

DRAFT MITIGATION MONITORING AND REPORTING PROGRAM

Document considered draft until Board considers document

Al Larson Boat Shop Improvement Project

Environmental Impact Report (EIR)

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Mitigation Monitoring and Reporting Program

Introduction

Assembly Bill 3180 (AB 3180) codified in Section 21081.6 of the California Public Resources Code, became effective January 1, 1989, and requires a Lead or Responsible Agency to adopt a mitigation monitoring and reporting program (MMRP) when approving or carrying out a project. The purpose of this program is to ensure that when an environmental document, either an Environmental Impact Report¹ (EIR) or a negative declaration, identifies measures to reduce potential adverse environmental impacts to less than-significant levels that those measures are implemented as detailed in the environmental document. As lead agency for the Al Larson Boat Shop Improvement (ALBS) Project, and pursuant to AB 3180, the Los Angeles Harbor Department (LAHD) is responsible for implementation of this MMRP.

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

Project Overview

Introduction and Project Overview

This section describes the proposed Project in the ALBS Project EIR. The EIR analyzes the construction and operation of the proposed Project. The ALBS was established in the Port in 1903 and was originally located on Mormon Island in Wilmington, California; the original lease was with the Banning family. The operation was moved to its current location (1046 Seaside Avenue on Terminal Island, Berth 258) in 1924, and now occupies approximately 7.7 acres (2.35 acres of land and 5.35 acres of water) at Berth 258, under Revocable Permit No. 07-15. It is the last remaining large-capacity dry dock boat repair facility within the Port.

The proposed Project represents the first major upgrade to the facility since 1924 and would redevelop the existing boat shop to modernize the facility, comply with National Pollution Discharge Elimination System (NPDES) stormwater requirements, perform maintenance dredging to ensure adequate vessel access to the site, construct two confined disposal facilities (CDFs), renew the ALBS lease for another 30 years (to include the CDFs), and amend the PMP related to the land created by the two CDFs. To minimize operational impacts to the facility during construction, the proposed Project would be constructed in three phases. In general, the proposed Project includes: removal of a 200-foot portion of the creosote-treated timber wharf, piles, piers and buildings/structures (Buildings D, C1, A2 and A3, as well as structures H1 and H2); removal of approximately 7,600 cubic yards (cy) of legacy contaminated

1 landside soil (from under the buildings); import of approximately 7,600 cy of clean fill, construction of
2 two concrete finger piers to support the installation and operation of two boat hoists (600- and 100-ton);
3 maintenance dredging to a depth of 22 feet mean lower low water (MLLW) plus an additional 2-foot
4 overdredge allowance; construction of two CDFs using legacy contaminated sediment from Fish Harbor;
5 installation of Standard Urban Stormwater Mitigation Plan (SUSMP) devices (such as a new storm drain
6 system and the installation of an oil/water separator); new pavement and lighting improvements; and, a
7 new 2,400 square foot two-story office building.

8 **Project Purpose**

9 There are several critical needs for the proposed Project. First, because of the nature of ship repair and
10 maintenance facilities and activities, there are a number of pathways by which pollutants and wastes from
11 ALBS could be discharged to the Harbor. Contaminants generated during the repair and maintenance
12 operations may enter Harbor waters, degrading both water and sediment quality. Stormwater discharges
13 associated with industrial activity at ship repair and maintenance sites constitute one potentially
14 significant pathway by which pollutants and wastes could be discharged to the Harbor. Three remaining
15 marine railways and any disturbance/resuspension of the contaminated sediment are also a continual
16 source of legacy contamination that affects Fish Harbor.

17
18 Second, the proposed Project also represents the first major upgrade to the facility since 1924. The
19 existing infrastructure at ALBS is aging and dilapidated, and the trend in growing vessel size and tonnage
20 capacity cannot be accommodated safely and efficiently at the existing facility. The layout of the facility
21 is not conducive to an efficient operation; with only four marine railways and one floating dry dock, the
22 facility is limited in the number of vessels that can be dry docked for repair and maintenance at one time,
23 with the maximum being five.

24
25 Third, consistent with federal, state and regional goals and strategies for management of contaminated
26 dredged material in the Los Angeles Region (discussed further below), development of a nearshore CDF
27 to sequester contaminated sediment is needed to ensure protection of aquatic resources from the discharge
28 of contaminated dredged materials into the water, as well as to provide the dredging community with
29 greater certainty and predictability regarding the sediment testing results and the decision-making process
30 concerning disposal options. A nearshore CDF involves placing contaminated dredged materials inside a
31 diked nearshore area or island constructed with containment and control measures providing a location for
32 permitted safe disposal and confinement for contaminated sediment.

33
34 Lastly, legacy soil contamination exists within the landside portions of the site. A Remedial Action Plan
35 has been developed for the ALBS site that recommends the excavation and off-site disposal of
36 approximately 7,571 cy of contaminated soil (mostly contained under the buildings proposed for
37 demolition) as part of the proposed Project.

38 **Project Objectives**

39 A statement of the objectives sought by the proposed Project is required by California Environmental
40 Quality Act (CEQA) Guidelines Section 15124(b) (Cal. Code Regs., tit. 14, Sections 15000 et seq). The
41 definition of the Project objectives is important as it aids the lead agency in formulating a reasonable
42 range of alternatives to the proposed Project that also can achieve, at least in part, the objectives of the
43 proposed Project. The CEQA Guidelines also provide that the statement of objectives should include the
44 underlying purpose of the Project. The objectives of the proposed Project are described below:
45

- 1 • Place ALBS in compliance with its waste discharge requirements (WDR) and NPDES
2 requirements by re-contouring the site, removing three existing marine railways and constructing
3 a storm water collection and treatment system.
- 4
- 5 • Demolish existing wharfs, piers and buildings/structures to allow for the subsequent creation and
6 use of two CDF cells, which will sequester contaminated sediment and expand use of the boat
7 shop.
- 8
- 9 • Dredge sediment to accommodate deeper draft vessels, remove contaminated sediment to
10 improve water quality, and promote regional sediment management objectives by beneficially
11 reusing dredged material to create two CDFs.
- 12
- 13 • Remove buildings/structures in order to modernize and reconfigure the facility, to optimize and
14 expand the existing boat shop operation at the present location and continue to meet a regional
15 need for marine vessel repair.
- 16
- 17 • Replace aging infrastructure and construct a new building to support improved operations.
- 18
- 19 • Clean-up site legacy contaminants from the historical use of the site as a boat shop, including
20 contaminants located beneath existing pavement and buildings.
- 21
- 22 • Enter a 30-year lease renewal between ALBS and LAHD changing the facility's leasehold from
23 7.7 acres (2.35 acres of land and 5.35 acres of water) to 7.3 acres (4.1 acres of land and 3.2 acres
24 of water)

25 Existing Conditions

26 The San Pedro Bay Port Complex, located in the San Pedro Bay approximately 20 miles south of
27 downtown Los Angeles, serves as one of the country's primary gateways for international trade. The Port
28 consists of 28 miles of waterfront, approximately 300 commercial berths, and 7,500 acres of land and
29 water. The Port is administered under the California Tidelands Trust Act of 1911 by the LAHD. The
30 LAHD is chartered to develop and operate the Port to benefit maritime uses, and it functions as a property
31 owner by leasing Port properties to more than 300 tenants. The Port contains 25 major terminals,
32 including facilities to handle automobiles, containers, dry bulk products, liquid bulk products, and cruise
33 ships, as well as extensive transportation infrastructure for cargo movement by truck and rail. The Port
34 accommodates commercial fishing, canneries, shipyards, and boat repair yards; provides slips for
35 6,000 pleasure craft, sport fishing boats, and charter vessels; and supports community and educational
36 facilities such as a public swimming beach, the Boy/Girl Scout Camp, the Cabrillo Marine Aquarium, and
37 the Maritime Museum.

38 Project Site

39 The Project site is located on Terminal Island, within the Port in an area known as Fish Harbor. The site
40 is within the Port of Los Angeles Plan area of the City of Los Angeles, which is adjacent to the
41 communities of San Pedro and Wilmington, and approximately 20 miles from downtown Los Angeles
42 (see Figure 1-1 in Chapter 1, Introduction, of the Draft EIR).

43 The ALBS facility is located at 1046 Seaside Avenue, and the boat shop occupies Berth 258 at the
44 entrance to Fish Harbor (see Figure 1-2 in Chapter 1, Introduction, of the Draft EIR). The ExxonMobil
45 terminal and Southern California Ship Services are to the northwest, fisheries and canning facilities are to

1 the north (across Fish Harbor) with the ExxonMobil/General Petroleum facility (a fuel depot) along the
2 northern Project site boundary, Fish Harbor is to the east, the Southwest Marine Administration Building
3 and former Southwest Marine Shipyard site are to the west and a boat marina (Al Larson Marina) and
4 Reservation Point/Coast Guard Station Los Angeles /Federal Prison are to the south.

5 The redevelopment area of the Project site includes the following existing facilities (shown in revised
6 Figure 2-1 in Chapter 3, Modifications to the Draft EIR, of the Final EIR):

- 7 A. Office and Workshop Complex (approximately 7,821 sq ft) – Consists of three adjoining
8 structures used as stock room and tool room (Building A1), offices, carpenter shop, winch
9 houses and bathrooms Storage (Building A2) and storage (Building A3). The buildings are
10 eligible for listing on the California Register of Historic Resources (CRHR) and may
11 qualify for designation as City of Los Angeles Historic-Cultural Monuments (HCM);
- 12 C. Machine Shop Complex (approximately 8,190 sq ft) – Consists of two structures: the
13 machine and electrical shops (Building C1) built in 1938 and welding shop and storage
14 (Building C2) added between 1939 and 1947. The buildings are eligible for listing on the
15 CRHR and may qualify for designation as HCM;
- 16 D. Building No. 4 (approximately 3,440 sq ft) – Built circa 1938-1947, this utilitarian building
17 is used for storage and has been used by U.S. Navy;
- 18 E. Docks, Piers, Walls, and existing Marine Railways;
- 19 F. Floating Dry Dock and Pier; and
- 20 H. Ancillary Storage Structures (H1, H2, and H3). Structure H1 is used as a salt water pump
21 room, H2 is used for storage, and H3 is used as a sandblasting room and for storage.

22 The lease area of the Project site also includes the following, which are located outside of the
23 redevelopment boundaries, and would not be modified as a part of the proposed Project:

- 24 B. Paint Shed (approximately 12,226 sq ft) – Built in 1938

25 Roadway access to the property is available from Seaside Avenue, which is west of the site and was
26 realigned adjacent to the Project site in 2009. Realignment of Seaside Avenue allowed the Marine
27 Railway No. 4 to fully remove vessels out of the water for repairs, which is in compliance with the Los
28 Angeles Regional Water Quality Control Board (RWQCB) direction (in accordance with the 2007
29 NPDES permit renewal). Removal of vessels completely from the water prevents vessels from over-
30 handing or being in water during sandblasting or painting, thus protecting water quality.

31 **Proposed Project**

32 The proposed improvements to the ALBS would occur in three phases (depicted in revised Figure 2-2 in
33 Chapter 3, Modifications to the Draft EIR, of the Final EIR) that would be constructed over an
34 approximately three-year period starting in 2012. The key elements of each phase are described below.
35 Detailed descriptions of the phased activities are contained in Chapter 2 of the Draft EIR.

36

1 Phase 1 Improvements

2 The basic elements of Phase 1 would:

- 3 • Demolish the existing 200-foot creosote-treated timber wharf and piles within the Phase 1
4 footprint.
- 5 • Demolish Buildings D, C1, and structure H1 in the Phase 1 footprint.
- 6 • Construct a sealed steel sheet pile bulkhead to form the perimeter of the CDF cell.
- 7 • Dredge approximately 3,000 cy within the Phase 1 footprint to a depth of -22 feet MLLW, plus
8 an additional 2-foot overdredge allowance. The dredged material would be treated and placed in
9 the CDF cell.
- 10 • Install two concrete finger piers supported by 62 (24-inch) octagonal concrete piles for each pier
11 (126 total) to support new 600- and 100-ton boat hoists.
- 12 • Install new 600- and 100-ton boat hoists on the new piers along the north end of the Project site.
- 13 • Install facilities consistent with the Standard Urban Stormwater Mitigation Plan (SUSMP)
14 requirements (RWQCB, 2001), including new storm drain system within the Phase 1 footprint
15 and the installation of an oil/water separator.
- 16 • Construct a raised curb/step around Buildings C2 and A1.
- 17 • Remove pavement, excavate (from open area and building footprints) and export for disposal
18 approximately 2,000 cy of contaminated landside contaminated soil from Phase 1 area followed
19 by import of approximately 2,000 cy of clean soil to approximately the same elevation of the
20 Phase 1 CDF (12 feet MLLW).
- 21 • Grade the site, and add high-strength paving and lighting improvements within the Phase 1
22 footprint.

23 Phase 2 Improvements

24 The basic activities of Phase 2 would:

- 25 • Remove the piers associated with the existing marine railways for the existing boat hoist (the rails
26 associated with the existing lift system would remain because this area would be contained within
27 the second CDF).
- 28 • Demolish structure H2.
- 29 • Construct a second sealed sheet pile bulkhead for the second CDF.
- 30 • Dredge approximately 16,000 cy of material to -22 feet MLLW (plus an additional 2-foot
31 overdredge allowance) to provide navigation for the upgraded facilities. The dredged material
32 would be treated and placed in the CDF cell.
- 33 • Excavate approximately 2,800 cy of contaminated landside soil for disposal followed by import
34 of approximately 2,800 cy of clean material to bring the upland area to approximately the same
35 elevation as the Phase 2 CDF (approximately 12 feet MLLW).
- 36 • Install facilities consistent with the SUSMP provisions, including new storm drain system within
37 the Phase 2 footprint that directs storm water to the oil/water separator installed in Phase 1.
- 38 • Grade, install high strength pavement, and install lighting improvements within the Phase 2
39 footprint.

40

1 **Phase 3 Improvements**

2 The basic improvements of Phase 3 would:

- 3 • Demolish Buildings A2 and A3, landside of the Phase 2 CDF.
- 4 • Remove asphalt, excavate approximately 2,800 cy of contaminated landside soil from the Phase 3
5 footprint area , including from the footprints of the demolished buildings, export the
6 contaminated soil for disposal and import of approximately 2,800 cy of clean fill.
- 7 • Implement landside improvements including grading, paving, existing utility protection, electrical
8 relocations, yard lighting, shop air and installation of new storm drain system.
- 9 • Construct a new 2,400 square foot, two-story office building on the reconfigured site to replace
10 Buildings A2, A3, C1, and D that were demolished in Phases 1 and 2.

11 **Monitoring and Reporting Procedures**

12 Mitigation measures and lease measures will be implemented in accordance with the LAHD
13 Environmental Management Division’s (LAHD/EMD) Environmental Compliance Plan program. Prior
14 to release of bid specifications for construction of the Project, LAHD/EMD shall review and approve the
15 specification to ensure that all construction-related mitigation measures are included. Mitigation measure
16 and lease measure compliance will be monitored by LAHD/EMD and any specified responsible parties
17 designated by LAHD/EMD throughout construction and operation.

18 This MMRP for the proposed Project will be in place through all phases of the project, including design,
19 construction, and operation, and will help ensure that project objectives are achieved while maintaining
20 adherence to all mitigation measures and lease measures. The LAHD shall be responsible for
21 administering the MMRP and ensuring that all parties comply with its provisions. The LAHD may
22 delegate monitoring activities to staff, consultants, or contractors. All construction contractors shall
23 submit an Environmental Compliance Plan for EMD approval prior to beginning construction activities.
24 This plan shall document how the contractor intends to comply with all measures applicable to the
25 contract including application of Best Management Practices (BMPs). All operational mitigation
26 measures and leasing policy requirements will be included in leases and lease amendments. The LAHD
27 also will ensure that monitoring is documented through periodic reports and that deficiencies are promptly
28 corrected. The designated environmental monitor will track and document compliance with mitigation
29 measures, notify the appropriate parties of any non-compliance and work with such parties to correct the
30 problem.

31 **Mitigation Monitoring and Reporting Program**
32 **Implementation**

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

39

Mitigation Monitoring and Reporting Program Summary

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Table 2-1. Mitigation Monitoring and Reporting Program Summary for the Berths 302-306 [APL] Container Terminal Project

<i>Mitigation Measure, Lease Measure or Standard Condition of Approval</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
Air Quality, Meteorology and Greenhouse Gases: Construction		
<p>MM AQ-1. Harbor Craft Used During Construction.</p> <ol style="list-style-type: none"> 1. As of January 1, 2011: All harbor craft with USEPA designated Category 1 (C1) or Category 2 (C2) marine engines must utilize a USEPA Tier-3 engine, or cleaner. 2. Three exception conditions from this measure may apply <ul style="list-style-type: none"> ▪ A piece of specialized equipment is unavailable in a controlled form, or within the required Tier level, within the state of California, including through a leasing agreement; ▪ A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application process is not yet approved, or the application has been approved, but funds are not yet available; ▪ A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease. 	<p>Timing: During specified construction phases</p> <p>Methods: This measure shall be incorporated into the contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases.</p>	<p>Implementation: ALBS, LAHD</p> <p>Monitoring and Reporting: Environmental Management Division</p>

<i>Mitigation Measure, Lease Measure or Standard Condition of Approval</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
<p>MM AQ-2: On-Road Trucks</p> <ol style="list-style-type: none"> 1. Trucks hauling material such as debris or any fill material will be fully covered while operating off Port property. 2. USEPA Standards: <ol style="list-style-type: none"> a. For On-road trucks except for Import Haulers and Earth Movers: Comply with the most recent (i.e., 2007) on-road emission standards for PM₁₀ and NO_x. b. For Import Haulers: Comply with the most recent (i.e., 2004) on-road emission standards for PM₁₀ and NO_x. c. For Earth Movers: Comply with the most recent (i.e., 2004) on-road emission standards for PM₁₀ and NO_x. 	<p>Timing: During specified construction phases.</p> <p>Methods: This measure shall be incorporated into the contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases.</p>	<p>Implementation: ALBS, LAHD</p> <p>Monitoring and Reporting: Environmental Management Division</p>
<p>MM AQ-3: Construction Equipment</p> <ol style="list-style-type: none"> 1. All dredging equipment shall at a minimum meet Tier 3 standards. Construction equipment will incorporate, where feasible, emissions-savings technology such as hybrid drives and specific fuel economy standards. 2. Idling will be restricted to a maximum of 5 minutes when not in use. 3. Equipment Engine Specifications: <ol style="list-style-type: none"> a. Meet Tier 2, 3, or 4 standards depending on timing. b. Two categories of exceptions exist <ol style="list-style-type: none"> i. Requirements do not apply to equipment less than 50hp. ii. Requirements do not apply to marine vessels and harbor craft. 	<p>Timing: During specified construction phases.</p> <p>Methods: This measure shall be incorporated into the contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases.</p>	<p>Implementation: ALBS, LAHD</p> <p>Monitoring and Reporting: Environmental Management Division</p>

<i>Mitigation Measure, Lease Measure or Standard Condition of Approval</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
<p>MM AQ-4: Best Management Practices. BMPs shall be implemented to reduce air emissions from construction activities, including:</p> <ol style="list-style-type: none"> 1. Use of diesel oxidation catalysts and catalyzed diesel particulate traps 2. Maintain equipment according to manufacturers' specifications 3. Install high-pressure fuel injectors on construction equipment vehicles 4. Re-route construction trucks away from congested streets or sensitive receptor areas. 	<p>Timing: During specified construction phases.</p> <p>Methods: This measure shall be incorporated into the contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases</p>	<p>Implementation: ALBS, LAHD</p> <p>Monitoring and Reporting: Environmental Management Division</p>
<p>MM AQ-5: Additional Fugitive Dust Controls. The project construction contractor shall reduce fugitive dust emissions by 90 percent from uncontrolled levels. The project construction contractor shall specify the dust-control methods that will achieve this control level in the Dust Control Plan submitted to the South Coast Air Quality Management District (SCAQMD) for review and approval in compliance with SCAQMD Rule 403. These measures shall also apply, as appropriate, during holiday and weekend periods when work may not be in progress.</p> <p>The following measures to reduce dust shall be included in this plan, at a minimum:</p> <ul style="list-style-type: none"> • SCAQMD's Best Available Control Technology (BACT) measures must be followed on all projects. They are outlined on Table 1 in Rule 403. Large construction projects (on a property which contains 50 or more disturbed acres) shall also follow Rule 403 Tables 2 and 3. • Active grading sites shall be watered three times per day. • Contractors shall apply approved non-toxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas. • Contractors shall provide temporary wind fencing around sites being graded or cleared. • Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code. ("Spilling Loads on Highways"). 	<p>Timing: During specified construction phases, including, as appropriate, holidays and weekends when work may not be in progress.</p> <p>Methods: This measure shall be incorporated into the contract specifications for all construction work to reduce the impact of fugitive dust. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases.</p>	<p>Implementation: ALBS, LAHD</p> <p>Monitoring and Reporting: Environmental Management Division</p>

<i>Mitigation Measure, Lease Measure or Standard Condition of Approval</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
<ul style="list-style-type: none"> • Construction contractors shall install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off tires of vehicles and any equipment leaving the construction site. • The grading contractor shall suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas shall be stabilized if construction is delayed. • Open storage piles (greater than 3 feet tall and a total surface area of 150 square feet) shall be covered with a plastic tarp or chemical dust suppressant. • Stabilize the materials while loading, unloading and transporting to reduce fugitive dust emissions. • Belly-dump truck seals should be checked regularly to remove trapped rocks to prevent possible spillage. • Comply with track-out regulations and provide water while loading and unloading to reduce visible dust plumes. • Waste materials should be hauled off-site immediately. 		
<p>MM AQ-6: General Mitigation Measure. For any of the above mitigation measures (MM AQ-1 through MM AQ-5), if a CARB-certified technology becomes available and is shown to be as good as or better in terms of emissions performance than the existing measure, the technology shall replace the existing measure pending approval by the LAHD.</p>	<p>Timing: During specified construction phases. Methods: This measure shall be incorporated into the contract specifications for all construction work. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning any construction activity, which would include applicable new technology</p>	<p>Implementation: ALBS, LAHD</p> <p>Monitoring and Reporting: Environmental Management Division</p>

<i>Mitigation Measure, Lease Measure or Standard Condition of Approval</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
Air Quality, Meteorology and Greenhouse Gases: Operation		
<p>MM AQ-7: Compact Fluorescent Light Bulbs. All interior buildings on the premises shall exclusively use compact fluorescent light bulbs, fluorescent light bulbs, or a technology with similar energy-saving capabilities for ambient lighting within all ALBS buildings. The tenant shall also maintain and replace any Port-supplied compact fluorescent light bulbs. Instructions on proper disposal of used bulbs and clean-up of broken bulbs in compliance with USEPA recommendations shall be posted in visible location within each building to reduce potential exposure to mercury vapor.</p> <p>Fluorescent light bulbs produce less waste heat and use substantially less electricity than incandescent light bulbs. Although not quantified in this analysis, implementation of this measure is expected to reduce the Project's GHG emissions by less than 0.1 percent.</p>	<p>Timing: During operation</p> <p>Methods: LAHD will include this mitigation measure in the lease agreement with the tenants. Tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division.</p>	<p>Implementation: ALBS, LAHD</p> <p>Monitoring and Reporting: Environmental Management Division, Real Estate Division</p>
<p>MM AQ-8: Energy Audit. The tenant shall conduct a third party energy audit every 5 years and install innovative power saving technology where feasible, such as power factor correction systems and lighting power regulators. Such systems help to maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use.</p> <p>This mitigation measure primarily targets large on-site electricity consumers such as lighting and electric machine shop equipment. These sources and other building energy uses consume the majority of on-site electricity, and account for about 30 percent of overall Project GHG emissions. Therefore, implementation of power saving technology on-site could minimally reduce overall Project GHG emissions. The effectiveness of this mitigation measure was not quantified.</p>	<p>Timing: During operation</p> <p>Methods: LAHD will include this mitigation measure in the lease agreement with the tenant. Tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division.</p>	<p>Implementation: ALBS, LAHD</p> <p>Monitoring and Reporting: Environmental Management Division, Real Estate Division</p>

<i>Mitigation Measure, Lease Measure or Standard Condition of Approval</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
<p>MM AQ-9. Recycling. The tenant shall ensure a minimum of 40 percent of all waste generated in all on-site buildings is recycled by 2014 and 60 percent of all waste generated in all on-site buildings is recycled by 2016. Recycled materials shall include: (a) white and colored paper; (b) post-it notes; (c) magazines; (d) newspaper; (e) file folders; (f) all envelopes including those with plastic windows; (g) all cardboard boxes and cartons; (h) all metal and aluminum cans; (i) glass bottles and jars; and; (j) all plastic bottles.</p> <p>In general, products made with recycled materials require less energy and raw materials to produce than products made with un-recycled materials. This savings in energy and raw material use translates into GHG emission reductions. The effectiveness of this mitigation measure was not quantified due to the lack of a standard emission estimation approach.</p>	<p>Timing: During operation</p> <p>Methods: LAHD will include this mitigation measure in the lease agreement with the tenant. Tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division.</p>	<p>Implementation: ALBS, LAHD</p> <p>Monitoring and Reporting: Environmental Management Division, Real Estate Division</p>
<p>MM AQ-10. Tree Planting. The applicant shall plant shade trees where appropriate/feasible around on-site buildings, and the tenant shall maintain all trees through the life of the lease. Trees act as insulators from weather, thereby decreasing energy requirements. On-site trees also provide carbon storage. Although not quantified, implementation of this measure is expected to reduce Project GHG emissions by less than 0.1 percent.</p>	<p>Timing: During operation</p> <p>Methods: LAHD will include this mitigation measure in the lease agreement with the tenant. Tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division.</p>	<p>Implementation: ALBS, LAHD</p> <p>Monitoring and Reporting: Environmental Management Division, Real Estate Division</p>
Biological Resources: Construction		
<p>MM BIO-1: Apply Habitat Mitigation Credits. The LAHD shall apply 0.45 credits available in the Bolsa Chica or Outer Harbor mitigation banks to compensate for loss of 0.9 acres of marine habitat in the Inner Harbor due to construction of fill in Fish Harbor. This mitigation measure would also offset the impacts to Essential Fish Habitat.</p>	<p>Timing: Commit 0.45 credits prior to issuance of USACE Section 10/404 Permit. Final determination of needed credits and formal deduction of credits performed from as-built drawings after construction is complete.</p> <p>Methods: LAHD shall reduce the available mitigation bank credits by the appropriate amount (determined after construction of fill) in accordance with mitigation agreements.</p>	<p>Implementation: LAHD</p> <p>Monitoring and Reporting: Environmental Management Division</p>

<i>Mitigation Measure, Lease Measure or Standard Condition of Approval</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
Cultural Resources: Construction		
<p>MM CUL-1: Archaeological and Ethnographic Resources. An archaeological monitor shall be present during all initial grading and excavation activities at the proposed Project site. In the event any cultural resources are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be evaluated by a qualified archaeologist in accordance with the provisions of CEQA Section 15064.5. The archaeologist shall complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures. The treatment plan may include methods for: (1) subsurface testing after demolition of existing buildings, (2) data recovery of archaeological or ethnographic deposits, and (3) post-construction documentation. A detailed historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant would be included in the treatment plan, as well as anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation.</p> <p>A preconstruction information and safety meeting shall be held to make construction personnel aware of archaeological monitoring procedures and the types of archaeological resources that might be encountered. All construction equipment operators shall attend a pre-construction meeting presented by a professional archaeologist retained by LAHD that shall review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.</p>	<p>Timing: During excavation activities of the proposed Project.</p> <p>Methods: This measure shall be incorporated into the contract specifications for all construction work to reduce the impacts to archaeological and ethnographic resources. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases.</p>	<p>Implementation: ALBS, LAHD</p> <p>Monitoring and Reporting: Environmental Management Division</p>
<p>MM CUL-2: Historic Resource Recordation. Impacts resulting from the demolition of Buildings A2, A3, and C1 shall be minimized through archival documentation of both building complexes in as-built and as-found condition. Prior to issuance of demolition permits, the Los Angeles Harbor Department (LAHD) shall ensure that documentation of the buildings proposed for demolition is completed in the form of a Historic American Building Survey (HABS) Level II documentation that shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The documentation shall include large-format photographic recordation, detailed historic narrative report, and compilation of historic research. The</p>	<p>Timing: Prior to demolition of the Buildings A2 and A3 in the Office and Workshop Complex and Building C1 in the Machine Shop Complex.</p> <p>Methods: LAHD shall prepare HABS recordation of the historic buildings.</p>	<p>Implementation: LAHD</p> <p>Monitoring and Reporting: Environmental Management Division</p>

<i>Mitigation Measure, Lease Measure or Standard Condition of Approval</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
<p>documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards for History and/or Architectural History. The original archival-quality documentation shall be placed in the LAHD archives where it would be available to local researchers.</p>		
<p>MM CUL-3: Recordation Posting. Impacts related to the loss of Buildings A2, A3, and C1 shall be reduced through the development of a retrospective website detailing the history of the Project site and its historical significance. The information may be incorporated into the existing Los Angeles Harbor District (LAHD) website (Port of Los Angeles Historic Virtual Tour website at: http://www.laporthistory.org/level2/archive/archive_frameset.html). The website shall include images and details from the Historic American Building Survey documentation and any collected research pertaining historic resources. The content shall be prepared by a qualified architectural historian or historian who meets the Secretary of Interior’s Professional Qualification Standards for the History and/or Architectural History. The information shall be posted within two years of the date of completion of the proposed Project.</p>	<p>Timing: Within two years of the completion of the Project. Methods: LAHD shall create a website detailing the historical significance of the buildings proposed for demolition based on HABS documentation.</p>	<p>Implementation: LAHD Monitoring and Reporting: Environmental Management Division</p>
<p>LM GW-1: Site Remediation Lease Requirement. Unless otherwise authorized by the lead regulatory agency and the LAHD for any given site, the Tenant (i.e., ALBS) shall address all contaminated soils within proposed Project boundaries discovered during demolition and grading activities. Contamination existing at the time of discovery shall be the responsibility of the past and/or current property owner. Contamination as a result of the construction process shall be the responsibility of the Tenant and/or Tenant contractors. Remediation shall occur in compliance with local, state, and federal regulations, as described in Section 3.6.3 (above) and Section 3.7.3 (in Section 3.7, Hazards and Hazardous Materials), and as directed by the lead regulatory agency for the site (such as the Los Angeles RWQCB or DTSC).</p> <p>Soil removal shall be completed such that remaining contamination levels are below risk-based health screening levels for industrial sites established by OEHHA and site specific cleanup goals established by the lead regulatory agency overseeing the implementation of the RAP at the site. Soil contamination waivers may be acceptable as a result of encapsulation (i.e., paving) and/or risk-based soil assessments for industrial sites, but are subject to</p>	<p>Timing: Prior to lease issuance and during specified construction phases. Method: LAHD will include this requirement in the lease agreement with the tenant. This measure shall be incorporated into the contract specifications for all construction work to reduce the impact of contaminated soils. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases.</p>	<p>Implementation: ALBS, LAHD Monitoring and Reporting: Environmental Management Division, Real Estate Division</p>

<i>Mitigation Measure, Lease Measure or Standard Condition of Approval</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
<p>the review and approval of the lead regulatory agency and LAHD. Excavated contaminated soil shall be properly disposed of off-site unless use of such material on-site is beneficial to construction and approved by the agency overseeing the environmental investigation and implementation of the RAP. All imported soil to be used as backfill in excavated areas shall be sampled to ensure that it is suitable for use as backfill and is free of contamination.</p>		
<p>LM GW-2: Contamination Contingency Plan Lease Requirement. The following contingency plan shall be implemented to address contamination discovered during demolition, grading, and construction.</p> <ul style="list-style-type: none"> a) All trench excavation and filling operations shall be observed for the presence of free petroleum products, chemicals, or contaminated soil. Soil suspected of contamination shall be segregated from other soil. In the event soil suspected of contamination is encountered during construction, the contractor shall notify the LAHD's environmental representative. The LAHD shall confirm the presence of the suspect material and direct the contractor to remove, stockpile or contain, and characterize the suspect material. Continued work at a contaminated site shall require the approval of the LAHD Project Engineer. b) Excavation of VOC-impacted soil may require obtaining and complying with a South Coast Air Quality Management District Rule 1166 permit. c) The remedial option(s) selected shall be dependent upon a suite of criteria (including but not limited to types of chemical constituents, concentration of the chemicals, health and safety issues, time constraints, cost, etc.) and shall be determined on a site-specific basis. Both off-site and on-site remedial options may be evaluated. d) The extent of removal actions shall be determined on a site-specific basis. At a minimum, the impacted area(s) within the boundaries of the construction area shall be remediated to the satisfaction of the LAHD and the lead regulatory agency for the site. The LAHD Project Manager overseeing removal actions shall inform the contractor when the removal action is complete. 	<p>Timing: Prior to lease issuance and during specified construction phases. Method: LAHD will include this requirement in the lease agreement with the tenant. This measure shall be incorporated into the contract specifications for all construction work. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases.</p>	<p>Implementation: ALBS, LAHD</p> <p>Monitoring and Reporting: Environmental Management Division, Real Estate Division</p>

<i>Mitigation Measure, Lease Measure or Standard Condition of Approval</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
<ul style="list-style-type: none"> e) Copies of hazardous waste manifests or other documents indicating the amount, nature, and disposition of such materials shall be submitted to the LAHD Project Manager within 60 days of project completion. f) In the event that contaminated soil is encountered, all on-site personnel handling or working in the vicinity of the contaminated material must be trained in accordance with USEPA and Occupational Safety and Health and Administration (OSHA) regulations for hazardous waste operations or demonstrate they have completed the appropriate training. Training must provide protective measures and practices to reduce or eliminate hazardous materials/waste hazards at the work place. g) When impacted soil must be excavated, air monitoring will be conducted as appropriate for related emissions adjacent to the excavation. h) All excavations shall be backfilled with structurally suitable fill material that is free from contamination. 		
Noise: Construction		
<p>MM NOI-1: Noise Reduction during Pile Driving. Where feasible, the contractor shall be required to use a pile driving system, such as a Bruce hammer (with silencing kit), an IHC Hydrohammer SC series (with sound insulation system), or equivalent silenced hammer, which is capable of limiting maximum noise levels at 50 feet from the pile driver to 104 dBA, or less, for wharf construction.</p>	<p>Timing: During specified construction phases.</p> <p>Methods: This measure shall be incorporated into the contract specifications for all construction work to reduce the impact of pile driving noise. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases.</p>	<p>Implementation: ALBS, LAHD</p> <p>Monitoring and Reporting: Environmental Management Division</p>

<i>Mitigation Measure, Lease Measure or Standard Condition of Approval</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
<p>MM NOI-2: Erect Temporary Noise Attenuation Barriers Adjacent to Pile Driving Equipment, Where Necessary and Feasible.</p> <p>Erect temporary noise attenuation barriers suitable for pile driving equipment where feasible and effective. The barriers should be installed directly between the equipment and the nearest noise sensitive use to the construction site. The need for and feasibility of noise attenuation barriers should be evaluated on a case-by-case basis considering the distance to noise sensitive receptors, the available space at the construction location, and taking account of safety and operational considerations.</p>	<p>Timing: During specified construction phases.</p> <p>Methods: This measure shall be incorporated into the contract specifications for all construction work to reduce the impact of pile driving noise. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases.</p>	<p>Implementation: ALBS, LAHD</p> <p>Monitoring and Reporting: Environmental Management Division</p>
<p>MM NOI-3: Temporary Noise Attenuation Barriers. When construction is occurring within 500 feet of a residence, temporary noise barriers (solid fences or curtains) will be located between noise-generating construction activities and sensitive receivers. The following will reduce the impact of noise from construction activities:</p> <p>a) Idling Prohibitions. Unnecessary idling of internal combustion engines near noise-sensitive areas will be prohibited.</p> <p>b) Equipment Location. All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located as far as practical from existing noise-sensitive land uses.</p> <p>c) Quiet Equipment Selection. All internal combustion powered equipment shall be equipped with properly operating mufflers and kept in tune to avoid backfires. In addition, if exposed, engines are to be fitted with protective shrouds to reduce motor noise. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance.</p> <p>d) Notification. Sensitive receptors including residences within 500 feet of the proposed Project site will be notified of the construction schedule in writing prior to the beginning of construction.</p>	<p>Timing: During specified construction phases.</p> <p>Methods: This measure shall be incorporated into the contract specifications for all construction work to reduce the impact of construction noise. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases.</p>	<p>Implementation: ALBS, LAHD</p> <p>Monitoring and Reporting: Environmental Management Division</p>

Notes:
ALBS = Al Larson Boat Shop (Tenant)
LAHD = Los Angeles Harbor Department
MM = Mitigation Measure
LM = Lease Measure

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