

ADDENDUM TO THE TERMINAL ISLAND (PIER 400) RAILYARD ENHANCEMENT PROJECT FINAL INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

APP No. 171106-154

SCH No. 2018081086

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Contents

Chapter 1 Introduction	1
Chapter 2 Background	2
2.1 Facility Overview	2
2.2 Previously Assessed and Approved Project	2
Chapter 3 Proposed Revised Project.....	4
Chapter 4 Purpose	5
Chapter 5 Scope and Content	7
Chapter 6 Previous Environmental Documents Incorporated by Reference	9
Chapter 7 Required Permits and Approvals	10
Chapter 8 Environmental Analysis	11
8.1 Aesthetics	11
8.2 Agriculture and Forestry Resources	11
8.3 Air Quality	12
8.4 Biological Resources	12
8.5 Cultural Resources	13
8.6 Energy	14
8.7 Geology and Soils.....	14
8.8 Greenhouse Gas Emissions	15
8.9 Hazards and Hazardous Materials.....	15
8.10 Hydrology and Water Quality	15
8.11 Land Use and Planning.....	16
8.12 Mineral Resources	16
8.13 Noise.....	16
8.14 Population and Housing.....	17
8.15 Public Services	17
8.16 Recreation	17
8.17 Transportation.....	17
8.18 Tribal Cultural Resources	18
8.19 Utilities and Service Systems.....	19

8.20 Wildfire 19

Chapter 9 Conclusions 20

Chapter 10 References 21

Figures

Figure		Follows Page
1	Regional Location Map	2
2	Previously Assessed and Proposed Additional Project Areas	2
3	Previously Approved Project (Northern Limits)	2
4	Proposed Revised Project	4

Acronyms and Abbreviations

APE	Area of Potential Effects
BMP	Best Management Practice
BNSF	Burlington Northern Santa Fe
Board	Los Angeles Board of Harbor Commissioners
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
ELA	East Los Angeles
ICTF	Intermodal Container Transfer Facility
IS/MND	Initial Study/Mitigated Negative Declaration
LAHD	City of Los Angeles Harbor Department
POLA	Port of Los Angeles
POLB	Port of Long Beach
TEU	20-foot equivalent unit
UPRR	Union Pacific Railroad

Chapter 1

Introduction

The Terminal Island Railyard Enhancement Final Initial Study/Mitigated Negative Declaration (IS/MND) was adopted by the Los Angeles Board of Harbor Commissioners (Board) on October 4, 2018 (SCH# 2018081086 and APP No. 171106-154). The proposed Project involves expansion of the existing Pier 400 rail storage yard to increase capacity and improve yard operations. The IS/MND discussed environmental impacts of widening the existing concrete rail bridge to fill the gap between the rail bridge and roadway bridge on Pier 400's Transportation Corridor to accommodate five new railroad tracks, and a new access roadway. These improvements would allow cargo modes to shift to maximize on-dock rail use, thereby reducing the number of truck trips both within the Port of Los Angeles (POLA) and on local freeways. Shifting from truck to rail cargo would reduce air emissions, improve safety on local transportation routes, and reduce highway congestion and wear.

The Final IS/MND was prepared by the City of Los Angeles Harbor Department (LAHD) as Lead Agency under the California Environmental Quality Act (CEQA) to address the potential environmental effects of the proposed Project and recommend mitigation measures to avoid or minimize the significant effects. Based on the analysis provided in the Final IS/MND, LAHD found that the proposed Project would not have a significant effect on the environment with the incorporation of mitigation measures as adopted in the Mitigation Monitoring and Reporting Program.

The primary purpose for the Proposed Revised Project is to expand the Project area to the north and to fulfill a long-standing agreement between the POLA and the Port of Long Beach (POLB) by relocating a portion of the existing lead track currently located on POLB's property onto POLA's property. In order to fulfill this standing obligation, approximately 8,000 track feet of existing rail track would be relocated to the west. The change in rail alignment would require realigning the track connection to the existing rail storage yard, modifications to Reeves Avenue, and relocation of the existing at-grade crossing at Nimitz Avenue to Reeves Avenue. It would also add a track from the storage yard expansion, for a total of two track crossings at Reeves Avenue. The new at-grade rail crossing configuration would be a safer crossing, due to improved visibility and improved sight distance, compared to the existing crossing at Nimitz Avenue.

This Addendum is being prepared pursuant to the requirements of State CEQA Guidelines Section 15164 and confirms that no new significant impacts or increases in severity of previously identified impacts or changes to mitigation would occur as a result of the Proposed Revised Project.

Chapter 2

Background

2.1 Facility Overview

The location for the Proposed Revised Project is the existing Pier 400 Transportation Corridor, which connects the Pier 400 Container Terminal to Terminal Island. Figure 1 shows the regional setting. The 1-mile-long, 350-foot-wide transportation corridor connects the Pier 400 landfill, the APM Terminals Pacific Container Terminal, and Pier 400 Railyard to Terminal Island. The existing Terminal Island (Pier 400) Railyard serves six on-dock railyards, which are located within six container terminals at both POLA and POLB. The Project site currently contains six rail tracks, an access road, and a rail bridge that spans approximately 400 feet of water. Navy Way, a four-lane roadway that serves Pier 400 and Terminal Island, parallels the railyard to the west. Pier T Terminal, and Nimitz Road, within POLB, are directly adjacent to the east.

POLA's Terminal Island intermodal rail line ultimately merges with the Alameda Corridor and a near-dock railyard operated by Union Pacific Railroad to accommodate containerized cargo departing from POLA and POLB for destinations throughout North America.

2.2 Previously Assessed and Approved Project

The existing Pier 400 rail storage yard is in need of expansion in order to accommodate future rail volumes on Terminal Island. The previously approved Project proposed to add six new rail storage tracks, approximately 40,000 track feet, which meets the future needs identified in a recent rail study that calls for approximately 25,000 feet of additional storage track. The previously approved Project scope also includes a concrete rail bridge, access roadway adjacent to the storage yard expansion, and modifications to the existing compressed air system. The previously approved Project area that was assessed in the IS/MND is shown on Figure 2, and Figure 3 shows the previously approved improvements in the northern portion of the Project area related to the expansion of the railyard.

Construction activities for the previously approved Project were expected to take approximately 18 months. Initial activities would involve clearing the landside vegetation within the proposed alignment for the new tracks. Abutment areas for the bridge would be excavated and constructed. Approximately 200 piles would be installed within the water gap area to support the new bridge through impact pile driving methods. Girder sets would top the piles, followed by construction of the new rail tracks. Railroad track

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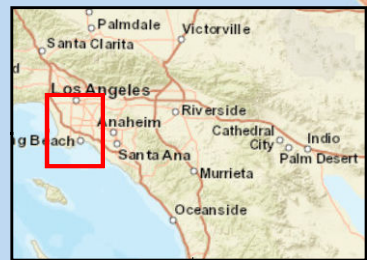


Figure 1
Regional Location Map
Terminal Island (Pier 400) Railyard Enhancement Project



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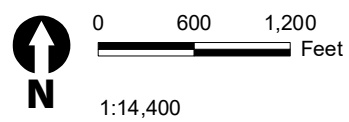


Figure 2
 Previously Assessed and Proposed Additional Project Areas
 Terminal Island (Pier 400) Railyard Enhancement Project



Source: Port of Los Angeles Engineering Division

Figure 3
Previously Approved Project (Northern Limits)
Terminal Island (Pier 400) Railyard Enhancement Project

turnout and crossover would be completed nearing the end of construction, with asphalt paving of the new access road and fencing occurring as the final phase. All construction work would be confined to the Pier 400 Transportation Corridor. The schedule is based on five 8-hour work days per week. Up to 50 workers would be required at the site at any given time, depending on the construction phase. Such construction of the rail storage yard was approved to begin in July of 2020, to be completed by December of 2021, when associated operations would commence.

The Board adopted the Final IS/MND, adopted a Mitigation Monitoring and Reporting Program, and approved the proposed Project in 2018. The project was awarded \$21,645,000 of federal funding by the State of California on May 16, 2018.

Chapter 3

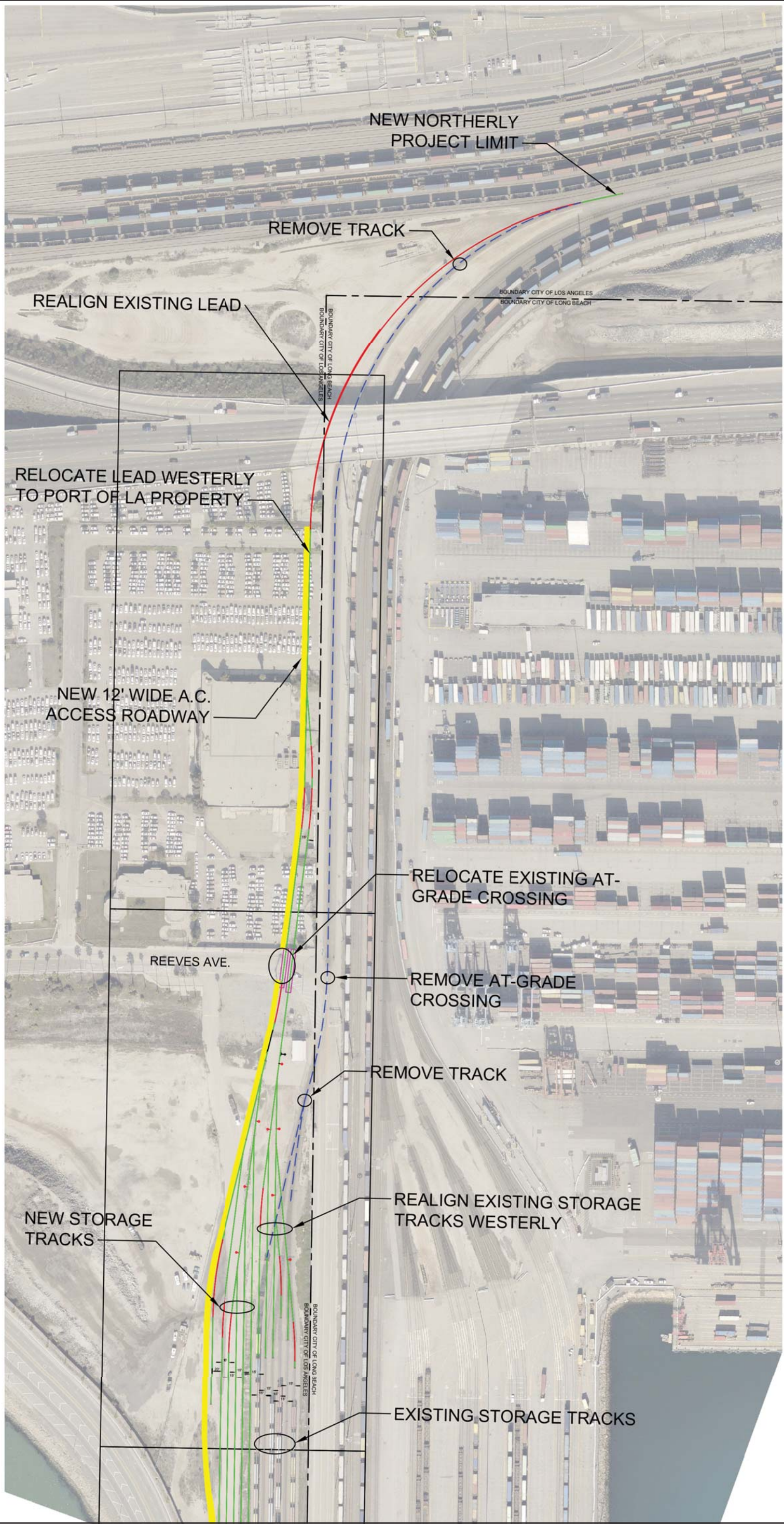
Proposed Revised Project

The primary purpose for the Proposed Revised Project is to relocate a portion of the existing lead track currently located on a right-of-way on POLB's property onto POLA's property in order to further a long-standing agreement between POLA and POLB. With the Proposed Revised Project, the portion of the proposed Project on POLB property would reduce from 1,900 linear feet to 325 feet. The Proposed Revised Project consists of relocating approximately 8,000 track feet of existing rail track approximately 80 feet to the west to a new crossing at Reeves Avenue. The revised track length would be 42,925 track feet, which is greater than the initial 40,000 track feet under the previously approved Project. The change in rail alignment would require alignment of the track connection to the existing rail storage yard, modifications to Reeves Avenue, and relocation of the existing at-grade crossing at Nimitz Avenue to Reeves Avenue. It would also add a track from the storage yard expansion, for a total of two tracks crossing at Reeves Avenue. The Proposed Revised Project would add approximately 86,400 square feet (1.98 acres) to the Project area. Figure 2 shows the additional Project area and Figure 4 shows the proposed modifications to the proposed Project.

The new crossing at Reeves Avenue would require regrading of Reeves Avenue and Nimitz Road, as well as relocation of the camera, vehicle detection systems, and a railroad crossing alarm system to the new crossing location. Reeves Avenue would be regraded (raised by 3 feet) to accommodate the new rail crossing. The street would be gradually graded to meet existing grades on both ends of the new crossing. The horizontal alignment of the street would remain the same. The new at-grade rail crossing configuration at Reeves Avenue would be a safer crossing, due to improved visibility and improved sight distance, compared to the existing crossing at Nimitz Avenue. Upon implementation of the Proposed Revised Project, the length of Pier 400 lead track on POLB property would be reduced from 1,900 linear feet to 325 linear feet.

The Proposed Revised Project also includes removal of the sewer pump station located on Reeves Avenue in the Proposed Revised Project area. Removal of the sewer pump station will be performed by an approved POLA construction contractor. Any disturbance or removal of asbestos or lead material will be performed by a certified, POLA-approved, specialty environmental contractor under bid specifications requiring compliance with applicable environmental and safety laws, including without limitation the South Coast Air Quality Management District Procedure #5, as described in National Econ Corporation's February 11, 2020, report 20-0073 regarding 801 Reeves Avenue.

Construction of the Proposed Revised Project would be modified to begin in May of 2021, and be completed by April of 2023, when associated operations would commence.



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Source: Port of Los Angeles Engineering Division



Figure 4
Proposed Revised Project
Terminal Island (Pier 400) Railyard Enhancement Project

Chapter 4

Purpose

This Addendum has been prepared in accordance with the requirements of CEQA (Public Resources Code 21000 et seq.) and the State CEQA Guidelines (California Code of Regulation Title 14, Section 15000 et seq.), and focuses on changes to the original Project description and any impacts that would occur as a result of the Proposed Revised Project. The scope of analysis contained within this Addendum addresses all environmental resource areas. All previously identified mitigation measures for the Final IS/MND will be incorporated into the Proposed Revised Project as applicable.

Section 15162 of the State CEQA Guidelines states that, for a project covered by a certified Environmental Impact Report (EIR) or adopted negative declaration, no subsequent EIR or negative declaration shall be prepared for that project unless the Lead Agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- 1) Substantial changes are proposed in the project that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR, was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

- d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Pursuant to State CEQA Guidelines Section 15164, this analysis has determined that none of the conditions set forth in State CEQA Guidelines Section 15162 calling for the preparation of a subsequent negative declaration have occurred. There would be no new significant environmental effects and no substantial increase in the severity of previously identified significant effects as a result of the Proposed Revised Project. There are no known mitigation measures or alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment previously identified in the Final IS/MND. Similarly, there are no known mitigation measures or alternatives that are considerably different than those required by the adopted Final IS/MND that would substantially reduce one or more significant effects on the environment identified in the adopted Final IS/MND. Therefore, neither a subsequent nor supplemental IS/MND, as defined under CEQA Section 15162, is required. An Addendum to the Final IS/MND, as permitted under Section 15164, is appropriate.

An Addendum need not be circulated for public review but can be included in or attached to the adopted Final IS/MND. The decision-making body considers the Addendum prior to making a decision on the Project along with the previously adopted Final IS/MND.

Chapter 5

Scope and Content

This Addendum describes all of the affected environmental resources and evaluates the changes in the impacts that were previously described in the 2018 Final IS/MND with respect to the approved Project changes.

For purposes of determining whether new or substantially more severe “significant effects” would occur under State CEQA Guidelines Section 15162, the criteria for determining whether environmental effects would be significant in this analysis are the same as the significance thresholds contained within the adopted Final IS/MND, with the exception of the wildfire changes from the 2018 State CEQA Guidelines checklist.

The analysis in this Addendum focuses on the changes to the impacts that would occur as a result of the Proposed Revised Project. The following resource topics were evaluated in the preparation of the Final IS/MND. As such, the following resources areas have been re-evaluated as part of this Addendum:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation

- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Mandatory Findings of Significance

The following resource topic area was recently added to the State CEQA Guidelines checklist and was not evaluated in the preparation of the Final IS/MND. As such, the following resource area has been evaluated as part of this Addendum:

- Wildfire

Chapter 6

Previous Environmental Documents Incorporated by Reference

Consistent with Section 15150 of the State CEQA Guidelines, the following document, available for review at the POLA Environmental Management Division, was used in preparation of this Addendum and is incorporated herein by reference:

- **Terminal Island Railyard Enhancement Project Final Initial Study/Mitigated Negative Declaration** (SCH No. 2018081086 and APP No. 171106-154). This document addressed all potential environmental impact areas from the original Project and included the full Project description, existing setting, and environmental checklist. This document determined that all impacts were considered less than significant with the incorporation of mitigation measures. This document is incorporated by reference as all environmental analyses contained therein are being utilized for a comparison against the Proposed Revised Project change to ensure that no new impact is created. This document was circulated for a 21-day public review and comment period starting on August 31, 2018, and ending on September 20, 2018. This document can be accessed through the Environmental Management Division at 222 West 6th Street, 9th Floor, San Pedro, CA or via the LAHD website under the Environmental Documents tab.

Chapter 7

Required Permits and Approvals

The following permits and approvals would be required for the Proposed Revised Project:

- POLB Harbor Development Permit

Chapter 8

Environmental Analysis

The analysis contained herein demonstrates and provides substantial evidence that no significant impacts are present, nor would the severity of other impact areas be increased by the Proposed Revised Project. Below is a discussion of all resource areas analyzed in the Final IS/MND and a discussion of why the impact determinations made in the Final IS/MND would not be affected by the Proposed Revised Project.

8.1 Aesthetics

The Proposed Revised Project would expand the existing Pier 400 railyard to the north and shift a portion of lead track from POLB onto POLA. The character of the Proposed Revised Project site during expansion of Pier 400 would be similar to the existing character of the site. The Proposed Revised Project would relocate existing rail track to a new crossing at Reeves Avenue and relocate the camera and vehicle detection systems to the new crossing location, modify the roadway at Reeves Avenue, and relocate the existing at-grade crossing at Nimitz Avenue. Under the Proposed Revised Project, the Project location would be identical to the location studied in the earlier analysis, with the expansion of the Project limits to the north. Operations would not obstruct views or substantially alter views from scenic areas or other areas outside POLA. Similar to the original Project, the Proposed Revised Project is not proposed in visual proximity to a scenic vista or a state scenic highway and would not require removal of or damage to trees, rock outcroppings, or historic buildings. It would not affect existing features that contribute substantially to visual quality within the viewshed (e.g., maritime and freight facades). Similar to the originally proposed Project, any impacts related to the degradation of the existing visual character or quality and the creation of new sources of substantial light or glare would not occur.

8.2 Agriculture and Forestry Resources

The Proposed Revised Project would not have any impact on agriculture and forestry resources, as the Project area is not in any area zoned for agricultural use and would not change the existing use of the surrounding area in any way.

8.3 Air Quality

Minor amounts of additional construction would be needed to relocate existing track and complete the roadway modification along Reeves Avenue. These activities would be completed using similar construction methods and equipment as described in the Final IS/MND. It is anticipated that emissions generated by the track relocation would be of similar magnitude to those quantified for the Trail Track and Turnouts phase of the approved Project (see Table 4.3-2 in the Final IS/MND). Emissions generated by the minor roadway modifications would likely range between those reported for the Paving and Trail Track and Turnouts phases. Based on the analysis conducted for the approved Final Project, emissions generated by the additional construction for the Proposed Revised Project would not exceed the South Coast Air Quality Management District's regional or localized thresholds. Likewise, even if the additional activity occurred concurrently with peak construction for the approved Project, maximum daily emissions would still be below thresholds. While the expanded Project area may move construction closer to some receptors as disclosed in the Final IS/MND, any exposure would be short term and far less than larger LAHD terminal projects, which have not historically resulted in significant non-cancer impacts. Therefore, Proposed Revised Project construction would not expose sensitive receptors to substantial pollutant concentrations; impacts would be less than significant.

The Proposed Revised Project would not cause an increase in truck trips, employee trips, or boat trips. The Proposed Revised Project area has been previously assessed in the Final IS/MND for railyard operations, and the design modification to shift the rail track to the west from POLB to POLA property would have no change to rail trip length or rail trip volume. Rather, the Proposed Revised Project would improve support for existing operations and, like the approved Project, would result in long-term emissions reductions from more efficient goods movement.

Based on this analysis, the Proposed Revised Project would not significantly increase air emissions substantially greater than what was previously evaluated in the Final IS/MND for the approved Project.

8.4 Biological Resources

The Proposed Revised Project would not cause any change in biological resource impact determinations from the Final IS/MND. Interaction with threatened or endangered species due to relocations of track and road changes within the Proposed Revised Project area is highly unlikely and unchanged from the Final IS/MND. Due to the developed nature of the Project area, habitat supportive for foraging, resting, and breeding habitat is unlikely to be present or different at the proposed Project site from what was assessed in the Final IS/MND. The Proposed Revised Project site conditions would remain similar to the site analyzed in the approved Final IS/MND, as it is in the same location. No candidate, sensitive, or special-status species are known to occur on the Project site, and there is no federally designated critical habitat in the harbor. The Proposed Revised Project site exhibits no native vegetation, does not contain riparian habitat, and would not affect federally protected wetlands. No changes are proposed to the rail bridge or any in-water construction activities from what was previously assessed. In addition, the Project area is developed with urban land uses and does not function as a wildlife movement

corridor. Therefore, the Proposed Revised Project would intensify marine and port freight uses within an already developed port complex and is not expected to have an effect on wildlife movement, including migratory species. Implementation of the Proposed Revised Project would not cause any significant impacts related to these issues; however, the Proposed Revised Project would be required to comply with Mitigation Measure BIO-3 previously adopted to ensure that potential impacts on nesting migratory birds would be avoided. As a result, no new impacts are anticipated that were not addressed in the approved Final IS/MND.

MM-BIO-3: Nesting Bird Protection. If construction occurs between mid-January and mid-September, prior to tree removal, the clearing, removal, or grubbing of any vegetation, or ground disturbing activities (“construction activity”), a qualified biologist will conduct surveys for the presence of nesting birds. Surveys will be conducted 24–72 hours prior to the construction activity. If an active nest is found, a work buffer of 150 feet will be established to avoid disturbance of the nest for most bird species. For raptors, a safety buffer of 300 feet will be required. The construction activity will be delayed in the buffer until the chicks are fledged and the area is approved for construction activity by the qualified biologist.

8.5 Cultural Resources

The approved Final IS/MND concluded that Pier 400 has not been evaluated as a historic resource and was not previously identified as a Los Angeles Historic-Cultural Monument. Pier 400 was also not identified through SurveyLA, the Los Angeles Conservancy, or the California Historical Resources Inventory Database. Because Pier 400 has not been previously listed and does not meet eligibility requirements for listing on the National Register of Historic Places or California Register of Historical Resources or inclusion as a Los Angeles Historic-Cultural Monument, there would be no impacts on historical resources, and no mitigation is required.

The Proposed Revised Project is located on Pier 400, which is made mostly of manmade fill material and is paved. The approved Final IS/MND identified that the entire Project site is fully developed and the site has been extensively disturbed. Because the site is composed of fill and is extensively disturbed, there is extremely low potential for discovering archaeological or ethnographic cultural resources. An Area of Potential Effects (APE) that included the Proposed Revised Project was established in consultation with LAHD/POLA and included in the Historic Property Survey Report (California Department of Transportation 2019). The Navy Mole Overhead (Bridge No. 532817) is present within the APE but is listed as Category 5 (previously determined not eligible for listing in the National Register of Historic Places) in the California Department of Transportation’s Historic Bridge Inventory. The Historic Property Survey Report concluded that a Finding of No Historic Properties Affected is appropriate for the Proposed Revised Project because there are no historic properties within the APE. Furthermore, the APE has been previously surveyed and no archaeological resources have been previously recorded in the APE. Additionally, the entirety of the APE has been physically altered by placement of fill soils and/or cutting and dredging to the extent that little or no archaeological potential is indicated. The Native American Heritage Commission was contacted regarding the project on August 5, 2019. The Native American Heritage Commission responded on August 28, 2019, stating that a search of

its Sacred Lands Database did not yield any sacred lands or traditional cultural properties within the Project area. Furthermore, the Proposed Revised Project does not include construction or alteration of the facility. No cultural resources are known to exist on the Proposed Revised Project site. As such, the Proposed Revised Project would not result in new significant impacts or require new standard specification measures that have not already been addressed in the approved Final IS/MND.

8.6 Energy

Under the Proposed Revised Project, there would be a nominal increase in energy consumption associated with the expansion of the Pier 400 Property. As discussed in Section 8.3, *Air Quality*, the additional construction activities would be completed using similar construction methods and equipment as described in the Final IS/MND. The energy expenditures during construction are necessary to achieve the overall objective of expanding on-dock rail capacity. The design modification to shift the rail track to the west from POLB to POLA property would have no change to rail trip length. Rather, the Proposed Revised Project would improve support for existing operations, including replacement of inefficient light poles with light-emitting diode fixtures. Accordingly, like the approved Project, the Proposed Revised Project would result in long-term energy reductions from more efficient goods movement. Therefore, impacts on energy resources remain less than significant.

8.7 Geology and Soils

Earthquakes are common to Southern California and have historically occurred in the Project area. While no active surface faults are mapped or known to cross the Project area, several known regional active and potentially active faults could produce significant ground shaking that could affect the Project site. The most important active and potentially active faults for the harbor are the Palos Verdes, Newport-Inglewood, Torrance-Wilmington, San Andrea, San Jacinto, Whittier-Elsinore, and Sierra Madre faults. The Project site is not within a State of California Alquist-Priolo Earthquake Fault Hazard Zone, and the Proposed Revised Project does not include the addition of new structures meant for human occupancy; therefore, the potential risk to personnel working within the Project area would be limited. In addition, because of shallow groundwater, the Proposed Revised Project would also be subject to potential liquefaction hazards during a seismic event. As discussed previously, the Project area is subject to several other geologic and soil conditions that could pose potential design hazards to the Proposed Revised Project, including expansive soils. These impacts have been previously covered in the approved Final IS/MND and were all at no impact or less-than-significant levels. While the Proposed Revised Project would have less than significant to no impact on geology or soils, the Proposed Revised Project would remain subject to applicable engineering standards, POLA engineering criteria, and Los Angeles Building Code requirements. Impacts on geology and soils under the Proposed Revised Project would be less than significant, similar to the impacts anticipated to occur under the Final IS/MND for the approved Project.

8.8 Greenhouse Gas Emissions

As was explained in Section 8.3 above, the Proposed Revised Project would require a minor amount of additional construction to relocate existing track and complete the roadway modification along Reeves Avenue. However, the Proposed Revised Project would improve support for existing operations and, like the approved Project, would result in long-term emissions reductions from more efficient goods movement. This long-term reduction would offset any increase in greenhouse gas emissions generated during short-term construction. Therefore, impacts related to greenhouse gas emissions remain less than significant.

8.9 Hazards and Hazardous Materials

Any construction and operation activity would comply with applicable laws and regulations related to the use, transport, or disposal of hazardous materials, such as the Resource Conservation and Recovery Act and Department of Transportation Hazardous Materials Regulations. Any soil disturbance or development of the site must go through the Application for Port Permit process and would require Harbor Department Environmental Management Division consultation and oversight. In addition, construction activities would be conducted using Best Management Practices (BMPs), in accordance with City of Los Angeles guidelines, as detailed in the *Planning and Land Development Handbook for Low Impact Development* (City of Los Angeles 2016). BMPs used during construction activities could include, but would not be limited to, practices related to controls for vehicle and equipment fueling and maintenance; material delivery, storage, and use; spill prevention and control; and solid and hazardous waste management. Removal of the sewer pump station located on Reeves Avenue in the Proposed Revised Project area will be required as part of Proposed Revised Project construction operations. Removal of the sewer pump station will be performed by an approved POLA construction contractor. Any disturbance or removal of asbestos or lead material will be performed by a certified, POLA-approved, specialty environmental contractor under bid specifications requiring compliance with applicable environmental and safety laws, including without limitation the South Coast Air Quality Management District Procedure #5, as described in National Econ Corporation's February 11, 2020, report 20-0073 regarding 801 Reeves Avenue. Therefore, construction and operation activities would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant. As a result of the Proposed Revised Project, no new impacts are anticipated that were not addressed in the approved Final IS/MND.

8.10 Hydrology and Water Quality

Impacts expected to occur under the Proposed Revised Project would be similar to impacts anticipated under the approved Final IS/MND for the approved Project. Specifically, impacts related to hydrology and water quality would be less than significant. BMPs proposed under the approved Final IS/MND for the approved Project would also be included under the Proposed Revised Project to avoid or minimize potential construction impacts on water quality. The Proposed Revised Project would implement BMPs and a Storm Water Pollution Prevention Plan, in accordance with the

Standard Urban Stormwater Mitigation Plan and the National Pollution Discharge Elimination System General Construction Permit. As such, discharge of contaminated groundwater collected during dewatering activities would be minimized and impacts on water quality would remain less than significant.

8.11 Land Use and Planning

Impacts on land use would be similar to those expected under the approved Final IS/MND for the approved Project. The Proposed Revised Project would not divide an established community and would not be in conflict with an applicable adopted land use plan, policy, or regulation. Impacts related to land use and planning would not occur. No impacts were found related to land use and planning in relation to the proposed project changes. The relocation of existing track and at-grade crossing at Nimitz Avenue and roadway modifications along Reeves Avenue would not introduce new structures that would divide an established community. Additionally, the Proposed Revised Project would not conflict with any plan, policy, or regulation, as the site is consistent with City of Los Angeles zoning, City of Long Beach zoning, and POLA's Port Master Plan's land use; or conflict with an applicable habitat conservation plan or natural community conservation plan because all identified Project components would be within the existing POLA property. As a result, no changes to the significance determinations set forth in the approved Final IS/MND for the approved Project would occur.

8.12 Mineral Resources

There are no known mineral resources near the Proposed Revised Project site that would be affected due to this development. The nature, location, and site conditions of the Proposed Revised Project site would be similar to the nature, location, and site conditions described for the approved Final IS/MND for the approved Project site. As such, the Proposed Revised Project would not result in new significant impacts or require new standard specification measures that have not already been addressed in the approved Final IS/MND for the approved Project.

8.13 Noise

The Proposed Revised Project area has been previously assessed for railyard operations and the design modification to shift the rail track to the west from POLB to POLA property that would result in minor amounts of additional construction. No changes would be made to the construction techniques, equipment used, or construction plan under the Proposed Revised Project changes. Because construction of the Proposed Revised Project would occur over a similar period of time, the amount of construction activity on any given day is expected to be the same as identified in the approved Final IS/MND. New types of construction equipment would not be required. Therefore, no new construction equipment would be introduced with the potential to significantly increase the construction noise levels identified in the Final IS/MND.

8.14 Population and Housing

Impacts on population and housing for the Proposed Revised Project would be similar to impacts expected under the approved Final IS/MND for the approved Project. As with the originally proposed project, the Proposed Revised Project would not induce population growth, or displacement of existing housing or a substantial number of people. Therefore, the Proposed Revised Project would remain consistent with the Final IS/MND and would not create an impact on population and housing.

8.15 Public Services

Impacts on public services under the Proposed Revised Project would be similar to those expected to occur under the approved Final IS/MND for the approved Project. A nominal increase in construction area would occur compared to the approved Project. As with the originally proposed Project, the Proposed Revised Project would not directly result in an increase of population, and therefore would not generate a need for new or altered fire or police services, and no impacts on schools or parks, or other public facilities would occur. The Proposed Revised Project would remain consistent with the Final IS/MND and no new impacts on public services would occur.

8.16 Recreation

The Proposed Revised Project would not increase demand on existing recreational facilities nor require the construction of new recreational facilities. As such, the Proposed Revised Project would have no impact on recreation. As a result, no changes to the significance determinations set forth in the approved Final IS/MND for the approved Project would occur.

8.17 Transportation

Terminal and Rail Capacity Analyses

In the approved Final IS/MND, a container terminal capacity analysis determined that the wharf capacity is less than the container yard capacity and thus is the governing capacity factor. An analysis was also conducted to estimate the increase in capacity and commensurate use of the Pier 400 on-dock railyard, which concluded the Project would increase railyard capacity and ultimately commensurate use by approximately 525,275 20-foot equivalent units (TEUs) per year under 2040 conditions. Because the Pier 400 terminal limiting capacity is that of the wharf, the increased on-dock railyard use would not increase the total terminal volume. Therefore, the net effect of the Project was the shifting about 525,275 TEUs per year from off-dock yards to the Pier 400 on-dock yard (by 2040). This basic analysis of shifting cargo does not change based on the Proposed Revised Project's shifting of track to the west from POLB to POLA property or the roadway changes to the north.

Truck Traffic Analysis

The approved Final IS/MND also concluded the increase in capacity/use at the Pier 400 on-dock railyard will result in the shifting of 525,275 TEUs per year from the following three off-dock railyards: the Union Pacific Railroad (UPRR) Intermodal Container Transfer Facility (ICTF), the UPRR East Los Angeles (ELA) yard on East Washington Boulevard in the city of Commerce, and the Burlington Northern Santa Fe (BNSF) Hobart yard on Washington Boulevard in the city of Vernon. Truck trip estimates and reductions were quantified using the POLA and POLB container trip generation model, called “QuickTrip.” Using comprehensive port-specific truck trip generation and POLA’s travel demand model (Port Area Travel Demand Model), the Project truck volumes on the regional roadway system were produced. The amounts shifted from the three railyards were computed using historical off-dock volumes from UPRR and BNSF, and the Port Area Travel Demand Model was then used to produce the truck miles traveled and vehicle hours traveled results. The Proposed Revised Project’s very minor shifting of the lead track to the west from POLB to POLA property, along with the roadway changes to the north, do not change the storage yard track lengths and thus overall APM Terminals on-dock railyard capacity increase and use from that reported in the approved Final IS/MND. Therefore, the Proposed Revised Project would not change the reported truck trip reductions, or number of train movements described below.

Rail Analysis

The Proposed Revised Project also would not change these rail analysis conclusions of the approved Final IS/MND:

1. The shift in containers being moved from off-dock yards to the Pier 400 on-dock railyard will result in a small increase in on-dock rail volumes moving to/from the Pier 400 railyard and the northern end of the Alameda Corridor, just east of both the UPRR ELA yard and the BNSF Hobart yard.
2. There will be no net increase rail volumes east of these locations on the UPRR and BNSF rail lines because these shifted containers would have been otherwise loaded/unloaded onto trains in the ELA and Hobart rail yards without the proposed Project. Similarly, there will also be a small increase in train volumes between the UPRR ICTF and the Pier 400 railyard, in addition to the shift from the ELA and Hobart yards (see Appendix B, Pier 400 Railyard Train Volumes, of the Final IS/MND).

As a result, no new significant impacts are anticipated that were not addressed in the approved Final IS/MND.

8.18 Tribal Cultural Resources

The Proposed Revised Project would be located on artificial fill material. The Proposed Revised Project was compliant with Assembly Bill 52, as documented in the Historic Property Survey Report (California Department of Transportation 2019). Impacts on tribal cultural resources would be similar to impacts described in the approved Final IS/MND. Given the absence of known tribal cultural resources in the area, the Proposed Revised Project would not result in new significant impacts on tribal cultural resources.

8.19 Utilities and Service Systems

Impacts on utilities and service systems under the Proposed Revised Project would be similar to impacts described in the approved Final IS/MND for the approved Project. The Proposed Revised Project would result in less than significant impacts. Specifically, construction activities may generate minor amounts of wastewater and solid waste, but those small amounts would be recycled or disposed of in existing landfills. Adequate landfill capacity exists to accommodate any construction debris. Therefore, through compliance with the applicable regulations, impacts related to solid waste disposal would be less than significant. No operational impacts would occur. The Proposed Revised Project would have no new demands on water supply. Similar to the originally proposed Project, no impacts on water, wastewater, or stormwater drainage would occur under the Proposed Revised Project. As a result, no changes to the significance determinations set forth in the approved Final IS/MND for the approved Project would occur.

8.20 Wildfire

POLA is not in or near a state responsibility area or lands classified as very high fire hazard severity zones (California Department of Forestry and Fire Protection 2020). Therefore, this section of the State CEQA Guidelines checklist does not apply. Additionally, the Proposed Revised Project would not impair an adopted emergency response plan or emergency evacuation plan or exacerbate wildfire risks. Therefore, the Proposed Revised Project would have no impact on wildfire.

Chapter 9 Conclusions

The Proposed Revised Project would modify the footprint of the approved Project site. LAHD advises that additional area being added is needed to improve support for existing operations and to relocate a portion of the existing lead track currently located on a right-of-way on POLB's property onto POLA's property in order to further a long-standing agreement between POLA and POLB. None of the conditions as described under Section 15162 of the State CEQA Guidelines requiring a subsequent EIR or negative declaration have occurred under the Proposed Revised Project. No substantial changes to impact areas previously analyzed in the Final IS/MND would occur as a result of the Proposed Revised Project. Furthermore, there are no known mitigation measures or project alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment identified in the adopted Final IS/MND. For these reasons, the proposed modifications would create no potential adverse impacts or substantial changes to impact areas previously analyzed in the Final IS/MND.

Chapter 10 References

California Department of Forestry and Fire Protection. 2020. California Fire Hazard Severity Zone Viewer. Available: <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>. Accessed July 7, 2020.

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City of Los Angeles. 2016. *Planning and Land Development Handbook for Low Impact Development (LID)*. 5th Edition. Available: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf. Accessed July 7, 2020.

National Econ Corporation. 2020. Procedure #5 Request for Approval. February 11.

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