palos Verdes NCCP, which is located 4.5 miles west of the Project site. The County of Los Angeles has established officially designated areas, referred to as significant ecological areas (SEAs), within the County that contain rare or unique biological resources. The Terminal Island (Pier 400) California Least tern nesting site is the only SEA in the Port, located 2 miles southwest of the Project site. No impact would occur, and this issue will not be further analyzed in the EIR.

4.5 CULTURAL RESOURCES

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in State CEQA Guidelines §15064.5?

Potentially Significant Impact. The proposed Project involves demolition and paving of the existing former U.S. Customs House site, which includes the former U.S. Customs House building, a historic resource eligible for listing in the National Register of Historic Places (NRHP) under Criterion C (illustrating a particular architectural style or construction technique) and Criterion G (property more than 50 years old) (SWCA 2011). Additional analyses would need to be prepared to determine if the proposed Project would result in an adverse effect to a NRHP-eligible property (36 CFR 800) or a substantial adverse change to a California Register of Historical Resources (CRHR) or a Historic-Cultural Monument (HCM) eligible historical resource (Section 15064.5(b) of the CEQA Guidelines). This issue will be further evaluated in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

Less Than Significant Impact. The proposed Project is located on Terminal Island, which is composed of artificial fill and was created in the twentieth century. The area has been highly disturbed by recent modern filling and construction in the 1980s and 1990s (POLA 2014b). The creation of Terminal Island and past backlands development graded the area to at least three feet below ground surface (POLA 2017). Construction of the proposed Project would include ground-

disturbing activities such as excavation with a maximum depth of 12 feet for utility services and paving. However, the site is disturbed with no native soils, and an encounter with or adverse change to an archaeological resource would not occur as installation of utilities infrastructure would not reach subsurface native soils Therefore, a less than significant impact would occur, and this issue will not be addressed further in the EIR.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The proposed Project is located on Terminal Island, which is composed of artificial fill and was created in the twentieth century. Construction of the proposed Project would occur primarily within recently deposited fill and not in any geologic layer that could yield unique paleontological resources. Therefore, an encounter with or adverse change to a paleontological resource would not occur, and this issue will not be addressed further in the EIR.

d) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. No known cemeteries or burials are known to have occurred at the Project site. The proposed Project is located on Terminal Island, which is composed of man-made engineered material constructed in the twentieth century. The site is currently a paved and disturbed site used for cargo operations. Implementation of the proposed Project would occur primarily within recently deposited sediment. Therefore, the proposed Project is not expected to encounter human remains. Nonetheless, the proposed Project would comply with the provisions of the California Health and Safety Code Section 7050.5, in the event that human remains are discovered during project construction, which requires there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains, and the Los Angeles County Coroner shall be notified. The coroner shall within two working days provide recommendations concerning the treatment and disposition of the human remains. If the remains and/or related resources, such as funerary objects, are determined to be of Native American origin, the coroner shall contact within 24 hours the Native American Heritage Commission. In accordance with California Public Resources Code Section 5097.98, the Native American Heritage Commission shall immediately notify the person it believes to be most likely descended from the deceased Native American. The most likely descendant shall be given access to the site where the remains were discovered and may make recommendations for the treatment and disposition of the remains, any related resources, and the potential for other remains. Work at the discovery site may commence only after consultation with the most likely descendant and treatment of the remains and any associated resources have been concluded. Work may continue on other parts of the project site while consultation and treatment are conducted. Therefore, no impact would occur, and this issue will not be addressed further in the EIR.

4.6 ENERGY

Would the Project:

a) Conflict with adopted energy conservation plans?

Potentially Significant Impact. The proposed Project would primarily require energy for equipment (diesel) and haul truck trips (gasoline) during construction, and for trucks to transport containers to/from terminals and facilities during operation. This issue will be further evaluated in the EIR.

b) Use non-renewable resources in a wasteful and inefficient manner?

Potentially Significant Impact. Energy (primarily as diesel fuel and gasoline) would be used during construction of the proposed Project. Energy expenditures during construction would be temporary, lasting for approximately 22 months. During operations, energy in the form of fuel would be used by trucks to transport containers to/from marine terminals and facilities. This issue will be further evaluated in the EIR.

c) Result in a need for new systems, or substantial alterations to power or natural gas?

Less Than Significant Impact. The Los Angeles Department of Water and Power (LADWP) is charged with maintaining sufficient capability to provide customers with a reliable source of power, and will continue to do so with proper planning and development of facilities in accordance with the City Charter, using such mechanisms as the Power Integrated Resources Plan. Based on the LADWP Power Integrated Resources Plan, electricity resources and reserves will adequately provide electricity to all of its customers, including the proposed Project. (LADWP 2017). Furthermore, because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, it is not anticipated that the electricity demand of the proposed Project, by itself, would not result in the need to construct new facilities. Therefore, a less than significant impact would occur, and this issue will not be addressed further in the EIR.

4.7 GEOLOGY AND SOILS

Would the Project:

a) 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.

Less Than Significant Impact. The proposed Project is located in the seismically active southern California region with numerous active fault lines, including three that are within or adjacent to the Project site. The Project is located approximately one mile east of the Palo Verdes Hills Fault Zone (POLA 2013). The Cabrillo Fault Line is located approximately 2 miles west of the Project site, and the THUMS-Huntington Beach Fault Line is located

approximately 2.5 miles to the southeast. The proposed Project would not include construction of any habitable structure, and all construction work would comply with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes relative to seismic criteria. Compliance with existing regulations would ensure a less than significant impact related to fault rupture. This issue will not be addressed further in the EIR.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The Project site is located within the seismically active southern California region, and like all locations within the area, is subject to strong seismic ground shaking. However, as discussed in Section 4.7(a)(i) above, the proposed Project would be designed and constructed in accordance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes relative to seismic criteria. Compliance with existing regulations would ensure a less than significant impact related to strong seismic ground shaking. This issue will not be addressed further in the EIR.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is the loss of soils strength or stiffness due to a buildup of pore-water pressure during strong ground-shaking activity and is typically associated with loose, granular, and saturated soils. According to the California Geological Survey's Earthquake Zones of Required Investigation San Pedro Quadrangle Map, Terminal Island is located entirely within a liquefaction zone as defined under Public Resources Code Section 2693(c) (CGS 1999). However, the proposed Project would be designed and constructed in compliance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes relative to liquefaction criteria. Compliance with existing regulations would ensure a less than significant impact related to seismic-related ground failure, including liquefaction. This issue will not be addressed further in the EIR.

iv) Landslides?

Less Than Significant Impact. Landslides occur when masses of rock, earth, or debris move down a slope. Landslides are caused by disturbances in the natural stability of a slope. They can accompany heavy rains or follow droughts, earthquakes, or volcanic eruptions. The Project site is relatively flat with no significant natural or graded slopes. Furthermore, Terminal Island is not located in an area identified for earthquake-induced landslide zones (CGS 1999). Therefore, construction and excavation activities would not be expected to increase the risk of landslides. Impacts associated with the risk of landslides would be less than significant, and this issue will not be addressed further in the EIR.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The proposed Project would include ground-disturbing activities,

such as excavation, grading and compaction of soil, and paving. Construction activities would expose soils for a limited time, allowing for possible erosion. However, excavation would comply with all applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code, which addresses grading, excavation, and fill. During construction, transport of sediments from the Project site by storm water runoff and winds would be prevented through the use of appropriate Best Management Practices (BMPs). Rule 403 dust control measures would be implemented as required by the SCAQMD. Additionally, LAHD would develop and implement an erosion control plan and a Storm Water Pollution Prevention Plan (SWPPP) for construction activities, in compliance with the latest National Pollutant Discharge Elimination System (NPDES) permit requirements for storm water discharges. Therefore, impacts associated with soil erosion or the loss of topsoil would be less than significant, and this issue will not be addressed further in the EIR.

c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. One of the major types of liquefaction induced ground failure is lateral spreading of mildly sloping ground. Lateral spreading involves primarily side-to-side movement of earth materials due to ground shaking, and is evidenced by near-vertical cracks to predominantly horizontal movement of the soil mass involved. As discussed in Sections 4.7(a)(iii) and 4.7(a)(iv) above, the Project site is located in an area identified as being at risk for liquefaction, but is not located within or adjacent to a designated hillside or landslide area. All construction work would adhere to the City of Los Angeles Building Code, and other applicable federal, state, and local codes relative to liquefaction criteria. Therefore, impacts associated with the risk of unstable soil relating to landslides, lateral spreading, or liquefaction would be less than significant.

Subsidence is the lowering of surface elevation due to changes occurring underground, such as the extraction of large amounts of groundwater, oil, or gas. When groundwater is extracted from aquifers at a rate that exceeds the rate of replenishment, overdraft occurs, which can lead to subsidence. However, the proposed Project does not anticipate the extraction of any groundwater, oil, or gas from the Project site. Therefore, subsidence would not occur.

Collapsible soils consist of loose dry materials that collapse and compact under the addition of water or excessive loading. Collapsible soils are prevalent throughout the southwestern United States, specifically in areas of young alluvial fans. Soil collapse occurs when the land surface is saturated at depths greater than those reached by typical rain events. However, the proposed Project would be constructed in accordance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes relative to seismic criteria. These building codes are designed to ensure safe construction. In addition, the proposed Project would not include the construction of any new habitable structures. Compliance with existing regulations would ensure a less than significant impact, and this issue will not be addressed further in the EIR.

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?

Less Than Significant Impact. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away. If soils consist of expansive clays, foundation movement and/or damage can occur if wetting and drying of the clay does not occur uniformly across the entire area. Expansive soils may be present within the Project area; however, structure construction would be limited to the addition of above-grade cargo access to the Project area during the full buildout phase. No new habitable structures would be constructed as part of the proposed Project. The proposed Project would be constructed in accordance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes. These building codes are designed to ensure safe construction. Therefore, compliance with existing regulations would ensure impacts associated with the risk of expansive soil would be less than significant, and this issue will not be addressed further in the EIR.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed Project would not include the construction or maintenance of septic tanks or alternative waste water disposal systems. Therefore, no impacts associated with the ability of soils to support septic tanks would occur, and this issue will not be addressed further in the EIR.

4.8 GREENHOUSE GAS EMISSIONS

Would the Project:

This section includes a description of the potential effects of GHGs and analyses of potential GHG emissions associated with the proposed Project. The method of analysis for Project emissions is consistent with the guidelines of the SCAQMD and LAHD's standard protocols.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. GHGs are gases that trap heat in the atmosphere and result from both natural processes and human activities. GHG emissions would be generated by equipment exhaust, truck trips, and worker commute trips during construction and truck trips during operation. This issue will be further evaluated in the EIR.

b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. Assembly Bill (AB) 32, signed by Governor Arnold Schwarzenegger in 2006, directs the State of California to reduce statewide GHG emissions to 1990 levels by the year 2020. In accordance with AB 32, the California Air Resources Board (CARB) developed the Climate Change Scoping Plan (Scoping Plan) in 2008, which outlines how the state will achieve the necessary GHG emission reductions to achieve this goal. In 2015, Executive Order B-30-15 was issued by Governor Edmund G. Brown Jr. and provided additional direction for the

Scoping Plan. Executive Order B-30-15 directs the State of California to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030.The Scoping Plan was updated in 2014 and again in 2017 to reflect the 2030 target set by Executive Order B-30-15 and codified by Senate Bill 32 (CARB 2018). The 2017 Scoping Plan integrates and builds on efforts already underway to reduce the State's GHG emissions and outlines eight approaches to addressing climate change, including integrated systems, promoting resilient economic growth, increasing carbon sequestration in natural and working lands, improving public health, environmental justice, setting the path to 2050, intergovernmental collaboration, and international efforts.

In May 2007, the City of Los Angeles Mayor's Office released the Green LA initiative, which presents a citywide framework to confront global climate change and create a cleaner, greener, sustainable Los Angeles (City of Los Angeles, 2007). The Green LA plan is a voluntary program that sets a goal of reducing the City's 18 greenhouse gas emissions to 35 percent below 1990 level by 2030. The plan includes various actions that have a GHG co-benefit and which have been incorporated into the San Pedro Bay Ports Clean Air Action Plan, including

- Trucks calling at the ports meeting or exceeding EPA's 2007 heavy-duty vehicle on-road emissions standards for particulate matter, and
- Cargo handling yard tractors meeting the EPA's 2007 on-road or Tier IV engine emission standards.

The proposed project would use stationary and mobile equipment that would be compliant with state and federal emissions requirements and adhere to control measures adopted by the State of California during construction and operation. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases and adapting to climate change. Impacts would be less than significant, and this issue will not be addressed further in the EIR.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The proposed Project's cargo management activities would require the onsite storage of truck and vehicle fuel and other materials in conjunction with the short term storage and transshipment of cargo. Hazardous substances and wastes could be transported to and stored, used, and generated on the proposed Project site during paving or repairs to existing pavement on the proposed Project site. These would include fuels for machinery and vehicles, new and used motor oils, cleaning solvents, paints, and storage containers and applicators containing such materials. These materials would be transported, used, and disposed of in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Additionally, a baseline testing of subsurface soils has been be completed by the Harbor Department, and no soil

contamination was discovered.

Construction activities would be conducted using BMPs in accordance with City guidelines, as detailed in the Development Best Management Practices Handbook (City of Los Angeles 2011), and the Los Angeles Municipal Code regulations (Chapter 5, Section 57, Division 4 and 5; Chapter 6, Article 4). In compliance with the State General Permit for Storm Water Discharges Associated with Construction Activity and a Project-specific SWPPP, standard BMPs would be used during construction activities to minimize runoff of contaminants and clean-up any spills. Applicable BMPs include but are not limited to controls for vehicle and equipment fueling and maintenance; material delivery, storage, and use; spill prevention and control; and solid and hazardous waste management. Therefore, implementation of construction standards would minimize the potential for an accidental release of fuel and hazardous materials during construction activities at the Project site. Upon operation of the proposed Project, the handling and storage of hazardous materials is not anticipated during project operation. As such, impacts would be less than significant, and this issue will not be addressed further in the EIR.

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?

Less Than Significant Impact. As discussed under Section 4.9(a), hazardous substances and wastes could be stored and used on the Project site during construction. Accidental spills, leaks, fires, explosions, or pressure releases involving hazardous materials represent a potential threat to human health and the environment if not properly treated. Accident prevention and containment would be the responsibility of the construction contractors, and provisions to properly manage hazardous substances and wastes are typically included in construction specifications. The most likely spills or releases of hazardous materials during construction would involve petroleum products, such as diesel fuel, oils, and lubricants. All storage, handling, and disposal of these materials are regulated by the Department of Toxic Substances Control (DTSC), U.S. Environmental Protection Agency, Occupational Safety and Health Administration, and the Los Angeles City and County Fire Departments. As such, impacts related to the release of hazardous materials into the environment during construction would be less than significant with adherence to required regulations and standards, and this issue will not be addressed further in the EIR.

The handling and release of hazardous materials into the environment is not anticipated during project operation. As such, impacts would be less than significant, and this issue will not be addressed further in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no schools located within 0.25 mile of the proposed Project. The nearest schools are Port of Los Angeles High School (250 West 5th Avenue) approximately 1.3 miles west of the Project site and Barton Hill Elementary School (423 North Pacific Avenue), which is approximately 1.6 miles west of the Project site. Therefore, no impact would occur, and this issue will not be addressed further in the EIR.

d) Be located on a site which 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?

Less Than Significant Impact. A review of all Cortese List data resources was conducted to determine if the proposed Project is located on a hazardous materials site or included on any list of hazardous materials sites compiled pursuant to California Government Code, Section 65962.5 (CalEPA 2018, DTSC 2018, SWRCB 2018, and USEPA 2018). The former U.S. Customs House, located on the Project site, was listed as a State Water Regional Control Board (SWRCB) leaking underground storage tank (LUST) cleanup site. The LUST cleanup site case was opened in January 1997 and closed in May 1997 (SWRCB 2018). To the north of the former U.S. Customs House building is a permitted Underground Storage Tank. Additionally, the northern portion of the Project site has three military evaluation sites that were formerly used defense sites with confirmed or unconfirmed releases. Berth 212-215 Part-LA and the CA Shipbuilding Corp sites are inactive cleanup sites needing evaluation as of July 2005. This cleanup status identifies non-active sites where the DTSC has determined a Preliminary Endangerment Assessment or other evaluation is required. The Naval Air Base site cleanup status is listed as No Further Action as of September 2007 which DTSC has determined after investigation that the property does not pose a problem to public health or the environment. Therefore, impacts would be less than significant, and this issue will not be addressed further in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the Project area?

No Impact. The Project site is not located within two miles of a public airport or within an airport land use plan. The nearest airports are the Torrance Municipal Airport – Zamperini Field, which is located approximately 5.9 miles northwest of the proposed Project; and the Long Beach Airport, which is located approximately 8.1 miles northeast of the proposed Project. No impact would occur, and this issue will not be addressed further in the EIR.

f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the Project area?

No Impact. There are no private airstrips in the vicinity of the proposed Project. The nearest helipads are the Island Express helipads located at the Catalina Air and Sea Terminal helipad located approximately 0.86 mile west of the Project site, and the 1175 Queens Freeway located 3.8 miles east

of the Project site. As the proposed Project is not located in the vicinity of a private airstrip, and operation of the proposed Project would not result in a safety hazard for people residing or working in the area, no impact would occur, and this issue will not be addressed further in the EIR.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The Project site would be fully located within a previously developed site, not containing any public roadways. However, SR-47, located to the north of the Project site is listed as a primary disaster route in the Los Angeles County Operational Area Disaster Routes (DPW 2012). Additionally, Ferry Street along the western boundary of the proposed Project, Cannery Street along the southern boundary, and SR-47 are utilized in the Los Angeles tsunami evacuation routes (EMD 2018). Implementation of the proposed Project would not require the closure of roads and would not restrict access to or around the Project site. No physical changes would result to the disaster or evacuation routes. Therefore, the construction and operation of the proposed Project would not interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant, and this issue will not be addressed further in the EIR.

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?

No Impact. According to the City of Los Angeles General Plan Safety Element, Selected Wildfire Hazard Area Map (City of Los Angeles 1996), the proposed Project is not located in a wildland fire hazard area. Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur, and this issue will not be addressed further in the EIR.

4.10 HYDROLOGY AND WATER QUALITY

Would the Project:

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Construction activities associated with the proposed Project, such as excavation, would result in the disturbance of soil and temporarily increase the potential for soil erosion. The proposed Project would implement low impact development standards to comply with the requirements of the NPDES for stormwater and non-stormwater discharges (County of Los Angeles 2014). Additionally, construction activities and equipment would require the on-site use and storage of fuels, lubricants, and other hydrocarbon fluids. Storm events occurring during the construction phase could carry disturbed sediments and spilled substances from construction activities off-site to nearby receiving waters; however, a General Construction Activity Storm Water Permit, issued by the SWRCB would be obtained by LAHD. One of the conditions of the General Permit is the development and the implementation of a SWPPP, which would identify structural and nonstructural BMPs to be implemented during the construction phase. During operation, the rate,

volume, or pollutant load of stormwater runoff from the proposed Project in the long term would be managed through the compliance of local, state, and national water quality and waste discharge standards. Therefore, impacts related to water quality standards and waste discharge requirements would be less than significant, and this issue will not be addressed further in the EIR.

b) 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 local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. The Project site does not currently allow for groundwater recharge because it is located on an artificial island. Therefore, implementation of the proposed Project would not affect the location or rate of groundwater recharge. Furthermore, the proposed Project involves the short-term storage and movement of containers on site and does not involve consumptive uses of water and does not propose use of groundwater for any reason. Therefore, impacts associated with groundwater supplies or recharge would be less than significant, and this issue will not be addressed further in the EIR.

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 which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. There are no streams or rivers located nearby that would be affected by the proposed Project. The proposed Project would be located within previously developed and disturbed areas. Construction activities would temporarily increase the potential for erosion due to excavation. However, compliance with the SWPPP and the erosion control plan developed for the proposed Project would minimize impacts during construction. Approximately 62 acres of the Project site would be paved during Phase 1 and 32 acres would be paved during Phase 2, thereby increasing the amount of impervious surface during operation. However, construction of the proposed Project would include a new storm drainage system with approximately 5,000 linear feet of storm drainage pipes during implementation of the proposed Project. As such, all drainage flows would be routed through the on-site storm water facilities which would connect to the existing storm water infrastructure. Therefore, impacts associated with altering the existing drainage pattern of the site would be less than significant, and this issue will not be addressed further in the EIR.

d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. As discussed in Section 4.10(c), there are no streams or rivers located nearby that would be affected by the proposed Project. The proposed Project would be located within previously developed and disturbed areas. However, at full buildout, the proposed Project would pave the majority of the Project site, thereby increasing the amount of impervious surface. As discussed above, BMPs would be implemented to control runoff from the Project site during construction. Therefore, no flooding is expected to occur on- or off-site as a result of the

proposed Project construction. During Project operation, long-term BMPs would be implemented to control runoff at the Project site pursuant to the Standard Urban Storm Water Management Plan, and any runoff would be routed through the on-site storm water facilities constructed as part of the proposed Project, which would connect to the existing storm water infrastructure. Impacts would be less than significant, and the issue will not be addressed further in the EIR.

e) 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. Construction activities would require water, as necessary, to control fugitive dust. Fugitive dust emissions at the construction site would be controlled by water trucks equipped with spray nozzles. Construction water needs would generate minimal quantities of discharge water, which would drain into storm drains located within or adjacent to the Project site. As discussed in Section 4.10(a), the proposed Project would construct approximately 5,000 linear feet of storm drainage pipes, which would connect to existing storm water infrastructure. In addition, BMPs would be identified in the SWPPP developed for the proposed Project pursuant to the NPDES permit requirements to control runoff from the Project site during construction. Thus, the proposed Project would not create or contribute runoff which would exceed drainage system capacity, nor would it provide substantial additional sources of polluted runoff. The impact would be less than significant, and the issue will not be addressed further in the EIR.

As discussed above, the proposed Project would pave the majority of the Project site at full buildout (Phase 2), thereby increasing the amount of impervious surface. During Project operation, long-term BMPs would be implemented to control runoff at the Project site pursuant to the Standard Urban Storm Water Management Plan, and any runoff would be routed through the on-site storm water facilities constructed as part of the proposed Project, which would connect to the existing storm water infrastructure. Impacts would be less than significant, and the issue will not be addressed further in the EIR.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. As discussed in Section 4.10(a) above, construction activities associated with the proposed Project, such as excavation, would result in the disturbance of soil and temporarily increase the potential for soil erosion. The proposed Project would implement low impact development standards to comply with NPDES requirements, obtain a SWRCB General Construction Activity Storm Water Permit, and develop a SWPPP, which would identify structural and nonstructural BMPs to be implemented during the construction phase. During operation, the rate, volume, or pollutant load of stormwater runoff from the proposed Project in the long term would be managed through the compliance of local, state, and national water quality and waste discharge standards. Therefore, impacts related to water quality standards and waste discharge requirements would be less than significant, and this issue will not be addressed further in the EIR.

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?

No Impact. The Project site is not located within a Federal Emergency Management Agency 100-year or 500-year flood zone. The proposed Project is located in an area of minimal flood hazard (Zone X) (FEMA 2008). Additionally, the proposed Project does not include housing or habitable structures. No impact would occur, and this issue will not be addressed further in the EIR.

h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. As discussed in Section 4.10(g), the proposed Project is not located within a Federal Emergency Management Agency 100-year or 500-year flood zone and does not propose any housing or structures that would impede or redirect flood flows. Therefore, no impact to flood flows would occur, and this issue will not be addressed further in the EIR.

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?

Less Than Significant Impact. According to the Los Angeles General Plan Safety Element, the Project site is within a potential inundation area (City of Los Angeles 1996). Catastrophic failure of a major dam or levee as a result of an earthquake is regarded as unlikely. In addition, the proposed Project does not include housing or habitable structures. Therefore, the impact associated with risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would be less than significant, and this issue will not be addressed further in the EIR.

j) Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. Seiches are oscillations generated in enclosed bodies of water usually as a result of earthquake-related ground shaking. A seiche wave has the potential to overflow the sides of a containing basin to inundate adjacent or downstream areas. Seiches primarily cause damage to properties that are located adjacent to a body of water. Although the Project site is located near the Main LA Channel and Seaplane Lagoon, a seiche would not likely form in the channel due to the open nature of the channel. The risk associated with the formation of a seiche resulting in damage to the proposed Project is considered low.

According to the Los Angeles General Plan Safety Element, the Project site is located within a potential tsunami impact area (City of Los Angeles 1996). However, the proposed Project would not construct any habitable structures.

No portion of the Project site is located within a hillside area and the site would not be subject to a landslide. There is no potential for inundation from mudflow to occur. Therefore, construction of the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. Impacts would be less than significant, and this issue will not be addressed further in the EIR.

4.11 LAND USE AND PLANNING

This section contains a description and analysis of the land use and planning considerations that would result from the implementation of the proposed Project.

Would the Project:

a) Physically divide an established community?

No Impact. The proposed Project is located in a heavy industrial area that does not contain any established communities. The physical division of an established community typically refers to the construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access (i.e., a local road or bridge) that would impair mobility within an existing community or between a community and outlying area. Under the existing conditions, the Project site is not used as a connection between established communities. Instead, connectivity in the surrounding area is facilitated via local roadways. Therefore, no impacts associated with physical division of an established community would occur, and this issue will not be addressed further in the EIR.

b) 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. The City General Plan Land Use Element is comprised of the City's 35 community plans. The proposed Project falls under the Port of Los Angeles Community Plan Area, which designates the Project site as Port of Los Angeles. The Project site is located in Planning Area 3 of the PMP. Of the Port's nine container terminals, six are located in Planning Area 3 and this planning area focuses on container operations (POLA 2014a). The Project site is designated for Maritime Support, Institutional, and Liquid Bulk in the PMP.

The western portion of the Project site is designated for Maritime Support and the proposed Project's activities would be consistent with existing uses in Planning Area 3 and this land use designation. However, the former LAXT site is specifically designated for Liquid Bulk uses for water-dependent uses focused on storage, receipt, and delivery of liquid bulk commodities. The proposed Project would not be utilized for liquid bulk uses during operation. As such, this issue will be further evaluated in the EIR.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. As discussed in response to Section 4.4(f), there is no adopted habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservation plan that overlays the Project site. Thus, the proposed Project would not be subject to the provisions of any such conservation plans. No impact would occur, and this issue will not be addressed further in the EIR.

4.12 MINERAL RESOURCES

Would the Project:

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?

No Impact. According to the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, no gas, geothermal, or other known wells are located on the Project site. There are oil and gas production wells north and east of the Project site, although the majority of wells are plugged. The closest well is located approximately 0.3-mile west of the Project site and is operated by the City of Los Angeles (DOC 2018). According to Exhibit A of the City of Los Angeles General Plan Conservation Element, the northeastern portion of the Project site is located within the Wilmington State Designated Oil Field mineral resource zone (City of Los Angeles 2001 and DOC 2018). However, no current oil extraction occurs on the Project site. As such, the proposed Project would neither result in a land use conflict with the existing oil extraction nor would it preclude future oil extraction on underlying deposits. The proposed Project would not 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. Impacts would not occur, and this issue will not be addressed further in the EIR.

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?

Less Than Significant Impact. According to Exhibit A of the City of Los Angeles General Plan Conservation Element, a portion of the Project site is located within a State Designated Oil Field mineral resource zone (City of Los Angeles 2001). However, no current oil extraction occurs on the Project site. Further, as discussed in Section 4.12(a), no gas, geothermal, or other known wells are located on the Project site. As such, the proposed Project would neither result in a land use conflict with the existing oil extraction nor would it preclude future oil extraction on underlying deposits. Therefore, implementation of the proposed Project would not result in the loss of availability of a locally important mineral resource recovery site. Impacts would be less than significant, and this issue will not be addressed further in the EIR.

4.13 NOISE

Would the Project Result In:

a) 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?

Potentially Significant Impact A significant impact would occur if the proposed Project would expose persons to or generate noise levels in excess of standards established in the local general plan, noise ordinance, or other applicable standards. Construction activity has the potential to generate noise levels in excess of City standards and in proximity to sensitive noise receptors, such as residential uses. Operation of the proposed Project would result in an increased utilization of the site as well as operations outside of normal Port working hours. As part of the preparation of the EIR, a noise study will be conducted for the proposed Project. As such, the EIR will identify relevant noise

standards and evaluate noise levels associated with Project construction and operation. This issue will be further evaluated in the EIR.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Groundborne vibration is a small, rapidly fluctuating motion transmitted through the ground that diminishes (attenuates) fairly rapidly over distance. Pile driving activities may be required during Project construction. As part of the preparation of the EIR, a noise study will be conducted for the proposed Project and will analyze the degree of vibration impacts that would be attributable to the proposed Project during construction and operation. This issue will be further evaluated in the EIR.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As discussed in Section 4.13(a), noise impacts attributable to the proposed Project during construction and operation will be evaluated in the EIR.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As discussed in Section 4.13(a), noise impacts attributable to the proposed Project during construction and operation will be evaluated in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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 Project site is not located within two miles of a public airport or located within an airport land use plan. The nearest airports are the Torrance Municipal Airport – Zamperini Field, which is located approximately 5.9 miles northwest of the proposed Project; and the Long Beach Airport, which is located approximately 8.1 miles northeast of the proposed Project. Therefore, the proposed Project would not expose people residing or working on the Project site to excessive noise levels. No impact would occur, and this issue will not be addressed further in the EIR.

f) For a project 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. There are no private airstrips in the vicinity of the proposed Project. The nearest helipads are the Island Express helipads located at the Catalina Air and Sea Terminal helipad, approximately 0.86 mile west of the Project site, and the 1175 Queens Freeway helipad, located 3.8 miles east of the Project site. Because the proposed Project is not located in the vicinity of a private airstrip, operation of the proposed Project would not expose people residing or working in the Project site to excessive noise levels. No impact would result, and this issue will not be addressed further in the EIR.

4.14 POPULATION AND HOUSING

Would the Project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The proposed Project involves the operation of cargo management activities. No residential uses or other land uses typically associated with directly inducing population growth are included as part of the proposed Project. As such, it is not anticipated that people would relocate into the area as a result of the proposed Project.

The proposed Project would not construct new or extend existing utilities or infrastructure into areas not currently served by such improvements. Thus, the proposed Project would not indirectly induce population growth. Therefore, no impacts associated with population growth inducement would occur, and this issue will not be addressed further in the EIR.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project would continue and expand cargo management operations within the Project site, which does not contain any housing. As such, the proposed Project would not displace existing housing and would not necessitate the construction of replacement housing elsewhere. No impact would occur, and this issue will not be addressed further in the EIR.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. As discussed in Section 4.14(b), the Project site currently does not support housing; therefore, people would not be displaced due to implementation of the proposed Project. As such, the proposed Project would not necessitate the construction of replacement housing elsewhere. No impact would occur, and this issue will not be addressed further in the EIR.

4.15 PUBLIC SERVICES

Would the Project:

a) 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, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

i) Fire Protection?

Less Than Significant Impact. Fire protection services for the Project site are currently provided by the Los Angeles County Fire Department (LAFD). The closest station is Fire Station No. 40 (330 Ferry Street), which is located directly adjacent to the Project site. Once

operational, the proposed Project would continue to be served by the LAFD. Additionally, as previously discussed in Section 4.14(a), the proposed Project would not directly or indirectly induce population growth, and therefore would not increase the demand for fire services and would neither require the expansion of existing facilities nor the construction of new fire facilities. Overall, it is anticipated that the proposed Project would be adequately served by existing LAFD facilities, equipment, and personnel. Therefore, impacts associated with the construction or expansion of LAFD facilities would be less than significant, and this issue will not be addressed further in the EIR.

ii) Police protection?

Less Than Significant Impact. The Los Angeles Port Police (Port Police) provides the primary law enforcement services within the Port of Los Angeles jurisdiction. The closest station is the Port Police headquarters (330 South Centre Street), which is located approximately 1.3 miles southwest of the Project site. The Port Police are responsible for 43 miles of waterfront within the POLA area. Similar to fire protection services, the Project site is already within the service area of the Port Police and the Los Angeles Police Department, and once operational, the proposed Project would continue to be served by them. Additionally, as previously discussed in Section 4.14(a), the proposed Project would not directly or indirectly induce population growth, and therefore would not increase the demand for police services and would neither require the expansion of existing facilities nor the construction of new police facilities. Therefore, impacts associated with the construction or expansion of police facilities would be less than significant, and this issue will not be addressed further in the EIR.

iii) Schools?

No Impact. Public kindergarten through high school education in the City is provided by the Los Angeles Unified School District. As previously discussed in Section 4.14(a), the proposed Project would not directly or indirectly induce population growth in the City. Up to six full-time employees are anticipated for operation of the Proposed Project. The employees hired for operation of the proposed Project would come from the region, and it is not anticipated that people would relocate as a result of the proposed Project. As such, an increase in school-age children requiring public education is not expected to occur as a result of the proposed Project. Therefore, no impacts associated with the construction or expansion of school facilities would occur, and this issue will not be addressed further in the EIR.

iv) Parks?

No Impact. Residential developments typically have the greatest potential to result in impacts to parks since these types of developments generate a permanent increase in residential population. As previously stated, the proposed Project does not include development of any residential uses or other land uses that would generate new permanent residences that would increase the demand for local and regional park facilities. Therefore, no impacts associated with the construction or expansion of park facilities would occur, and

this issue will not be addressed further in the EIR.

v) Other public facilities?

No Impact. As discussed above, the proposed Project does not include development of residential or commercial uses and would not increase the demand for other public facilities. The proposed Project would not result in indirect population growth, which could increase demand for other public facilities. The proposed Project is not anticipated to affect libraries, community centers, or other public facilities located near the Project site. Therefore, no impacts associated with the construction or expansion of public facilities would occur, and this issue will not be addressed further in the EIR.

4.16 RECREATION

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?

No Impact. Demand for neighborhood or regional parks or other recreational facilities is primarily generated by an increase in the permanent residential population. The proposed Project does not include development of residential or commercial uses that may increase the use of existing neighborhood parks in the vicinity such that substantial physical deterioration of the facility or an increase in park facilities would occur or be accelerated. Therefore, impacts associated with parks or other recreational facilities would not occur, and this issue will not be addressed further in the EIR.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impacts to recreational facilities would result that might have an adverse physical effect on the environment, and this issue will not be addressed further in the EIR.

4.17 TRANSPORTATION AND TRAFFIC

Would the Project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact. The proposed Project has the potential to impact the capacity of the existing circulation system based on the applicable measures of effectiveness as designated by the City of Los Angeles General Plan or the PMP including the infrastructure for all elements of ground transportation such as intersections, streets, highways and freeways, pedestrian and bicycle facilities

and transit stations and services. As such, transportation impacts associated with the proposed Project during both construction and operation will be further evaluated in the EIR.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. Project-related traffic impacts could occur during construction and operation. Therefore, the EIR will include an analysis of the proposed Project's effects on the County of Los Angeles Congestion Management Program. This issue will be further evaluated in the EIR.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The Project site is not located within two miles of a public airport or within an airport land use plan. Construction and operation of the proposed Project would not generate air traffic. Further, the proposed Project would not include any high-rise structures that could act as a hazard to aircraft navigation. Therefore, the proposed Project would not result in a change in air traffic patterns that could increase traffic levels or result in substantial safety risks. No impact would occur, and this issue will not be addressed further in the EIR.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The proposed Project would construct an above-grade crossing between Terminal Way and Cannery Street over the train tracks and into the oval, providing access to the site. The majority of the above-grade crossing would be constructed within the Project site. Offsite construction would be limited to the connection of the above-grade access road to the existing adjacent roadways and related signage and/or traffic controls to avoid adverse impacts to POLA traffic circulation. The above-grade crossing would not include a dangerous design feature nor would it be considered an incompatible use. Therefore, impacts associated with increased hazards due to a design feature or incompatible uses would be less than significant, and this issue will not be addressed further in the EIR.

e) Result in inadequate emergency access?

No Impact. The County of Los Angeles has designated disaster routes throughout the County. Disaster routes are freeway, highway, or arterial routes pre-identified for use during times of crisis. These routes are used to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property, and minimize impact to the environment (DPW 2012). During a disaster, these routes have priority for clearing, repairing, and restoration over all other roads. The nearest disaster routes to the Project site include Harbor Freeway (I-110), Terminal Island Freeway (SR-103), Seaside Avenue/Ocean Boulevard (CA-47), Harry Bridges Boulevard, Henry Ford Avenue, and Ocean Boulevard. The proposed Project would not alter or change existing emergency access; therefore, the proposed Project would not result in inadequate emergency access. No impact would occur, and this issue will not be addressed further in the EIR.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The proposed Project does not include any modifications to existing roadways on Terminal Island that support current or future bike lanes or bus stops. The proposed Project itself would not include visitor-serving uses that would benefit from alternative modes of transportation due to the industrial nature of the Project site. Therefore, the proposed Project would not conflict with policies, plans, or programs supporting alternative transportation (e.g. public transit, bicycles, pedestrian facilities, etc.). No impact would occur, and this issue will not be addressed further in the EIR.

4.18 TRIBAL CULTURAL RESOURCES

This section evaluates impacts related to tribal cultural resources associated with the implementation of the proposed Project. Pursuant to Assembly Bill No. 52, a lead agency is required to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed Project if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area. To date, the LAHD has not received any such requests.

Would the Project:

Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

Less Than Significant Impact. As discussed in Section 4.5, Cultural Resources, the potential to discover an unknown tribal cultural resource within the Project site is very low as the site is underlain by artificial fill. Implementation of the proposed Project would include demolition of the former U.S. Customs House building, which is eligible for listing as an historic resource under the NRHP, CRHR, and HCM under Criterion C (illustrating a particular architectural style or construction technique) and Criterion G (property more than 50 years old); but does not have any significance as a tribal cultural resource (SWCA 2011). Therefore, an encounter with or adverse change to tribal cultural resources are not anticipated. No evidence of tribal cultural resources has been identified within or adjacent to the Project site. Therefore, the proposed Project would not result in a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in a state or local register of historical resources, and impacts would be less than significant. This issue will not be addressed further in the EIR.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact. Please see the response to 4.18(a), above. Pursuant to Assembly Bill No. 52, LAHD will consult with California Native American tribe that request consultation in association with the proposed Project. If any Tribal Cultural Resources are identified during the AB 52 process, LAHD will address this issue further in the EIR.

4.19 UTILITIES AND SERVICE SYSTEMS

Would the Project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. The City of LA Bureau of Sanitation operates more than 6,700 miles of public sewers that convey about 400 million gallons per day of flow from residences and businesses to the City's four wastewater treatment and water reclamation plants (City of Los Angeles 2018). The proposed Project is served by the Terminal Island Water Reclamation Plant. As discussed above, a SWPPP and erosion control plan would be prepared for the proposed Project that would specify appropriate BMPs to control runoff from the Project site during construction. Additionally, any wastewater discharged by the proposed Project must comply with NPDES requirements. Wastewater generated by the proposed Project would be collected and transported through existing local, trunk, and mainline sewers. The quality of wastewater from the proposed Project is expected to be typical and would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. Therefore, impacts associated with wastewater treatment requirements are less than significant, and this issue will not be addressed further in the EIR.

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?

Less Than Significant Impact. As discussed in Section 4.19(a), wastewater treatment for the Project site is served by the Terminal Island Water Reclamation Plant. The Los Angeles Department of Water and Power provides potable water services to the Project site. The proposed Project includes a trailer-type building that would be located on the former U.S. Customs House site with restroom facilities and vending machines for use by truck drivers utilizing HPEC. These facilities would be approximately 2,000 square feet in size, and are not anticipated to result in a large increase in the generation of wastewater or consumption of potable water. The additional six personnel required for operation of the proposed Project would generate negligible amounts of wastewater and consume negligible amounts of potable water. Additionally, as previously discussed in Section 4.14(a), the proposed Project would not directly or indirectly induce population growth, resulting in the construction of new water or wastewater facilities. Therefore, impacts associated with the

construction of new water and wastewater facilities would be less than significant, and this issue will not be addressed further in the EIR.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. As discussed in Section 4.10(a), the proposed Project would construct approximately 5,000 linear feet of storm drainage pipes, which would connect to existing storm water infrastructure, prior to paving the site. No expansion of existing stormwater facilities is anticipated. The project would be designed to capture and infiltrate stormwater in compliance with the Standard Urban Storm Water Management Plan, and it is not anticipated that the storm drainage pipes constructed for the proposed Project would cause environmental impacts that have not been previously addressed in this NOP/IS. Impacts would be less than significant, and the issue will not be addressed further in the EIR.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. As discussed in Section 4.19(b), the Los Angeles Department of Water and Power provides potable water services to the Project site. The proposed Project includes a trailer-type building that would be located on the former U.S. Customs House site with restroom facilities and vending machines for use by truck drivers utilizing HPEC; however, these facilities are minimal (approximately 2,000 square feet) and would not result in a large increase in the consumption of potable water. The additional six personnel required for operation of the proposed Project would consume negligible amounts of potable water. Additionally, as previously discussed in Section 4.14(a), the proposed Project would not directly or indirectly induce population growth, which would necessitate additional water supplies. Therefore, impacts associated with water supply demand would be less than significant, and this issue will not be addressed further in the EIR.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As discussed in Section 4.19(b), wastewater treatment for the Project site is served by the Terminal Island Water Reclamation Plant. The proposed Project includes a trailer-type building that would be located on the former U.S. Customs House site with restroom facilities and vending machines for use by truck drivers utilizing HPEC; however, these facilities are minimal (approximately 2,000 square feet) and would not result in a large increase in wastewater generation. The additional six personnel required for operation of the proposed Project would generate negligible amounts of wastewater. Additionally, as previously discussed in Section 4.14(a), the proposed Project would not directly or indirectly induce population growth. Therefore, impacts associated with wastewater treatment capacity would be less than significant, and this issue will not be addressed further in the EIR.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. Construction activities would generate construction waste, such as demolition debris. Proposed Project construction would incorporate source reduction techniques and recycling measures and maintain a recycling program to divert waste in accordance LAHD's Construction and Maintenance Division (POLA 2013). These measures would minimize the amount of construction debris generated by the proposed Project that would need to be disposed of in an area landfill. A baseline testing of subsurface soils has been completed by the Harbor Department, and no soil contamination was discovered; therefore, no excavated soils would be contaminated that would require disposal at an authorized offsite facility. Any non-recyclable construction waste generated would be disposed of at a landfill approved to accept such materials.

The majority of solid waste that would be generated during construction would be from the demolition of the former U.S. Customs House, which would result in approximately 28,009 cubic yards or 56,018 tons of debris. The Lancaster Landfill and Recycling Center is located approximately 96 miles north of the Project site. As of 2012, it has a remaining capacity of 14.5 million cubic yards and a daily permitted throughput of 5,100 tons. Therefore, the Lancaster Landfill and Recycling Center has sufficient capacity to handle the construction debris generated by the demolition of the former U.S. Customs House. Limited quantities of solid waste would be generated during Project operation and would comply with state and local policies and ordinances to reduce solid waste. Compliance with existing regulations would ensure a less than significant impact. This issue will not be addressed further in the EIR.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. The proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. As discussed in Section 4.19(f) above, construction debris would be recycled or disposed of according to local and regional standards. All materials would be handled and disposed of in accordance with existing local, state, and federal regulations. Compliance with existing regulations would ensure a less than significant impact, and this issue will not be addressed further in the EIR.

4.20 MANDATORY FINDINGS OF SIGNIFICANCE

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. As discussed in Section 4.4, Biological Resources, impacts are less than significant. However, the proposed Project has the potential to impact historical resources as discussed in Section 4.5, Cultural Resources. As such, potential impacts related to cultural resources will be evaluated in the EIR.

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, in conjunction with other past, present, and reasonably foreseeable future related projects, has the potential to result in significant cumulative impacts when the independent impacts of the proposed Project and the impacts of related projects combine to create impacts greater than those of the proposed Project alone. The cumulative impacts addressed in the EIR will be the same as the individual resource areas to be evaluated in the EIR, which include Initial Study Checklist Items associated with: aesthetics (criterion c), air quality (criteria a, b, c and d), cultural resources (criterion a), energy (criteria a and b), greenhouse gas emissions (criterion a), land use and planning (criterion b), noise (criteria a, b, c, and d), and transportation and traffic (criteria a and b).

The proposed Project would not contribute to cumulative impacts for those environmental issues that were demonstrated by this Initial Study to be less than significant or to have no impact. As discussed under each issue area in Sections 4.1 through 4.19 of this NOP/IS, the proposed Project would not result in significant impacts to agricultural and forestry resources, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, tribal cultural resources, or utilities and services systems. No mitigation would be required. In the absence of significant project-level impacts, the incremental contribution of the proposed Project would not be cumulatively considerable and will not be addressed further in the EIR.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. The proposed Project could result in adverse impacts on human beings, either directly or indirectly. This issue will be further evaluated in the EIR.

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6.0 ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AQMP	Air Quality Management Plan
BHC	Los Angeles Board of Harbor Commission
BMP	Best Management Practice
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Los Angeles
CO	carbon monoxide
CRHR	California Register of Historical Resources
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
HCM	Historic-Cultural Monument
HCP	Habitat Conservation Plan
HPEC Project	Harbor Performance Enhancement Center or proposed Project
I-	Interstate
IS	Initial Study
LAFD	Los Angeles County Fire Department
LAHD	Los Angeles Harbor Department
LAXT	Los Angeles Export Terminal
LUST	leaking underground storage tank
MOA	Memorandum of Agreement
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
NHPA	National Historic Preservation Act
NOP	Notice of Preparation
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
PM	particulate matter
$PM_{2.5}$	particulate matter smaller than or equal to 2.5 microns in diameter
PM_{10}	particulate matter smaller than or equal to 10 microns in diameter
PMP	Port Master Plan
POLA	Port of Los Angeles
POLB	Port of Long Beach
Port	Port of Los Angeles
Port Police	Los Angeles Port Police
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SEA	significant ecological area
SO_X	oxides of sulfur
SR-	State Route
SWPPP	Storm Water Pollution Prevention Program
SWRCB	State Water Regional Control Board
TAC	toxic air contaminant
TEU	twenty-foot equivalent units

USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service

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