US Army Corps of Engineers®

THE PORT OF LOS ANGELES

PUBLIC NOTICE

PUBLIC SCOPING MEETING for the Berths 302-306 [APL] Container Terminal Project and Transmittal of the Notice of Intent (NOI) / Notice of Preparation (NOP) of the Draft Environmental Impact Statement/Environmental Impact Report

LOS ANGELES DISTRICT **Meeting Date: August 5, 2009**

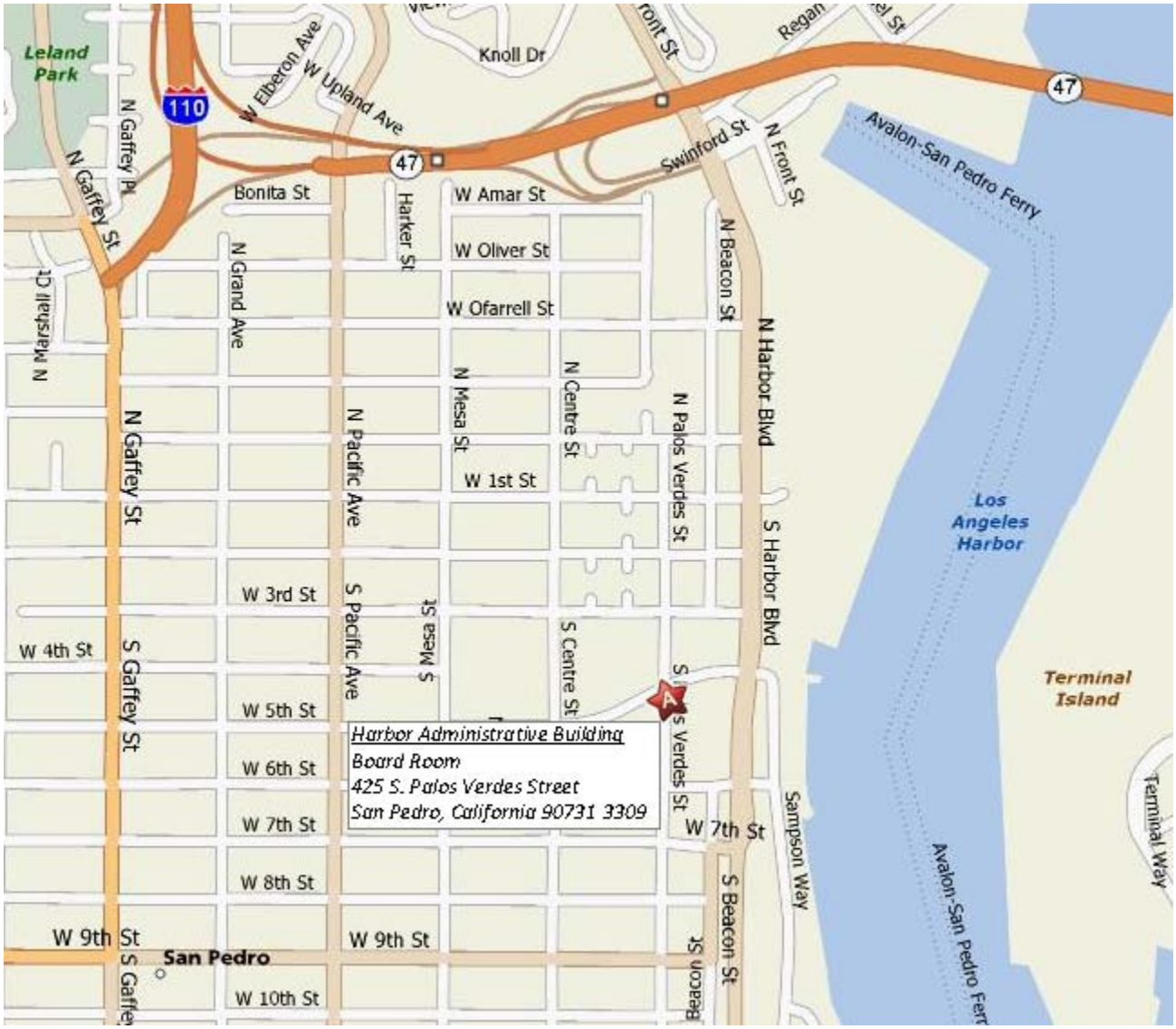
Scoping Meeting

The U.S. Army Corps of Engineers (USACE), Los Angeles District and the Los Angeles Harbor Department (LAHD) will jointly conduct a public scoping meeting for the proposed Berths 302-306 [APL] Container Terminal Project Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) to receive public comment and assess public concerns regarding the appropriate scope and preparation of the Draft EIS/EIR. Participation in the public meeting by federal, state, and local agencies and other interested organizations and persons is encouraged. This meeting will be conducted in both English and Spanish. Members of the public who wish to communicate and listen entirely in Spanish are encouraged to attend this meeting. The meeting time and location are as follows:

August 5, 2009
6:00 pm
at the
Board Room
Harbor Administration Building
425 S. Palos Verdes Street
San Pedro, CA 90731

See Attachment 1 for a map of the meeting location. The scoping process is intended to provide the USACE and LAHD with information the public feels is necessary to establish the appropriate scope for preparing the environmental analysis in the proposed future EIS/EIR. Please submit your comments, concerns, mitigation measures, suggestions for Project alternatives, and any other pertinent information that may enable us to prepare a comprehensive and meaningful EIS/EIR for the Project. The USACE and LAHD are not yet requesting public input on the merits or detriments of the overall proposal, or advice on whether or not to approve or deny the proposal. There will be future opportunity to provide these types of comments during the permit review and Project approval process.

Attachment 1: Map of Meeting Location



Public Comment at the Scoping Meeting:

During the public scoping meeting, anyone wishing to make a statement will be allocated a certain amount of time to provide information on the proposed project. The amount of time each person is allowed will be directly dependent on the number of people who sign up to speak at the public hearing. At this time, we estimate that individuals will be given 3 minutes to provide their comments verbally. We would like to encourage interest groups to designate an official spokesperson to present the group's views. We will allocate a larger amount of time to official representatives of such groups upon request.

Groups wishing to designate an official representative must notify the USACE in writing prior to, but no later than July 29, 2009. The determination of this extended speaking time will be based on the number of responses received by the USACE. This rule will be strictly enforced at the discretion of the USACE's hearing officer.

Written Comments:

Written and email comments to the USACE and LAHD will be received until **August 24, 2009**.

Written comments: Please send written comments to **both** addresses below:

U.S. Army Corps of Engineers, Los Angeles District
Regulatory Division, Ventura Field Office
ATTN: CESPL-RG-N-2009-00226-SDM
2151 Alessandro Drive, Suite 110
Ventura, California 93001

Dr. Ralph Appy
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

Email Comments: Please send email comments to **both** email addresses below:

ceqacomments@portla.org and spencer.d.macneil@usace.army.mil

Comment letters sent via email should include the Project title "Berths 302-306 [APL] Container Terminal Project" in the email subject line and the commenter's physical mailing address in the body of the email.

Parties interested in being added to the USACE's electronic mail notification list for LAHD can register at: www.spl.usace.army.mil/regulatory/ (click on Public Notices and scroll down and click on Distribution List Registration). This list will be used in the future to notify the public about scheduled hearings and availability of future public notices. Project information provided by LAHD can be found at the following website: http://www.portoflosangeles.org/environment/public_notices.asp.

Contacts:

USACE Project Manager: Spencer D. MacNeil, (805) 585-2152, spencer.d.macneil@usace.army.mil

LAHD Project Manager: Lena Maun-DeSantis, (310) 732-3950, lmaun-desantis@portla.org

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NOTICE OF INTENT/NOTICE OF PREPARATION

Interested parties are hereby notified that a preliminary application has been received for a USACE permit for the jurisdictional activities described herein. The USACE is considering the LAHD's application for a permit under section 10 of the River and Harbor Act of 1899 (33 United States Code [U.S.C.] 403 et seq.), and possibly under both section 404 of the Clean Water Act of 1972 (33 U.S.C. 1344 et seq.), as amended, and section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972 (33 U.S.C. 1401 et seq.), as amended, to construct wharf/docking facilities, perform dredging and potential ocean disposal, construct container loading apparatus (i.e., cranes), and other ancillary improvements within 100 feet of the waters' edge associated with the Berths 302–306 [American President Lines (APL)] Container Terminal Project ("proposed Project"). Interested parties are invited to provide their views on the scope of the Draft EIS/EIR, which will become a part of the record and will be considered in the development of the EIS/EIR. This EIS/EIR will be used as part of a USACE permit decision pursuant to section 10 of the River and Harbor Act, and possibly section 404 of the Clean Water Act and section 103 of the Marine Protection, Research, and Sanctuaries Act (MPRSA).

The USACE and the LAHD are examining the potential effects of expansion and improvements of an existing container terminal at Berths 302–306 on Terminal Island within the Port of Los Angeles (Port). The USACE, as the Federal Lead Agency, and the LAHD, as the Lead Agency for preparing the EIR, independently determined under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), respectively, that there are potential significant environmental impacts (effects) associated with the proposed action/proposed Project, and an EIS and EIR are required.

The primary Federal concerns are the work (including dredging) and addition of permanent structures in navigable waters of the U.S., potential discharges of fill material into waters of the U.S., potential transport and disposal of dredged material at an ocean disposal site, and potential significant impacts to the environment resulting from such in-water and over-water activities. Therefore, in accordance with NEPA, the USACE is requiring the preparation of an EIS prior to making a permit decision. The USACE may ultimately make a determination to permit or deny the above project, or permit a modified version of the proposed Project or a Project alternative. The USACE has prepared and published a Notice of Intent (NOI) to prepare an EIS for the proposed Project in the Federal Register dated July 10, 2009.

Pursuant to CEQA, the LAHD will serve as Lead Agency for the preparation of an EIR for its consideration of development approvals within its jurisdiction. The LAHD has prepared, as part of this Notice of Preparation (NOP), an Environmental Checklist for the EIR determination, in accordance with current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act of the 1970, (Article I); the State CEQA Guideline (Title 14, California Code of Regulations); and the California Public Resources Code (Section 21000, et seq.).

The Environmental Checklist is attached to this NOI/NOP for public review and comment. Public comments on the NOP/NOI should be submitted to the USACE and the LAHD by August, 24, 2009.

This NOI/NOP is to inform responsible and trustee agencies, public agencies, and the public that the USACE and LAHD will be preparing a Draft EIS/EIR for the proposed Project and alternatives. The USACE and the LAHD have agreed to jointly prepare a Draft EIS/EIR in order to optimize efficiency and avoid duplication. The Draft EIS/EIR is intended to be sufficient in scope to address the Federal, state, and local requirements and the environmental issues concerning the proposed activities and permit approvals.

SUPPLEMENTARY INFORMATION:

1.0 Project Overview and Background

1.1 Project Overview

The LAHD administers the Port under the California Tidelands Trust Act of 1911 and the Los Angeles City Charter. The LAHD leases Port property to tenants who operate the facilities. The Port encompasses 7,500 acres and 28 miles of waterfront and provides a major gateway for international goods and services. The Port has 27 major cargo terminals, including dry and liquid bulk, container, breakbulk, automobile and omni facilities. The terminals handle almost 190 million metric revenue tons of cargo per year. In addition to cargo business operations, the Port is home to commercial fishing operations, shipyards, boat repair yards, as well as recreational, community, and educational facilities.

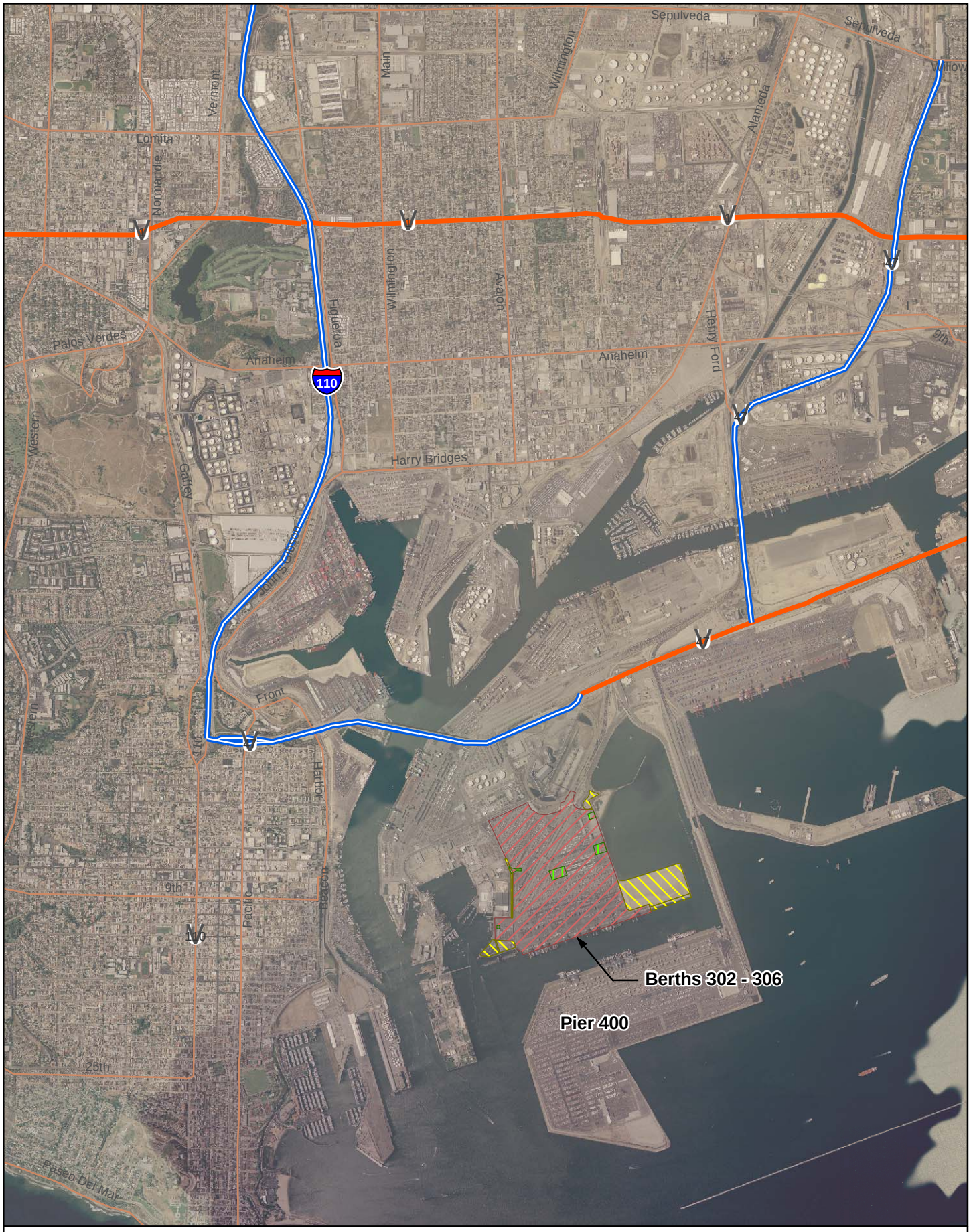
The EIS/EIR will evaluate the potential impacts of the construction and operation of the proposed Project, as described in Section 3 below, as well as alternatives. The proposed Project would be constructed in two phases. Phase I consists of all improvements except the Main Gate relocation. Phase II consists of the Main Gate relocation. The proposed Project would take approximately two years to construct and would be operational until 2027, which is the duration of the current lease.

1.2 Project Background

The proposed Project involves an amendment to the existing lease (Permit No. 733) between LAHD and the existing terminal operator, Eagle Marine Services, LTD (EMS), for operations at Berths 302-306. EMS's primary shipping customer is APL, EMS's parent company. EMS currently operates the approximately 290-acre APL container terminal on Terminal Island. The amendment would provide for the redevelopment and expansion of the existing container terminal by approximately 56 acres for a total of approximately 346 acres. The current lease duration would remain unchanged (1998 to 2027).

The Project site is located on Terminal Island, within an industrial area in the Fish Harbor region of the Port. The site is within the Port of Los Angeles Community Plan area of in the City of Los Angeles, which is adjacent to the communities of San Pedro and Wilmington, and approximately 20 miles to of downtown Los Angeles (Figure 1). The site is generally bounded on the north by Terminal Way, the Pier 300 Shallow Water Habitat on the east, Earle Street on the west, and the Pier 300 Channel on the south (Figure 2). Land uses in the project vicinity include the Terminal Island Treatment Plant and the vacant Los Angeles Export Terminal (LAXT) facility.

The USACE, along with the Ports of Los Angeles and Long Beach, prepared the 2020 Plan that determined the Ports would need to construct new land for new container terminals and to optimize their existing terminals in order to meet the forecasted cargo volumes arriving at West Coast ports. Subsequent cargo forecasts and capacity analyses have confirmed the conclusions of the 2020 Plan. While the recent economic downturn has affected short-term container volumes, long-term container growth forecasts remain high. Therefore, a need exists to increase container efficiency and container backlands, optimize and increase accommodations for container ship berthing, and provide optimized truck-to-rail container movements throughout the Port.



Legend

- Existing Terminal
- Proposed Expansion on Existing Land
- Proposed Redevelopment

A

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Miles

Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project
Site Vicinity Map

Figure 1

2.0 Project Purpose and Need

The basic purpose of the proposed Project is improving marine shipping and maritime trade, which is a water-dependent activity. The overall goal and Clean Water Act project purpose is to optimize[1] the container-handling efficiency and capacity of the Port at Berths 302-306, in order to accommodate projected increases in volume of containerized goods shipped through the Port.

To meet the overall project goal, the following objectives need to be accomplished:

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

3.0 Description of the Proposed Project

The proposed Project involves redeveloping, expanding and operating a container terminal at Berths 302-306 on Terminal Island in the Port of Los Angeles. Currently EMS operates the existing approximately 260-acre APL container terminal at Berths 302-305 on Terminal Island under Permit No. 733. In addition, EMS operates an additional approximately 30 acres of backlands at the terminal under a month-to-month space assignment for a total of 290 overall acres. The proposed Project would improve the existing terminal, extend the existing concrete wharf by 1,250 linear feet (lf) to add a new berth (Berth 306), add new cranes to the Berths 302-305 and Berth 306, and expand the existing container terminal by approximately 56 acres. As part of the proposed Project, the current permit duration would remain unchanged (1998 to 2027), but the permit would be amended to include the additional 56 acres. At completion of Project construction and delivery, EMS would operate approximately 316 acres under Permit No. 733, plus the 30 acres that it operates under the current space assignment for a total of 346 acres as shown in Table 1.

[1] *To optimize* means to make as functional as possible; whereas, *to maximize* means to use to the maximum extent possible. As part of the proposed Project, the LAHD seeks to develop the Berths 302-306 Terminal to allow the maximum cargo throughput in the most efficient manner (for example, the terminal at full buildout will be able to accommodate larger, more efficient ships). For the purposes of this document, the word *optimize* will be used; however, the environmental analysis assumes the maximum throughput levels allowed based on the terminal's physical capacity. Actual throughput levels might be lower due to changes in consumer demand patterns and/or economic conditions.

Table 1: Current and Proposed Project Elements

	CEQA Baseline (April 2008-March 2009)	**NEPA Baseline**	**Proposed Project**
Permit No. 733 (backland acres)	260	260	316
Space Assignment (backland acres)	30	30	30
Berth Assignment	Berths 302-305	Berths 302-305	Berths 302-306
Wharf length	4,000 lf	4,000 lf	5,250 lf
Cranes	12	12	up to 24

Figure 2 shows the overall Project area, including expansion areas. As shown, the Project includes improving and adding to the terminal approximately 41 acres of already constructed but unimproved fill behind Berths 305-306. In addition, the Project would include redeveloping and adding to the terminal approximately 9 acres of existing land behind Berth 301 (EMS would operate the backlands behind Berth 301 but would not use the wharf at Berth 301 as it is not currently configured for container operations; the redevelopment and use of this upland area would occur independently of Berth 301), and 2 acres of existing land at the northeast corner of the main gate. Finally, the Project includes adding approximately 4 acres of wharf deck to the terminal as a result of constructing the 1,250 lf of new wharf at Berth 306.

3.1 Project Components

The proposed Project consists of multiple components to expand the existing APL container terminal by approximately 56 acres and to modify various existing terminal elements.

Proposed expansion-area components would:

- Improve approximately 41 acres of already constructed but unimproved fill as container terminal backland with electric rail mounted gantry (RMG) crane rows at Berths 305-306;
- Redevelop approximately 2 acres of the former LAXT conveyor right of way and approximately 7 acres of former LAXT backland behind Berth 301 into container terminal backland;
- Develop approximately 2 acres of existing land northeast of the current main gate for a new out-gate location;
- Construct approximately 1,250 lf (4 acres) of concrete wharf at Berth 306;
- Install up to 8 new cranes on the new wharf at Berth 306;
- Install Alternative Marine Power (AMP) along the new wharf at Berth 306; and
- Dredge Berth 306, with the dredge material (approximately 20,000 cubic yards) going to an approved upland disposal site.

Improvements to the existing terminal would:

- Relocate and modify the main gate;
- Modify the terminal entrance lanes;
- Modify the Earle Street gate;
- Install up to 4 new cranes at Berths 302-305;
- Install AMP along the existing wharf at Berths 302-305;
- Expand the refrigerated container units (reefers) storage area;
- Demolish and re-construct the Roadability facility;
- Expand the Power Shop Building and construct second and third floors for Marine Office Facilities;
- Install utility infrastructure at various areas in the backlands (relocate light poles and install power at a new "Meet and Greet" booth on backlands behind Berth 301, etc.); and
- Perform maintenance dredging at Berths 302-305, with the dredged material (approximately 55,000 cubic yards) going to an approved upland disposal site.

Under the amended Permit No. 733 and the existing space assignment, EMS would continue to operate the terminal as a container terminal. The redevelopment and expansion would provide EMS with additional backlands for container storage and terminal equipment, and would lengthen the existing wharf to accommodate newer, larger-class vessels, which together would allow increased ship calls and throughput. The wharf extension, new cranes, and dredging would require a permit from the USACE. The proposed Project would also increase gate and on-dock rail moves. The proposed Project would increase throughput from approximately 1.3 million twenty-foot equivalent units (TEUs) in 2008 to approximately 3 million TEUs by 2027. By 2027, approximately 38 percent of the 3 million TEUs would travel to and from the terminal by on-dock rail, 7 percent would travel to and from the terminal via truck to near-dock rail yards and the remaining cargo would travel by truck to the local market (i.e. markets within an approximately 100-mile radius from the Port).

Although dredged material is expected to be disposed of at an approved upland site, there is the potential for disposal of some dredge material at an established ocean disposal site, which would require Corps authorization under section 103 of the MPRSA. A sampling and analysis program would be implemented to approve any offshore disposal of material.

Through the EIS/EIR process, feasible environmental mitigation measures will be developed to reduce potential environmental impacts. Measures to reduce operational impacts would be implemented through lease amendments and become Permit requirements. Measures to reduce construction impacts would be implemented through construction contract specifications and would be consistent with the Port of Los Angeles Sustainable Construction Guidelines. Air Quality measures would be consistent with or exceed the San Pedro Bays Clean Air Action Plan (CAAP) and are likely to include AMP, low sulfur fuel, Vessel Speed Reduction Program (VSRP), requirements for new vessel builds, and terminal equipment standards.

3.2 Project Schedule

The proposed Project would be constructed in two phases. Phase I consists of all improvements except the Main Gate relocation. Phase II consists of the Main Gate relocation.

Construction of the proposed Project is anticipated to commence in early 2011 and last for an approximate duration of two years. Operation of the proposed Project would correspond to the current permit, which extends to 2027.

4.0 Project Baselines

To determine significance in the EIS/EIR, impacts resulting from implementation of the proposed Project and Project Alternatives are compared to a baseline condition. The difference between the proposed Project or Project Alternative and the baseline is then compared to a threshold to determine if the difference between the two is significant. NEPA and CEQA use different baseline conditions from which significance is determined. Because the baselines are different, review under NEPA and CEQA could reach different conclusions concerning impacts at a given point in time from the same project element or activity.

4.1 No Federal Action/NEPA Baseline

The evaluation of significance under NEPA (in an EIS) is defined by comparing the proposed Project or Project Alternative to the No Federal Action Alternative or the NEPA Baseline scenario in future years under the Project or Alternative. The No Federal Action/NEPA Baseline is the set of conditions that would occur without Federal action, such as a permit, from the USACE. The No Federal Action/NEPA Baseline would not improve the existing container terminal. It would also not include any dredging, wharf construction, or additional cranes. However, under the No Federal Action/NEPA Baseline scenario, the existing lease would remain in place and current operations would continue at the existing container terminal. Therefore, for this Project, it is equivalent to the No Project Alternative.

4.2 CEQA Baseline

The CEQA baseline is the set of conditions that prevailed at the time this Notice of Preparation is circulated. For purposes of the EIR, the CEQA Baseline will include the throughput for the 12-month period preceding the NOP date. For the 12 month period (April 2008 to March 2009), the APL Terminal had approximately 290 acres, had 12 A-frame cranes, and handled approximately 1.3 million TEUs. The CEQA baseline represents conditions at a fixed point in time, prior to the proposed Project approval.

5.0 Project Alternatives

The Draft EIS/EIR will include an analysis of alternatives to the proposed Project. Alternatives being considered include the following:

1. Reduced Project Alternatives: Reduced Project Alternatives being considered include the following:

    a. Improve existing terminal; no new wharf; no expansion: Under this alternative, EMS would add four cranes to its existing terminal but no other project components would be constructed.

    b. Improve existing terminal; add 41-acre fill area; relinquish 30 acres on space assignment: Under this alternative, EMS would add six cranes to the existing terminal and the 41-acre fill area adjacent to the EMS terminal would be developed as container yard backland. EMS would relinquish the 30 acres of backlands under spaced assignment. EMS would not add the nine acres of land behind Berth 301 or the two acres at the main gate to its permit. No new wharf would be constructed.

    c. Improve existing terminal; construct new wharf and add 12 cranes; add 56 acres; relinquish 30 acres on space assignment. This alternative would be the same as the proposed Project, except that EMS would relinquish the 30 acres of backlands under space assignment.

2. Proposed Project with expanded on-dock rail yard: This alternative would be the same as the proposed Project; however, LAHD would redevelop and expand the existing on-dock rail yard. Under this alternative, approximately 10 acres of backlands would be removed from container storage for the rail yard expansion.

3. No Project Alternative: The No Project Alternative required by CEQA represents what would reasonably be expected to occur in the foreseeable future if the proposed Project were not approved, based on current plans and consistent with available infrastructure and community services. Under the No Project Alternative, there would be no construction or expansion at the terminal. However, the existing lease remains in place and current operations continue at the Terminal.

4. No Federal Action Alternative: The No Federal Action Alternative required by NEPA includes all of the construction and operational impacts likely to occur absent a USACE permit (e.g., air emissions and traffic likely to occur without issuance of a permit to modify wharves, add new cranes, or dredge). While work not requiring a Federal permit, such as backland improvements and gate modifications, could occur under the No Federal Action, for the purposes of this Project, it is assumed that the No Federal Action would be the same as the No Project Alternative[2], as the Terminal is berth limited (i.e., the upland improvements would not occur without berth improvements as the overall terminal's throughput is limited by the amount of ships that can be serviced by the current wharf configuration).

[2] Although the No Project Alternative and the No Federal Action Alternative are described separately herein, they may be combined into a single alternative in the EIS/EIR.

Additional Alternatives may be added in the Draft EIS/EIR based on public comment and additional environmental analysis.

6.0 Environmental Issues

Issues identified as potentially significant or requiring further analysis under CEQA are described in the attached CEQA Environmental Checklist Form. Additional issues may be identified during the scoping process.

Environmental Checklist Form

1. Project Title:	Berths 302 – 306 [APL] Container Terminal Project
2. Lead Agency Name and Address:	Los Angeles Harbor Department Environmental Management Division 425 South Palos Verdes Street San Pedro, CA 90731
3. Contact Person and Phone Number:	Ralph Appy, Ph.D. Environmental Management Division (310) 732-3675
4. Project Location:	Port of Los Angeles, Terminal Island Berths 302-306
5. Project Sponsor's Name and Address:	Los Angeles Harbor Department Engineering Division 425 South Palos Verdes Street San Pedro, CA 90731
6. Port Master Plan Designation:	General Cargo
7. Zoning:	[Q]M3-1
8. Description of Project:	The proposed Project consists of multiple components to expand the existing Berths 302-305 container terminal at the Port of Los Angeles by approximately 56 acres and to modify some existing terminal elements. The expanded terminal would occupy Berths 302-306. Expansion improvements include developing backlands on approximately 41 acres of existing unimproved fill with RMG crane rows at Berths 305-306; redeveloping approximately 2 acres of the former LAXT conveyor right of way and approximately 7 acres behind Berth 301 into container terminal backlands; developing approximately 2 acres northeast of the current main gate for the new out-gate location; constructing approximately 1,250 lf of wharf at Berth 306 (approximately 4 acres); installing 8 new cranes on the new wharf, installing AMP at the new Berth 306 wharf, and dredging Berth 306 (approximately 20,000 cubic yards). Improvements to the existing terminal include relocating and modifying the main gate; modifying the terminal entrance lanes; modifying the Earle Street gate; relocating light poles; installing AMP and up to 4 additional cranes at the Berths 302-305 wharf; expanding the refrigerated container storage area; expanding the existing Power Shop Building to add Marine Facilities to the second and third floors; demolishing and rebuilding a new Roadability facility; providing utility infrastructure for a new "Meet and Greet: booth at backlands behind Berth 301, and dredging at Berths 302-305 (approximately 55,000 cubic yards).

9. Setting and Surrounding Land Uses	Project site is bounded on the north by Terminal Way, the Pier 300 Shallow Water Habitat on the east, Earle Street on the west, and the Pier 300 Channel on the south. Land uses in the project vicinity include the Terminal Island Treatment Plant and the vacant LAXT facility.
10. Potential Responsible Agencies, Trustees and City of Los Angeles Departments:	U.S. Environmental Protection Agency U.S. Fish and Wildlife Service U.S. Coast Guard National Marine Fisheries Service California Environmental Protection Agency California State Lands Commission California Coastal Commission California Public Utilities Commission California Department of Transportation (Caltrans) California Department of Fish and Game California Office of Historic Preservation Department of Toxic Substances Control (CalEPA) South Coast Air Quality Management District Southern California Association of Government Los Angeles Regional Water Quality Control Board Los Angeles County Fire Department City of Los Angeles Harbor Department City of Los Angeles Planning Department City of Los Angeles Fire Department City of Los Angeles Department of Building and Safety City of Los Angeles Bureau of Engineering City of Los Angeles Bureau of Sanitation City of Los Angeles Department of Transportation

Environmental Factors Potentially Affected:

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

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

Determination:

On the basis of this initial evaluation:

	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the Project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
X	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed Project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.
	Date 10 July 2009
Ralph G. Appy, Ph.D., Director of Environmental Management Division	

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "no impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "no impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "no impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially significant impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "potentially significant impact" entries when the determination is made, an EIR is required.
4. "Negative declaration: less than significant with mitigation incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "potentially significant impact" to a "less than significant impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063[c][3][D]). In this case, a brief discussion should identify the following:

   (a) Earlier analysis used. Identify and state where earlier analyses are available for review.

   (b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation measures. For effects that are "less than significant with mitigation incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting information sources. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:

   (a) the significance criteria or threshold, if any, used to evaluate each question, and

   (b) the mitigation measure identified, if any, to reduce the impact to a less than significant level.

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

Discussion:

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

Potentially Significant Impact. Installation and operation of cranes may partially obstruct views of the Port available from public and private vantages, and therefore this issue will be discussed further in the EIS/EIR.

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

Less Than Significant Impact. The nearest officially designated state scenic highway is approximately 33 miles north of the proposed Project (State Highway 2, from approximately three miles north of Interstate 210 in La Cañada to the San Bernardino County Line). The nearest eligible state scenic highway is approximately nine miles northeast of the Project (State Highway 1, from State Highway 19 near Long Beach to Interstate 5 south of San Juan Capistrano). The Project site is not visible from either of these locations. In addition to Caltrans' officially designated and eligible state scenic highways, the City of Los Angeles has city-designated scenic highways that are considered for local planning and development decisions. These include several streets in San Pedro that are in the vicinity of the proposed Project. Project implementation may directly affect terminal features within the Project area. John S. Gibson Boulevard, Pacific Avenue, Front Street, and Harbor Boulevard are city-designated scenic highways because they afford views of the Port and the Vincent Thomas Bridge. Significant impacts to a scenic highway are not anticipated due to a lack of proximity of the Project site to the local scenic highways. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

Less Than Significant Impact. Project implementation would increase the number of shoreside cranes along the terminal's wharves; however, substantial degradation of the visual character of the Project area is not anticipated because Terminal Island is comprised of industrial uses consistent with the proposed Project improvements. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

Potentially Significant Impact. The amount of onsite lighting would be increased above existing levels as a result of the lighting required for the expanded backland area, cranes, and terminal equipment. This issue will be discussed further in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	**AGRICULTURE AND FOREST RESOURCES.** In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information complied by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?				X
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)) or timberland (as defined in PRC Section 4526)?				X
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				X
e.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				X

Discussion:

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

No Impact. The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) develops maps and statistical data to be used for analyzing impacts on

California's agricultural resources. The FMMP categorizes agricultural land according to soil quality and irrigation status; the best quality land is identified as Prime Farmland. According to the FMMP, the proposed Project site is an area designated as Urban and Built-Up Land, which is described as land occupied by structures that has a variety of uses including industrial, commercial, railroad or other transportation yards. There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance in the Project vicinity. No Farmland currently exists on the proposed Project site, and, therefore, none would be converted to accommodate the proposed Project. Therefore this issue will not be discussed in the EIS/EIR.

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

No Impact. The Project site is for heavy industrial use and there are no agricultural zoning designations or agricultural uses within the Project limits or adjacent areas. The Williamson Act applies to parcels consisting of at least 20 acres of Prime Farmland or at least 40 acres of land not designated as Prime Farmland. The project site is not located within a Prime Farmland designation, nor does it consist of more than 40 acres of farmland. No Williamson Act contracts apply to the Project site. Therefore this issue will not be discussed in the EIS/EIR.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)) or timberland (as defined in PRC Section 4526)?

No Impact. The Project site is zoned for industrial uses ([Q]M3-1) and therefore the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. Therefore this issue will not be discussed in the EIS/EIR.

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The proposed improvements would occur on the existing container terminal, on vacant fill, or over navigable waters, and would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, this issue will not be discussed in the EIS/EIR.

e. Would the project involve other changes in the existing environment that, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As discussed above, no farmland or forest land is located within the surrounding area or at the Project site. The proposed Project would not involve the disruption or damage of the existing environment that would result in the loss of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore this issue will not be discussed in the EIS/EIR.

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

Discussion:

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

Potentially Significant Impact. Project construction and operations would likely result in increases in air emissions compared with current levels of activity from the Project site. These emissions may exceed applicable thresholds for air quality. This issue will be further evaluated in the EIS/EIR.

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

Potentially Significant Impact. Project construction, including backland, wharf, infrastructure improvements, and gate modifications would likely result in fugitive dust and equipment emissions. Project operations would likely result in increased emissions of air pollutants from increased terminal operations (compared to existing conditions), including emissions from terminal equipment, truck and train trips, and vessels. These issues will be further evaluated in the EIS/EIR.

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or

state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. The proposed Project, in conjunction with other related projects, has the potential to make a substantial contribution to significant cumulative air quality impacts. This issue will be further evaluated in the EIS/EIR.

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

Potentially Significant Impact. Construction activities may expose nearby receptors to air pollution conditions in the form of dust and equipment emissions. Compliance with SCAQMD rules and regulations would be required during these construction phases of the proposed Project.

Operational activities may expose receptors to increased levels of air pollution. In addition, there is the potential for the Project to result in increased air toxics associated with diesel emissions. These issues will be further evaluated in the EIS/EIR.

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

Less Than Significant Impact. Short-term odors from the use of diesel powered heavy equipment, paving and asphalting, and temporary storage/stockpiling of dredged sediments for wharf construction would likely occur at the proposed Project site during construction. Operation of the proposed expanded container terminal would be similar to the odors produced from existing terminal operations and related activity. Although not expected to be significant, the potential for construction or operation of the Project to result in odor impacts will be evaluated in the EIS/EIR.

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

Discussion:

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

Potentially Significant Impact. No candidate, sensitive, or special-status species are found on the proposed Project site. California brown pelicans and California least terns, both of which are on the federal and state endangered species list, are found in the harbor area. The designated

California least tern nesting area is located nearby on Pier 400. In addition, Peregrine falcons and Belding's savannah sparrows are found in the Port area and are on the state endangered species' list. Recently, eelgrass has been planted in the Pier 300 Shallow Water Habitat in Seaplane Lagoon, east of the Project site. Seaplane Lagoon is used as a foraging site for a number of sea birds, including the California brown pelicans and California least terns. The proposed Project site is not a nesting, roosting or feeding area for any species of special concern, and no direct adverse affect on these species is anticipated as a result of the proposed Project. Although the proposed Project would not result in any fills or construction in Seaplane Lagoon, the potential for site runoff to affect biological resources in seaplane lagoon would be evaluated in the EIS/EIR.

Caspian terns have nested in the past on the existing 41 acres of fill proposed to be improved as backlands in the proposed Project. The Caspian tern is not a candidate, sensitive, or special-status species, but is protected under the Migratory Bird Treaty Act. This issue will be discussed further in the EIS/EIR. The EIS/EIR would also evaluate the Project's potential to affect protected marine mammals.

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

Potentially Significant Impact. Dredging activities along the wharf face during wharf improvements would result in minor temporary impacts to marine biota through resuspension of dredged materials, and removal of benthic communities. . New piles are expected to result in the addition of hard substrate in the water column that provides attachments for benthic invertebrates. In addition, although remote, the proposed Project could introduce invasive species or affect local biological communities through accidental discharges, which may be potentially significant. This issue will be further evaluated in the EIS/EIR.

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

Less Than Significant Impact. No known federally protected wetlands exist in the Project area. Construction of wharves and dredging at the proposed Project site may temporarily disrupt benthic marine habitat until re-colonization can occur. No terrestrial wildlife habitats would be affected. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

Less Than Significant Impact. The proposed Project is not expected to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites because there are no migration corridors or pathways on the project site. The 41-acre undeveloped area may be used for bird foraging, but related impacts would be discussed in the EIS/EIR as described under Checklist Item (a) above. The designated California least tern nesting area is located nearby on Pier 400, but no direct or indirect impacts are anticipated.

Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The proposed Project is not expected to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No known protected biological resources including trees exist in the Project area. LAHD proposes to increase green areas and improve landscaping including tree planting adjacent to the Project site. This issue will not be discussed in the EIS/EIR.

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

Less Than Significant Impact. The proposed Project is not expected to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Neither the project site nor any adjacent areas are included as part of an adopted Natural Communities Conservation Plan (NCCP) or Habitat Conservation Plan (HCP). The NCCP program, which began in 1991 under the state's Natural Community Conservation Planning Act, is administered by the CDFG. It is a cooperative effort between the resource agencies and developers and takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. There is currently only one NCCP that has been approved or is being considered near the Port. The NCCP for Palos Verdes Peninsula Sub-Regional Plan is currently under consideration. This plan intends to protect coastal sage scrub and does not include Port lands.

HCPs are administered by the USFWS and are intended to identify how impacts would be mitigated when a project would impact endangered species. HCPs pertain to Incidental Take Permits for otherwise lawful activities that may harm listed species or their habitats. To obtain a permit, an applicant must submit an HCP outlining what he or she will do to "minimize and mitigate" the permitted take's impact on the listed species. There are no HCPs currently in place for the Port.

There is a Memorandum of Agreement (MOA) between the LAHD, CDFG, USFWS, and the USACE to protect the California least tern. The MOA requires a 15-acre nesting site on Pier 400 to be protected during the annual nesting season from May to October. The County of Los Angeles has also established 61 Significant Ecological Areas (SEAs). Los Angeles County developed the concept of SEAs in the 1970s in conjunction with adopting the original General Plan for the County. SEAs are defined and delineated in conjunction with the Land Use and Open Space Elements of the County General Plan. There is one proposed SEA within Port boundaries, which is the Pier 400 California Least Tern Nesting Site. The least terns do not use the project area for nesting or foraging. The proposed Project would not adversely impact any areas identified in an adopted plan. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

Discussion:

a. Would the project cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?

No Impact. The proposed Project includes demolition and relocation of the Roadabilty facility, as well as the expansion of the existing Power Shop Building. Both buildings were built in 1995 and are examples of common building types. As neither building would be eligible for listing the National or California Registers (i.e., these buildings are under fifty years of age, not of "exceptional importance", or a contributor to a potential historic district), this issue will not be discussed further in the EIS/EIR.

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

Less Than Significant Impact. The proposed Project is located on artificial fill material constructed in the early 20th century. In addition, only artificial soils in a previously developed area would be removed. Although the proposed Project would not be expected to cause potential substantial adverse change related to archaeological resources, this issue will be discussed in the EIS/EIR.

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

Less Than Significant Impact. The geologic formation within the Project area consists of man-made fill material constructed in the early 20th century; therefore, the site would not be expected to yield significant paleontological resources or unique geologic features. Any soil excavation would consist of artificial soils in a previously disturbed area, and therefore would not be expected to adversely impact unique paleontological resources or geologic features. Although impacts to paleontological resources are not anticipated, this issue will be discussed further in the EIS/EIR.

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

No Impact. The Project site is man-made fill material constructed in the early 20th century. No known cemeteries or burials are known to have occurred at the Project site; therefore, no human remains are expected to be disturbed by the proposed Project. This issue will not be addressed in the EIS/EIR.

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

Discussion:

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

(i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or

based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant Impact. The Los Angeles Basin, including the harbor, is an area of known seismic activity. The risk of seismic hazards such as ground shaking cannot be avoided. Building and construction design codes are meant to minimize structural damage resulting from a seismic event but cannot constitute a guarantee that no adverse effects would occur. The exposure of people to seismic ground shaking is a potential risk with or without any project undertaken in the harbor. This issue will be further evaluated in the EIS/EIR.

(ii.) Strong seismic ground shaking?

Potentially Significant Impact. The Los Angeles Basin, including the harbor, is an area of known seismic activity. The risk of seismic hazards such as ground shaking cannot be avoided. Building and construction design codes are meant to minimize structural damage resulting from a seismic event but cannot constitute a guarantee. The exposure of people to seismic ground shaking is a potential risk with or without any project undertaken in the harbor. This issue will be evaluated further in the EIS/EIR.

(iii.) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. The Project area may be impacted by seismic-related ground failure, including liquefaction since it is partly constructed on existing landfill areas. This issue will be further evaluated in the EIS/EIR

(iv.) Landslides?

No Impact. The proposed Project would be constructed and operated on Terminal Island, which is not located in a landslide area. This issue will not be evaluated in the EIS/EIR.

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

Less Than Significant Impact. The proposed improvements would require the temporary exposure of soils that are currently below pavement on the terminal site, but would cover the currently unpaved 41 acre expansion area with asphalt backlands. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

Potentially Significant Impact. The proposed Project site constructed on landfill areas, and the expanded backlands would also occur on existing newly created landfill. This issue will be further evaluated in the EIS/EIR.

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

Less Than Significant Impact. Expansive soils exist in the Project area that would require compaction according to approved engineering standards. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

No Impact. The proposed Project does not involve the use of septic tanks or alternative waste water disposal systems. This issue will not be evaluated in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII.	**GREENHOUSE GAS EMISSIONS.** Would the project:				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b.	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?		X		

Discussion;

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

Potentially Significant Impact. Greenhouse gas emissions would be released as a result of the proposed Project during both construction and operation. This issue will be discussed further in the EIS/EIR.

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

Less Than Significant Impact. The proposed Project is not expected to conflict with any applicable plan, policy or regulation of an agency. However, this issue will be discussed further in the EIS/EIR.

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

Discussion:

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

Less Than Significant Impact. Any material discovered during construction would be handled in accordance with existing regulations. The proposed Project could result in minor amounts of

hazardous materials that would require the routine transport, use, and/or disposal of hazardous materials. Cargo movement may include the transport of material considered to be hazardous. The transport, use, and disposal of hazardous materials would be handled in accordance with existing regulations. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

Potentially Significant Impact. Hazardous materials may be accidentally released while excavating soil contaminated by past uses and activities at the site. This issue will be evaluated in the EIS/EIR.

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

Less Than Significant Impact. The nearest schools to the site include World Tots LA Preschool (over 0.7 miles away from project site) and Port of Los Angeles High School (over one mile from the Project site). Both are located to the west across the Main Channel of the Port in San Pedro. The nearest proposed school site is the Los Angeles Unified School District's South Region High School #15, which is located over 2.5 miles southwest of the Project site. Therefore, the Project site is not within 0.25-mile of an existing or proposed school. Although no known schools are located within 0.25-mile from the Project site, the proposed Project would result in an increase in truck, ship and train emissions. As part of the air quality impacts analysis in the EIS/EIR, impacts related to toxic air contaminants would be evaluated [see Checklist Item III (d) above]. These issues will be evaluated in the air quality section of the EIS/EIR.

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

Potentially Significant Impact. The Project site may have documented or undocumented releases of hazardous materials that could be encountered during construction. This issue will be discussed in the EIS/EIR.

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

No Impact. The proposed Project is not located within an airport land use plan or within two miles of a public airport or a public use airport. The closest airport is Torrance Municipal Airport which is approximately 6 miles from the Project site. This issue will not be evaluated in the EIS/EIR.

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

No Impact. Helicopter-landing pads are currently located at Berth 95 (Catalina Air and Sea Terminal Helicopter), over one mile northwest of the site and at 1175 Queens Highway, in Long Beach (Catalina Express Helicopter Tours), over 4.5 miles northeast of the Project site. Therefore, the proposed Project is not located within the vicinity of a private airstrip and will not

result in a safety hazard for people residing or working in the Project area. This issue will not be evaluated in the EIS/EIR.

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

Less Than Significant Impact. The Project area is currently used for the handling and transport of cargo. Project construction would occur primarily onsite or in the vicinity of the terminals gates, and is not expected to affect emergency response or evacuations. As is standard procedure for activities occurring on Port property, as well as within the Port area, the contractor would coordinate with the Port and fire protection/service providers, as appropriate, on traffic management issues and any Port improvement plans occurring in the vicinity. Traffic control equipment would be in place to direct local traffic around the work area. During Project implementation, emergency access would be maintained to all surrounding facilities. The proposed Project would incorporate planning to assure that the possible interference with emergency response and evacuation plans do not occur. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

No Impact. There are no wildlands at or near the Project site. The majority of the site would be paved and no increased fire hazard is expected. Therefore this impact will not be discussed in the EIS/EIR.

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

i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j.	Contribute to inundation by seiche, tsunami, or mudflow?	X			

Discussion:

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

Potentially Significant Impact. The proposed Project would include modifications to the existing storm drainage system. The storm drain system would comply with the National Pollutant Discharge Elimination System (NPDES) requirements regarding discharges, including complying with City Standard Urban Storm water Mitigation Plan (SUSMP) requirements. Construction of waterside improvements and construction of wharfs may result in discharges to water, but the Project would implement best management practice (BMP) and an NPDES General Construction Permit is required for all construction projects disturbing an area greater than one acre. Activities would be performed in be compliance with the USACE and the Los Angeles Regional Water Quality Control Board (RWQCB) dredge and construction requirements. The proposed Project would result in dredging in the Pier 300 Channel, which would entail temporary water quality impacts associated with turbidity and resuspension of sediments.

Project operations would result in increased annual ship calls. Ocean-going vessels utilize hull coatings to prevent algae growth, which can result in leaching of contaminants to Harbor waters. Project operations also have the potential to result in accidental discharges to Harbor waters, which could be significant. However, the project operations would adhere to the NPDES-General Industrial Activities Stormwater Permit (GIASP) to reduce the potential of accidental or incidental discharges to the storm drain and Harbor waters. Although the proposed Project would implement BMPs during construction and operation, there is a potential to affect water quality standards or waste discharge requirements. Potential runoff-related impacts to biological resources in Seaplane Lagoon are discussed in Checklist Item IV (a) above. These issues will be further evaluated in the EIS/EIR.

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

No Impact. The proposed Project would not affect drinking water supplies, or groundwater supplies, or groundwater recharge facilities, as none are located in the project area, nor would the proposed Project have an impact upon aquifers. This will not be discussed in the EIS/EIR.

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

Less Than Significant Impact. The proposed Project would expand the terminal backlands onto approximately 41 acres of existing unpaved fill, which would increase impervious surface area and associated increased surface runoff. However, the current site runoff is captured and

conveyed via a stormwater control system into the harbor. Development and redevelopment would comply with the SUSMP requirements in the NPDES-MS4 Permit, which would minimize the amount of runoff from the site. Although the project would result in some new impermeable surfaces, with modifications and drainage facility extensions, the same but enhanced system would continue to capture stormwater runoff after the project is complete. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

Less Than Significant Impact. The majority of the proposed Project area would be paved and would alter existing drainage patterns. However, the current site runoff is captured and conveyed via a stormwater control system into the harbor. The storm drain system would comply with the NPDES requirements regarding discharges, including complying with City SUSMP requirements. Although the project would result in some new impermeable surfaces, with modifications and drainage facility extensions, the same but enhanced system would continue to capture and pre-treat stormwater runoff after the project is complete. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

Less Than Significant Impact. The proposed Project would increase the paved terminal area; however, the terminal expansion would be designed to have adequate storm water capacity. The proposed Project would not exceed the capacity of existing or planned storm water drainage systems. The storm drain system would comply with the NPDES requirements regarding discharges, including complying with City SUSMP requirements. However there may be a potential runoff quality issue associated with terminal operations. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

f. Would the project otherwise substantially degrade water quality?

Potentially Significant Impact. Construction of waterside improvements and construction of wharfs could potentially affect harbor waters in the vicinity of in-water construction. Construction permits would be required from the RWQCB and the USACE to perform work. In addition, a NPDES General Construction Permit is required for all construction projects disturbing an area greater than 1 acre. Terminal operations are not expected to affect or otherwise degrade the water quality beyond the issues discussed in Checklist Item IX (a) above. This issue will be discussed further in the EIS/EIR.

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

No Impact. No housing is proposed within the Project area. Therefore this impact will not be evaluated in the EIS/EIR.

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

No Impact. The Project site is not within the 100-year flood zone as identified by Federal Emergency Management Agency on Flood Insurance Rate Map community panel number 061037 0110 E. The proposed structures included in the Project area would be constructed so as not to impede or redirect flood flows. Therefore this impact will not be evaluated in the EIS/EIR.

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

No Impact. The Project site is not within a potential dam or levee inundation area as identified in the Los Angeles General Plan Safety Element, nor is it in a 100-year flood zone as identified by FEMA. The proposed Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. Therefore this impact will not be evaluated in the EIS/EIR.

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

Potentially Significant Impact. The proposed Project would not contribute to inundation by seiche, tsunami, or mudflow. Seiches are waves formed in response to seismic activity in an enclosed body of water. However, the Port is open to the ocean and not entirely enclosed, allowing entry of seismically induced waves.

According to the City of Los Angeles Safety Element of the General Plan, the Project site is within an area susceptible to impacts from a tsunami and subject to possible inundation as a result. However, in the period since publication of the Safety Element a detailed *Tsunami Hazard Assessment for the Ports of Los Angeles and Long Beach* was prepared by Moffatt & Nichol. Conclusions of the study indicate that under various tsunami scenarios the Project area would not experience inundations or flooding.

Topography at the proposed Project site has relatively no grade elevations differences. A lack of a slope on the Project site would prevent the occurrence of mudflows.

Since the Port has historically been subject to seiches and tsunamis, this will be discussed in the EIS/EIR.

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

Discussion:

a. Would the project physically divide an established community?

No Impact. Project improvements would be confined to the Project site or the vicinity of the terminal gates, and would not physically divide an existing community. In addition, the transportation of containers would occur along established right-of-ways, and no new transportation right-of-ways would be required. This issue will not be discussed in the EIS/EIR.

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

Less Than Significant Impact. The container terminal portion of the proposed Project is already operating as a container terminal, is located within the Port Master Plan Areas and is zoned for heavy industrial uses. In addition, the proposed 41-acre backland expansion area is designated in the Port Master Plan as General Cargo, and terminal operations would be consistent with this designation. Although a less than significant impact is anticipated, the consistency of the proposed Project with applicable plan policies, including environmental justice policies, will be discussed further in the EIS/EIR.

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

Less Than Significant Impact. The proposed Project would expand the existing operating container terminal. The Project site does not fall within an area covered by a habitat conservation plan or natural community; however there is a designated SEA on Terminal Island (Pier 400) for California least tern nesting. Although a less than significant impact to the SEA is anticipated due to the distance from the Project site, this issue will be discussed further in the EIS/EIR.

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

Discussion:

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

No Impact. The proposed Project is located on Terminal Island, which is made mostly of man-made fill material. No known valuable mineral resources would be impacted by the proposed Project. According to the California Department of Conservation Division of Mines and Geology, the nearest mineral resources area is located in the San Gabriel Valley. According to the City of Los Angeles General Plan Safety Element and the California Department of Conservation, Division of Oil, Gas, and Geothermic Resources, the Project site is located to the south of the Wilmington Oil Field. Because the proposed Project would not be located within the oil field and because construction would be at the surface or shallow depths relative to the oil field, no impacts are anticipated. Therefore this issue will not be addressed in the EIS/EIR.

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

No Impact. No known locally-important mineral resources would be impacted by the proposed Project. Therefore this will not be discussed in the EIS/EIR.

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

Discussion:

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

Potentially Significant Impact. The Project site is in an area that is zoned heavy industrial, which is characterized by periodic increases in noise levels associated with adjacent container terminal and industrial uses. The nearest residential area is located over 0.5 mile to the west, across the Main Channel of the Los Angeles Harbor. Demolition and construction activities could generate substantial noise levels which people would be exposed to on a periodic basis. Expanded operational activities could also result in increased noise levels above existing conditions. This issue will be further evaluated in the EIS/EIR.

b. Expose persons to or generate excessive groundborne vibration or groundborne noise

Potentially Significant Impact. As with noise, implementation of the proposed Project may result in a temporary generation of groundborne vibration or noise levels. The Project site is in an area that is zoned for heavy industrial uses, which is characterized by periodic groundborne vibration and noise associated with adjacent container terminal and industrial uses. Demolition and construction activities, including pile driving, could generate excessive groundborne vibration or groundborne noise levels on a periodic basis. This issue will be further evaluated in the EIS/EIR.

c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. Expanded terminal operations could result in increased noise above ambient conditions. This issue will be further evaluated in the EIS/EIR.

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

Potentially Significant Impact. Demolition and construction activities may generate temporary or periodic increases in ambient noise levels. This issue will be further evaluated in the EIS/EIR.

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

No Impact. The proposed Project is not within two miles of a public airport. The closest airport, Long Beach Airport, is located approximately nine miles to the northwest of the project site. The proposed Project is not located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport. Therefore this will not be discussed in the EIS/EIR.

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

No Impact. The proposed Project is not located within the vicinity of a private airstrip. The closest private facility to the proposed Project are helicopter-landing pads located at Berth 95 (Catalina Air and Sea Terminal Helicopter), over one mile northwest of the site and at 1175 Queens Highway, in Long Beach (Catalina Express Helicopter Tours), located over 4.5 miles northeast of the site. Only small helicopters operate from these locations and transit primarily via the Main Channel of the Port. Given the distance of the heliport, persons at the project site would not be exposed to excessive noise levels associated with a private airstrip. Therefore this impact will not be discussed in the EIS/EIR.

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

Discussion:

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

Less Than Significant Impact. The proposed Project involves marine terminal improvements that would help accommodate projected increases in cargo throughput volumes. Although growth-inducing impacts of the Project are expected to be less than significant, this issue will be discussed further in the EIS/EIR.

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

No Impact. There is no housing within the proposed Project boundaries that would be displaced as a result of this project. Therefore this issue will not be discussed in the EIS/EIR.

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

No Impact. There is no housing within the proposed Project boundaries that would be displaced as a result of this Project. Therefore this issue will not be discussed in the EIS/EIR.

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

Discussion:

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

i.) Fire Protection

Less Than Significant Impact. The proposed Project improvements would, as a standard practice, be reviewed by the Los Angeles Fire Department (LAFD) and any recommendations would be incorporated into project designs. Although the terminal expansion could result in a minor increase in demand for LAFD personnel in the event of a fire, no new fire stations or expansion of existing fire stations or fire-fighting capabilities are anticipated. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

ii.) Police Protection

Less Than Significant Impact. The LAHD maintains a police staff (Port Police) that provides first response services to terminals and facilities throughout the Port. The Los Angeles Police Department (LAPD) would provide support on an as-needed basis. The proposed terminal expansion is not expected to substantially increase demand for Port Police services or officers,

or LAPD officers. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

iii) Schools

No Impact. The demand for new schools is generally associated with increases in the school-aged population or decreases in the accessibility and availability of existing schools. The proposed Project consists of industrial Port-related uses, and would not include residential uses that could increase school age population in the area. Therefore, the proposed Project would not result in a demand on schools. Therefore this issue will not be discussed in the EIS/EIR.

iv) Parks

No Impact. The proposed Project does not include the creation of additional recreational resources. In addition, the project improvements would be confined to the Project site on Terminal Island. Furthermore, the Project is not expected to induce substantial growth that would result in increased demand for parks beyond that which currently exists. This impact will not be discussed in the EIS/EIR.

v) Other Public Facilities

Less Than Significant Impact. The U.S. Coast Guard (USCG) is responsible for various federal mandates, including maritime safety and homeland security. The USCG provides related support to the Port, which includes the terminal site. In addition, in the vicinity of the proposed Project is the U.S. Federal Correctional Institution. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

Discussion:

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

Less Than Significant Impact. The proposed project is expected to result in a minor increase in the number of terminal employees but this is not expected to increase demand for parks much beyond that which currently exists. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

Less Than Significant Impact. The proposed project is expected to result in a minor increase in the number of terminal employees, but this is not expected to increase demand for recreational facilities. The proposed Project includes the creation of additional recreational resources. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.	**TRANSPORTATION/TRAFFIC.** Would the project:				
a.	Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	X			
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	X			
c.	Result in a change in marine vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d.	Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e.	Result in inadequate emergency access?			X	
f.	Result in inadequate parking capacity?				X
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Discussion:

a. Would the project exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact. The proposed Project would result in increase vehicle trips during construction and operations. During construction these would primarily be construction

worker private vehicles, and heavy trucks used for the construction process. Operation of the expanded container terminal would increase the amount of cargo truck trips. These impacts will be evaluated in the EIS/EIR.

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

Potentially Significant Impact. Operation of the proposed Project would result in increased terminal throughput and associated truck trips. Given that roads and highways in the project vicinity experience various levels of congestion, the project could have the potential to, individually or cumulatively, affect a Congestion Management Plan roadway or highway. This issue will be further evaluated in the EIS/EIR.

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

Less Than Significant Impact. Increased marine vessel movements would occur as a result of the Project. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

Less Than Significant Impact. The proposed Project improvements include modification of the terminal entrance lanes and Earle Street gate, as well as the relocation of the out gate. The roadway modifications would be designed to increase efficiency and safety at the site. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

e. Would the project result in inadequate emergency access?

Less Than Significant Impact. Project construction and operation would result in increased traffic. The design of the proposed Project would consider and maximize emergency access. In addition, LAFD recommendations would be incorporated into project design. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

f. Would the project result in inadequate parking capacity?

No Impact. Facility parking areas already exist and are expected to be adequate in the Project site as part of the proposed Project. Therefore this issue will not be discussed in the EIS/EIR.

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

No Impact. The Project site is located on Terminal Island within the Port of Los Angeles, which is an area that is focused on industrial uses related to the transfer of containers from ocean-going vessels to land-based modes of transportation. The proposed Project is therefore expected to have no impact on alternative transportation policies or facilities. Therefore this issue will not be discussed in the EIS/EIR.

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

Discussion:

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

Less Than Significant Impact. The proposed Project would be required to comply with requirements of the RWQCB. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

Less Than Significant Impact. The proposed Project would not require, or result in the need for development of new water and wastewater treatment facilities; however, the existing onsite water and sewer systems may need to be altered to accommodate additional water and sewer needs. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

Less Than Significant Impact. The proposed Project would require minor modifications to the existing onsite storm water drainage infrastructure to accommodate additional storm water runoff. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

Less Than Significant Impact. The proposed Project may require minor modifications to existing onsite water distribution system. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

Less Than Significant Impact. The proposed Project would result in minor increases in wastewater treatment service requirements. Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

Less Than Significant Impact. Construction of the proposed Project would generate some construction debris that would require disposal; however, the Port would minimize the generation of landfill waste by maximizing recycling of demolition debris. Operation of the proposed Project would result in slight increases in solid waste generation. Solid waste generated during both construction and operation are expected to be minimal, not anticipated to significantly affect landfill capacity, and be served by a landfill with sufficient permitted capacity (such as the Chiquita Canyon and Sunshine Canyon Landfills). Although a less than significant impact is anticipated, this issue will be discussed further in the EIS/EIR.

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

No Impact. The proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. Therefore this issue will not be discussed in the EIS/EIR.

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

Discussion:

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

Potentially Significant Impact. As set forth, the proposed actions have the potential to degrade the quality of the environment with regard to several resource areas. These potential impacts will be evaluated in the EIS/EIR.

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

Potentially Significant Impact. The proposed Project, in conjunction with other related projects, has the potential to result in significant cumulative impacts. The potential for cumulative impacts will be evaluated in the EIS/EIR.

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

Potentially Significant Impact. This issue will be further evaluated in the EIS/EIR.

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