

## Mitigation Measures: Berth 136-147 [TraPac] Container Terminal Project EIR

### **Air Quality: Construction**

**MMAQ-1: Harbor Craft for Crane and Sheet-pile Deliveries and Construction.** All cargo ships used for terminal crane and sheet pile deliveries shall comply with the expanded VSRP of 12 knots from 40 nm from Point Fermin to the Precautionary Area. Ships used for sheet pile deliveries in Phase II construction (post 2015) shall use low-sulfur fuel (maximum sulfur content of 0.2 percent) in auxiliary engines, main engines, and boilers within 40 nm of Point Fermin. This measure shall also require all harbor craft used during the construction phase of the project to, at a minimum, be repowered to meet the cleanest existing marine engine emission standards or U.S. EPA Tier 2. Additionally, where available, harbor craft shall meet the proposed U.S. EPA Tier 3 (which are proposed to be phased-in beginning 2009) or cleaner marine engine emission standards. In addition, all dredging equipment shall be electric.

The above harbor craft measures shall be met, unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists:

1. A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement.
2. A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application process is not yet approved, or the application has been approved, but funds are not yet available.
3. A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease.

**Mitigation Measure AQ-2: Fleet Modernization for On-Road Trucks.** All on-road heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 33,000 pounds or greater used on-site or to transport materials to and from the site shall comply with EPA 2007 on-road PM emission standards and be the cleanest available NO<sub>x</sub> for Phase I. In addition, for Phase II construction (post January 2015), all on-road heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 33,000 pounds or greater used on-site or to transport materials to and from the site shall comply with year 2010 emission standards where available. Trucks hauling materials such as debris or fill shall be fully covered while operation off Port property.

The above on-road truck measures shall be met, unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists:

1. A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement.
2. A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application process is not yet approved, or the application has been approved, but funds are not yet available.

3. A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease.

**MM AQ-3: Fleet Modernization for Construction Equipment.** All off-road diesel-powered construction equipment greater than 50 hp, except derrick barges and marine vessels, shall meet the cleanest off-road diesel emission levels available but no greater than Tier 2 emission standards for projects starting construction prior to December 2011. Tier 3 emission standards shall be applied to projects starting construction between December 2011 and January 2015. The contractor could meet Tier 3 equivalent PM10 emission limits through the use of new or repowered engines designed to meet Tier 2 PM standards and/or the use of ARB approved diesel particulate traps. For Phase II construction (post 2014), equipment shall meet the Tier 4 emission standards where available. In addition, construction equipment shall incorporate, where feasible, emissions savings technology such as hybrid drives and specific fuel economy standards.

The above construction equipment measures shall be met, unless one of the following circumstances exist and the contractor is able to provide proof that any of these circumstances exists:

1. A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement.
2. A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application process is not yet approved, or the application has been approved, but funds are not yet available.
3. A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease.

**MM AQ-4: Best Management Practices (BMPs).** LAHD shall implement a process by which to select additional BMPs to further reduce air emissions during construction if it is determined that the proposed construction equipment exceed any SCAQMD significance threshold. The following types of measures would be required on construction equipment: (a) use of diesel oxidation catalysts and catalyzed diesel particulate traps; (b) maintain equipment according to manufacturers' specifications; (c) restrict idling of construction equipment to a maximum of 5 minutes when not in use; and (d) install high-pressure fuel injectors on construction equipment vehicles. The LAHD shall determine the BMPs once the contractor identifies and secures a final equipment list.

**MM AQ-5: Additional Fugitive Dust Controls.** The construction contractor shall reduce fugitive dust emissions by 90 percent from uncontrolled levels. The Project construction contractor shall specify dust-control methods that will achieve this control level in a SCAQMD Rule 403 dust control plan. Their duties shall include holiday and weekend periods when work may not be in progress.

Measures to reduce fugitive dust include, but are not limited to, the following:

- + Active grading sites shall be watered one additional time per day beyond that required by Rule 403.
- + Contractors shall apply approved non-toxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas.
- + Construction contractors shall provide temporary wind fencing around sites being graded or cleared.
- + Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code.
- + Construction contractors shall install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off tires of vehicles and any equipment leaving the construction site.

The grading contractor shall suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas shall be stabilized if construction is delayed.

**AQ-18A: General.** Any of the above mitigation measures (**MM AQ-1** through **AQ-5**) can be replaced by a new and/or alternative technology, provided the technology (1) is CARB-certified, (2) is equal to or exceeds emissions savings as analyzed in this EIS/EIR and, (3) is approved by the Port of Los Angeles.

**MM AQ-19: LEED.** The main terminal building shall obtain the Leadership in Energy and Environmental Design (LEED) gold certification level. LEED certification is made at one of the following four levels, in ascending order of environmental sustainability: certified, silver, gold, and platinum. The certification level is determined on a point-scoring basis, where various points are given for design features that address the following areas (U.S. Green Building Council, 2005):

- Sustainable Sites
- Water Efficiency
- Energy & Atmosphere
- Materials & Resources
- Indoor Environmental Quality
- Innovation & Design Process

As a result, a LEED-certified building will be more energy efficient, thereby reducing GHG emissions compared to a conventional building design

**MM AQ-22: Solar Panels.** The Port shall install solar panels on the main terminal building. Solar panels would provide the terminal building with a clean source of electricity to replace some of its fossil fuel-generated electricity use. In addition, the Port shall install stanchions equipped with solar power cells throughout the parking lot and backlands to further capture solar power.

**MMAQ-25: Special Precautions near Sensitive Sites.** All construction activities located within 1,000 feet of sensitive receptors (defined as schools, playgrounds, daycares, and hospitals), shall notify each of these sites in writing at least 30 days before construction activities begin.

## **Air Quality: Operation**

**MM AQ-6: AMP.** Ships calling at Berth 136-147 shall use AMP while hoteling at the Port in the following at minimum percentages: (a) 2009: 25% of ship calls; (b) 2010: 50% of ship calls; (c) 2012: 60% of ship calls; (d) 2015: 80% of ship calls; and (e) 2018: 100% of ship calls. Additionally, by 2010, all ships retrofitted for AMP shall be required to use AMP while hoteling at 100 percent compliance rate, with the exception of circumstances when an AMP-capable berth is unavailable due to utilization by another AMP-capable ship

**MM AQ-7: Yard Tractors.** All yard tractors operated at the Berths 136-147 Terminal, including the on-dock rail facility, shall implement the following measures.

- Beginning in 2008, all new yard tractors shall be either (1) the cleanest available NOx alternative-fueled engine meeting 0.015 Gm/Hp-Hr for PM or (2) the cleanest available NOx diesel-fueled engine meeting 0.015 Gm/Hp-Hr for PM. If there are no engines available that meet 0.015 Gm/Hp-Hr for PM, the new engines shall be the cleanest available (either fuel type) and will have the cleanest Verified Diesel Emissions Controls (VDEC).
- By the end of 2010, all yard tractors would meet at a minimum the USEPA Tier 4 non-road emission standards.

**MM AQ-8: Yard Equipment.** All diesel-powered terminal equipment other than yard tractors at the Berths 136-147 Terminal, including the on-dock rail facility, shall implement the following measures.

- Beginning in 2008, all non-yard tractor purchases shall be either (1) the cleanest available NOx alternative-fueled engine meeting 0.015 Gm/Hp-Hr for PM or (2) the cleanest available NOx diesel-fueled engine meeting 0.015 Gm/Hp-Hr for PM. If there are no engines available that meet 0.015 Gm/Hp-Hr for PM, the new engines shall be the cleanest available (either fuel type) and will have the cleanest VDEC.
- By the end of 2012, all non-yard tractor terminal equipment less than 750 Hp shall meet the USEPA Tier 4 non-road engine standards.
- By the end of 2014, all terminal equipment shall meet USEPA Tier 4 non-road engine standards

**MM AQ-9: Trucks.** Heavy-duty diesel trucks entering the Berths 136-147 Terminal shall achieve the EPA 2007 Heavy-Duty Highway Rule emission standards for on-road heavy-duty diesel engines (USEPA 2001a) in the following percentages: 30% in 2008, 50% in 2009, 70% in 2010, and 100% in 2012 and thereafter.

**MM AQ-10: VSRP.** All ships calling at Berth 136-147 shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: 95% in 2008.

**MM AQ-11: Low Sulfur Fuel.** Ships calling at Berth 136-147 shall use low-sulfur fuel (maximum sulfur content of 0.2 percent) in auxiliary engines, main engines, and boilers within 40 nm of Point Fermin (including hoteling for non-AMP ships) at the following annual participation rates: (a) 2009: 20 percent of auxiliary engines, main engines, and boilers; (b) 2010: 30 percent of auxiliary engines, main engines, and boilers; (c)

2012: 50 percent of auxiliary engines, main engines, and boilers; and (d) 2015: 100 percent of auxiliary engines, main engines, and boilers. Additionally, by 2012, all frequent caller ships (three or more calls a year) shall use 0.2% in main and auxiliary engines and boilers within 40nm of the Port.

**MM AQ-12: Slide Valves.** Ships calling at Berth 136-147 shall be equipped with slide valves or equivalent on main engines in the following percentages: (a) 15 percent in 2008; (b) 50 percent in 2010; and (c) 95 percent in 2015. By 2012, all frequent caller ships (three or more calls a year) shall comply with this requirement.

**MM AQ-13: New Vessel Builds.** All new vessel builds shall incorporate NO<sub>x</sub>, PM and GHG control devices on auxiliary and main engines. These control devices include, but are not limited to the following technologies, where appropriate: (1) selective catalytic reduction (SCR) technology, (2) exhaust gas recirculation, (3) in line fuel emulsification technology, (4) diesel particulate filters (DPFs) or exhaust scrubbers, (5) common rail, (6) Low NO<sub>x</sub> burners for boilers, (7) implementation of fuel economy standards by vessel class and engines, and (8) diesel-electric pod-propulsion system. This measure focuses on reducing DPM, NO<sub>x</sub>, and SO<sub>x</sub> emissions from main engines and auxiliary engines. OGV engine standards have not kept pace with other engine standards such as trucks and terminal equipment. New vessels destined for California service should be built with these technologies. As new orders for ships are placed, the Ports believe it is essential that the following elements be incorporated into future vessel design and construction:

1. Work with engine manufacturers to incorporate all emissions reduction technologies/options when ordering main and auxiliary engines, such as slide valves, common rail, and exhaust gas recirculation
2. Design in extra fuel storage tanks and appropriate piping to run both main and auxiliary engines on a separate/cleaner fuel.
3. Incorporate SCR or an equally effective combination of engine controls. If SCR systems are not commercially available at the time of engine construction, design in space and access for main and auxiliary engines to facilitate installation of SCR or other retrofit devices at a future date.

In addition, this measure will also incorporate design changes and technology to reduce GHG emissions where available.

**MM AQ-14: Clean Rail Yard Standards.** The new Berth 136-147 on-dock rail yard would incorporate the cleanest locomotive technologies/measures. These include use of diesel-electric hybrids, multiple engine generator sets, alternative fuels, DPFs, SCR, idling shut-off devices, and idling exhaust hoods. The on-dock rail yard would utilize "clean" CHE and HDVs and comply with the CAAP's Technology Advancement Program. Additionally, the Port shall require diesel particulate traps (DPTs) on all PHL switcher locomotives that operate within the Project rail yard beginning in 2015.

**MM AQ-15: Reroute Cleaner Ships.** The Berths 136-147 Terminal operator shall use ships meeting IMO MARPOL Annex VI NO<sub>x</sub> emissions limits for Category 3 engines to the greatest extent possible when scheduling ship visits.

**MM AQ-16: Truck Idling Reduction Measures.** The Berths 136-147 Terminal operator shall ensure that truck idling is reduced at the Terminal. Potential methods to reduce idling include, but are not limited to, the following: (1) operator shall maximize the durations when the main gates are left open, including during off-peak hours, (2) operator shall implement a container tracking and appointment-based truck

delivery and pick-up system to minimize truck queuing, and (3) operator shall design gate to exceed truck flow capacity to ensure queuing is minimized.

**MM AQ-17:** The Port shall require the Berths 136-147 tenant to review, in terms of feasibility, any Port-identified or other new emissions-reduction technology, and report to the Port. Such technology feasibility reviews shall take place at the time of the Port's consideration of any lease amendment or facility modification for the Berths 136-147 property. If the technology is determined by the Port to be feasible in terms of cost, technical and operational feasibility, the tenant shall work with the Port to implement such technology.

As partial consideration for the Port's agreement to issue the permit to the tenant, tenant shall implement not less frequently than once every 7 years following the effective date of the permit, new air quality technological advancements, subject to the parties' mutual agreement on operational feasibility and cost sharing which shall not be unreasonably withheld.

**MM AQ-18B: General.** For any of the above mitigation measures (**MM AQ-6** through **AQ-16**), if a CARB-certified technology becomes available and is shown to be as good as or better in terms of emissions performance than the existing measure, the technology could replace the existing measure pending approval by the Port.

**MM AQ-26: Throughput Tracking.** If the project exceeds project throughput assumptions/projections anticipated through the years 2015 and 2025, and 2030, then staff shall evaluate the effects of this on the emission sources (ship calls, locomotive activity, backland equipment, and truck calls) relative to the EIR. If it is determined that these emission sources exceed EIR assumptions, staff would evaluate actual air emissions for comparison with the EIR and if the criteria pollutant emissions exceed those in the EIR, then new/additional mitigations would be applied through MMAQ-17.

**MM AQ-20: Compact Fluorescent Light Bulbs:** All interior terminal building lighting shall use compact fluorescent light bulbs. Fluorescent light bulbs produce less waste heat and use substantially less electricity than incandescent light bulbs.

**MM AQ-21 Energy Audit:** The tenant shall conduct a third party energy audit every five years and install innovative power saving technology where feasible, such as power factor correction systems and lighting power regulators. Such systems help to maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use.

**MM AQ-23: Recycling.** The terminal buildings shall achieve a minimum of 40 percent recycling by 2012 and 60 percent recycling by 2015. Recycled materials shall include:

- White and colored paper
- Post-it notes
- Magazines
- Newspaper
- File folders
- All envelopes including those with plastic windows

- All cardboard boxes and cartons
- All metal and aluminum cans
- Glass bottles and jars
- All plastic bottles

**MM AQ-24: Tree Planting.** The applicant shall plant shade trees around the main terminal building

## Biology

**MM BIO-1:** The Port shall apply 4.75 credits (= 9.5 Inner Harbor acres) available in the Bolsa Chica or Outer Harbor mitigation banks to compensate for loss of fish and wildlife habitat due to construction of fill in the Northwest Slip of the West Basin. Credit accounting and debiting of credits from either the Bolsa Chica or Outer Harbor mitigation banks shall occur prior to issuance of a Section 10/404 Permit by the USACE.

## Cultural Resources

**MM CR-1: Stop work in area if prehistoric and/or historical archaeological resources are encountered.** In the event that evidence of cultural resources should appear during construction, work shall be diverted from that area. Construction operations shall stop within 10 meters (30 feet) of exposure of any unanticipated significant cultural materials of the prehistoric or historic periods until a qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials would include ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; fragments of non-fossil shell; concentrations of bottles and/or ceramics; or structural remains. If human bone is uncovered, the Los Angeles County Coroner and the NAHC in Sacramento shall be contacted immediately.

If human remains are discovered, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

1. The county coroner has been informed and has determined that no investigation of the cause of death is required; and
2. If the remains are of Native American origin:
  - a. The descendants of the deceased Native American have made a recommendation to the land owner or the person responsible for the excavation work regarding the means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code, Section 5097.98; or
  - b. The NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours of being notified by the NAHC.

**MM CR-2:** Port shall inform construction contractors of paleontological sensitivity within the proposed Harry Bridges Buffer Area in the northwestern portion of the proposed Project site, and require that equipment operators be directed to temporarily cease work if a potential vertebrate fossil is encountered. If a potential vertebrate fossil is encountered during grading, temporarily suspend activity within 10-meters (30-feet) of the

find and redirect elsewhere. POLA shall retain a qualified vertebrate paleontologist to evaluate significance of the fossil. If determined to be significant, the paleontologist shall systematically remove and stabilize the specimen. The Port shall fund the duration of the significant vertebrate specimen in a qualified professional research facility.

## Geological Resources

**MM GEO-1: Emergency Response Planning.** The Terminal operator shall work with Port Engineers and Port Police to develop tsunami response training and procedures to assure that construction and operations personnel will be prepared to act in the event of a large seismic event. Such procedures shall include immediate evacuation requirements in the event that a large seismic event is felt at the proposed Project site, as part of overall emergency response planning for this proposed Project.

## Groundwater and Soils

**MM GW-1: Site Remediation.** Unless otherwise authorized by the lead regulatory agency for any given site, the LAHD shall remediate all contaminated soils within proposed Project boundaries prior to or during demolition and grading activities. Remediation shall occur in compliance with local, state, and federal regulations, as described in Section 3.6.3, and as directed by the Los Angeles Fire Department, DTSC, and/or RWQCB.

Soil remediation shall be completed such that contamination levels are below health screening levels established by OEHHA and/or applicable action levels established by the lead regulatory agency with jurisdiction over the site. Soil contamination waivers may be acceptable as a result of encapsulation (i.e., paving) in backland areas and/or risk-based soil assessments, but would be subject to the discretion of the lead regulatory agency. Excavated contaminated soil shall not be placed in another location on-site; it must be properly disposed off-site. All imported soil to be used as backfill in excavated areas should be sampled to ensure that the soil is free of contamination.

Existing groundwater contamination throughout the proposed Project boundary shall continue to be monitored and remediated, simultaneous and/or subsequent to site redevelopment, in accordance with direction provided by the RWQCB.

Unless otherwise authorized by the lead regulatory agency for any given site, areas of soil contamination that shall be remediated prior to, or in conjunction with, project demolition, grading, and construction would include, but not be limited to, the proposed Project areas listed in Table 3.6-1 and summarized on the attached Figure 3.6-3. Remediation shall also include suspected or known contamination due to leaks or spills on adjacent properties, such as that described in Section 3.6.2.3 for properties located at 231 Hawaiian Avenue, 221 Wilmington Boulevard, and 214/220 McDonald Avenue.

**MM GW-2: Contamination Contingency Plan.** The following contingency plan shall be implemented to address previously unknown contamination during demolition, grading, and construction:

- a) All trench excavation and filling operations shall be observed for the presence of free petroleum products, chemicals, or contaminated soil. Deeply discolored soil or suspected contaminated soil shall be segregated from light colored soil. In the event unexpected suspected chemically impacted material (soil or water) is encountered during construction, the contractor shall notify the Los Angeles Harbor Department's Chief Harbor Engineer, Director of Environmental Management, and Risk Management's Industrial Hygienist. The Port shall confirm the presence of the suspect material and direct the contractor to remove, stockpile or contain, and characterize the suspect



material(s) identified within the boundaries of the construction area. Continued work at a contaminated site shall require the approval of the Chief Harbor Engineer.

- b) A photoionization detector (or other similar devices) shall be present during grading and excavation of suspected chemically impacted soil.
- c) Excavation of VOC-impacted soil will require obtaining and complying with a South Coast Air Quality Management District Rule 1166 permit.
- d) The remedial option(s) selected shall be dependent upon a number of criteria (including but not limited to types of chemical constituents, concentration of the chemicals, health and safety issues, time constraints, cost, etc.) and shall be determined on a site-specific basis. Both off-site and on-site remedial options shall be evaluated.
- e) The extent of removal actions shall be determined on a site-specific basis. At a minimum, the chemically impacted area(s) within the boundaries of the construction area shall be remediated to the satisfaction of the lead regulatory agency for the site. The Port Project Manager overseeing removal actions shall inform the contractor when the removal action is complete.
- f) Copies of hazardous waste manifests or other documents indicating the amount, nature, and disposition of such materials shall be submitted to the Chief Harbor Engineer within 30 days of project completion.
- g) In the event that contaminated soil is encountered, all on-site personnel handling or working in the vicinity of the contaminated material shall be trained in accordance with Occupational Safety and Health and Administration (OSHA) regulations for hazardous waste operations. These regulations are based on CFR 1910.120 (e) and 8 CCR 5192, which states that “general site workers” shall receive a minimum of 40 hours of classroom training and a minimum of three days of field training. This training provides precautions and protective measures to reduce or eliminate hazardous materials/waste hazards at the work place.
- h) In cases where potential chemically impacted soil is encountered, a real-time aerosol monitor shall be placed on the prevailing downwind side of the impacted soil area to monitor for airborne particulate emissions during soil excavation and handling activities.
- i) All excavations shall be filled with structurally suitable fill material which is free from contamination.

## Land Use

**MM LU-1: Install Truck Route Signage.** Fixed signs directing truck drivers to designated and alternative truck routes shall be installed throughout Wilmington. The Port shall survey the Wilmington area to identify additional locations where signage may help restrict truck activity from and residential areas on a quarterly basis.

**MM LU-2: Truck Traffic Enforcement.** Port police will increase patrols to further enforce the prohibition against truck traffic that might enter residential streets from the designated truck routes adjacent to the Port. The Port Police will prepare a quarterly report on truck traffic enforcement actions.

## Noise

**MM NOI: Construction Limitations**

**NOI-1a:** *Construction Hours.* Limit construction to the hours of 7:00 AM to 9:00 PM on weekdays, between 8:00 AM and 6:00 PM on Saturdays, and prohibit construction equipment noise anytime on Sundays and holidays as prescribed in the City of Los Angeles Noise Ordinance.

**NOI-1b:** *Construction Days.* Do not conduct noise-generating construction activities on weekends or holidays unless critical to a particular activity (e.g., concrete work).

**NOI-1c:** When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) shall be located between noise-generating construction activities and sensitive receptors.

**NOI-1d:** *Construction Equipment.* Properly muffle and maintain all construction equipment powered by internal combustion engines.

**NOI-1e:** *Idling Prohibitions.* Prohibit unnecessary idling of internal combustion engines near noise sensitive areas.

**NOI-1f:** *Equipment Location.* Locate all stationary noise-generating construction equipment, such as air compressors and portable power generators, as far as practical from existing noise sensitive land uses.

**NOI-1g:** *Quiet Equipment Selection.* Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance.

**NOI-1h:** *Notification.* Notify residents adjacent to the proposed Project site of the construction schedule in writing.

**NOI-1i:** *Reporting.* The Port shall clearly post the telephone number where complaints regarding construction related disturbances can be reported and proper steps taken to determine the source of the complaint and a remedy.

**MM NOI-2:** A landscape buffer along the northwest side of the proposed Pier A Yard between the yard and Alameda Street and on the southeast side of the yard between the facility and the marina area, will be incorporated into the project scope. The buffer will include mature trees and shrubs and shall be maintained for the life of the Project. If noise monitoring indicates that there will be exceedence of the City noise ordinance at the marinas in consolidated slip from operation of the relocated Pier A yard, a 6'-8' wall along the southeast side of the yard between the yard and the marinas will be constructed.

## **Transportation and Circulation**

**MM TRANS-1:** Prior to beginning construction, the construction contractor shall prepare a detailed traffic management plan which shall include the following: detour plans, coordination with emergency services and transit providers, coordination with adjacent property owners and tenants, advanced notification of temporary bus stop loss and/or bus line relocation, identify temporary alternative bus routes, advanced notice of temporary parking loss, identify temporary parking replacement or alternative adjacent parking within a reasonable walking distance, use of designated haul routes, use of truck staging areas, observance of hours of operations restrictions and appropriate signing for construction activities. The traffic management plan shall be submitted to LAHD for approval before beginning construction

**MM TRANS-2:** *Avalon Boulevard and Harry Bridges Boulevard* – Provide an additional eastbound through-lane on Harry Bridges Boulevard. This measure shall be implemented by 2038.

**MM TRANS-3:** *Alameda Street and Anaheim Street* – Provide additional northbound and southbound through-lanes on Alameda Street, and provide a northbound free right-turn lane from northbound Alameda Street to eastbound Anaheim Street This measure shall be implemented by 2015

**MM TRANS-4:** *Fries Avenue and Harry Bridges Boulevard* – Add dual northbound left-turn lanes from northbound Fries Avenue to westbound Harry Bridges Boulevard, and provide an additional northbound right-turn lane from northbound Fries Avenue to eastbound Harry Bridges Boulevard. This measure shall be implemented by 2038

**TRANS-5:** *Broad Avenue and Harry Bridges Boulevard* – Provide an additional eastbound through-lane on Harry Bridges Boulevard. This measure shall be implemented by 2038

In addition, the related projects discussed in Section 3.10.3.1.5 have been assumed as part of the analysis. If the related projects are not constructed in the timeframe assumed, the following mitigation measures shall also be applied to the proposed Project:

**MM TRANS-6** *Figueroa Street and Harry Bridges Boulevard* – Provide dual southbound left-turn lanes from southbound Figueroa Street to eastbound Harry Bridges Boulevard and change southbound left-turn phasing from a permitted phase to protected phase. This measure shall be implemented by 2038.

**MM TRANS-7:** *Figueroa Street/C-Street and I-110 Ramps* – Signalize this intersection, provide dual northbound left-turn lanes from northbound Figueroa Street to the I-110 northbound on-ramp, and re-stripe the eastbound shared left-through-right lane to an exclusive right turn only lane. This measure shall be implemented by 2015.

## **Utilities and Public Services**

**MM PS-1:** Demolition and/or excess construction materials shall be separated on-site for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials shall be provided on-site.

**MM PS-2:** Materials with recycled content shall be used in project construction. Chippers on site during construction shall be used to further reduce excess wood for landscaping cover.

**MM PS-3:** The applicant shall implement a Solid Waste Management Program including the following measures to achieve a 50 percent reduction in waste generation and ensure compliance with the California Solid Waste Management Act (AB 939).

- a. Provision of space and/or bins for storage of recyclable materials within the project site. All garbage and recycle bin storage space shall be enclosed and plans should show equal area availability for both garbage and recycle bins within storage spaces.

- b. Establish a recyclable material pick-up area for commercial buildings.
- c. Participate in a curb-side recycling program to serve the new development.
- d. Develop a plan for accessible collection of materials on a regular basis.
- e. Develop source reduction measures which indicate method and amount of expected reduction.
- f. Implementation of a program to purchase materials that have recycled content for project construction and operation (i.e., lumber, plastic, office supplies).
  
- g. Provision of a resident-tenant/employee education pamphlet to be used in conjunction with available Los Angeles County and federal source reduction educational materials. The pamphlet shall be provided to all commercial tenants by the leasing/property management agency.
- h. Inclusion of lease language requiring tenant participation in recycling/waste reduction programs, including specification that janitorial contracts support recycling

**MM PS-5:** The new LEED certified administrative building shall incorporate additional water conservation measures, such as low-flow toilets. Additionally, the terminal operator shall plant drought-resistant planting and restrict watering to the evening hours.

## **Water Quality, Sediments and Oceanography**

**Condition of Project Approval WQ-1:** *Prepare an Adaptive Management Plan* During dredge and fill operations, an integrated multi-parameter monitoring program shall be implemented by the Port's Environmental Management Division in conjunction with both USACE and RWQCB permit requirements, wherein dredging performance is measured *in situ*. The objective of the monitoring program is adaptive management of the dredging operation, so that potential exceedances of water quality objectives are measured or predicted and dredging operations subsequently modified. If exceedances are observed, the Port's Environmental Management Division will immediately meet with the construction manager to discuss modifications of dredging operations to reduce turbidity to acceptable levels. This will include alteration of dredging methods, and/or implementation of additional BMPs such as a silt curtain.

**Condition of Project Approval WQ-2:** The tenant shall conform to applicable requirements of the Non-Point Source (NPS) Pollution Control Program. The tenant shall design all terminal facilities whose operations could result in the accidental release of toxic or hazardous substances (including sewage and liquid waste facilities, solid and hazardous waste disposal facilities) in accordance with the state Non-Point Source Pollution Control Program administered by the State Water Resources Control Board (SWRCB). As a performance standard, the measures shall be selected and implemented using the Best Available Technology that is economically achievable such that, at a minimum, relevant water quality criteria as outlined by the California Toxics Rule and the Basin Plan are maintained, or in cases where ambient water quality exceeds these criteria, maintained at or below ambient levels. The applicable measures include:

- Solid Waste Control - Properly dispose of solid wastes to limit entry of these wastes to surface waters.
- Liquid Material Control - Provide and maintain the appropriate storage, transfer, containment, and disposal facilities for liquid materials.

- Control - Reduce the amount of fuel and oil that leaks from container and support vessels.

**Condition of Project Approval WQ-3:** The tenant shall develop an approved Source Control Program with the intent of preventing and remediating accidental fuel releases. Prior to their construction, the tenant shall develop an approved Source Control Program (SCP) in accordance with Port guidelines established in the General Marine Oil Terminal Lease Renewal Program. The SCP shall address immediate leak detection, tank inspection, and tank repair. As a condition of their lease, the tenant will be required to submit to the Port an annual compliance/performance audit in conformance with the Port's standard compliance plan audit procedures. This audit will identify compliance with Regulations and BMPs recommended and implemented to ensure minimizing of spills that might affect water quality, or soil and groundwater.