

SECTION SUMMARY

This section characterizes the existing parks and recreational resources in the proposed Project area and assesses how the construction and operation of the proposed Project or alternatives would potentially impact those resources and services.

Section 3.12, Recreation, provides the following:

- A description of existing recreational facilities and services serving the Port;
- A description of existing recreational regulations and policies;
- A discussion on the methodology used to determine whether the proposed Project or alternatives would result in an impact to recreational resources;
- An impact analysis of both the proposed Project and alternatives; and,
- A description of any mitigation measures proposed to reduce any potential impacts, as applicable.

Key Points of Section 3.12:

The proposed Project or alternatives would increase operations of the existing container terminal, consistent with other container terminals and land uses in the proposed Project area. The proposed Project or alternatives would not increase population or employees within the Project area that would increase the demand for recreational services. The proposed Project would result in an increase in annual vessel calls from approximately 247 in the CEQA baseline year (July 2008 through June 2009) and 286 in the NEPA baseline to 390 in year 2027; however, this increase would not affect recreational marine activities because vessel travel lanes in the Main Channel would remain open for use by recreational vessels. Access of unpermitted recreational vessels in the Pier 300 Channel is currently restricted and would remain so with the proposed Project or alternatives. Accordingly, the proposed Project or alternatives would not result in a substantial physical deterioration or expansion of existing parks or recreational facilities, or include construction of new facilities. Consequently, neither the proposed Project nor any of the alternatives would result in a significant impact to recreational resources under CEQA or NEPA.

The noise impact analysis in Section 3.11, Noise, identified the Al Larson Marina (nearest recreational resource) as a sensitive receptor that could potentially be impacted by construction-related noise. Nighttime dredging of Berth 306 would result in a noise level increase by less than 2 dBA, which is below the significance criteria. Although construction-related noise would indirectly impact the

1 recreational activities at the Al Larson Marina, **MM NOI-1** (which requires the contractor to use a pile
2 driving system with a sound insulation system) and **MM NOI-2** (which requires the contractor to erect
3 temporary noise attenuation barriers suitable for pile driving equipment, as necessary), would be
4 implemented for the proposed Project and Alternatives 5 and 6. Consequently, it is not anticipated that
5 construction activities would cause a substantial loss or diminish the quality of recreational facilities.

3.12.1 Introduction

This section addresses the environmental and regulatory setting for recreational resources within the Port area and Project vicinity. This section also evaluates potential impacts to parks or recreational facilities that could occur as a result of implementing the proposed Project or an alternative.

3.12.2 Environmental Setting

3.12.2.1 Port of Los Angeles

The Port offers recreational opportunities to the public in many different areas. Within the Port there are 17 marinas, providing approximately 6,000 slips for pleasure craft, sport fishing boats, and charter vessels. Sailing, boating, scuba diving, fishing, water skiing, swimming, sightseeing, and waterside entertainment are common recreational activities inside the San Pedro Breakwater and Middle Breakwater. Continued leisure-time use of Port waters is an important component in the continuing development of the Port. Community facilities include a waterfront youth center, a small-boat launch ramp, and a public swimming beach (Cabrillo Beach). The youth center serves nonprofit organizations and provides aquatic activities, overnight camping facilities, and educational programs. Recreational facilities within the immediate vicinity of the Port include open-water, the Main and West Channel Marinas, Cabrillo and Cabrillo Way Marina, Cabrillo Marine Aquarium, Los Angeles Maritime Institute, the Los Angeles Maritime Museum, the S.S. Lane Victory, the Ralph J. Scott Fireboat Museum, and Catalina Express facilities among others (POLA, 2010). Approximately 0.5 mile of waterfront along the Main Channel is devoted exclusively to commercial tourist-oriented activities, including the Ports O' Call Village, located at Berths 75-83, offering specialty shopping and dining. All of these recreational resources are located along the San Pedro waterfront, which, according to the San Pedro Waterfront Project Final EIS/EIR, is expected to be redeveloped during the next 5-7 years (USACE and LAHD, 2009).

The Port also contains cruise ship docking and loading/unloading facilities (approximately one mile north west of the Project area) at the Berth 86-95, which are expected to be upgraded through implementation of the San Pedro Waterfront project (USACE and LAHD, 2009). The cruise ship terminal is strictly utilitarian in nature, in which all passenger-oriented vessels embark for a major recreational destination primarily outside of the Port. Therefore, the cruise ship terminal is not considered a recreational resource due to its utilitarian means of transport. The proposed Project would not have an effect on cruise ship activity (i.e., it would not affect cruise ship terminals or block cruise ship travel in the Harbor, or affect cruise ship activities outside the Harbor).

The Port and the areas surrounding the Port have recreational facilities accessible by land and water. The on-land recreational opportunities include the red car trolley, parks, and museums. The Waterfront Red Car line is a 1.5 mile historic trolley line that serves the attractions along the San Pedro waterfront, including stops at the LA Cruise Terminal, 6th Street Downtown, Ports O' Call, and 22nd Street Marina. San Pedro Plaza Park is a long, narrow park, which occurs along the east side of Beacon Street Bluff, extending along the central San Pedro waterfront. John S. Gibson Jr. Park is located on Harbor Boulevard between 5th and 6th Streets on the east side of Harbor Boulevard in San Pedro. This

1 landscaped park is unstaffed and contains a number of memorials including the
2 Fishermen’s Memorial and the Merchant Marine Memorial (City of Los Angeles, 2010).
3 Bloch Field is located on the east side of Harbor Boulevard, by 16th Street and Crescent
4 Avenue. It includes a lawn area and a baseball field, and is used by the Los Angeles
5 YMCA to host public sporting events, including baseball league tryouts in March, and
6 baseball games from April through June (YMCA, 2008). Knoll Hill, located near the
7 Vincent Thomas Bridge on Front Street, also includes three baseball fields and an off-
8 leash dog park. The immediate Project area, which includes Berths 302-305, has been
9 developed for Port-related industrial uses and is not used for recreational purposes. The
10 closest educational/recreational facilities are the Cabrillo Aquarium, which is located
11 approximately 1.8 miles southwest of the backland area behind Berth 301, and the Maritime
12 Museum, which is located approximately one mile west of the proposed Project (measured at
13 the nearest improvement, which is the modified Earle Street Gate). See Figure 3.12-1 for
14 the location of on-land park and recreational facilities.

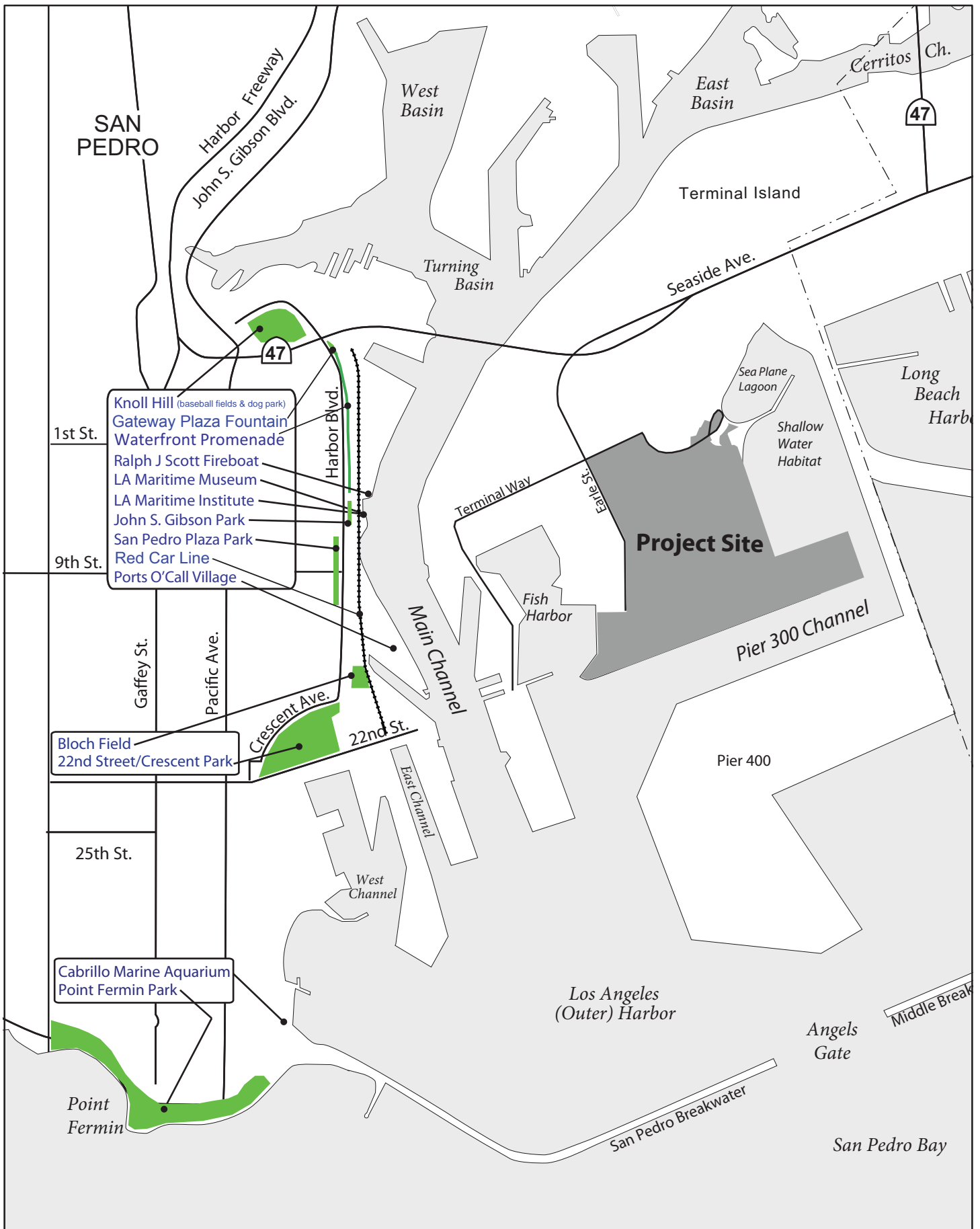
15 Much of the Port’s recreational activities occur at the Cabrillo Beach Recreational
16 Complex, which is a 370-acre area located along the southwestern boundary of the Port.
17 The beach has a unique configuration that gives it two distinct sides: Outer Cabrillo
18 Beach and Inner Cabrillo Beach. The Outer Beach, which is not protected by the harbor
19 breakwater and is exposed to the open ocean, is used for swimming, scuba diving, wind
20 surfing, fishing, whale watching, and kite surfing. The Inner Beach, which occurs within
21 the San Pedro Breakwater, is used for sunbathing, beachcombing, windsurfing,
22 swimming, volleyball, and wading.

23 Recreational fishing is an important activity within the Outer Harbor area of the Port and
24 San Pedro Bay. Fishing occurs most frequently at the Cabrillo Beach Fishing Pier along
25 the San Pedro Breakwater, near the Los Angeles side of the Middle Breakwater and the
26 area at the bottom of Point Fermin Park, and offshore. Offshore sportfishing and charter
27 opportunities are available through the Los Angeles Harbor. Sportfishing within the Los
28 Angeles Harbor is located at Berth 79 and offers a variety of deep-sea and barge fishing
29 opportunities (SanPedro.com, 2010). The 22nd Street Landing is the major commercial
30 sportfishing facility, offering year-round services and operating with a fleet of
31 approximately seven vessels.

32 Pleasure craft slips in the Harbor are located within several marinas: Al Larson Marina
33 in Fish Harbor and several marinas in the West Channel and East Basin area. The West
34 Channel marinas include: Cabrillo Marina – 885 slips; Cabrillo Way Marina – 515 slips;
35 Cabrillo Beach Yacht Club – 200+ slips; and Holiday Harbor Marina – 300 slips. These
36 facilities are located approximately one mile southwest of the backland area behind Berth
37 301 and are hereafter referred to as “West Channel marinas”. The Cabrillo Way Marina
38 slips are being upgraded under both the Cabrillo Way Marina Project, documented in the
39 Final Supplemental EIR (LAHD, 2003) and the San Pedro Waterfront Project
40 documented in Final EIS/EIR (USACE and LAHD, 2009). Specifically, slips would be
41 eliminated along the west side of the Main Channel and replaced in Cabrillo Way Marina
42 under the San Pedro Waterfront Project. Details regarding facilities available at the Al
43 Larson Marina are discussed in the next section.

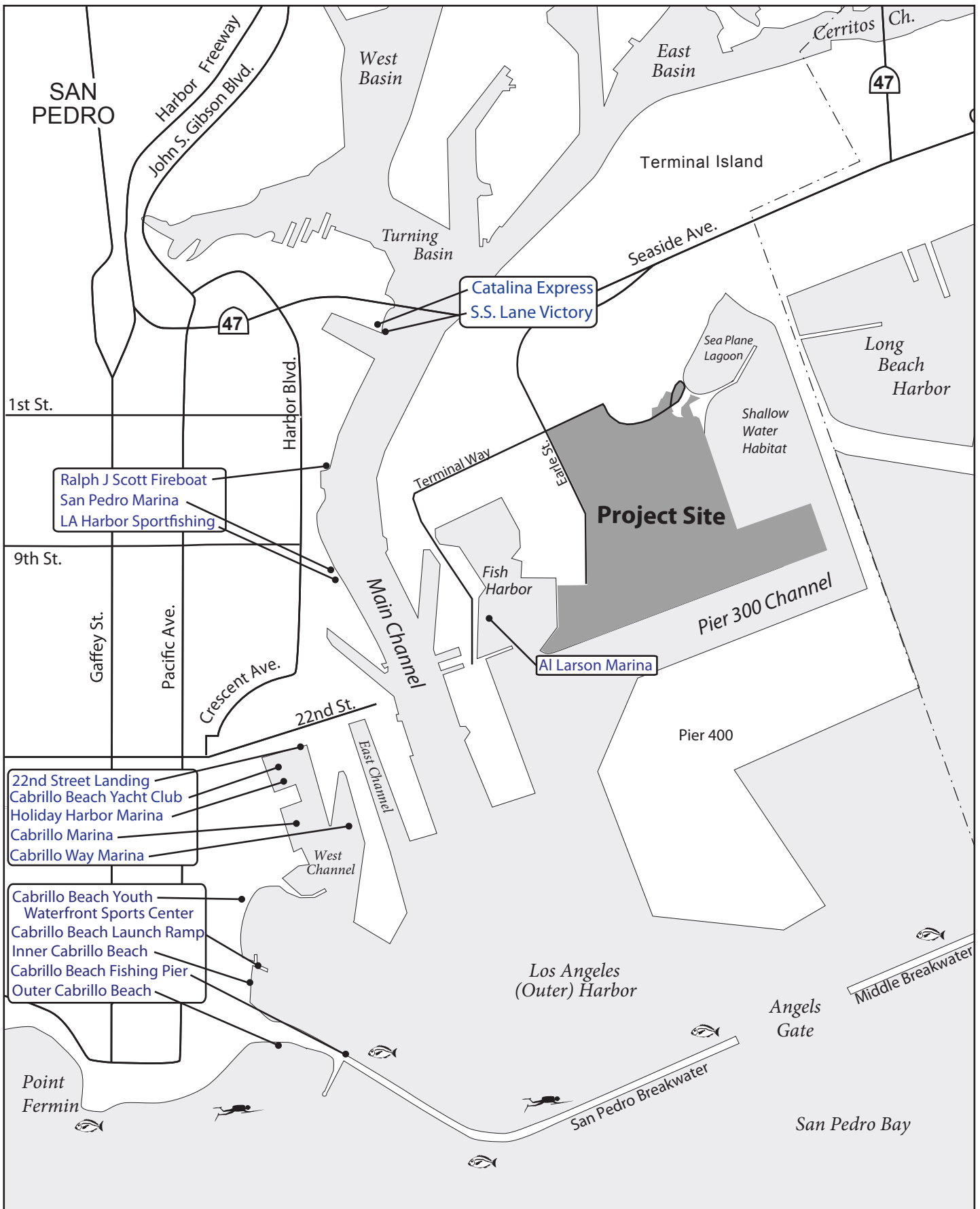
44 Figure 3.12-2 identifies existing water-related recreational areas and facilities within the
45 Port and proposed Project vicinity.

46



Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project
On-Land Park and Recreational Facilities

Figure 3.12-1



Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project
Water-Related Recreational Facilities
Figure 3.12-2

3.12.2.2 Proposed Project Vicinity

As shown in Figure 3.12-2, the nearest facility to the proposed Project site associated with recreation is the Al Larson Marina, which is located in Fish Harbor, adjacent to and between 300 and 900 ft west of the proposed Project site. The Al Larson Marina consists of a network of floating docks and fingers, which form mooring slips for recreational powerboats, sailboats, and yachts. There are a total of 128 rental slips and 17 rental moorings/anchorages for liveaboard and guest slips. The marina currently accommodates a mix of commercial and pleasure craft up to 50 ft in length, both power and sail.

3.12.3 Applicable Regulations

The proposed Project area is governed by federal, state, and city land use regulations. All proposed Project activities would be conducted in designated industrial areas located within the jurisdiction of the Port. The Port Master Plan (PMP), the California Coastal Act of 1976, and the City of Los Angeles General Plan (including community plans) include recreation-related goals, objectives, and policies that are applicable to the proposed Project.

3.12.3.1 Port Master Plan and California Coastal Act

Written to guide development within the Port, the PMP was certified in 1979, and was most recently revised in November 2009 (POLA, 1979 with amendments).¹ The PMP was certified by the CCC and approved by the Board of Harbor Commissioners. The PMP preceded the Port Plan, and divides the Port into nine individual Planning Areas (PAs). The proposed Project site is located within PA 9 (Terminal Island). The PMP contains the Regulations and Guidelines for Development Projects, which identifies several guidelines and policies for commercial fishing and recreational facilities, including the following:

1. Facilities for the commercial fishing industry shall be protected and, where feasible, upgraded, and shall not be reduced or eliminated, unless the demand for the facilities no longer exists or adequate alternative space can be provided.
2. Marina, marina-related facilities, and recreational boating facility projects, to the extent feasible, shall be designed and located so as not to interfere with Harbor land, water needs of the commercial fishing industry, or the needs of vessels engaged in waterborne commerce, transportation, or services in Harbor waters or on Harbor lands.
3. In designing and constructing facilities in upland and waterfront areas for public recreation, including boating facilities and marinas, adequate public access shall be provided.
4. Facilities for public recreation including boating facilities and marinas, when feasible and practicable, shall be distributed and located in available areas of the Harbor District to avoid overcrowding and/or overuse of individual areas.
5. Coastal areas and waters in the Harbor District suitable for water-oriented recreational activities shall be protected for such uses where the recreational activities do not interfere with commercial or hazardous operations or activities.

¹ Information available at: <http://www.portoflosangeles.org/planning/masterplan.asp>

1 The zoning designation is heavy industrial use ([Q] M3) (City of Los Angeles, 2001).
2 The land uses for this area are container transport, storage, and repacking. Therefore,
3 future land uses within the PA would be consistent with those prescribed by the PMP.
4 The PMP defines *recreation* as uses that “include water-oriented parks, marinas, and
5 related facilities, small craft launching ramps, museums, youth camping and water
6 oriented facilities, public beaches, public fishing piers, and sportfishing”. The PMP also
7 provides development areas for recreational uses in PA 6 of the Port (near the East Basin).
8 One of the principles of the Port-wide Transportation Master Plan is to Conserve Open
9 Space, Natural Resources, and the Environment. The principle encourages planners and
10 developers to “focus new development in existing communities and areas appropriately
11 planned for growth, while protecting air and water quality, conserving wildlife habitat,
12 natural landscapes, floodplains, and water recharge areas.

13 The California Coastal Act of 1976 identifies a number of policies pertaining to
14 recreation; however, only Section 30220 is the applicable policy for the proposed Project.
15 Section 30220 of the California Coastal Act identifies that coastal areas suited for
16 water-oriented recreational activities shall be protected if such uses cannot be readily
17 provided at inland water areas.

18 3.12.3.2 Community Plans

19 Although the proposed Project would be outside the San Pedro and Wilmington
20 Community Plan planning areas, both contain recreational policies that pertain to
21 recreation in the Port.

22 In the San Pedro Community Plan, Policy 19-1 recognizes the Port as a regional resource
23 and the predominant influence on the economic well-being of the San Pedro Community
24 (City of Los Angeles, 1999a). It further promotes the continued development of the Port
25 so as to meet the needs of the fishing industry, recreational users, and the handling of
26 passengers and cargo, with special emphasis on the accommodation of increasingly larger
27 ships.

28 The Wilmington Community Plan puts forth policies to facilitate coordination of Port
29 development to provide community access to recreational waterfront areas (City of
30 Los Angeles, 1999b). Recreation and park facilities and open space goals and policies
31 are outlined in the Wilmington Community Plan; however, no goals and policies are
32 pertinent or relate directly to the proposed Project.

33 3.12.3.3 Controlled Navigation Areas

34 The Los Angeles Board of Harbor Commissioners has approved adding Controlled
35 Navigation Areas (CNAs) to Tariff No. 4, an amendment that has restricted entry of
36 recreational boats into certain areas of the Port without a permit issued by the Port Police.
37 Creation of CNAs is aimed at ensuring navigational safety of large commercial vessels
38 by reducing nonessential boating traffic while increasing waterside security by limiting
39 access to commercial or permitted vessels (POLA, 2010). The purpose of the CNAs is to
40 exercise a level of control over the thousands of recreational vessels using the Harbor to
41 control waterside access to facilities. The Coast Guard and members of the intelligence
42 community (i.e., defense agencies within the Department of Homeland Security [DHS])
43 have identified the need to control small vessels due to their potential use as a means to
44 transport waterborne improvised explosive devices. The CNAs are a component of a

1 larger program involving signs, shoreside and waterside cameras, and an increased
2 waterborne presence by the Port Police. The goal of the program is to deter pier-side
3 incursions to commercial facilities, or attacks on large vessels or cruise ships by small
4 vessels.

5 The Pier 300 Channel is designated as a CNA; therefore, unpermitted recreational vessels
6 are restricted from the area (POLA, 2010). The CNA designation would not result in
7 Project effects to recreational resources, but potential impacts related to the CNA from a
8 security or risk perspective are addressed in Section 3.8, Hazards and Hazardous
9 Materials.

10 **3.12.4 Impacts and Mitigation Measures**

11 **3.12.4.1 Methodology**

12 Per the *L. A. CEQA Thresholds Guide*, potential impacts to recreational resources are
13 evaluated by determining the net population increase as a result of the proposed project,
14 and identification of the recreational facilities that would be used by residents in the
15 project vicinity (City of Los Angeles, 2006). However, development of the proposed
16 Project would not result in any net population increase and, therefore, would not result in
17 any direct impact on the demand for recreation and parks. As explained in Chapter 7,
18 Socioeconomics, the proposed Project would not induce growth or population migration.
19 Anticipated construction and operational employees, projected by the terminal operator,
20 would be drawn from the existing local labor pool within the Los Angeles Basin. The
21 proposed Project would not result in impacts to recreational resources associated with
22 population increases in adjacent communities such as Wilmington and San Pedro,
23 because no increase in population would occur. Therefore, the proposed Project would
24 not use net population or demand for recreational services as part of the methodology to
25 evaluate the impact to recreational resources.

26 Impacts on recreational facilities were assessed by determining if the proposed Project or
27 alternative would result in a substantial physical deterioration or expansion of existing
28 park or recreational facilities, or include construction of new facilities. Potential impacts
29 to existing recreational opportunities from construction and operation of the proposed
30 Project are evaluated qualitatively. The potential recreational impacts of the proposed
31 Project and alternatives were evaluated by comparing the baseline conditions to the
32 anticipated proposed project (or alternative) effects. Analysis includes adverse impacts
33 resulting from construction as well as beneficial effects on the quality of the recreational
34 resources that would be enhanced by the proposed Project.

35 **3.12.4.1.1 CEQA Baseline**

36 Section 15125 of the CEQA Guidelines requires EIRs to include a description of the
37 physical environmental conditions in the vicinity of a project that exist at the time of the
38 NOP. These environmental conditions normally would constitute the baseline physical
39 conditions by which the CEQA lead agency determines if an impact is significant. For
40 purposes of this Draft EIS/EIR, the CEQA baseline for determining the significance of
41 potential Project impacts is the environmental set of conditions that prevailed at the time
42 the NOP was published for the proposed Project - July 2009. The CEQA baseline takes
43 into account the throughput for the 12-month period preceding July 2009 (July 2008
44 through the end of June 2009) in order to provide a representative characterization of

1 activity levels throughout the year. The CEQA baseline conditions are described in
2 Section 2.6.1. The CEQA baseline for this proposed Project includes approximately 1.13
3 million TEUs per year, 998,728 annual truck trips, and 247 annual ship calls that
4 occurred on the 291-acre APL Terminal in the year prior to and including June 2009.

5 The CEQA baseline represents the setting at a fixed point in time and differs from the No
6 Project Alternative (Alternative 1) in that the No Project Alternative addresses what is
7 likely to happen at the proposed Project site over time, starting from the existing
8 conditions. Therefore, the No Project Alternative allows for growth at the proposed
9 Project site that could be expected to occur without additional approvals, whereas the
10 CEQA baseline does not.

11 **3.12.4.1.2 NEPA Baseline**

12 For purposes of this Draft EIS/EIR, the evaluation of significance under NEPA is defined
13 by comparing the proposed Project or other alternative to the NEPA baseline. The NEPA
14 baseline conditions are described in Section 2.6.2. Briefly, the NEPA baseline condition
15 for determining significance of impacts includes the full range of construction and
16 operational activities the applicant could implement and is likely to implement absent a
17 federal action, in this case the issuance of a USACE permit. The NEPA baseline includes
18 minor terminal improvements in the upland area (i.e., conversion of a portion of the dry
19 container storage unit area to reefers and utility infrastructure), operation of the 291-acre
20 container terminal, and assumes that by 2027, the terminal (Berths 302 to 305) handles up
21 to approximately 2.15 million TEUs annually and accommodates 286 annual ships calls
22 and 2,336 on-way rail trips, without any federal action. Because the NEPA baseline is
23 dynamic, it includes different levels of terminal operations at each study year (2012, 2015,
24 2020, 2025, and 2027).

25 Unlike the CEQA baseline, which is defined by conditions at a point in time, the NEPA
26 baseline is not bound by statute to a “flat” or “no-growth” scenario. Therefore, the
27 USACE could project increases in operations over the life of a project to properly
28 describe the NEPA baseline condition. Normally, any federal permit decision would
29 focus on direct impacts of the proposed Project to the aquatic environment, as well as
30 indirect and cumulative impacts in the uplands determined to be within the scope of
31 federal control and responsibility. Significance of the proposed Project or alternative
32 under NEPA is defined by comparing the proposed Project or alternative to the NEPA
33 baseline (i.e., the increment).

34 The NEPA baseline, for purposes of this Draft EIS/EIR, is the same as the No Federal
35 Action Alternative. Under the No Federal Action Alternative, only minor terminal
36 improvements (utility infrastructure, and conversion of dry container storage to
37 refrigerated container storage) would occur, but no new cranes would be added, and the
38 terminal configuration would remain as it was configured in 2008 (291 acres, 12 A-frame
39 cranes, and a 4,000-ft wharf). However, forecasted increases in cargo throughput and
40 annual ship calls would still occur as container growth occurs.

41 **3.12.4.2 Thresholds of Significance**

42 As discussed above, the determination of significance for recreational impacts in the *L. A.*
43 *CEQA Thresholds Guide* is typically implemented for projects that would result in a
44 potential net population increase as well as for projects that would require the
45 construction or expansion of recreational facilities that might have a physical effect on
46 the environment (City of Los Angeles, 2006). The proposed Project (and alternatives)

1 would not include an increase in net population, nor would it require the construction of
2 new, or expansion of existing recreational facilities. However, because recreational
3 resources are located adjacent to and within the vicinity of the proposed Project site,
4 impacts to recreational resources are analyzed. The threshold below was formulated to
5 determine significant impacts to recreational resources, as a result of the proposed Project
6 or alternative. There are no specific NEPA thresholds associated with recreation. The
7 effects of a Project or alternative on recreation are considered to be significant if:

8 **REC-1:** A project or alternative would increase the usage of existing parks or other
9 recreational facilities such that substantial physical deterioration of the
10 facility would occur or be accelerated, or include recreational facilities or
11 require the construction or expansion of recreational facilities which might
12 have an adverse physical effect on the environment.

13 **3.12.4.3 Impact Determination**

14 **3.12.4.3.1 Proposed Project**

15 **Impact REC-1: The proposed Project would not result in a**
16 **substantial physical deterioration or expansion of existing park or**
17 **recreational facilities, or include construction of new facilities.**

18 The proposed Project is limited to on-site redevelopment and adjacent improvements
19 (i.e., 41-acre backland development), and in-water and over-water construction activities
20 at Berth 306. Construction and operation of the proposed Project is not expected to result
21 in substantial population growth that could substantially increase demand for recreational
22 services because the proposed Project is intended to accommodate the shipment of goods
23 into and out of the Port, unlike a residential development project that actually increases
24 housing stock. The operation of the proposed Project would result in the employment of
25 up to 2,152 workers by 2027, which is not considered a substantial number in light of an
26 estimated 4.3 million employees in Los Angeles County in 2009 (CEDD, 2010). In
27 addition, most new terminal employees would come from local sources in the Los
28 Angeles area and are likely to reside proximate to the Project area. Because the new
29 terminal employees would be filled locally, the new employees would not generate
30 substantial new demand for recreational or park services that would in turn result in a
31 substantial physical deterioration or expansion of existing park or recreational facilities.

32 The nearest pleasure craft slips are located in the Al Larson Marina, which is located
33 along the west side of Fish Harbor and approximately 900 ft west of the proposed Project
34 site (west boundary). Other park and recreational facilities in the Project area are located
35 approximately one mile west along Harbor Boulevard and the Main Channel, and include
36 the San Pedro Plaza Park, John S. Gibson Jr. Park, and the Los Angeles Maritime
37 Institute and Museum. The next nearest water-related recreational opportunities and
38 facilities are located approximately one to two miles southwest of the proposed Project
39 site, and include the West Channel and East Basin marinas (pleasure craft) and the
40 Cabrillo Beach Recreational Complex area (swimming, scuba diving, and jet skiing), and
41 the Cabrillo Beach Fishing Pier (angling).

42 The proposed Project is limited to on-site redevelopment and improvements, and in-water
43 and over-water construction activities at Berth 306. Construction activities would require
44 the use of marine-based and upland equipment. See Section 3.9, Marine Transportation,
45 for details of the water-related construction equipment and Section 2.5.2 in Chapter 2,

1 Project Description, for a description of the various construction elements and phasing.
2 Some construction activities would be visible and audible from the Al Larson Marina,
3 and visible from portions of the Cabrillo Beach Recreational Complex and Cabrillo
4 Fishing Pier. However, as discussed in Section 3.1, Aesthetics and Visual Resources,
5 construction would result in minimal changes to the visual landscape of the APL
6 Terminal, and that the proposed improvements would be consistent with the character of
7 a working port. Construction equipment would not obstruct views of the San Pedro Bay,
8 or open waters of the Pacific Ocean, and would blend with the existing Port landscape.
9 Construction activities related to redeveloping the 7-acre backland area behind Berth 301,
10 and installation of the A-frame cranes at Berths 302-305 (4 of the total 24), and related
11 operations would be most visible from the Al Larson Marina. Additional upland
12 improvements are not expected to be visible from the water (i.e., recreational craft at the
13 Al Larson Marina), given that the proposed Project site is approximately 15-ft above
14 MLLW.

15 As discussed in Section 3.10, Marine Transportation, the short-term presence of support
16 boats at Berths 302-306 would not reduce the existing level of safety for vessel
17 navigation in the Port or Pier 300 Channel. Unpermitted recreational vessels are
18 restricted from the Pier 300 Channel, and neither construction nor operations would
19 impede navigation of the Catalina Express, cruise ships, or pleasure craft in the Main
20 Channel or other designated transit lanes, and thus would not affect access to the Outer
21 Harbor, San Pedro Bay, or Pacific Ocean. Therefore, construction and operation of the
22 proposed Project would not result in a substantial loss of water-related recreational
23 opportunities.

24 The noise impact analysis provided in Section 3.11, Noise, identifies sensitive noise
25 receptor locations in the Port that could potentially be impacted by the proposed Project.
26 Nighttime dredging of Berth 306 would result in average noise levels that exceed the
27 ambient levels at the Al Larson Marina, located 1,200 ft from the proposed Project.
28 However, the increases would be less than 2 dBA, which is below the significance
29 criteria (refer to Impact NOI-2 of Section 3.11, Noise). Even though construction-related
30 noise would not violate Section 41.40 of the LAMC Noise Ordinance, it would be
31 considered an indirect impact to the recreational activities at the Al Larson Marina.

32 Although construction-related noise impacts to the Al Larson Marina (the nearest
33 recreational resource) would not be significant, **MM NOI-1** (which requires the
34 contractor to use a pile driving system with a sound insulation system) and **MM NOI-2**
35 (which requires the contractor to erect temporary noise attenuation barriers suitable for
36 pile driving equipment, as necessary), would be implemented. Consequently, it is not
37 anticipated that construction activities would cause a substantial loss or diminish the
38 quality of recreational facilities. In addition, operational noise is not anticipated to
39 increase substantially above the current conditions (refer to Section 3.11, Noise, for the
40 detailed analysis).

41 **CEQA Impact Determination**

42 The proposed Project would result in the employment of up to 2,152 workers by 2027,
43 which represents an increase of 1,111 over the CEQA baseline level of 1,041 employees.
44 As stated above, this level of employment would not be considered substantial in relation
45 to the County-wide employment estimate. Consequently, construction and operation of
46 the proposed Project would not result in significant impacts resulting from a substantial

1 physical deterioration or expansion of existing park or recreational facilities, or include
2 construction of new facilities under CEQA.

3 *Mitigation Measures*

4 No mitigation is required. However, noise mitigation measures **MM NOI-1** and **MM**
5 **NOI-2** requires the contractor to use a pile driving system with a sound insulation
6 system and **MM NOI-2** requires the contractor to erect temporary noise attenuation
7 barriers suitable for pile driving equipment, as necessary. These mitigation measures
8 would further reduce the potential for noise impacts to diminish the quality of
9 recreational facilities.

10 *Residual Impacts*

11 Impacts would be less than significant.

12 **NEPA Impact Determination**

13 The proposed Project would result in the employment of up to 2,152 workers by 2027,
14 which represents an increase of 860 over the NEPA baseline level of 1,292 employees.
15 As stated above, this level of employment would not be considered substantial in relation
16 to the County-wide employment estimate. Consequently, construction and operation of
17 the proposed Project would not result in significant impacts resulting from a substantial
18 physical deterioration or expansion of existing park or recreational facilities, or include
19 construction of new facilities under NEPA.

20 *Mitigation Measures*

21 No mitigation is required. However, the potential for impacts would be further
22 reduced with implementation of mitigation measures **MM NOI-1** and **MM NOI-2**.

23 *Residual Impacts*

24 Impacts would be less than significant.

25 **3.12.4.3.2 Alternatives**

26 **3.12.4.3.2.1 Alternative 1 – No Project**

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

35 Under the No Project Alternative, the existing APL Terminal would continue to operate
36 as an approximately 291-acre container terminal. Based on the throughput projections,
37 terminal operations are expected to grow over time as throughput demands increase.
38 Under Alternative 1, the existing APL Terminal would handle approximately 2.15
39 million TEUs by 2027, which would result in 286 annual ship calls at Berths 302-305. In
40 addition, this alternative would result in up to 7,273 peak daily one-way truck trips
41 (1,922,497 annual), and up to 2,336 annual one-way rail trip movements. Under

1 Alternative 1, cargo ships that currently berth and load/unload at the Berths 302-305
2 terminal would continue to do so.

3 The No Project Alternative would not preclude future improvements to the proposed
4 Project site. However, any future changes in use or new improvements with the potential
5 to significantly impact the environment would need to be analyzed in a separate
6 environmental document.

7 **Impact REC-1: Alternative 1 would not result in a substantial**
8 **physical deterioration or expansion of existing park or recreational**
9 **facilities, or include construction of new facilities.**

10 Under Alternative 1, no improvements or development would occur to the existing APL
11 Terminal. Under Alternative 1, the existing APL Terminal would continue to operate as
12 an approximately 291-acre container terminal. This alternative would not develop
13 additional areas or increase the number of facilities at the existing APL Terminal. Even
14 without improvements, terminal operations are expected to increase slightly with cargo
15 throughput projected to reach approximately 2.15 million TEUs by 2027. The number of
16 employees at the APL Terminal is projected to be approximately 1,202 employees by
17 2027, which is insignificant in relation to the estimated 7.7 million employees in Los
18 Angeles County in 2009 (CEDD, 2010).

19 There are no visitor-oriented uses or recreational services located at the Alternative 1 site.
20 The nearest pleasure craft slips are located in the Al Larson Marina, which is located
21 along the west side of Fish Harbor and approximately 900 ft west of the Alternative 1 site
22 (west boundary). As with the proposed Project, neither construction activities nor
23 operation of Alternative 1 would significantly affect this recreational facility.
24 Alternative 1 would not affect recreational activities of private watercraft, including those
25 in the Al Larson Marina, because it would not impede vessel travel lanes or recreational
26 opportunities in the Main Channel.

27 **CEQA Impact Determination**

28 Implementation of Alternative 1 is expected to result in a minor increase of 161
29 employees over the CEQA baseline level of 1,041 employees. As stated above, this level
30 of employment growth (1,202 employees by 2027) would not be considered substantial in
31 relation to the County-wide employment estimate. Based on the above, Alternative 1
32 would not result in significant impacts resulting from a substantial physical deterioration
33 or expansion of existing park or recreational facilities, or include construction of new
34 facilities under CEQA.

35 *Mitigation Measures*

36 No mitigation is required.

37 *Residual Impacts*

38 Impacts would be less than significant.

39 **NEPA Impact Determination**

40 The impacts of the No Project Alternative are not required to be analyzed under NEPA.
41 NEPA requires the analysis of a No Federal Action Alternative (Alternative 2 in this
42 document).

1 *Mitigation Measures*

2 Mitigation measures are not applicable.

3 *Residual Impacts*

4 An impact determination is not applicable.

5 **3.12.4.3.2.2 Alternative 2 – No Federal Action**

6 The No Federal Action Alternative would be the same as the NEPA baseline and would
7 include only the activities and impacts likely to occur absent further USACE federal
8 approval but could include improvements that require a local action. Under Alternative 2,
9 no federal action would occur; however, minor terminal improvements in the upland area
10 of the existing APL Terminal would be implemented. These minor upland improvements
11 would include conversion of a portion of the dry container storage area to an additional
12 200 reefers, associated electrical lines, and installation of utility infrastructure at locations
13 in the existing backland areas. Beyond these minor upland improvements, the Port would
14 not construct and develop additional backlands or wharves. No gate or additional
15 backland improvements would occur, and no in-water features such as dredging or a new
16 berth, wharf extension, or over-water features such as new cranes would occur under the
17 No Federal Action Alternative.

18 Under the No Federal Action Alternative, the existing APL Terminal would continue to
19 operate as an approximately 291-acre container terminal, and up to approximately 2.15
20 million TEUs could be handled at the terminal by 2027. Based on the throughput
21 projections, the No Federal Action Alternative would result in 286 annual ship calls at
22 Berths 302-305. In addition, this alternative would result in up to 7,273 peak daily truck
23 trips (1,922,497 annual), and up to 2,336 annual one-way rail trip movements. Cargo
24 ships that currently berth and load/unload at the Berths 302-305 terminal would continue
25 to do so.

26 **Impact REC-1: Alternative 2 would not result in a substantial**
27 **physical deterioration or expansion of existing park or recreational**
28 **facilities, or include construction of new facilities.**

29 Alternative 2 would not expand the existing container terminal; only minor upland
30 improvements, as described above, would be implemented. The number of employees at
31 the APL Terminal is projected to be approximately 1,202 employees by 2027, which is
32 insignificant in relation to the estimated 7.7 million employees in Los Angeles County in
33 2009 (CEDD, 2010).

34 There are no visitor-oriented uses or recreational services located at the Alternative 2 site.
35 The nearest pleasure craft slips are located in the Al Larson Marina, which is located
36 along the west side of Fish Harbor and approximately 900 ft west of the Alternative 2 site
37 (west boundary). As with the proposed Project, neither construction activities nor
38 operation of Alternative 2 would significantly affect this recreational facility.
39 Alternative 2 would not affect recreational activities of private watercraft, including those
40 in the Al Larson Marina, because it would not impede vessel travel lanes or recreational
41 opportunities in the Main Channel.

CEQA Impact Determination

Implementation of Alternative 2 is expected to result in a minor increase of 161 employees over the CEQA baseline level of 1,041 employees. As stated above, this level of employment growth (1,202 employees by 2027) would not be considered substantial in relation to the County-wide employment estimate. Based on the above, Alternative 2 would not result in significant impacts resulting from a substantial physical deterioration or expansion of existing park or recreational facilities, or include construction of new facilities under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The No Federal Action Alternative would have the same conditions as the NEPA baseline, as explained in Section 2.6.2 in Chapter 2; therefore, there would be no incremental difference between Alternative 2 and the NEPA baseline. As a consequence, Alternative 2 would result in no impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no impacts.

3.12.4.3.2.3 Alternative 3 – Reduced Project: Four New Cranes

Under Alternative 3, four new cranes would be added to the existing wharf along Berths 302-305 and only minor improvements to the existing APL Terminal would be made (utility infrastructure and conversion of dry container storage to reefers). No other upland terminal improvements would be constructed. The existing terminal is berth-constrained, and adding the additional four cranes would improve the terminal's efficiency.

The total acreage of backlands under Alternative 3 would remain at approximately 291 acres, which would be less than the proposed Project. This alternative would not include the extension of the existing wharf, construction of a new berth, dredging, or the relocation and improvement of various gates and entrance lanes.

Based on the throughput projections, TEU throughput under Alternative 3 would be less than the proposed Project, with an expected throughput of approximately 2.58 million TEUs by 2027. This would translate into 338 annual ship calls at Berths 302-305. In addition, this alternative would result in up to 8,725 peak daily truck trips (2,306,460 annual), and up to 2,544 annual one-way rail trip movements. Configuration of all other landside terminal components would be identical to the existing terminal.

1 **Impact REC-1: Alternative 3 would not result in a substantial**
2 **physical deterioration or expansion of existing park or recreational**
3 **facilities, or include construction of new facilities.**

4 Alternative 3 would not expand the existing APL Terminal or include wharf expansion,
5 but would include four new A-Frames cranes, conversion of dry container storage to a
6 200-unit refrigerated area, and utility infrastructure. The number of employees at the
7 APL Terminal is projected to be approximately 1,599 employees by year 2027, which is
8 insignificant in relation to the estimated 7.7 million employees in Los Angeles County in
9 2009 (CEDD, 2010).

10 There are no visitor-oriented uses or recreational services located at the Alternative 3 site.
11 The nearest pleasure craft slips are located in the Al Larson Marina, which is located
12 along the west side of Fish Harbor and approximately 900 ft west of the Alternative 3 site
13 (west boundary). As with the proposed Project, neither construction activities nor
14 operation of Alternative 3 would significantly affect this recreational facility.
15 Alternative 3 would not affect recreational activities of private watercraft, including those
16 in the Al Larson Marina, because it would not impede vessel travel lanes or recreational
17 opportunities in the Main Channel.

18 **CEQA Impact Determination**

19 Implementation of Alternative 3 is expected to result in the increase of approximately
20 307 employees over the CEQA baseline level of 1,041 employees. As stated above, this
21 level of employment growth (1,599 employees by 2027) would not be considered
22 substantial in relation to the County-wide employment estimate. Based on the above,
23 Alternative 3 would not result in significant impacts resulting from a substantial physical
24 deterioration or expansion of existing park or recreational facilities, or include
25 construction of new facilities under CEQA.

26 *Mitigation Measures*

27 No mitigation is required.

28 *Residual Impacts*

29 Impacts would be less than significant.

30 **NEPA Impact Determination**

31 Implementation of Alternative 3 is expected to result in the increase of approximately
32 307 employees over the NEPA baseline level of 1,292 employees. As stated above, this
33 level of employment growth (1,599 employees by 2027) would not be considered
34 substantial in relation to the County-wide employment estimate. As discussed above,
35 Alternative 3 would not result in significant impacts resulting from a substantial physical
36 deterioration or expansion of existing park or recreational facilities, or include
37 construction of new facilities under NEPA. Therefore, under NEPA, Alternative 3 would
38 not significantly affect parks or other recreational resources.

1 *Mitigation Measures*

2 No mitigation is required.

3 *Residual Impacts*

4 Impacts would be less than significant.

5 **3.12.4.3.2.4 Alternative 4 – Reduced Project: No New Wharf**

6 Under Alternative 4, six cranes would be added to the existing terminal wharf at Berths
7 302-305, and the 41-acre fill area adjacent to the APL Terminal would be developed as
8 container yard backlands. EMS would relinquish the 30 acres of backlands under space
9 assignment. EMS would not add the nine acres of land behind Berth 301 or the two acres
10 at the main gate to its permit. Because no new wharf would be constructed at Berth 306,
11 the 41-acre backland would be operated using traditional methods and would not be
12 expected to transition to use of automated equipment. As the existing wharf would not be
13 extended to create Berth 306, no dredging would occur.

14 Under Alternative 4, the total terminal acreage would be 302 acres, which is less than the
15 proposed Project. Based on the throughput projections, TEU throughput would be less
16 than the proposed Project, with an expected throughput of approximately 2.78 million
17 TEUs by 2027. This would translate into 338 annual ship calls at Berths 302-305. In
18 addition, Alternative 4 would result in up to 9,401 peak daily truck trips (2,485,050
19 annual), and up to 2,563 annual one-way rail trip movements. Configuration of all other
20 landside terminal components (i.e., Main Gate improvements) would be identical to the
21 proposed Project.

22 **Impact REC-1: Alternative 4 would not result in a substantial**
23 **physical deterioration or expansion of existing park or recreational**
24 **facilities, or include construction of new facilities.**

25 Construction and operational impacts from Alternative 4 would be similar to, but less
26 than, those discussed for the proposed Project. Alternative 4 would only include six new
27 cranes, and would not expand the wharf to create Berth 306. The number of employees
28 at the APL Terminal is projected to be approximately 1,867 employees by year 2027,
29 which is insignificant in relation to the estimated 7.7 million employees in Los Angeles
30 County in 2009 (CEDD, 2010).

31 There are no visitor-oriented uses or recreational services located at the Alternative 4 site.
32 The nearest pleasure craft slips are located in the Al Larson Marina, which is located
33 along the west side of Fish Harbor and approximately 900 ft west of the Alternative 4 site
34 (west boundary). As with the proposed Project, neither construction activities nor
35 operation of Alternative 4 would significantly affect this recreational facility.
36 Alternative 4 would not affect recreational activities of private watercraft, including those
37 in the Al Larson Marina, because it would not impede vessel travel lanes or recreational
38 opportunities in the Main Channel.

39 **CEQA Impact Determination**

40 Implementation of Alternative 4 is expected to result in the increase of terminal
41 employees by approximately 826 over the CEQA baseline level of 1,041 employees. As
42 stated above, this level of employment growth (1,867 employees by 2027) would not be
43 considered substantial in relation to the County-wide employment estimate. Alternative 4

1 would not result in substantial demand for recreation services above baseline levels
2 because it would not result in a substantial increase in population or employees in the
3 proposed Project area. Consequently, Alternative 4 would not result in significant
4 impacts resulting from a substantial physical deterioration or expansion of existing park
5 or recreational facilities, or include construction of new facilities under CEQA.

6 *Mitigation Measures*

7 No mitigation is required.

8 *Residual Impacts*

9 Impacts would be less than significant.

10 **NEPA Impact Determination**

11 Implementation of Alternative 4 is expected to result in the increase of terminal
12 employees by approximately 575 over the NEPA baseline level of 1,292 employees. As
13 stated above, this level of employment growth (1,867 employees by 2027) would not be
14 considered substantial in relation to the County-wide employment estimate. Although
15 Alternative 4 would result in higher levels of construction and operational activities than
16 the NEPA baseline, this alternative would not result in substantial demand for recreation
17 services because it would operate at a lower throughput level than the proposed Project,
18 and because the proposed Project would not result in substantial increases in population
19 or employees in the Project area above NEPA baseline levels. Consequently, Alternative
20 4 would not result in significant impacts resulting from a substantial physical
21 deterioration or expansion of existing park or recreational facilities, or include
22 construction of new facilities under NEPA.

23 *Mitigation Measures*

24 No mitigation is required.

25 *Residual Impacts*

26 Impacts would be less than significant.

27 **3.12.4.3.2.5 Alternative 5 – Reduced Project: No Space Assignment**

28 Alternative 5 would improve the existing terminal, construct a new wharf (1,250 ft)
29 creating Berth 306, add 12 new cranes to Berths 302-306, add 56 acres for backlands,
30 wharfs, and gates improvements, construct electrification infrastructure in the backlands
31 behind Berths 305-306, and relinquish the 30 acres currently on space assignment. This
32 alternative would be the same as the proposed Project, except that EMS would relinquish
33 the 30 acres of backlands under space assignment. As with the proposed Project, the 41-
34 acre backlands and Berth 306 under Alternative 5 could utilize traditional container
35 operations, electric automated operations, or a combination of the two over time.
36 Dredging of the Pier 300 Channel along the new wharf at Berth 306 (approximately
37 20,000 cy) would occur, with the dredged material beneficially reused, and/or disposed of
38 at an approved disposal site (such as the CDF at Berths 243-245 and/or Cabrillo shallow
39 water habitat) or, if needed, disposed of at an ocean disposal site (i.e., LA-2).

40 Under Alternative 5, the total gross terminal acreage would be 317 acres, which is less
41 than the proposed Project. TEU throughput would be the same as the proposed Project,
42 with an expected throughput of approximately 3.2 million TEUs by 2027. This would

1 translate into 390 annual ship calls at Berths 302-306. In addition, this alternative would
2 result in up to 11,361 peak daily truck trips (3,003,157 annual) including drayage, and up
3 to 2,953 annual one-way rail trip movements. Configuration of all other landside
4 terminal components would be identical to the existing terminal.

5 **Impact REC-1: Alternative 5 would not result in a substantial**
6 **physical deterioration or expansion of existing park or recreational**
7 **facilities, or include construction of new facilities.**

8 Construction and operational impacts from Alternative 5 would be very similar to those
9 discussed under the proposed Project. The only substantive difference is that Alternative
10 5 would relinquish the 30-acre space assignment, resulting in 317 acres rather than
11 347 acres. The number of employees at the APL Terminal is expected to increase to
12 approximately 2,196 employees by 2027, which is not considered a substantial number in
13 comparison with the estimated 7.7 million employees in Los Angeles County in 2009
14 (CEDD, 2010). The new terminal employees would come from local sources in the
15 Los Angeles area and are likely to reside proximate to the Project area. Because the new
16 terminal employees would be filled locally, the new employees would not generate
17 substantial new demand for recreational or park services that would in turn result in a
18 substantial physical deterioration or expansion of existing park or recreational facilities.

19 The nearest pleasure craft slips are located in the Al Larson Marina, which is located
20 along the west side of Fish Harbor and approximately 900 ft west of the Alternative 5 site
21 (west boundary). Other park and recreational facilities in the area are identified above
22 under the proposed Project.

23 Alternative 5 would be limited to on-site redevelopment and improvements, and in-water
24 and over-water construction activities at Berth 306. Construction activities would require
25 the use of marine-based and upland equipment. Some construction activities would be
26 visible and audible from the Al Larson Marina, and visible from portions of the Cabrillo
27 Beach Recreational Complex and Cabrillo Fishing Pier. However, construction would
28 result in minimal changes to the visual landscape of the APL Terminal and that the
29 proposed improvements would be consistent with the character of a working port.
30 Construction equipment would not obstruct views of the San Pedro Bay, or open waters
31 of the Pacific Ocean, and would blend with the existing Port landscape.

32 Construction activities related to redeveloping the 7-acre backland area behind Berth 301,
33 and installation of the A-frame cranes at Berths 302-305 (4 of the total 24) would be most
34 visible from the Al Larson Marina. Additional upland improvements are not expected to
35 be visible from the water (i.e., recreational craft at the Al Larson Marina) given that the
36 Alternative 5 site is approximately 15-ft above MLLW.

37 As discussed in Section 3.10, Marine Transportation, the short-term presence of support
38 boats at Berths 302-306 would not reduce the existing level of safety for vessel
39 navigation in the Port or Pier 300 Channel. Unpermitted recreational vessels are
40 restricted from the Pier 300 Channel and construction activities would not impede
41 navigation of the Catalina Express, cruise ships, or pleasure craft in the Main Channel or
42 other designated transit lanes, and thus would not affect access to the Outer Harbor,
43 San Pedro Bay, or Pacific Ocean. Therefore, construction of the proposed Project would
44 not result in a substantial loss of water-related recreational opportunities.

1 The noise impact analysis provided in Section 3.11, Noise, identifies sensitive noise
2 receptor locations in the Port that could potentially be impacted by the proposed Project.
3 Nighttime dredging of Berth 306 would result in average noise levels that exceed the
4 ambient levels at the Al Larson Marina, located 1,200 ft from the proposed Project.
5 However, the increases would be less than 2 dBA, which is below the significance
6 criteria (refer to Impact NOI-2 of Section 3.11, Noise). Even though construction-related
7 noise would not violate Section 41.40 of the LAMC Noise Ordinance, it would be
8 considered an indirect impact to the recreational activities at the Al Larson Marina.

9 Although construction-related noise impacts to the Al Larson Marina (the nearest
10 recreational resource) would not be significant, **MM NOI-1** (which requires the
11 contractor to use a pile driving system with a sound insulation system) and **MM NOI-2**
12 (which requires the contractor to erect temporary noise attenuation barriers suitable for
13 pile driving equipment, as necessary), would be implemented. Consequently, it is not
14 anticipated that construction activities would cause a substantial loss or diminish the
15 quality of recreational facilities. In addition, operational noise is not anticipated to
16 increase substantially above the current conditions (refer to Section 3.11, Noise, for the
17 detailed analysis).

18 **CEQA Impact Determination**

19 Implementation of Alternative 5 is expected to result in the increase of approximately
20 1,155 employees over the CEQA baseline level of 1,041 employees. As stated above,
21 this level of employment growth (2,196 employees by 2027) would not be considered
22 substantial in relation to the County-wide employment estimate. As discussed above,
23 construction and operation of the proposed Project is not expected to interfere with
24 water-related recreational activities, vessel traffic, or private watercraft in the Project
25 vicinity. Consequently, Alternative 5 would not result in significant impacts resulting
26 from a substantial physical deterioration or expansion of existing park or recreational
27 facilities, or include construction of new facilities under CEQA.

28 *Mitigation Measures*

29 No mitigation is required. However, the potential for impacts would be further
30 reduced with implementation of mitigation measures **MM NOI-1** and **MM NOI-2**.

31 *Residual Impacts*

32 Impacts would be less than significant.

33 **NEPA Impact Determination**

34 Implementation of Alternative 5 is expected to result in the increase of approximately
35 904 employees over the NEPA baseline level of 1,292 employees. As stated above, this
36 level of employment growth (2,196 employees by 2027) would not be considered
37 substantial in relation to the County-wide employment estimate. As discussed above,
38 construction and operation of the proposed Project is not expected to interfere with
39 water-related recreational activities, vessel traffic, or private watercraft in the Project
40 vicinity. Consequently, construction and operation of the proposed Project would not
41 result in significant impacts resulting from a substantial physical deterioration or
42 expansion of existing park or recreational facilities, or include construction of new
43 facilities under NEPA.

1 *Mitigation Measures*

2 No mitigation is required. However, the potential for impacts would be further
3 reduced with implementation of mitigation measures **MM NOI-1** and **MM NOI-2**.

4 *Residual Impacts*

5 Impacts would be less than significant.

6 **3.12.4.3.2.6 Alternative 6 – Proposed Project with Expanded On-Dock Railyard**

7 Alternative 6 would be the same as the proposed Project; however, the existing on-dock
8 railyard on the terminal would be redeveloped and expanded. Under this alternative,
9 approximately 10 acres of backlands would be removed from container storage for the
10 railyard expansion. Alternative 6 would improve the existing terminal, develop the
11 existing 41-acre fill area as backlands, add 1,250 ft of new wharf creating Berth 306, and
12 dredge the Pier 300 Channel along Berth 306. Under this alternative, 12 new cranes
13 would be added to the wharves along Berths 302-306, for a total of 24 cranes. As with
14 the proposed Project, the 41-acre backlands and Berth 306 under Alternative 6 could
15 utilize traditional container operations, electric automated operations, or a combination of
16 the two over time. Dredging of the Pier 300 Channel along Berth 306 would occur
17 (removal of approximately 20,000 cy of material), with the dredged material beneficially
18 reused and/or disposed of at an approved disposal site (such as the CDF at Berths 243-
19 245 and/or Cabrillo shallow water habitat) or, if needed, disposed of at an ocean disposal
20 site (i.e., LA-2). Total terminal acreage (347) would be the same as the proposed Project.

21 Based on the throughput projections, TEU throughput would be the same as the proposed
22 Project, with an expected throughput of approximately 3.2 million TEUs by 2027. This
23 would translate into 390 annual ship calls at Berths 302-306. In addition, Alternative 6
24 would result in up to 10,830 peak daily truck trips (2,862,760 annual), and up to
25 2,953 annual rail trip movements. Configuration of all other landside terminal
26 components would be identical to the existing terminal.

27 **Impact REC-1: Alternative 6 would not result in a substantial**
28 **physical deterioration or expansion of existing park or recreational**
29 **facilities, or include construction of new facilities.**

30 Construction and operational impacts from Alternative 6 would be very similar to those
31 discussed for the proposed Project because it would involve much of the same features as
32 the proposed Project. The number of employees at the terminal is expected to increase to
33 approximately 2,152 by 2027, which is not considered a substantial number in light of an
34 estimated 7.7 million employees in Los Angeles County in 2009 (CEDD, 2010). The
35 new terminal employees would come from local sources in the Los Angeles area and are
36 likely to reside proximate to the Project area. Because the new terminal employees
37 would be filled locally, the new employees would not generate substantial new demand
38 for recreational or park services that would in turn result in a substantial physical
39 deterioration or expansion of existing park or recreational facilities.

40 The nearest pleasure craft slips are located in the Al Larson Marina, which is located
41 along the west side of Fish Harbor and approximately 300-900 ft west of the Alternative
42 6 site (west boundary). Other park and recreational facilities in the area are identified
43 above under the proposed Project.

1 Alternative 6 would be limited to on-site redevelopment and improvements, and in-water
2 and over-water construction activities at Berth 306. Construction activities would require
3 the use of marine-based and upland equipment. Some construction activities would be
4 visible and audible from the Al Larson Marina, and visible from portions of the Cabrillo
5 Beach Recreational Complex and Cabrillo Fishing Pier. However, construction would
6 result in minimal changes to the visual landscape of the APL Terminal and that the
7 proposed improvements would be consistent with the character of a working port.
8 Construction equipment would not obstruct views of the San Pedro Bay, or open waters
9 of the Pacific Ocean, and would blend with the existing Port landscape.

10 Construction activities related to redeveloping the 7-acre backland area behind Berth 301,
11 and installation of the A-frame cranes at Berths 302-305 (4 of the total 24) would be most
12 visible from the Al Larson Marina. Additional upland improvements are not expected to
13 be visible from the water (i.e., recreational craft at the Al Larson Marina) given that the
14 Alternative 6 site is approximately 15-ft above MLLW.

15 As discussed in Section 3.10, Marine Transportation, the short-term presence of support
16 boats at Berths 302-306 would not reduce the existing level of safety for vessel
17 navigation in the Port or Pier 300 Channel. Unpermitted recreational vessels are
18 restricted from the Pier 300 Channel and construction activities would not impede
19 navigation of the Catalina Express, cruise ships, or pleasure craft in the Main Channel or
20 other designated transit lanes, and thus would not affect access to the Outer Harbor,
21 San Pedro Bay, or Pacific Ocean. Therefore, construction of the proposed Project would
22 not result in a substantial loss of water-related recreational opportunities.

23 The noise impact analysis provided in Section 3.11, Noise, identifies sensitive noise
24 receptor locations in the Port that could potentially be impacted by the proposed Project.
25 Nighttime dredging of Berth 306 would result in average noise levels that exceed the
26 ambient levels at the Al Larson Marina, located 1,200 ft from the proposed Project.
27 However, the increases would be less than 2 dBA, which is below the significance
28 criteria (refer to Impact NOI-2 of Section 3.11, Noise). Even though construction-related
29 noise would not violate Section 41.40 of the LAMC Noise Ordinance, it would be
30 considered an indirect impact to the recreational activities at the Al Larson Marina.

31 Although construction-related noise impacts to the Al Larson Marina (the nearest
32 recreational resource) would not be significant, **MM NOI-1** (which requires the
33 contractor to use a pile driving system with a sound insulation system) and **MM NOI-2**
34 (which requires the contractor to erect temporary noise attenuation barriers suitable for
35 pile driving equipment, as necessary), would be implemented. Consequently, it is not
36 anticipated that construction activities would cause a substantial loss or diminish the
37 quality of recreational facilities. In addition, operational noise is not anticipated to
38 increase substantially above the current conditions (refer to Section 3.11, Noise, for the
39 detailed analysis).

40 **CEQA Impact Determination**

41 Implementation of Alternative 6 is expected to result in the increase of approximately
42 1,111 employees over the CEQA baseline level of 1,041 employees. As stated above,
43 this level of employment growth (2,152 employees by 2027) would not be considered
44 substantial in relation to the County-wide employment estimate. As discussed above,
45 construction and operation of the proposed Project is not expected to interfere with

1 water-related recreational activities, vessel traffic, or private watercraft in the Project
2 vicinity. Consequently, Alternative 6 would not result in significant impacts resulting
3 from a substantial physical deterioration or expansion of existing park or recreational
4 facilities, or include construction of new facilities under CEQA.

5 *Mitigation Measures*

6 No mitigation is required. However, the potential for impacts would be further
7 reduced with implementation of mitigation measures **MM NOI-1** and **MM NOI-2**.

8 *Residual Impacts*

9 Impacts would be less than significant.

10 **NEPA Impact Determination**

11 Implementation of Alternative 6 is expected to result in the increase of approximately
12 860 employees over the NEPA baseline level of 1,292 employees. As stated above, this
13 level of employment growth (2,152 employees by 2027) would not be considered
14 substantial in relation to the County-wide employment estimate. As discussed above,
15 construction and operation of the proposed Project is not expected to interfere with
16 water-related recreational activities, vessel traffic, or private watercraft in the Project
17 vicinity. Consequently, construction and operation of the proposed Project would not
18 result in significant impacts resulting from a substantial physical deterioration or
19 expansion of existing park or recreational facilities, or include construction of new
20 facilities under NEPA.

21 *Mitigation Measures*

22 No mitigation is required. However, the potential for impacts would be further
23 reduced with implementation of mitigation measures **MM NOI-1** and **MM NOI-2**.

24 *Residual Impacts*

25 Impacts would be less than significant.

26 **3.12.4.4 Summary of Impact Determinations**

27 Table 3.12-1 presents a summary of the CEQA and NEPA impact determinations for the
28 proposed Project and its alternatives related to Recreation as described in the detailed
29 discussions above. This table is meant to allow easy comparison between the potential
30 impacts of the proposed Project and alternatives with respect to this resource. The
31 potential impacts identified below may be based on federal, state, or City of Los Angeles
32 significance criteria, Port criteria, and the scientific judgment of the report preparers.

33 For each impact threshold, the table describes the impact, notes the CEQA and NEPA
34 impact determinations, describes any applicable mitigation measures, and notes the
35 residual impacts (i.e., the impact remaining after mitigation). All impacts, whether
36 significant or not, are included in this table.

Table 3.12-1: Summary Matrix of Potential Impacts and Mitigation Measures for Recreation Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Proposed Project	REC-1: The proposed Project would not result in a substantial physical deterioration or expansion of existing park or recreational facilities, or include construction of new facilities.	CEQA: Less than significant	Mitigation not required; however, MM NOI-1: Noise Reduction during Pile Driving and MM NOI-2: Erect Temporary Noise Attenuation Barriers Adjacent to Pile Driving Equipment, Where Necessary and Feasible would further reduce impacts.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 1 – No Project	REC-1: Alternative 1 would not result in a substantial physical deterioration or expansion of existing park or recreational facilities, or include construction of new facilities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 2 – No Federal Action	REC-1: Alternative 2 would not result in a substantial physical deterioration or expansion of existing park or recreational facilities, or include construction of new facilities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
Alternative 3 – Reduced Project: Four New Cranes	REC-1: Alternative 3 would not result in a substantial physical deterioration or expansion of existing park or recreational facilities, or include construction of new facilities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 4 – Reduced Project: No New Wharf	REC-1: Alternative 4 would not result in a substantial physical deterioration or expansion of existing park or recreational facilities, or include construction of new facilities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 5 – Reduced Project: No Space Assignment	REC-1: Alternative 5 would not result in a substantial physical deterioration or expansion of existing park or recreational facilities, or include construction of new facilities.	CEQA: Less than significant	Mitigation not required; however, MM NOI-1 and MM NOI-2 would further reduce impacts.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table 3.12-1: Summary Matrix of Potential Impacts and Mitigation Measures for Recreation Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	REC-1: Alternative 6 would not result in a substantial physical deterioration or expansion of existing park or recreational facilities, or include construction of new facilities.	CEQA: Less than significant	Mitigation not required; however, MM NOI-1 and MM NOI-2 would further reduce impacts.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

1 **3.12.4.5 Mitigation Monitoring**

2 No significant impacts would occur to Recreation as a result of construction or operation
3 of the proposed Project or alternatives. In the absence of significant impacts, mitigation
4 measures are not required. However, mitigation measures for noise (**MM NOI-1** and
5 **MM NOI-2**) are applicable to the proposed Project and Alternatives 5 and 6. The
6 monitoring program for mitigation measure **MM NOI-1** and **MM NOI-2** can be found in
7 Section 3.11.4.5 (in Section 3.11, Noise).

8 **3.12.5 Significant Unavoidable Impacts**

9 No significant unavoidable impacts related to recreational resources would occur as a
10 result of construction or operation of the proposed Project or alternatives.

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