Notice of Preparation/Initial Study

Berths 187–191 [Vopak] Liquid Bulk Terminal Wharf Improvements and Cement Terminal Project

Prepared By:

Environmental Management Division
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

with assistance from:

Leidos

July 2022

APP# 200430-068 and APP# 211102-187

This page intentionally left blank

Contents

Page

1.0 PROJECT OVERVIEW AND BACKGROUND 1-1
1.1 California Environmental Quality Act Process 1-1
1.2 Document Format 1-3

2.0 PROJECT DESCRIPTION 2-1
2.1 Project Overview 2-1
2.1.1 Project Location 2-1
2.1.2 Existing Conditions 2-6
2.1.3 California Environmental Quality Act Baseline 2-11
2.1.4 Project Background and Objectives 2-11
2.2 Project Description 2-13
2.2.1 Overview 2-13
2.2.2 Construction 2-14
2.2.3 Operation 2-27
2.3 Project Permits and Approvals 2-30

3.0 INITIAL STUDY CHECKLIST 3-1
3.1 Environmental Factors Potentially Affected 3-2
3.2 Determination 3-3
3.3 Environmental Checklist 3-4

4.0 ENVIRONMENTAL ANALYSIS AND DISCUSSION OF IMPACTS 4-1
4.1 Aesthetics 4-1
4.2 Agriculture and Forestry Resources 4-4
4.3 Air Quality 4-5
4.4 Biological Resources 4-8
4.5 Cultural Resources 4-12
4.6 Energy 4-15
4.7 Geology and Soils 4-16
4.8 Greenhouse Gas Emissions 4-19
4.9 Hazards and Hazardous Materials 4-21
4.10 Hydrology and Water Quality 4-27
4.11 Land Use and Planning 4-32
4.12 Mineral Resources 4-33
4.13 Noise 4-33
4.14 Population and Housing 4-34
4.15 Public Services 4-35
4.16 Recreation 4-37
4.17 Transportation 4-37
4.18 Tribal Cultural Resources 4-40
4.19 Utilities and Service Systems 4-41

4.20 Wildfire....4-43
4.21 Mandatory Findings of Significance....4-44

5.0 REFERENCES....5-1

Tables

Table 2-1. Vopak Liquid Bulk and Inland Terminal Activity (Berths 187–190)....2-11
Table 2-2. Proposed Pile Removal and Installation....2-14

Figures

Figure 2-1. Regional Location Map....2-2
Figure 2-2. Vicinity Map....2-3
Figure 2-3. Berths 187–191 Location Map....2-4
Figure 2-4. Inland Terminal Location Map....2-5
Figure 2-5. Berth 187–188 Existing Conditions....2-8
Figure 2-6. Berth 189–190 Existing Conditions....2-9
Figure 2-7. Berth 191 Existing Conditions....2-10
Figure 2-8. Berth 187–188 Breasting MOTEMS Upgrade Plan....2-16
Figure 2-9. Berth 187–188 New Mooring and Fender System Plan....2-17
Figure 2-10. Berth 189 –190 New Mooring System Plan....2-18
Figure 2-11. Berth 187–188 Seismic Retrofit Plan....2-19
Figure 2-12. Berth 189–190 Seismic Retrofit Plan....2-20
Figure 2-13. Berth 187–188 Ground Improvement Plan....2-21
Figure 2-14. Berth 189–190 Ground Improvement Plan....2-22
Figure 2-15. Proposed Wharf Pile Improvements – Segment 1....2-24
Figure 2-16. Proposed Wharf Pile Improvements – Segment 2....2-25
Figure 2-17. Existing Wharf Timber Portion....2-26
Figure 2-18. Berth 191 Cement Import Terminal Operations....2-29

Acronyms and Abbreviations

AB	Assembly Bill
AQMP	Air Quality Management Plan
BMP	best management practice
C&D	construction and demolition
CAA	Clean Air Act
CAAP	Clean Air Action Plan
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
City	City of Los Angeles
CRHR	California Register of Historic Resources
CSLC	California State Lands Commission
DWT	deadweight tons
E.	East
EIR	Environmental Impact Report
ESA	Environmental Science Associates
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
HCP	Habitat Conservation Plan
I	Interstate
IS	Initial Study
LADOT	Los Angeles Department of Transportation
LAFD	City of Los Angeles Fire Department
LAHCM	Los Angeles Historic-Cultural Monument
LAHD	Los Angeles Harbor Department
LAMC	City of Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
MLLW	Mean Lower Low Water
MOTEMS	Marine Oil Terminal Engineering and Maintenance Standards
N.	North
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
No.	Number
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OPR	Office of Planning and Research
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter less than 10 microns in diameter
PMP	Port Master Plan
Port	Port of Los Angeles
S.	South
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SPCC	Spill Prevention, Control, and Countermeasure
SR	State Route

Acronyms and Abbreviations

SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIWRP	Terminal Island Water Reclamation Plant
U.S.	United States
USACE	United States Army Corps of Engineers
USCG	United States Coast Guard
USEPA	United States Environmental Protection Agency
VMT	vehicle miles traveled
Vopak	Vopak Terminal Los Angeles, Inc.
WDR	waste discharge requirement

NOTICE OF PREPARATION/INITIAL STUDY

Pursuant to the California Environmental Quality Act (Division 13, Public Resources Code)

1.0 PROJECT OVERVIEW AND BACKGROUND

The Los Angeles Harbor Department (LAHD) has prepared this Notice of Preparation (NOP) and Initial Study (IS) to address potential environmental impacts associated with the Vopak Liquid Bulk Terminal Wharf Improvements (Berths 187–190) and Cement Terminal (Berth 191) Project (proposed Project) located within the Port of Los Angeles (or Port). Vopak Terminal Los Angeles, Inc. (Vopak) is the applicant for the proposed Project, and LAHD is the lead agency under the California Environmental Quality Act (CEQA).

The primary objective of the proposed Project is to conduct mooring, berthing, and seismic upgrades and install structural repairs to ensure compliance with the State of California's Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS) at the existing liquid bulk terminal wharves at Berths 187–190. Another primary objective of the proposed Project is to implement wharf improvements at the adjacent Berth 191 cement import terminal to support resuming maritime cement import operations. The proposed Project also includes the issuance of a new 30-year entitlement to Vopak for continued operation of its two primary locations and associated pipelines: 1) the liquid bulk terminal (Berths 187–190) at 401 Canal Avenue and associated inland terminal that is connected via pipelines at 2200 E. Pacific Coast Highway in Wilmington, California; and 2) the Berth 191 cement import terminal at 401 Canal Avenue in Wilmington, California. The existing pipelines connecting the liquid bulk and inland terminals would be covered under the new 30-year entitlement; these pipelines meet all safety requirements and regulations and would not be modified as part of the proposed Project.

1.1 California Environmental Quality Act Process

This document was prepared in accordance with CEQA (California Public Resources Code, Section 21000 et seq.), the CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.), and the City of Los Angeles CEQA Guidelines (2006). One of the main objectives of CEQA is to disclose the potential environmental effects of proposed activities to the public and decision makers. CEQA requires that the potential environmental effects of a project be evaluated prior to implementation. Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed project. Pursuant to Section 15367 of the CEQA Guidelines (14 CCR 15000 et seq.), LAHD is the lead agency for the proposed Project. As the lead agency, LAHD must complete an environmental review to determine if implementation of the proposed Project would result in significant adverse environmental impacts. To fulfill the purpose of CEQA, this NOP/IS has been prepared to assist in making that determination, in accordance with CEQA Guidelines Section 15063, California Public Resources Code Section 21153, and the City of Los Angeles CEQA Guidelines.

This NOP/IS, along with public comments received during the scoping period, will determine what environmental impact areas may be adversely impacted by the proposed Project. These impact areas will be assessed in the Environmental Impact Report (EIR) prepared for the proposed Project. The EIR will determine the nature and extent of any potential environmental impacts and establish mitigation measures as appropriate. The EIR will also include an evaluation of alternatives to the proposed Project that would reduce or avoid significant impacts, including a No Project Alternative. A preliminary evaluation of the potentially affected environmental resources is included in Section 4.0, Environmental Analysis and Discussion of Impacts.

In accordance with CEQA and the CEQA Guidelines and in response to community request for extended review periods, this NOP/IS will be circulated for a period of 45 days for public comment and scoping. The public comment period for this NOP/IS is scheduled to begin on July 7, 2022, and will conclude on August 22, 2022. This NOP/IS will be distributed to responsible and trustee public agencies and other interested or involved agencies, organizations, and private individuals for review. The document is also available for review online at https://www.portoflosangeles.org/ceqa. A copy of the document is available for public review at the LAHD Environmental Management Division, located at 425 South Palos Verdes Street, San Pedro, CA 90731. Due to coronavirus disease 2019 (COVID-19), please send your request to ceqacomments@portla.org to schedule an appointment to pick up a copy.

During the 45-day public scoping period, the public has an opportunity to provide written comments on the information contained within this NOP/IS. Comments on the NOP/IS should be submitted in writing prior to the end of the 45-day public review period and must be postmarked by August 22, 2022.

Please submit written comments to:

Christopher Cannon, Director
City of Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes Street
San Pedro, California 90731

Written comments may also be sent via email to ceqacomments@portla.org. All correspondence through mail or email should include the project title, “Berths 187–191 [Vopak] Liquid Bulk Terminal Wharf Improvements and Cement Terminal Project,” in the subject line. For additional information, please contact Zoe Irish at zirish@portla.org.

A public scoping meeting for the proposed Project will be held on July 20, 2022, at 5:00 p.m. via Zoom. The link to join will be available on the Port’s website at https://www.portoflosangeles.org/ceqa.

1.2 Document Format

This NOP/IS contains the following five sections:

- **Section 1.0. Project Overview and Background.** This section provides an overview of the proposed Project and the CEQA environmental documentation process.
- **Section 2.0. Project Description.** This section provides a detailed description of the proposed Project's objectives and components.
- **Section 3.0. Initial Study Checklist.** This section presents the CEQA checklist for all impact areas and mandatory findings of significance.
- **Section 4.0. Environmental Analysis and Discussion of Impacts.** This section presents the environmental analysis for each issue area identified on the environmental checklist. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no or less-than-significant impacts are expected. If the proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and the issue area will be further evaluated in the EIR.
- **Section 5.0. References.** This section provides a list of reference materials used during preparation of the NOP/IS.

The environmental analysis included in Section 4.0, Environmental Analysis and Discussion of Impacts, is consistent with the CEQA IS format presented in Section 3.0, Initial Study Checklist. Impacts are separated into the following categories:

- **Potentially Significant Impact.** This category is only applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less-than-significant level. Issues considered potentially significant will be further analyzed in the EIR.
- **Less-than-Significant Impact after Mitigation Incorporated.** This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less-than-Significant Impact." The lead agency must describe the mitigation measure(s) and briefly explain how they would reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross-referenced). Given that this is an IS, potentially significant impacts that require mitigation will be carried forward to the EIR for further analysis.
- **Less-than-Significant Impact.** This category is identified when the proposed Project would result in impacts below the threshold of significance, and no mitigation measures are required. Issues considered less than significant are discussed in this IS and will not be carried forward to the EIR.
- **No Impact.** This category applies when a proposed Project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency that show that the impact does not apply to the specific project (e.g., the project

falls outside of a fault rupture zone). A “No Impact” answer should be explained to indicated whether it is based on project-specific factors and/or general standards (e.g., the proposed Project would not expose sensitive receptors to pollutants based on a project-specific screening analysis). Issues considered to have no impact are discussed in this IS and will not be carried forward to the EIR.

2.0 PROJECT DESCRIPTION

2.1 Project Overview

The proposed Project consists of improvements to the existing liquid bulk terminal wharves at Berths 187–190 to comply with the MOTEMS. It also includes repairs and structural upgrades to the Berth 191 wharf to support resuming maritime cement import operations (i.e., unloading/loading and storage activities), which have been inactive since 2009. In addition, the proposed Project includes issuance of a new 30-year entitlement to Vopak for continued operation of Berths 187–190 as a liquid bulk terminal and to resume operation of Berth 191 as a cement import terminal.

This section discusses the location, description, background, and objectives of the proposed Project. This document has been prepared in accordance with CEQA (California Public Resources Code, Section 21000 et seq.) and the state CEQA Guidelines (14 CCR 15000 et seq.).

2.1.1 Project Location

Regional Setting

The Port is located in San Pedro Bay, approximately 20 miles south of downtown Los Angeles (Figure 2-1). The Port encompasses approximately 7,500 acres of land and water along 43 miles of waterfront and provides a major gateway for international goods and services. The Port comprises approximately 24 major cargo terminals, including dry and liquid bulk, container, breakbulk, automobile, and passenger facilities. In addition to cargo business operations, the Port is home to commercial fishing vessels, shipyards, and boat repair facilities, as well as recreational, community, and educational facilities. The Port also provides slips for approximately 3,800 recreational vessels, 78 commercial fishing boats, 35 miscellaneous small-service crafts, and 15 charter vessels that handle sport fishing and harbor cruises. The Port has retail shops and restaurants primarily located along the west side of the Main Channel. It also accommodates recreation, community, and educational facilities, such as a public swimming beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, the Los Angeles Maritime Museum, 22nd Street Park, and the Wilmington Waterfront Park.

Project Setting

The liquid bulk terminal is located at Berths 187–190, on the east side of the entrance to Slip 5, along Canal Avenue, and is generally bounded by an automobile terminal (Berths 195–199) to the north, a dry bulk terminal (Berths 191–193) to the east, the East Basin Channel to the south, and Slip 5 to the west. The cement import terminal is located at Berth 191 on the East Basin along Canal Avenue. It is bounded by the liquid bulk terminal (Berths 187–190) to the north and west, dry bulk terminals (Berths 192–193) to the northeast, and the East Basin to the east and south (Figure 2-2 and Figure 2-3). The inland terminal is located at 2200 E. Pacific Coast Highway. It is generally bounded by Pacific Coast Highway to the north, container cargo storage areas to the east and south, and Dominguez Channel to the west (Figure 2-2 and Figure 2-4). Land access to

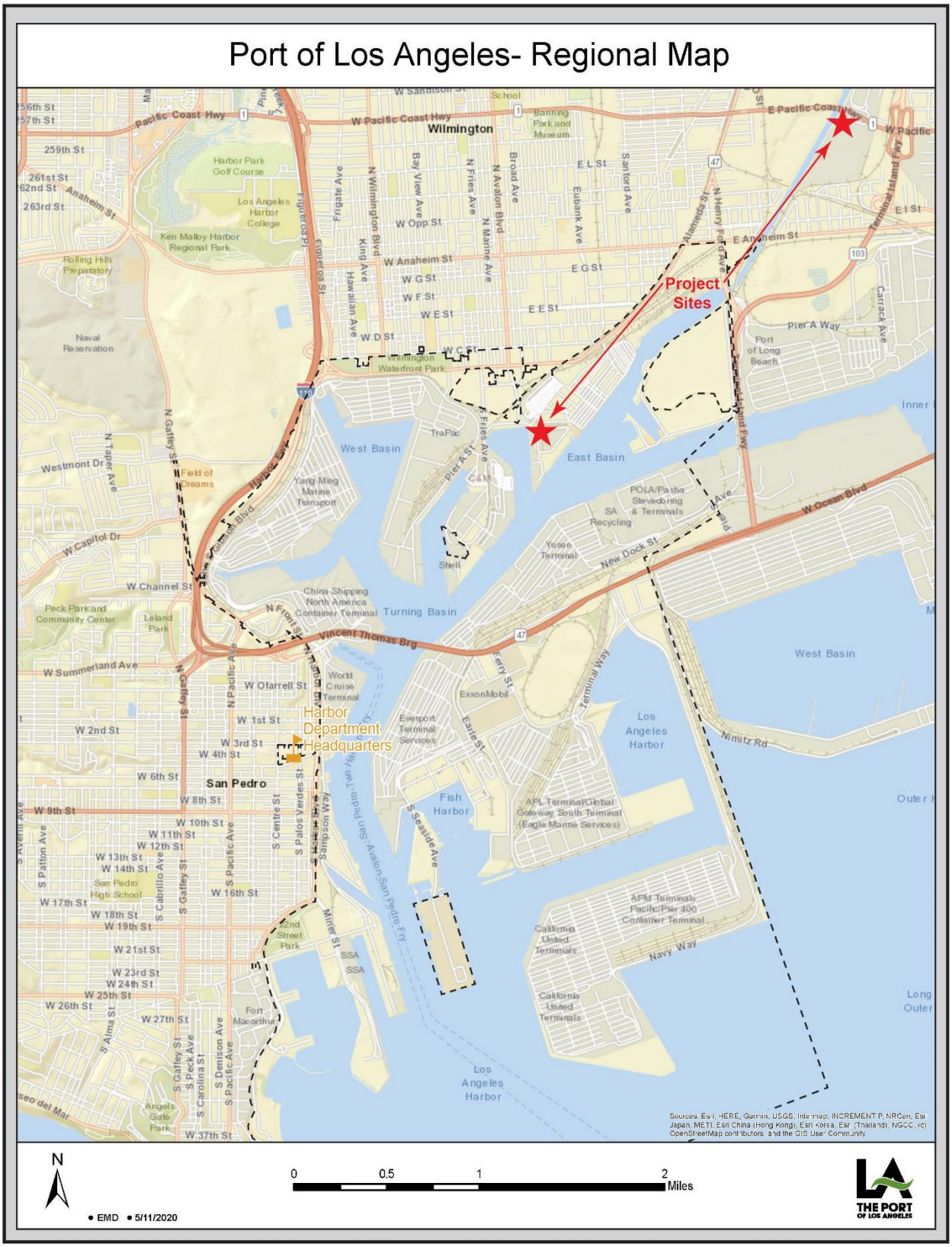


Figure 2-1. Regional Location Map

Figure 2-2. Vicinity Map

Figure 2-3. Berths 187–191 Location Map

Figure 2-4. Inland Terminal Location Map

and from the proposed Project sites is provided by a network of freeways and arterial routes. The freeway network consists of the Harbor Freeway (Interstate [I]-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), Terminal Island Freeway (State Route [SR]-103/SR-47), and Pacific Coast Highway. Local access to the liquid bulk and cement import terminals is currently provided by Avalon Boulevard and Canal Avenue.

Land Use and Zoning

Berths 187–191 are located in the Port, which is part of the City of Los Angeles General Plan. The Port Master Plan (PMP) establishes policies and guidelines to direct the future development of the Port (LAHD 2018a). The original plan became effective in April 1980, after it was approved by the Board of Harbor Commissioners and certified by the California Coastal Commission. The PMP includes five planning areas. The liquid bulk and cement import terminals are located in Planning Area 2 – West Basin/Wilmington. Planning Area 2 encompasses the West Basin and Wilmington areas and includes Berths 96–204. The West Basin consists of container terminals, while the remaining Wilmington areas consist of a variety of uses, ranging from liquid bulk uses at Berths 148–150 and liquid and dry bulk uses on Mormon Island to recreational boating and open space (76 acres) along Anchorage Road. The Wilmington Waterfront land uses provide public access to the waterfront at Berths 183–186. The PMP designates Berths 187–190 for institutional, open space, and dry bulk uses, and Berth 191 for liquid bulk uses (LAHD 2018a). Prior to the 2014 PMP Update, liquid bulk uses conformed with allowed uses at Berths 187–190, and dry bulk uses conformed with allowed uses at Berth 191. Berths 187–190 have been operated as a liquid bulk terminal since 1920. The proposed Project would require an amendment to the PMP.

The liquid bulk terminal and cement import terminal are located within Los Angeles County Assessor's Parcel Number (No.) 7440010910 and No. 7440013909. This area is zoned Qualified Heavy Industrial ([Q] M3). The liquid bulk terminal and cement import terminal are located within the State Enterprise Zone Harbor Gateway (ZI-2130), Hazardous Waste/Border Zone (ZI-1192), and California Geologic Energy Management Division's Structural Check (ZI-1195), which requires City of Los Angeles Fire Department (LAFD) approval for sites with oil wells.

The inland terminal is located within the neighborhood of Wilmington, located within the Harbor District of the City of Los Angeles. Land uses at the inland terminal are governed by the City of Los Angeles zoning ordinances and codes. This site is located within Los Angeles County Assessor's Parcel No. 7428008905. It is zoned Heavy Industrial (M3).

2.1.2 Existing Conditions

Facilities

Liquid Bulk Terminal

The Vopak liquid bulk terminal consists of two sites (liquid bulk and inland terminals) that are connected by three pipelines and operate as a single facility. The total storage capacity of the facility is 2.4 million barrels. The products handled at the facility include jet fuel, marine fuel (various grades), sodium hydroxide 50 percent solution, sustainable aviation fuel, tallow, used

cooking oil, and biodiesel. Vopak is a third-party storage terminal and does not own any of the products stored at its facility. Vopak provides liquid bulk handling services to a range of customers in various industries.

The liquid bulk terminal consists of four wharf structures that function as two berths (i.e., Berth 187–188 and Berth 189–190), manifold systems, piping, utilities, parking areas, ancillary buildings, and aboveground storage tanks of various sizes. The existing wharf structures at Berth 187–188 consists of six manifolds that are designated to handle barges and up to 50,000-deadweight-ton (DWT) vessels transferring fuel oil, renewable diesel, marine fuels, caustic soda, animal fats, and used cooking oil (Figure 2-5). The Berth 189–190 wharves consist of a single loading platform equipped with two mechanical loading arms and one manifold designated to accommodate up to 120,000-DWT vessels transferring fuel oil and jet fuel (Figure 2-6). Three vessels can simultaneously call at Berths 187–188, 189–190, and 191.

The inland terminal covers a total of 22 acres and contains 22 aboveground storage tanks, which have the capacity to store a total of 1.7 million barrels. The terminal also includes piping, parking areas, ancillary buildings, and utilities. Utilities include heating systems, fire protection, and pumping systems.

Cement Import Terminal

The cement import terminal consists of a wharf structure at Berth 191, a warehouse, a silo, a truck loading rack, an office building, a maintenance shop/area, and transformers (Figure 2-7). One segment of the wharf consists of a concrete deck supported by precast concrete piles, and the remaining portion consists of timber decking, timber joists, timber pile caps, and timber piles. Asphalt paving covers the entire wharf structure. The existing infrastructure supports the import of cementitious materials at Berth 191 via bulk cargo vessels. Berth 191 occupies the southern portion of the terminal and has a total wharf length of approximately 480 feet. Berth 191 can accommodate up to 50,000-DWT vessels. The existing design depth at Berth 191 is -30 feet Mean Lower Low Water (MLLW).

Operations

Liquid Bulk Terminal

Currently, the Vopak terminal operates 24 hours a day, 7 days a week, with up to 45 employees working at the liquid bulk and inland terminals. The liquid bulk terminal imports petroleum products via barges and ocean-going tanker vessels and provides bunkering operations via barges to serve the ocean-going vessels calling at the Port. The majority of vessel calls at Berths 187–190 are local bunker barges that fuel ships within the Port of Los Angeles and Port of Long Beach and restock at the Vopak terminal. Imported product is either blended in the liquid bulk terminal's on-site tanks and then loaded back onto barges, pumped into the on-site storage tanks and conveyed to the inland terminal by pipeline, or transported by tanker trucks and/or rail to local destinations (i.e., within 50 miles of the liquid bulk terminal) and various distribution centers. Petroleum products for export are unloaded from trucks or rail into the on-site tanks at the liquid bulk terminal and then loaded onto tankers and barges.

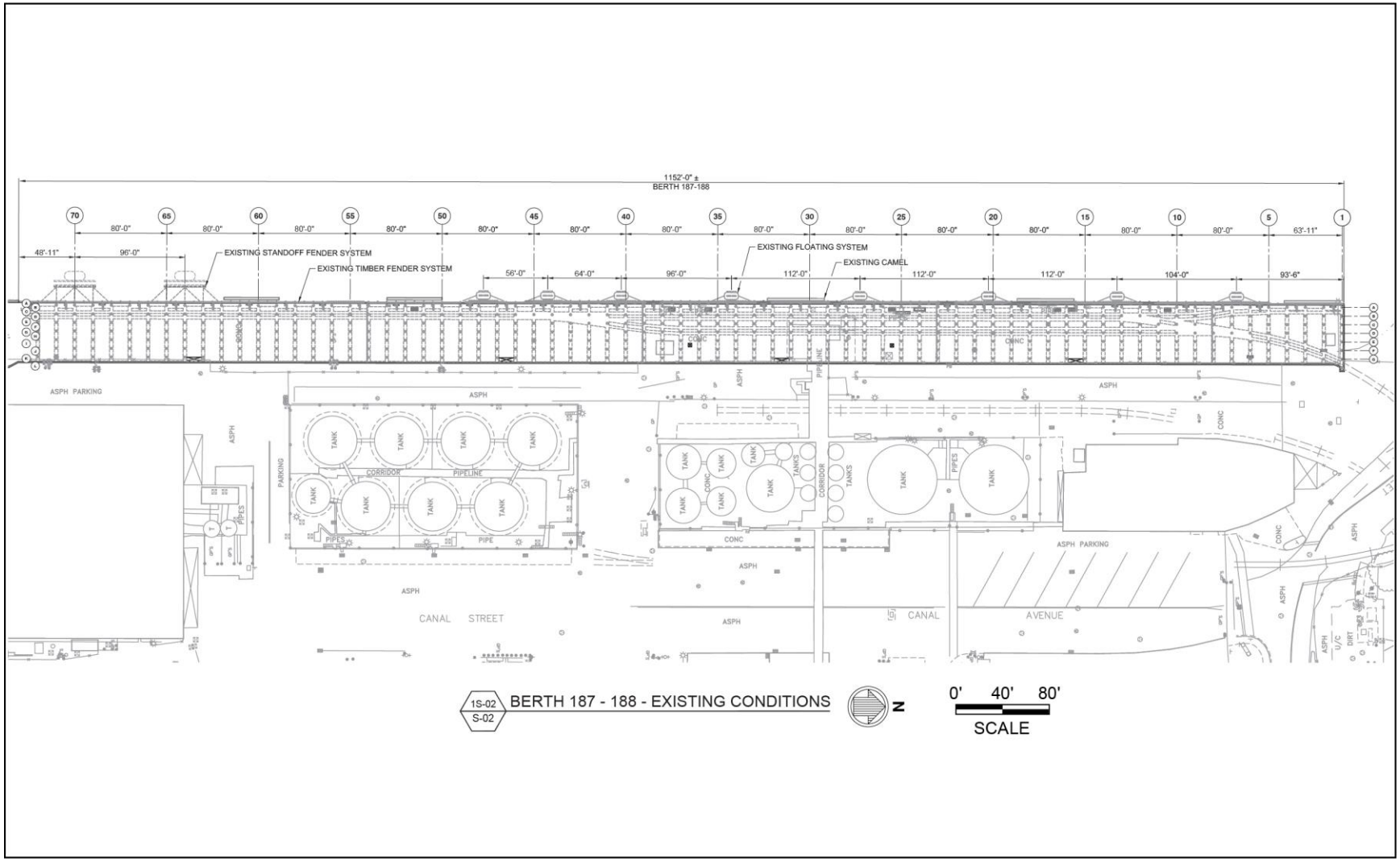


Figure 2-5. Berth 187–188 Existing Conditions

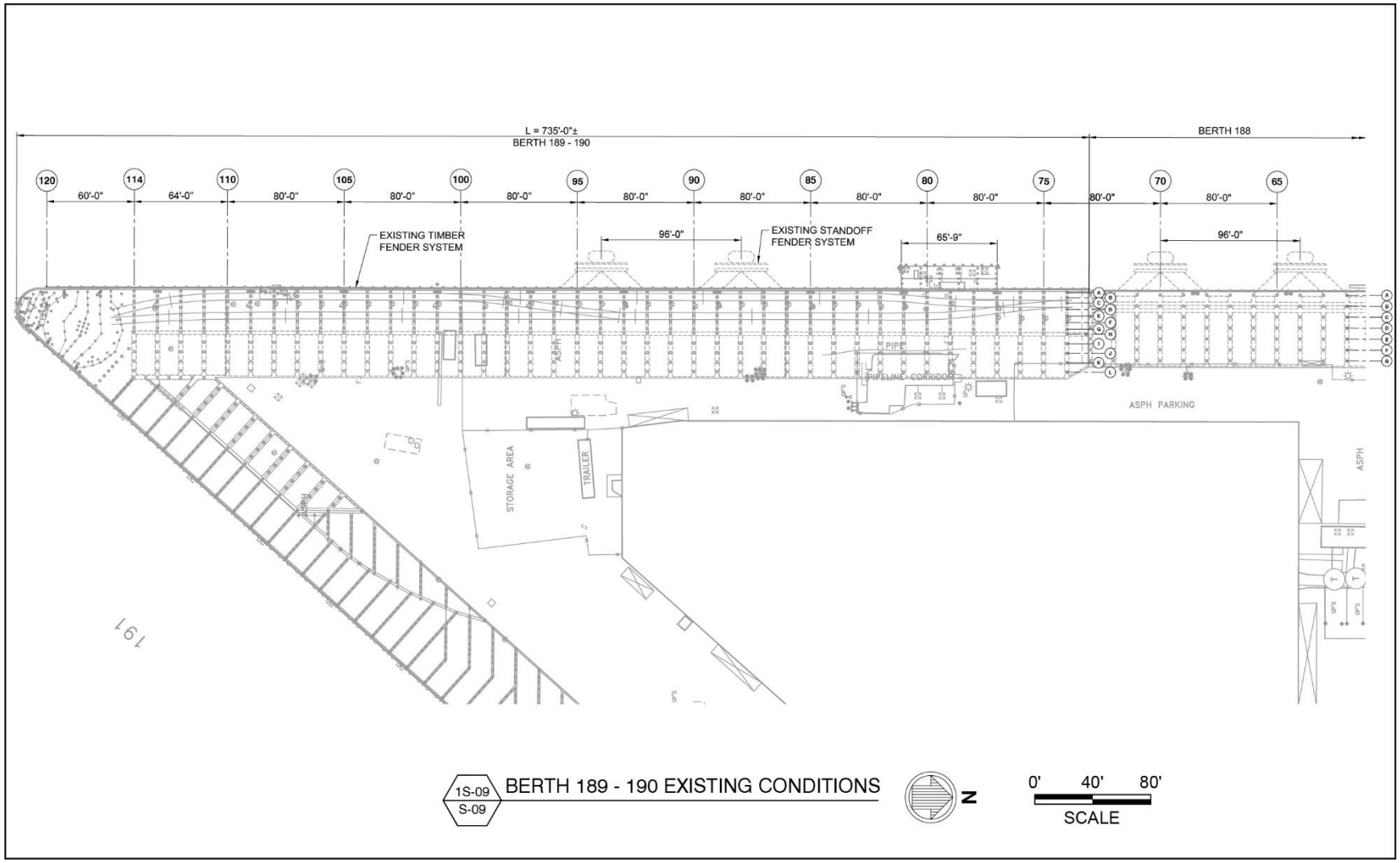


Figure 2-6. Berth 189–190 Existing Conditions

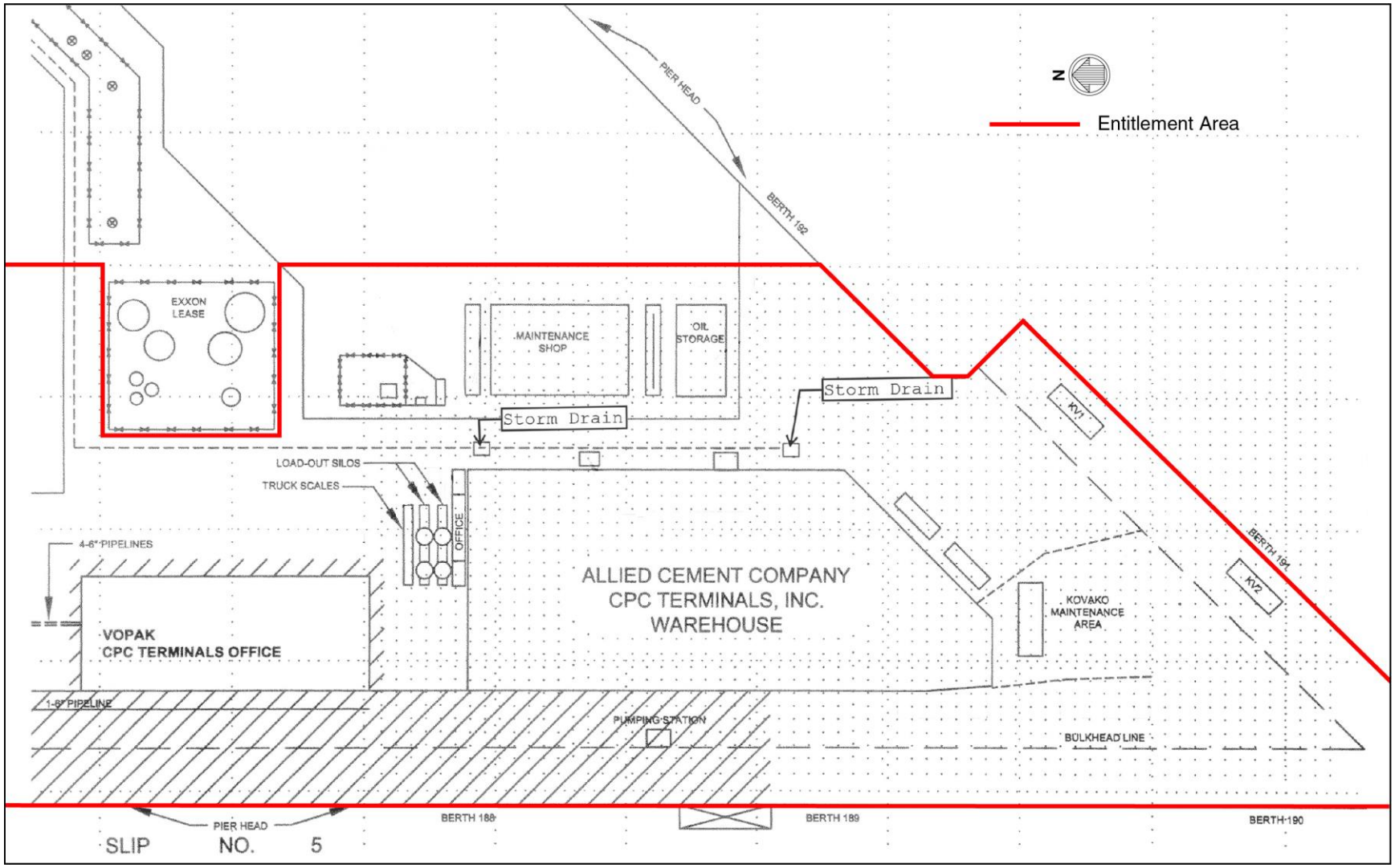


Figure 2-7. Berth 191 Existing Conditions

Existing operations at the inland terminal consist of tank storage and trucking activities. Petroleum products (e.g., jet fuel, sustainable aviation fuel, and marine oil) are stored on-site and transported via truck to or from local destinations and distribution centers. In 2021, inland terminal operations resulted in approximately 5,898 annual truck trips. No rail activity occurs at the inland terminal.

Throughput at the Vopak terminal has fluctuated throughout the years. Vopak does not own the products stored at Berths 187–190, and their customers service a range of different markets. The markets are variable due to continuously shifting market conditions. Table 2-1 summarizes Vopak liquid bulk terminal activity in 2021.

Table 2-1. Vopak Liquid Bulk and Inland Terminal Activity (Berths 187–190)

	Vessel Traffic			Truck Trips		Rail Cars		Throughput (inbound) Barrels
	Barges	Tankers	Total	Annual	Daily	Annual	Daily	
2021	763	121	884	21,066	99	584	6	20,649,157

Cement Import Terminal

The Berth 191 cement import terminal is operated by Vopak for its cement customer. In 2007, the facility throughput was approximately 505,600 metric tons of cementitious materials from 14 ship visits, resulting in approximately 82 daily truck trips. However, as a result of the economic recession that started in 2007 and regional decline in demand for cement, throughput at the terminal in 2008 was significantly less (i.e., approximately 105,000 metric tons of cementitious materials from three ship visits). In 2009, the cement facility stopped receiving cement shipments by vessel and suspended delivering product locally. All facility permits have remained in effect since this time. In 2015, Vopak's cement customer initiated the process of restarting cement import operations at Berth 191 but encountered issues associated with the structural integrity of the dock. However, due to the recent closure of local cement supplies and high demands for cement, operations are expected to resume over the duration of the new entitlement.

2.1.3 California Environmental Quality Act Baseline

CEQA Guidelines Section 15125(a) states that the existing physical environmental conditions at the time of the NOP will normally constitute the baseline for determining whether impacts are significant. For purposes of this evaluation, 2021 will be the baseline year for the liquid bulk terminal analyses herein because it is the time period that is considered representative of existing conditions and for which the most recent and relevant data are available. As the cement import terminal has been nonoperational since 2009, the analyses of existing conditions herein assume no operational activities (i.e., a zero baseline) for Berth 191.

2.1.4 Project Background and Objectives

Project Background

The MOTEMS are comprehensive engineering standards for the analysis, design, inspection, and maintenance of existing and new marine oil terminals. The MOTEMS were approved by the California Building Standards Commission on January 19, 2005; became effective on January 6,

2006 (California State Lands Commission [CSLC] 2022); and are codified as part of CCR Title 24, Part 2, Marine Oil Terminals, Chapter 31F. The MOTEMS apply to all existing marine oil terminals in California and include criteria for inspection; structural analysis and design; mooring and berthing; geotechnical considerations; and fire, piping, and mechanical and electrical systems. CSLC oversees the MOTEMS program. Through ongoing discussions with CSLC, LAHD developed an implementation strategy to complete the necessary MOTEMS requirements. The liquid bulk terminal at Berths 187–190 is currently one of the seven existing marine oil/liquid bulk terminals at the Port.

The MOTEMS require each marine oil terminal to conduct an audit to determine the level of compliance, and an evaluation of the continuing fitness-for-purpose of the facility. Depending on the results, the terminal owner and/or terminal operator must then determine what actions are required to meet the standards and provide a schedule for implementation of deficiency corrections and/or rehabilitation. The standards define criteria in the following areas:

- Audit and Inspection;
- Structural Loading Criteria;
- Seismic Analysis and Structural Performance;
- Mooring and Berthing Analysis and Design;
- Geotechnical Hazards and Foundations;
- Structural Analysis and Design of Components;
- Fire Prevention, Detection, and Suppression;
- Piping and Pipelines;
- Mechanical and Electrical Equipment; and
- Electrical Systems.

The MOTEMS audits performed for the Vopak liquid bulk terminal identified existing infrastructure deficiencies related to seismic, berthing, mooring, structural, and pipeline that require upgrading. As part of the proposed Project, Vopak would correct the identified deficiencies at Berths 187–190.

Recent inspections of the Berth 191 wharf confirmed that the existing dock is not adequate to support the unloading systems (i.e., Kovako loaders). The proposed Project would repair and structurally upgrade the existing wharf structure to address the existing loading constraints.

The major elements of the proposed Project are summarized below and described in detail in Section 2.2, Project Description:

- Berths 187–190 berthing and mooring upgrades;
- Repair/replacement of damaged piles at Berth 187–190;
- Berths 187–190 structural upgrades to wharves;
- Berths 187–190 geotechnical landside improvements;
- Utility and pipeline relocation and improvements at Berths 187–190;

- Berth 191 wharf repairs and structural upgrades; and
- Continued operation of the Vopak liquid bulk, inland, and cement import terminals under a new 30-year entitlement.

Project Objectives

The proposed Project's overall objective is to bring the liquid bulk terminal facilities at Berths 187–190 into compliance with the MOTEMS and upgrade the Berth 191 wharf to support resuming maritime cement import operations. To achieve that goal, the following objectives need to be met:

- Comply with MOTEMS requirements, which would ensure better resistance to earthquakes, reduce the potential for an oil spill, and consequently maintain the operation and viability of the liquid bulk terminal facility.
- Conduct repairs and structural upgrades to the Berth 191 wharf to support cement import operations with the existing unloading system (Kovako loaders).
- Optimize the use of existing land at the terminals and associated waterways in a manner that is consistent with LAHD's Tidelands Trust obligations by maintaining throughput capabilities and operational parameters through repairs and improved facilities and a new long-term (30-year) entitlement, which financially supports the expense of the proposed Project upgrades.

Together, these objectives define the proposed Project need and are consistent with those set forth by LAHD for liquid bulk and cement import terminal operations.

2.2 Project Description

2.2.1 Overview

The proposed Project includes repairs and upgrades to the existing liquid bulk terminal wharf at Berths 187–190 and cement import terminal wharf at Berth 191. The proposed Project involves mooring, berthing, structural repairs, and seismic upgrades to the existing wharf structures and minor pipeline improvements at Berths 187–190 to ensure the Vopak liquid bulk terminal complies with MOTEMS requirements. It also includes repairs and structural upgrades to the Berth 191 wharf to support resuming maritime cement import operations (i.e., unloading/loading and storage activities). In addition, the proposed Project includes a new 30-year entitlement between LAHD and Vopak for the liquid bulk terminal (Berths 187–190 and inland facility) and cement import terminal (Berth 191) operations. Proposed upgrades and repairs to the existing Berths 187–190 wharves are based on the deficiencies identified during the MOTEMS audit inspections conducted in 2010, 2013, 2017, and 2021. Proposed Berth 191 wharf upgrades are based on structural loading issues identified during inspections conducted in 2019 and 2021.

Construction of the proposed Project, which is described in more detail below, would include the following:

- Berths 187–190 berthing and mooring upgrades;
- Repair/replacement of damaged piles at Berths 187–190;

- Berths 187–190 structural upgrades to wharves;
- Berths 187–190 geotechnical landside improvements;
- Utility and pipeline relocation and improvements at Berths 187–190; and
- Berth 191 wharf repairs and structural upgrades.

A laydown area would be designated, likely within the Berths 187–191 entitlement area, to support construction activities for the proposed Project.

2.2.2 Construction

Liquid Bulk Terminal

Construction associated with the liquid bulk terminal would include waterside and landside activities. The berthing and breasting structures would be designed consistent with MOTEMS requirements. The new berthing fender points at Berth 187–188 would be the only locations permitted for vessel berthing at this berth. Proposed pile removal and installation would be conducted from the waterfront using barges and marine equipment (Table 2-2). Waterside piles would likely be installed using an impact hammer; however, due to the uncertainties of the bottom substrate, a vibratory method could be utilized. A "soft start"[1] method would be used for the driving of steel piles. Turbidity (silt) curtains would be used during pile driving as necessary. All other construction activities would be conducted beneath the wharf structures with minimal work conducted above the wharf deck. No modifications to the existing wharves footprints would occur. No construction activities would occur at the inland terminal. Proposed construction and demolition (C&D) activities are anticipated to take up to 36 months. The Vopak liquid bulk terminal would remain operational during construction. Up to 17 additional workers would be on-site to support construction activities.

Table 2-2. Proposed Pile Removal and Installation

	Pile Removal		Pile Installation	
	Steel/Concrete	Timber	Steel/Concrete	Timber
Berths 187–190 MOTEMS Upgrades[a, b]	n/a	125[c]	200[d]	15
Berth 191 Wharf Upgrades	n/a	60	n/a	60

[a] This does not include the installation of 12 temporary timber piles that would be removed after construction is completed.
[b] This does not include the replacement of broken or severely damaged piles with in-kind concrete, steel, and timber piles.
[c] Approximately 100 timber piles could be abandoned in place.
[d] This number includes 25 waterside piles and 175 landside piles. All piles installed to support MOTEMS upgrades at Berths 187–190 would be steel with the exception of the replacement of one concrete pile.

KEY: MOTEMS – Marine Oil Terminal Engineering and Maintenance Standards; n/a – not applicable

The following activities would be conducted from the waterfront at Berths 187–190 (Figure 2-8 through Figure 2-14).

[1] At the commencement of each pile-driving event, and after breaks of more than 15 minutes, pile-driving activities would utilize a "soft start" where the impact hammer is operated at less than full capacity.

- Installation of two new berthing dolphin structures, including one new steel pipe pile and one fixed fender and fender panel (within tidal waters);
- Installation of five new breasting dolphin structures, including one new steel pipe pile and one fixed fender and fender panel (within tidal waters);
- Installation of seven safety ladders;
- Removal of existing timber fender piles (approximately 25 piles);
- Removal of existing foam-filled floating fenders and existing timber camels;
- Potential removal or abandon-in-place of remaining existing timber fender pile clusters and secondary fender system (approximately 100 timber piles);
- Repair of up to five existing concrete piles and replacement of one existing concrete pile;
- Installation of concrete jackets on up to 60 steel piles;
- Installation of approximately 12 temporary timber piles to support the existing foam-filled fenders during construction, which would be removed after construction is completed;
- Installation of up to 15 permanent timber piles for the loading platform fender system to better accommodate small vessels that currently call at the Vopak terminal;
- Repair of concrete deck and pile caps;
- Structural repairs including:
    - Repair concrete spalling and cracks on existing concrete piles (up to 180 piles);
    - Replace broken or severely damaged piles with in-kind concrete piles or steel piles (up to four piles);
    - Repair/replace damaged existing concrete deck structure and connections;
    - Repair/replace damaged existing timber structural components, including timber piles (up to 60 piles), timber beams, timber decking, connections, and bracings;
    - Repair four existing breasting dolphins; and
    - Repair existing bulkhead wall cracks, erosion, and gaps.
- Structural upgrades including:
    - Concrete and timber deck improvements,
    - Existing beam strengthening,
    - Installation of new concrete beams,
    - Installation of new steel and timber cross-bracing,
    - Installation of additional timber blocking, and
    - Strengthening of the bulkhead wall.
- Installation of new mooring hardware on the top of Berth 187–188 wharf deck as required; and
- Construction of two waterside mooring dolphins (i.e., steel monopiles) at Berth 189–190 adjacent to the existing loading platform.

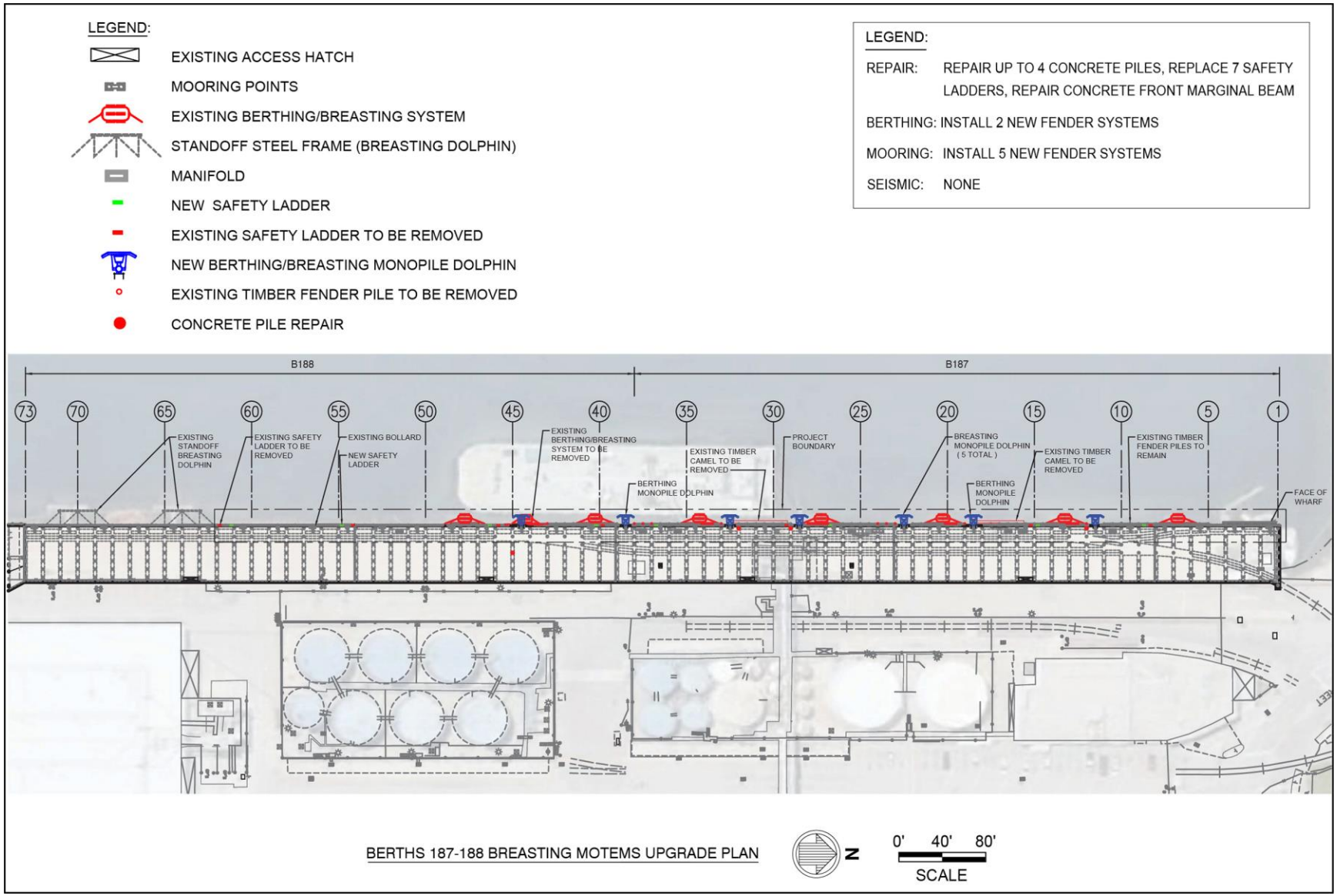


Figure 2-8. Berth 187–188 Breasting MOTEMS Upgrade Plan

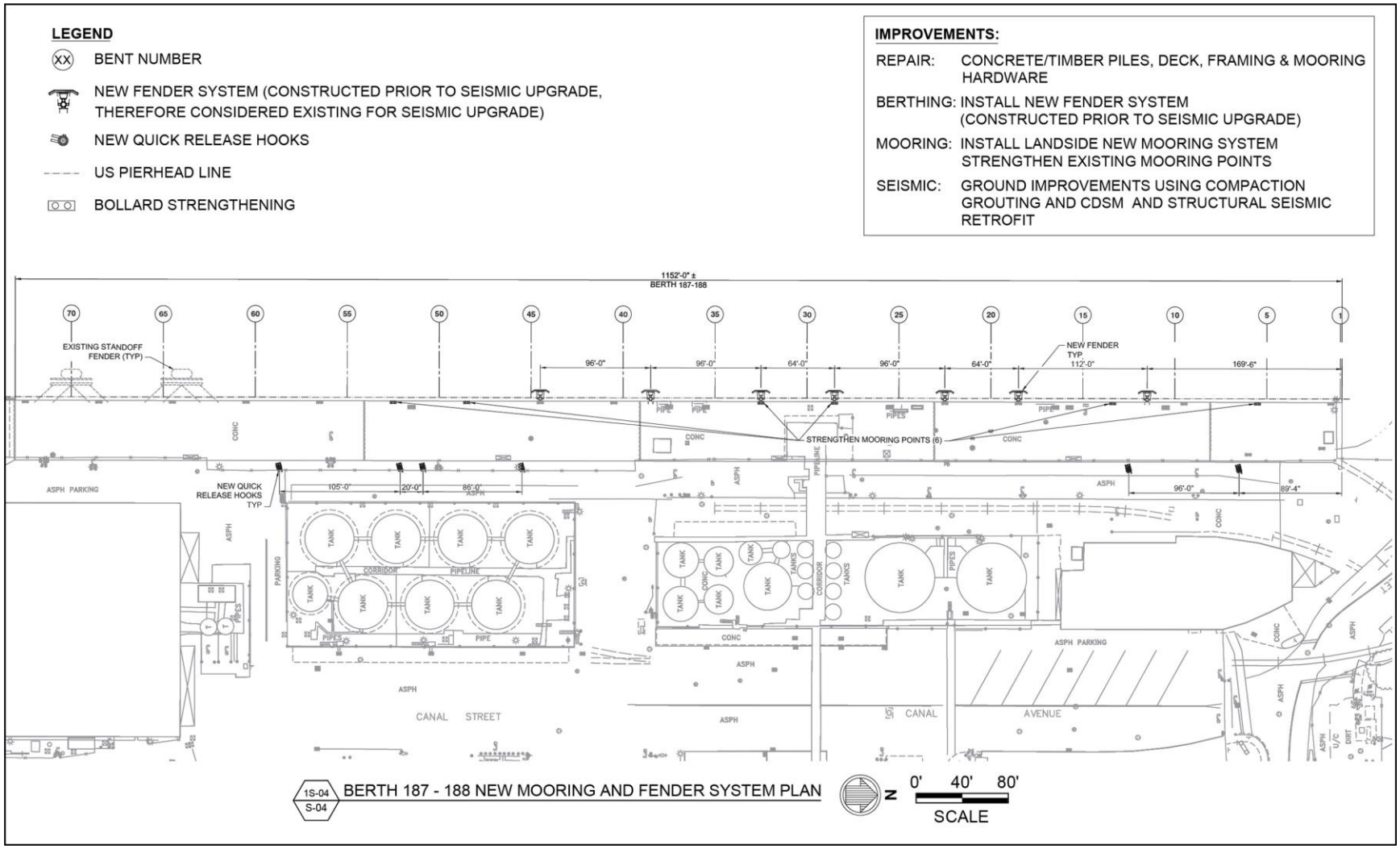


Figure 2-9. Berth 187–188 New Mooring and Fender System Plan

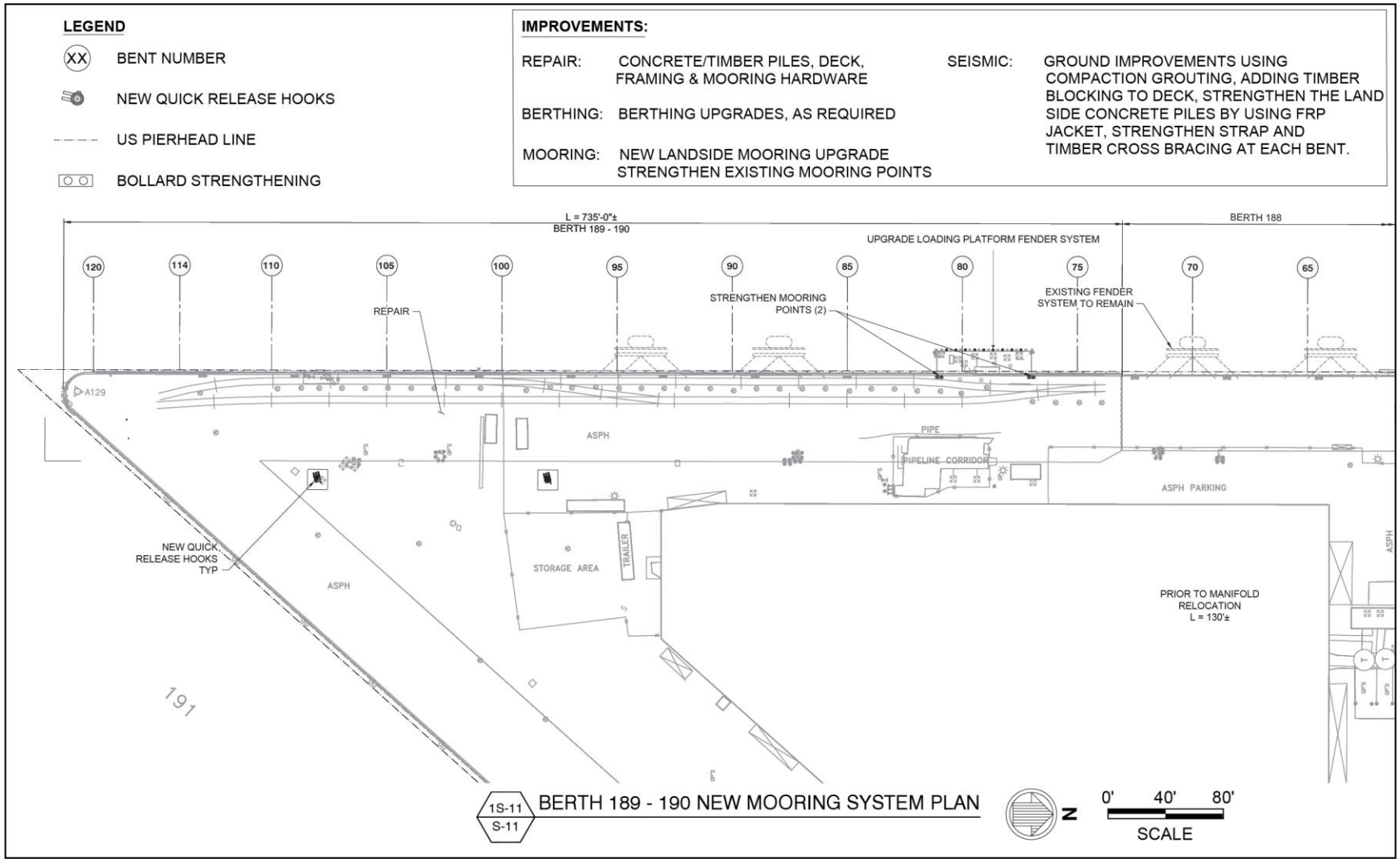


Figure 2-10. Berth 189 –190 New Mooring System Plan

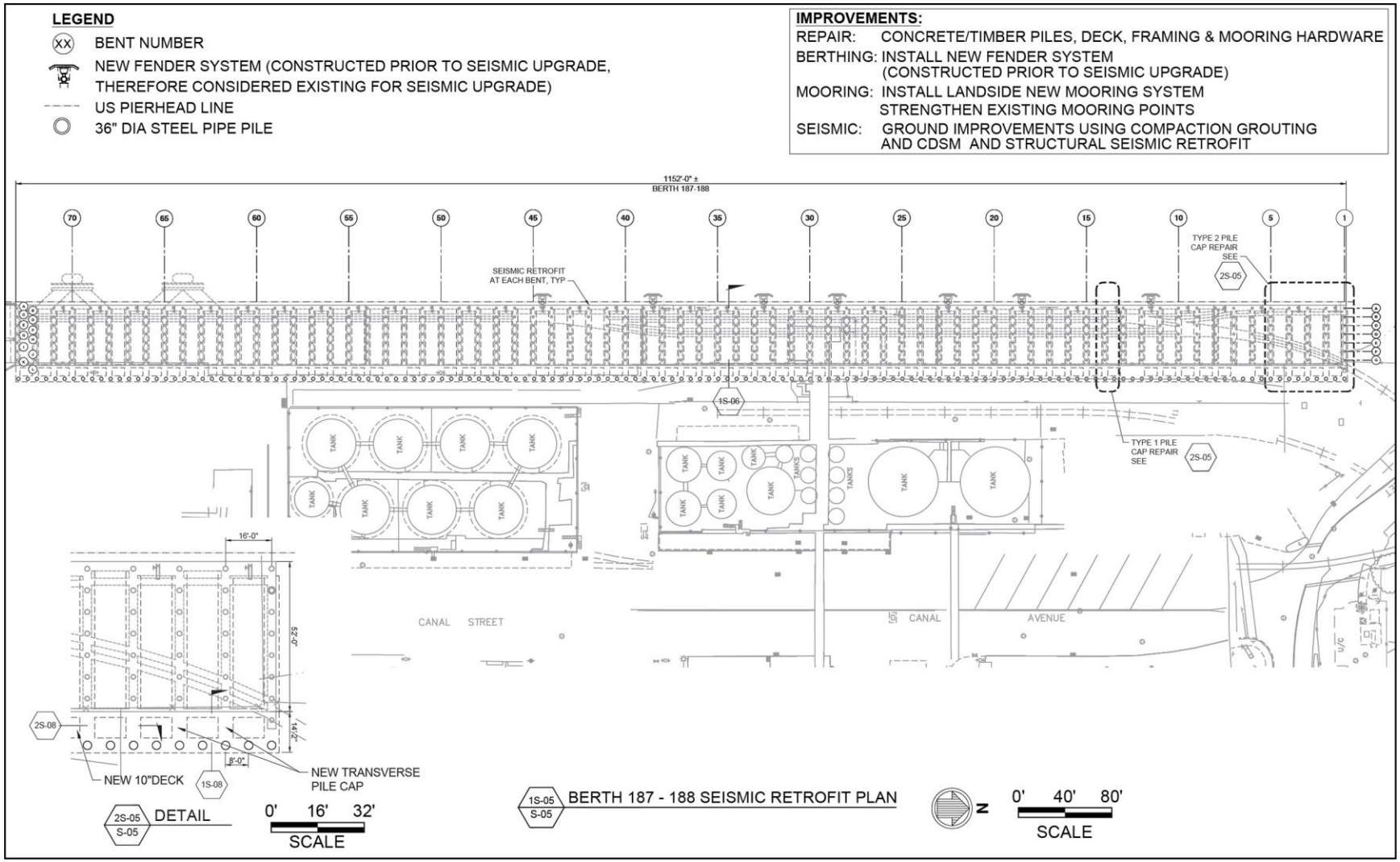


Figure 2-11. Berth 187–188 Seismic Retrofit Plan

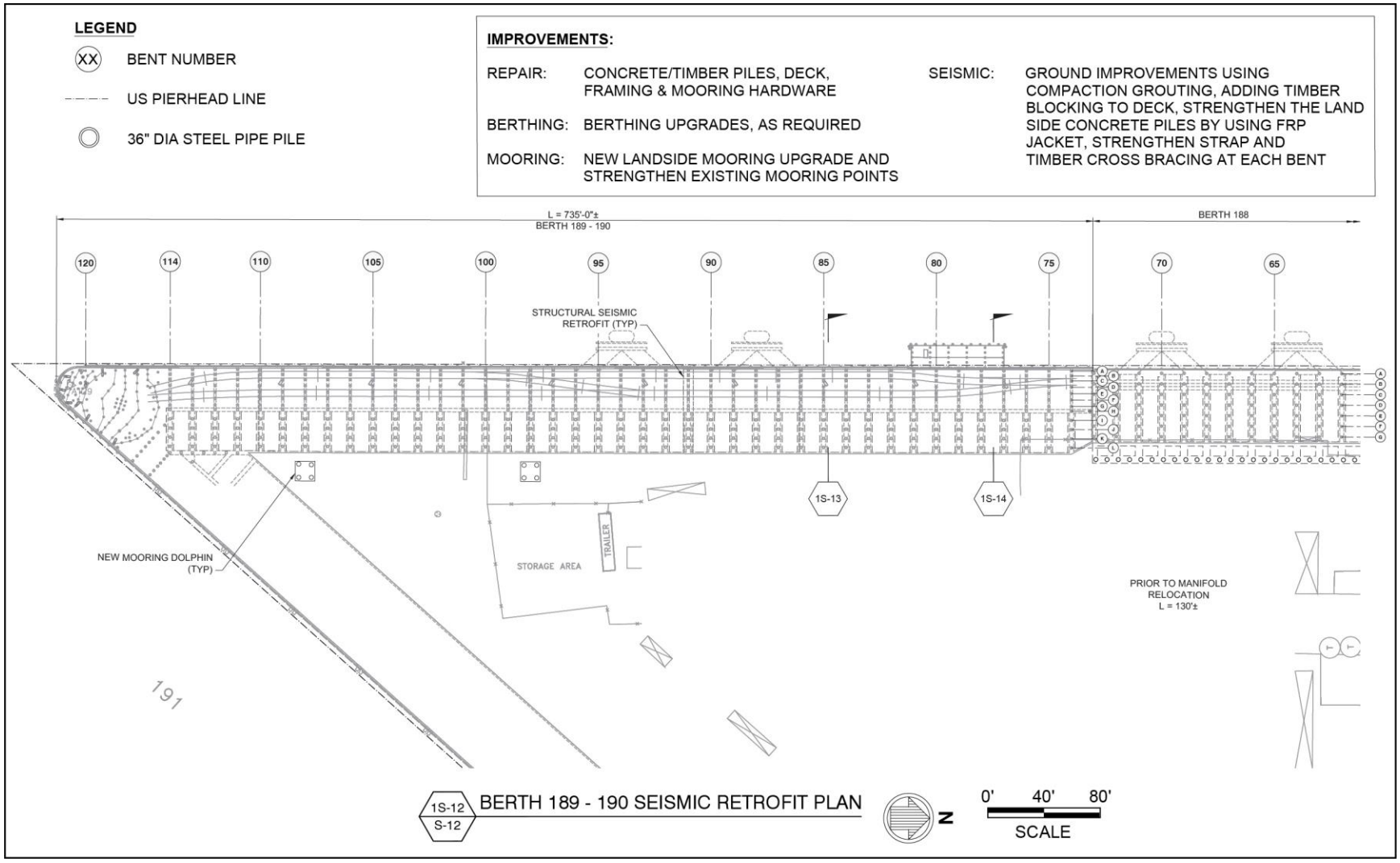


Figure 2-12. Berth 189–190 Seismic Retrofit Plan

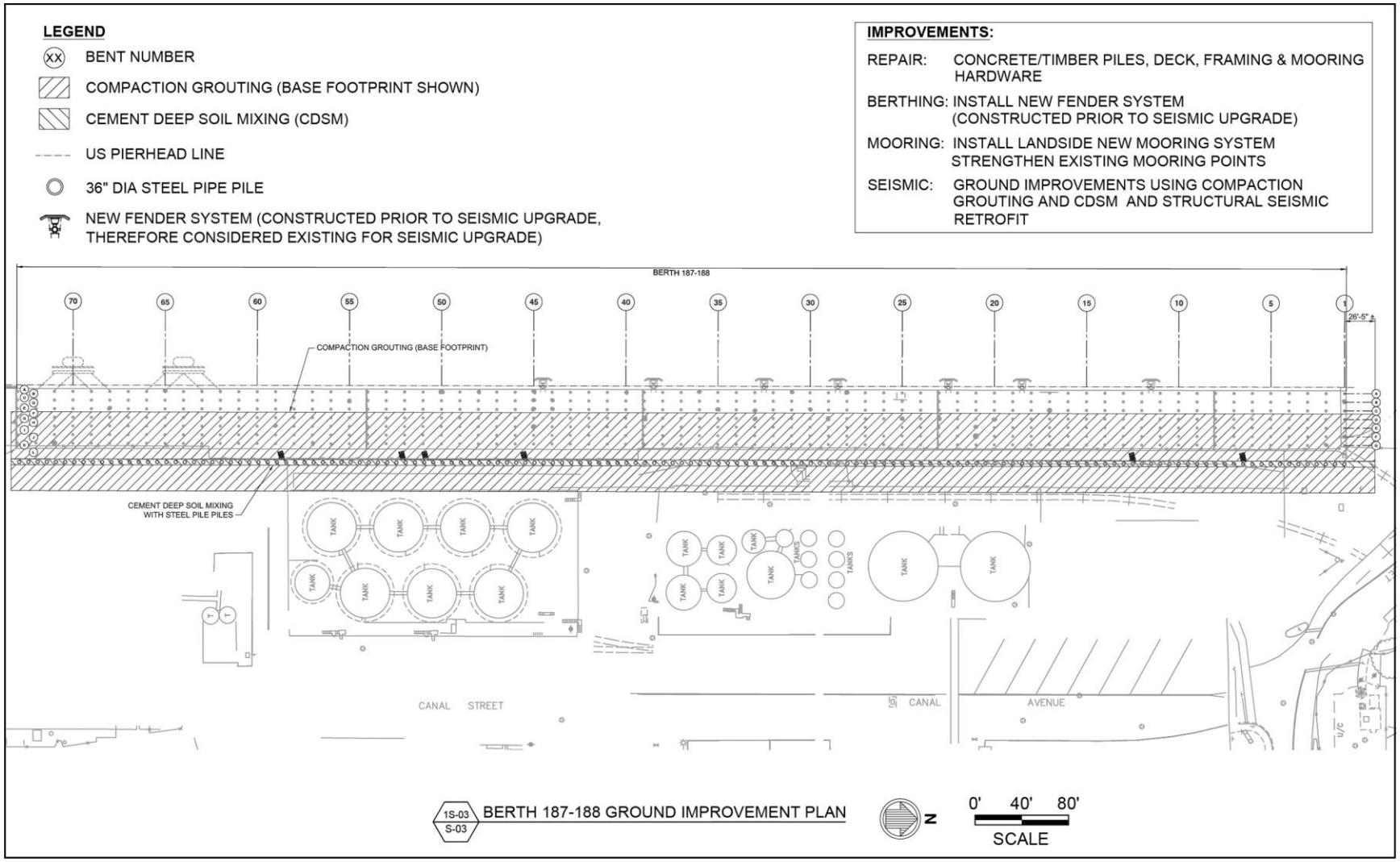


Figure 2-13. Berth 187–188 Ground Improvement Plan

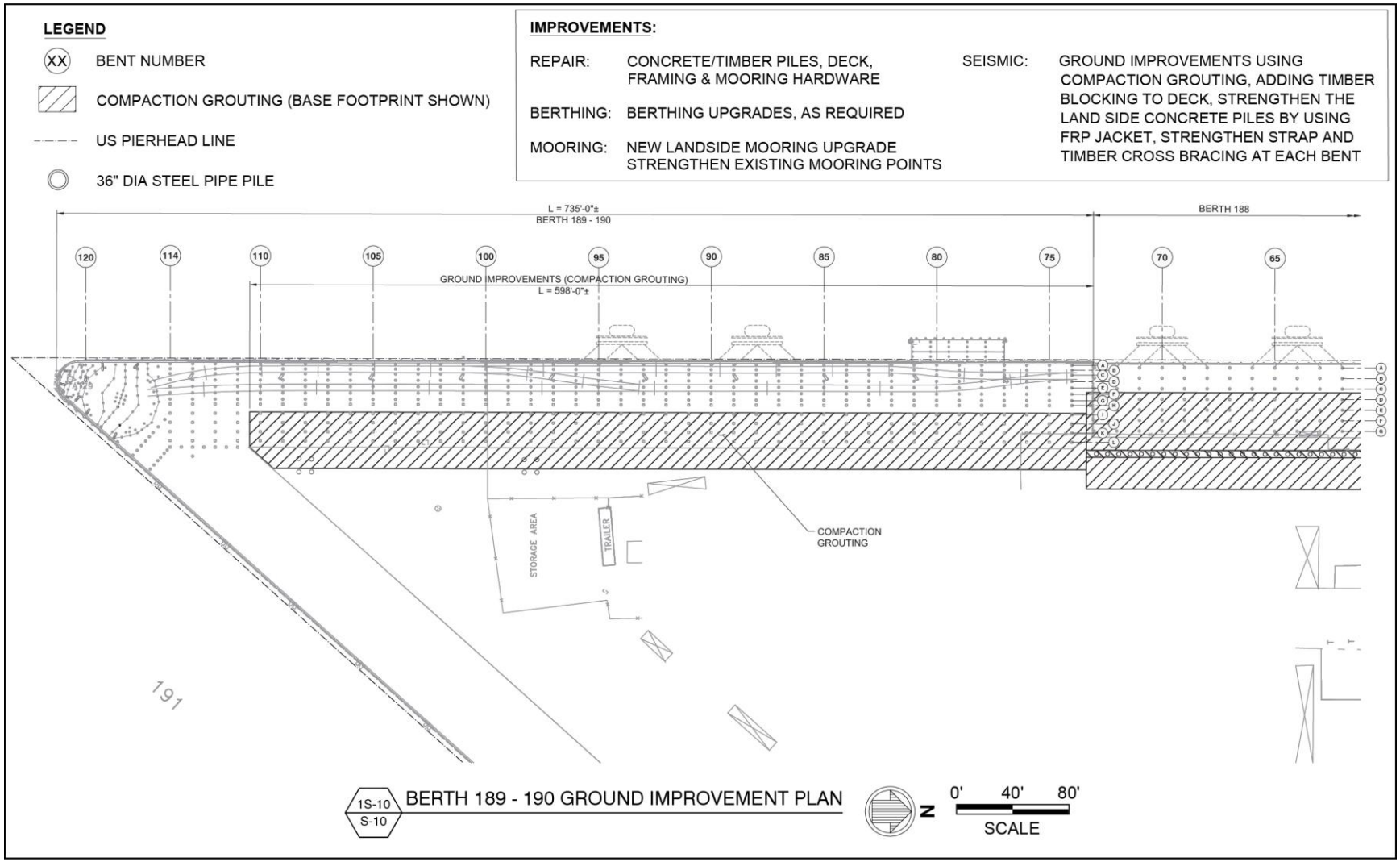


Figure 2-14. Berth 189–190 Ground Improvement Plan

In-water construction activities could result in the potential for sediment removal (up to 2,000 cubic yards at Berths 187–190 and 2,000 cubic yards at Berth 191). Proposed improvements could cause sediment along the bulkhead under the Berths 187–191 wharves to slough into berthing areas. In that case, minor sediment removal would be conducted to remove excess material. Construction-related sediment removal would be conducted to remove potential side slope sloughing that is produced as a result of construction activities. All removed sediment would be tested and approved for disposal at a permitted upland facility (e.g., Sunshine Canyon Landfill).

The following activities would be conducted from the landside at Berths 187–190:

- Removal of existing mooring quick release hooks and installation of new quick release hooks at Berth 189–190;
- Construction of new mooring points at Berth 189–190, supported by installation of up to 28 steel piles placed in deep soil mixed columns;
- Structural upgrades to the existing landside wharf and ground improvements, including installation of up to 144 steel piles placed in deep soil mixed columns, and new concrete beams and slabs;
- Geotechnical landside improvements including excavation and removal of existing soil and replacement with lightweight backfill and compaction grouting;
- Utility and pipe relocations and improvements; and
- Aesthetic improvements to the existing facility, which may include façade upgrades, landscaping, and hardscaping.

Cement Import Terminal

Proposed construction activities at the cement import terminal would include repairs and structural upgrades to the Berth 191 wharf. Demolition activities would require the removal of up to 10,000 cubic feet of asphalt and debris. New utilities and/or utility upgrades would not be required to support the cement import terminal. Backland improvements and modifications to or removal of existing ancillary infrastructure would not occur. Proposed construction activities are anticipated to take up to 3 months and would occur concurrently with the construction activities at Berths 187–190. Up to six additional workers would be on-site to support construction activities.

Proposed Berth 191 construction activities would include the following (Figure 2-15 through Figure 2-17):

- Repairs to deteriorated and/or damaged existing structures caused by and in the load path of the Kovako machines used during cement unloading operations:
    - Retrofitting and strengthening of wharf deck, bracing, stringers, and pile caps;
    - Replacing (in-kind) up to 50 timber structural piles; and
    - Removing and replacing the existing asphalt overlay and timber deck in the Kovako travel path.

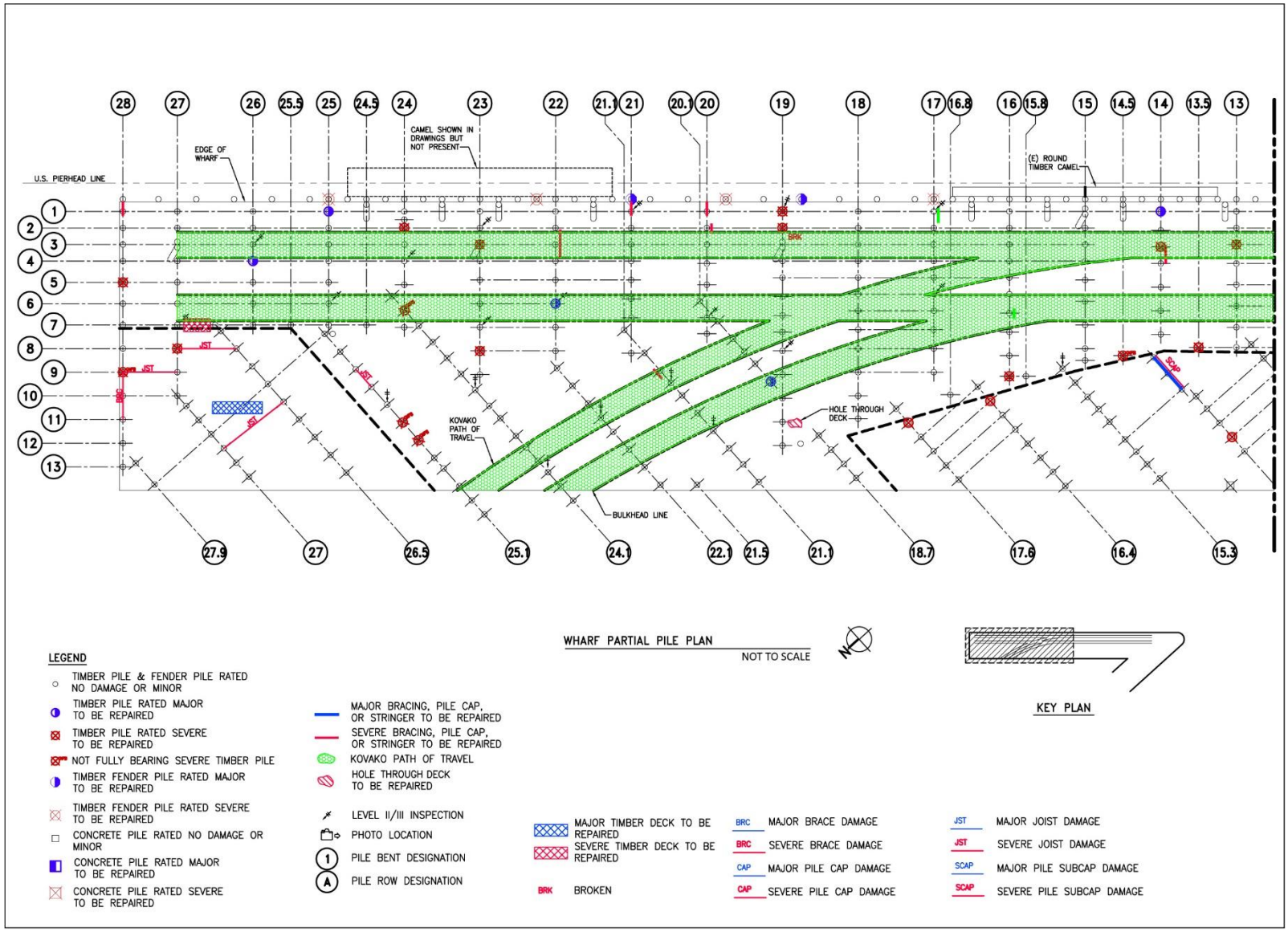


Figure 2-15. Proposed Wharf Pile Improvements – Segment 1

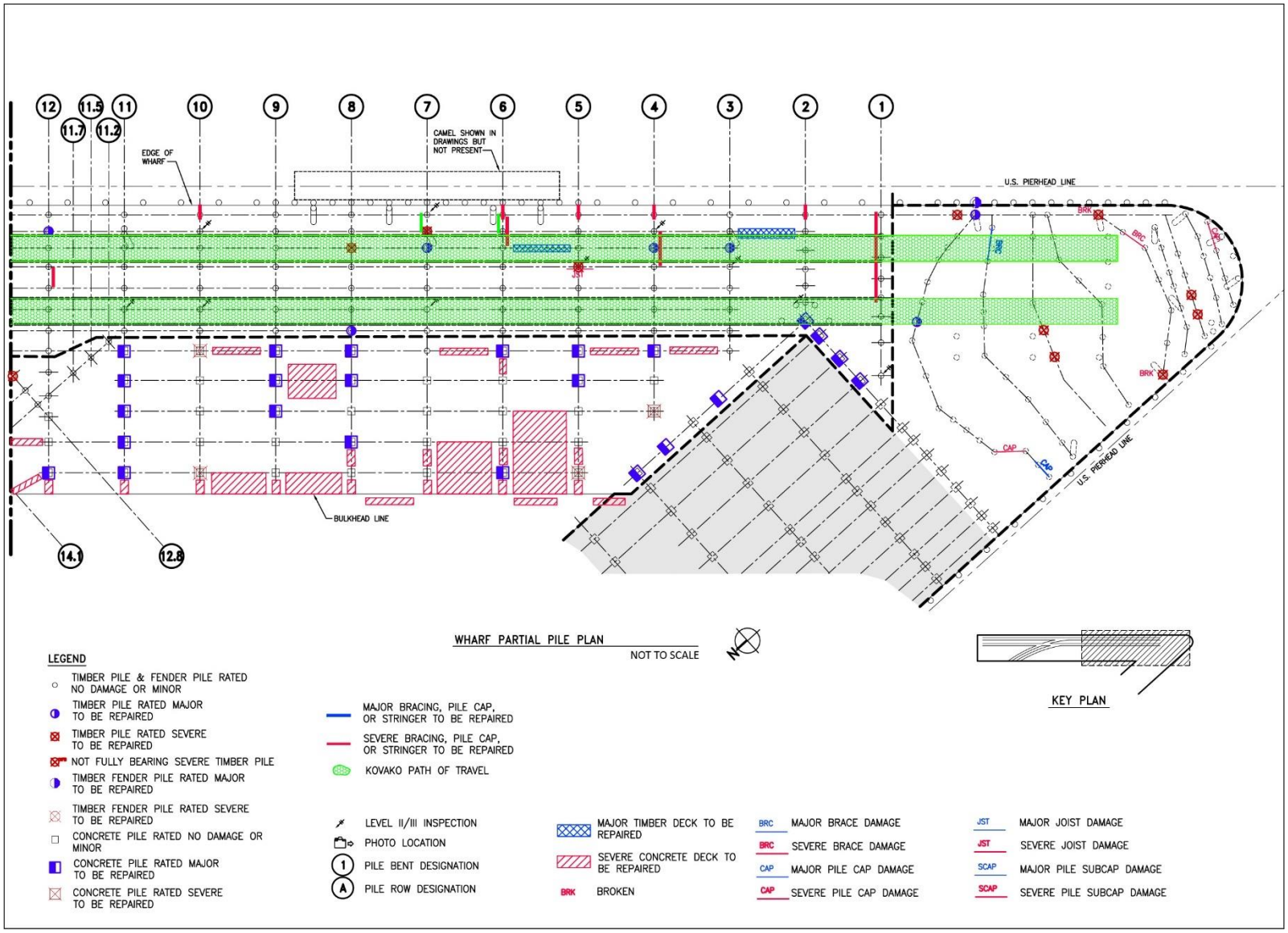


Figure 2-16. Proposed Wharf Pile Improvements – Segment 2

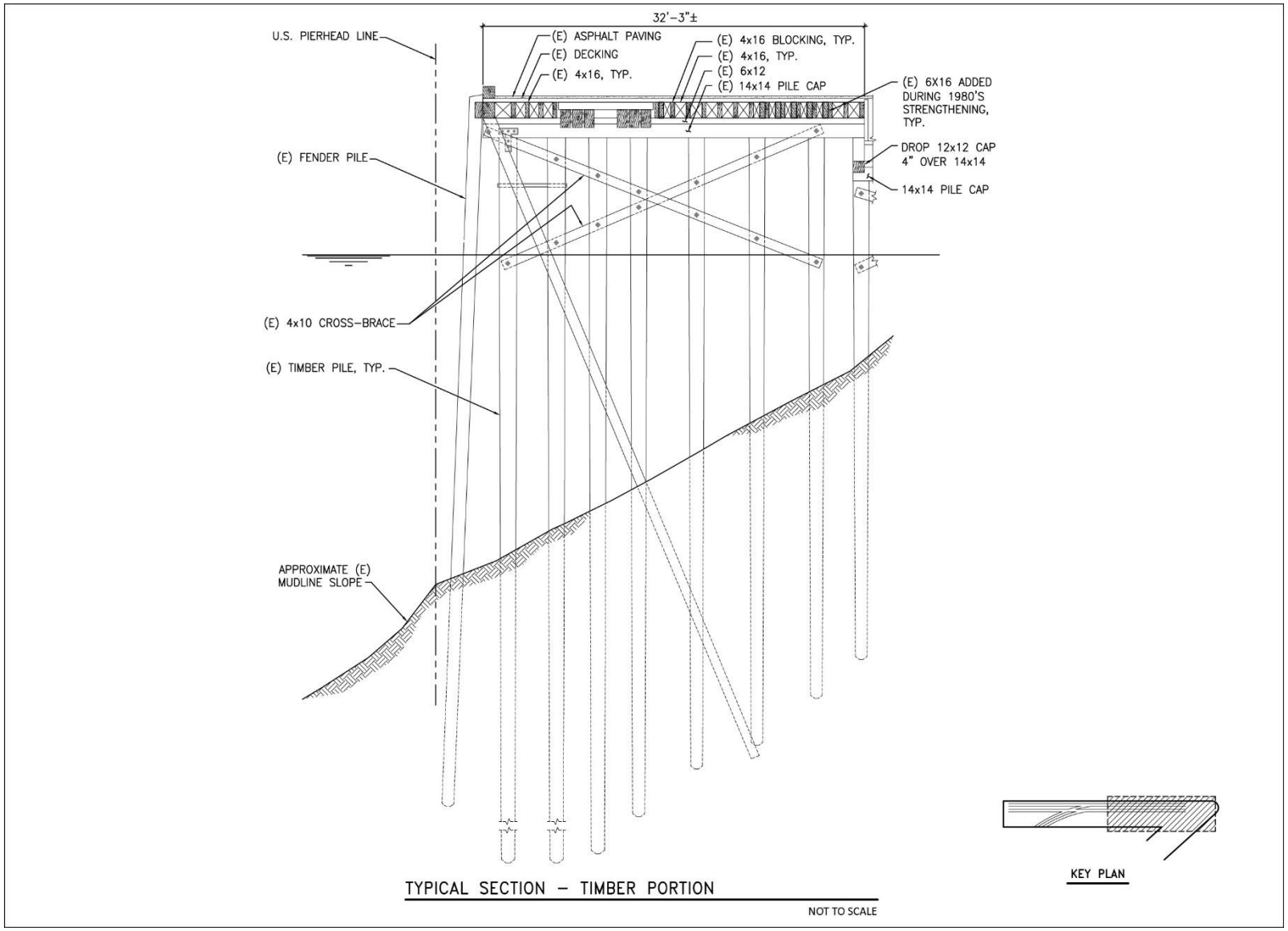


Figure 2-17. Existing Wharf Timber Portion

- Repairs to deteriorated and/or damaged existing structures caused by processes other than loading from the Kovako machines:
    - Repairing up to 30 concrete structural piles; piles to be repaired using reinforcement jackets;
    - Replacing (in-kind) up to 10 timber fender piles;
    - Retrofitting and strengthening other timber structural members; and
    - Bulkhead concrete patching and repairs, as needed.

Proposed pile repair and replacement activities would be conducted from the waterfront using barges and marine equipment. Piles would be installed using an impact hammer. In-water construction activities at Berth 191 (e.g., pile installation) could result in the potential for minor sediment removal to remove excess material from the berthing area. All other construction activities would be conducted from the top of the wharf structure. Proposed construction activities would require the use of a barge, tugboat, small workboat, crane, pile driver, front-end loader, asphalt paver, asphalt paint striper, and delivery/dump trucks.

2.2.3 Operation

Liquid Bulk Terminal

The proposed MOTEMS-compliant upgrades would allow the Vopak liquid bulk terminal to remain in operation during the term of the new 30-year entitlement. Operational activities at the liquid bulk terminal would remain similar to existing conditions (i.e., no increase in throughput, truck trips, vessel calls, vessel size, or rail activity). In 2021, the terminal had the maximum capability to unload two tankers, one tanker and one barge, one tanker and two barges, or three barges simultaneously. The size of vessels handled at the liquid bulk terminal is not anticipated to increase under future operations. Due to berth occupancy constraints, no additional vessel calls are anticipated in the future on either a daily or annual basis. Inland terminal operations would be the same as existing conditions (i.e., no increase in throughput or truck trips).

In addition to the products currently handled at the liquid bulk and inland terminals, anticipated future products include new energies related products, such as green hydrogen, liquid organic hydrogen carriers, and water-based electrolyte solutions for flow batteries (i.e., electrical energy storage) and currently unknown bulk liquid products. As a result, Vopak anticipates moving toward handling a higher percentage of renewable fuels. All future products would be pre-evaluated using LAHD's Risk Management Model to verify they would not create a hazardous footprint overlap with off-site critical Port resources. Anticipated product trends include the continued transition from marine fuels to renewable fuels (e.g., sustainable aviation fuel and renewable hydrocarbon diesel) and increases in the blending percentage of sustainable aviation fuel. The overall facility throughput is expected to remain consistent. The proposed Project would not require installation of additional subsurface pipelines or storage tanks. Up to an additional five employees would be required to support future operations. Product would continue to be transported by vessel, pipeline, truck, and rail from the liquid bulk terminal, and by truck and pipeline from the inland terminal.

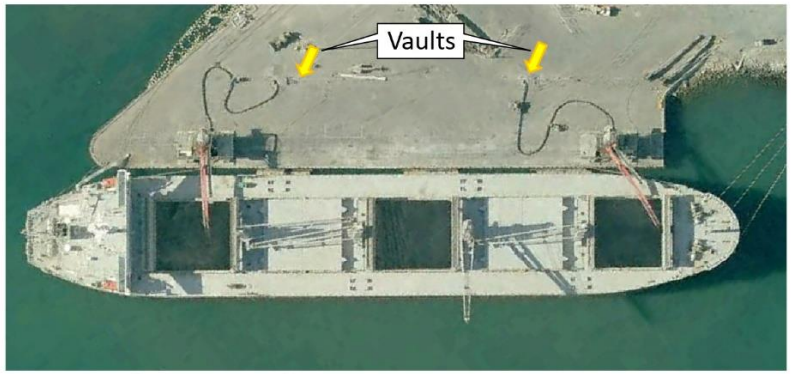
Cement Import Terminal

Cement import terminal operations at Berth 191 would consist of the unloading/loading and storage of dry bulk cementitious materials, which are anticipated to include bauxite, iron, slag, and pozzolan (Figure 2-18). When a bulk cement cargo ship arrives at Berth 191, the hatches are opened and two Kovako machines are positioned alongside the vessel. The stinger of the Kovako machine is inserted into the hold, and the bulk cement is removed by a combination of auger and pneumatics (i.e., pressurized air). The cement is sent pneumatically to the warehouse via the umbilical lines on the wharf deck. The Kovako booms are not long enough to reach the full width of the ship. Therefore, when the nearside is clean, the ship is turned 180 degrees at the dock, and the other side is accessed. Finally, when both sides are clean, a small bobcat is placed in the hold, and all remaining cement is collected into a pile for removal.

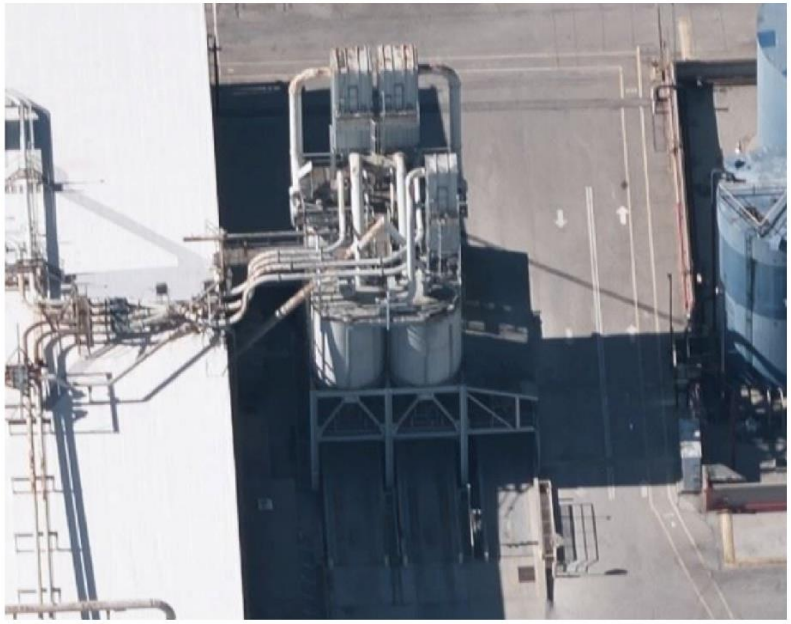
Vessels are generally at berth approximately 6 days when unloading cement material at Berth 191; this activity would occur up to two times a month. The main engines are turned off after the cargo ship is berthed, and only auxiliary engines are used for hoteling at berth. Tugs are used to turn the vessel; however, the main engines are turned on for approximately 1 hour at very low revolutions during the maneuver for safety purposes. The umbilical is connected to piping and electrical power under the deck via vaults (Figure 2-18). All piping is under the deck or underground until it reaches the warehouse. At the warehouse, the piping emerges and runs vertically to and along the top of the roof. The cement is sent to different areas inside the warehouse via automated valves to create a series of overlapping bulk piles. The warehouse is kept under negative air pressure, which keeps the cement dust contained in the warehouse. The air inside the warehouse is removed through large filters contained in a structure (i.e., baghouse) (Figure 2-18). Clean air is discharged to the atmosphere, and cement dust is recycled back into the warehouse.

Cement is discharged from the warehouse via the silos and truck loading racks (Figure 2-18). Rubber-tired front-end loaders are used to load bins inside the warehouse, which are connected to the silos. To transport cement off-site, trucks are positioned in the stalls under the silos and filled (Figure 2-18). Cement is gravity fed from the silos into the top of the trucks. Bulk cement would be transported from Berth 191 to various users (e.g., concrete suppliers) throughout Southern California. Operational dust control measures would include daily street sweeping around the truck loading racks. All material-handling equipment at Berth 191 would be electric, with the exception of the front-end loaders and diesel sweeper.

The Berth 191 cement facility would be able to accommodate a maximum annual throughput of approximately 500,000 metric tons of dry bulk cementitious materials. Based on the maximum capacity throughput, proposed operations would result in up to 15 vessel calls per year. All vessel offloading activities associated with the proposed Project would occur at Berth 191. Under the proposed Project, approximately 20,000 annual truck trips would be required to transport bulk cement to local suppliers. Trucks would deliver product to local suppliers via Canal Street to E. Water Street to S. Avalon Boulevard to an unnamed road, referred to as the “Berth 200 Roadway,” that runs behind WWL Vehicle Services America to the Consolidated Slip Berths to



Cement Bulk Ship at Berth 191



Truck Loading Silos and Rack

Cement Warehouse

Typical Bulk Cement Tandem Truck

Figure 2-18. Berth 191 Cement Import Terminal Operations

N. Henry Ford Avenue (SR-47). All trucks would use the Port's designated truck route. Approximately 10 employees would be required to support Berth 191 operations. The Berth 191 facility is anticipated to operate 24 hours a day, 12 days a month.

2.3 Project Permits and Approvals

The approvals or permits that could be required for the proposed Project include, but are not limited to, the following actions by the identified agencies:

- Los Angeles Department of Building and Safety – approval of mechanical, electrical, demolition, and building permits;
- LAHD – issuance of a Harbor Engineer Permit, PMP Amendment, Coastal Development Permit, and property entitlement;
- United States (U.S.) Army Corps of Engineers (USACE) – authorization under Section 10 of the Rivers and Harbors Act;
- Los Angeles Regional Water Quality Control Board (LARWQCB) – issuance of Rivers and Harbors Act, Section 10;
- CSLC – review of proposed design elements for compliance with the MOTEMS; and
- California Coastal Commission – approval of PMP Amendment.

3.0 INITIAL STUDY CHECKLIST

1	**Project Title:**	Berths 187–191 [Vopak] Liquid Bulk Terminal Wharf Improvements and Cement Terminal Project
2	**Lead Agency Name and Address:**	Los Angeles Harbor Department (LAHD) Environmental Management Division 425 South Palos Verdes Street San Pedro, California 90731
3	**Contact Person and Phone Number:**	Zoe Irish (310) 732-3097
4	**Project Location:**	Berths 187–190 (liquid bulk terminal) and Berth 191 (cement import terminal), Port of Los Angeles 401 Canal Avenue Wilmington, California 90744 Inland terminal 2200 E. Pacific Coast Highway Wilmington, California 90744
5	**Project Sponsor's Name and Address:**	Vopak Terminal Los Angeles, Inc. 401 Canal Avenue Wilmington, California 90744
6	**Port Master Plan Designation:**	Liquid bulk and cement import terminals: Institutional, Open Space, and Dry Bulk Inland terminal: not applicable
7	**Zoning:**	Liquid bulk and cement import terminals: Qualified Heavy Industrial [Q] M3-1 Inland terminal: Heavy Industrial (M3)
8	**Description of Project:**	The proposed Project involves mooring, berthing, and seismic upgrades to the existing wharf structures at Berths 187–190 to ensure the Vopak liquid bulk terminal complies with the State of California's Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS) requirements. It also includes repairs and structural upgrades to the Berth 191 wharf to support resuming maritime cement import operations (i.e., unloading/loading and storage activities). The proposed Project includes a new 30-year entitlement between LAHD and Vopak for the liquid bulk terminal (Berths 187–190 and inland facility) and cement import terminal (Berth 191).
9	**Surrounding Land Uses/Setting:**	The liquid bulk terminal is located at Berths 187–190 on the east side of the entrance to Slip 5 along Canal Avenue, which is bordered by an automobile terminal (Berths 195–199) to the north; dry bulk terminal (Berths 192–193) to the east; Main Channel to the south; and Slip 5 to the west. The cement import terminal is located at Berth 191 on the East Basin along Canal Avenue. It is bounded by the liquid bulk

		terminal (Berths 187–190) to the north and west, dry bulk terminals (Berths 192–193) to the northeast, and the East Basin to the east and south. The inland terminal is located at 2200 E. Pacific Coast Highway, which is bordered by Pacific Coast Highway to the north; container cargo storage areas to the east and south; and Dominguez Channel to west. Land access to and from the proposed Project sites is provided by a network of freeways and arterial routes, including Harbor Freeway (Interstate [I]-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), Terminal Island Freeway (State Route [SR]-103/SR-47), and Pacific Coast Highway.
10	**Other Public Agencies Whose Approval is Required:**	• City of Los Angeles Department of Building and Safety • California State Lands Commission • Los Angeles Regional Water Quality Control Board • United States Army Corps of Engineers • California State Lands Commission • California Coastal Commission
11	**Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code 21808.3.1?**	Yes (refer to Section 4.18, Tribal Cultural Resources)

3.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this 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.

☐ 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 and Traffic	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfires	☒ Mandatory Findings of Significance

3.2 Determination

On the basis of this initial evaluation:

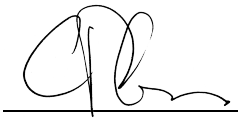
I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

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 in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☐

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 a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, 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 proposed Project, nothing further is required. ☐



Signature

7/5/2022

Date

Christopher Cannon, Director

Environmental Management Division

City of Los Angeles Harbor Department

3.3 Environmental Checklist

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.

10. The evaluations with this IS assume compliance with all applicable federal, state, and local laws, regulations, rules, and codes. In addition, the evaluation assumes that all conditions in applicable agency permits are complied with, including but not limited to local permits, air quality district permits, water quality permits and certifications, USACE permits, and other agency permits, as applicable.

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, **would the project:**				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to 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 as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in 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 the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
e. Involve other changes in the existing environment which, 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?	☐	☐	☐	☒
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district 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?	☐	☐	☒	☐
b. 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?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐
4. 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 Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the city or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	☐	☐	☐	☒
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒
6. ENERGY. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐
7. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause 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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c. Be located on geologic units or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☐
9. 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	☒
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒
11. LAND USE PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
12. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
13. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
15. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:				
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☒	☐

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
16. RECREATION				
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?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒
17. TRANSPORTATION. Would the project:				
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☐	☒
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☒	☐
e. 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?	☐	☐	☒	☐
18. TRIBAL CULTURAL RESOURCES				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(i) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
(ii) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c. Result in a determination by the wastewater treatment provider which 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?	☐	☐	☐	☒
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, **would the project:**				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☒
21. MANDATORY FINDINGS OF SIGNIFICANCE				
a. Does the project have the potential to substantially 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, substantially 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?	☒	☐	☐	☐
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.)	☒	☐	☐	☐
c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

4.0 ENVIRONMENTAL ANALYSIS AND DISCUSSION OF IMPACTS

4.1 Aesthetics

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

Less-than-Significant Impact. The City of Los Angeles General Plan Conservation Element defines a scenic vista as a panoramic public view with access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features (City of Los Angeles 2001). The liquid bulk and cement import terminals are located within a highly industrialized Port complex, and not within or near any protected or designated scenic vistas. The Project site consists of wharves, aboveground storage tanks, offices, warehouses, silos, truck loading racks, ancillary buildings, parking areas, and utilities. Berths 187–191 are surrounded by other Port uses, including dry bulk and automobile terminals. In addition, the Project site is in an area of the Port rarely visited by the general public (i.e., along Slip 5) and is not an individually prominent feature from any scenic vista in the area. The proposed mooring, berthing, structural repairs, and seismic upgrades to the existing Berths 187–190 wharf structures and repairs and structural upgrades to the Berth 191 wharf would occur at the same location as the existing structures and would be similar in appearance. The inland terminal is located within a developed area characterized by industrial and cargo uses and does not consist of any protected or designated scenic vistas. No construction activities would occur at the inland terminal. Therefore, the proposed improvements would not result in a substantive change in the visual character or quality of the Project site.

The Port of Los Angeles Master Plan Update Draft EIR (LAHD 2013) identifies important and representative public views, including panoramic views of the Pacific Ocean and near and distant views that are representative of an industrial port environment, including vessels, wharves, cranes, and other dockside facilities. These critical views occur from points including the Main Channel and the San Pedro Waterfront, Harbor Freeway, Banning's Landing, San Pedro Bluffs and Lookout Point Park, Wilmington Waterfront Park, and the "C" Street residential area in Wilmington. Due to the combination of topography, intervening development, and distance, visibility of the Project site from many of these locations is limited.

Proposed construction activities at Berths 187–191 would involve construction equipment (e.g., barges, tugboats, cranes, pile drivers, front-end loaders, and asphalt pavers) that could temporarily alter views of the Project site. Construction activities at Berths 187–190 would occur within critical views from Banning's Landing; however, construction equipment required to repair and upgrade the existing liquid bulk terminal wharves would be visually compatible with existing industrial activities at Berths 187–190 and the surrounding Port area. In-water construction activities (i.e., pile removal and installation and minor sediment removal) would require the use of barges and marine equipment. Barges, dredging vessels, and support equipment would be active within the harbor and would be visually compatible with existing vessel activity within Slip 5 and the East Basin. Although construction

equipment/activities would be potentially visible from Banning's Landing, these activities would be temporary and would not substantially contrast with the existing visual quality of the Project site and surrounding area. Due to intervening Port development, construction at Berth 191 would not be visible from Banning's Landing or any public viewpoints. No construction activities would occur at the inland terminal. Therefore, proposed construction activities would not introduce a new visual element that could have a substantial adverse effect on a scenic resource.

Proposed operations at the liquid bulk terminal and inland terminal would remain similar to existing conditions (i.e., no increase in throughput, truck trips, vessel calls, or rail activity). The size of vessels calling at Berths 187–190 is not anticipated to increase under future operations. Cement import terminal operations at Berth 191 (i.e., unloading/loading and storage of dry bulk cementitious materials) would result in approximately 15 vessel calls per year and approximately 20,000 annual truck trips. Due to intervening Port infrastructure, on-site operations at Berths 187–191 would not be visible from any public viewpoints. Therefore, proposed Project operations would not substantially change views of the Project site or any scenic vista.

In summary, the proposed Project would not introduce a new visual element that could alter or obstruct recognized and valued views and would not have a substantial adverse effect on a scenic vista. This impact would be less than significant and will not be evaluated further in the 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?

No Impact. The Project sites are not located near a designated or eligible state scenic highway, and there are no scenic resources located at the Project sites. The California Department of Transportation (Caltrans) is responsible for the official nomination and designation of eligible scenic highways. The nearest officially designated state scenic highway is located approximately 35 miles north of the Project sites (State Highway 2, north of I-210 in La Cañada to the San Bernardino County Line) (Caltrans 2019). The nearest eligible state scenic highway is approximately 8 miles northeast of Berths 187–191 and approximately 2 miles east of the inland terminal (State Highway 1 near Long Beach to I-5 south of San Juan Capistrano) (Caltrans 2019). The Project sites are not visible from either of these locations. Therefore, proposed Project activities would not affect the quality of the scenic views from these locations.

The City of Los Angeles has city-designated scenic highways that are considered during local planning and development decisions, several of which are in the vicinity of the proposed Project (City of Los Angeles 2016). John S. Gibson Boulevard, Pacific Avenue (from Crescent Avenue to Paseo del Mar), Front Street, and Harbor Boulevard (between Front Street and Crescent Avenue) are city-designated scenic highways because they provide views of the Port and the Vincent Thomas Bridge. However, views of the Project sites from city-designated scenic highways are either very limited or nonexistent due to topography and/or intervening development, including Port infrastructure. The proposed mooring, berthing, structural repairs, and seismic upgrades to the existing Berths 187–190

wharf structures and repairs and structural upgrades to the Berth 191 wharf would not affect the existing visual elements of the Project sites. No construction activities would occur at the inland terminal. Therefore, the proposed Project would not have any impact on views from a city-designated scenic highway or of the Vincent Thomas Bridge.

The Vincent Thomas Bridge is not a designated scenic route but provides brief panoramic views of the Main Channel, West Turning Basin, and Port to observers on the bridge. Although the views of the Port and the Pacific Ocean from the bridge are panoramic, they are generally fleeting and highly obstructed by the bridge structure. Furthermore, the bridge is accessible to vehicles only; pedestrian and bicycle use is prohibited. Berths 187–191 would not be visible from the Vincent Thomas Bridge because they would be obstructed by intervening Port infrastructure. Views of the inland terminal are not discernable from the Vincent Thomas Bridge due to the distance of the bridge from the terminal.

The liquid bulk and cement import terminals are located within a highly industrialized Port complex, and the inland terminal is located within a developed, industrial area. No scenic trees or rock outcroppings exist at the Project sites. Proposed upgrades and repairs would not alter the appearance of existing facilities and would be consistent with the visual context of an industrial Port complex. Therefore, the proposed Project would not damage scenic resources visible from a designated scenic highway. This impact will not be evaluated further in the EIR.

c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of the public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The Project sites are located in urbanized areas zoned for Qualified Heavy Industrial ([Q] M3) and Heavy Industrial (M3) uses. The appearance of the facilities at the Project sites are functional in nature and characterized by wharf structures, exposed infrastructure, equipment, storage areas, and administrative buildings. The proposed Project would continue existing uses at the Project sites, which are consistent with the zoning designations, and would maintain the visual character of the sites and surrounding areas. Accordingly, the proposed Project would not conflict with existing zoning or regulations governing visual quality, and no impacts would occur. This impact will not be evaluated further in the 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?

Less-than-Significant Impact. The Port is an area of high ambient lighting that includes approximately 32 terminals and other facilities, all of which are illuminated at night. The overall lighting environment includes two types of light sources: 1) fixed, or stationary, light sources associated with terminals (including crane lights), parking lots and backland areas, building security lighting, terminal access roads, and rail spurs; and 2) mobile light sources associated with ship, rail, and truck traffic, cargo-moving equipment, and other vehicles on Port roadways.

The liquid bulk and cement import terminal sites have existing security and general nighttime lighting on the property and along the wharves, but lighting levels are generally lower than nearby container terminals, which typically have much higher lighting levels associated with illuminated backlands, dockyards, and gantry cranes. Mobile light sources at Berths 187–191 include ships berthed at the wharves, trucks, locomotives, and vehicles. The inland terminal has fixed nighttime and security lighting on buildings and storage areas, and mobile light sources on trucks and vehicles accessing the Project site.

The proposed Project would require construction lighting, but these additional, temporary lighting sources would be similar to existing conditions. The existing wharf lighting or any unnecessary lighting would be removed from the wharf structures at Berths 187–191 and replaced with new lighting. All new lighting structures would comply with the Port's permit requirements. The proposed Project would not include any components that would generate glare (e.g., windows, metal, or other reflective surfaces).

Operational activities at the liquid bulk terminal and inland terminal would remain similar to existing conditions (i.e., no increase in throughput) and not result in an increase in vessel calls, truck trips, or rail activity. Berth 191 operations would result in approximately 20,000 annual truck trips and up to 15 annual vessel calls to import bulk cement and transport it to local suppliers. The intermittent use of mobile lighting sources during operations within an existing highly illuminated Port complex would not create new sources of substantial light or glare that would adversely affect day or nighttime views in the Harbor District. Therefore, the proposed Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. This impact would be less than significant and will not be evaluated further in the EIR.

4.2 Agriculture and Forestry Resources

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 Project sites do not contain any Farmland and are not located within any agricultural land use designations. The liquid bulk and cement import terminals are located within a highly developed area with existing wharves, aboveground storage tanks, offices, warehouses, silos, truck loading racks, ancillary buildings, parking areas, and utilities. The inland terminal is located within a developed area characterized by industrial and cargo uses. Although the California Department of Conservation's Farmland Mapping and Monitoring Program has not mapped the Project sites, the developed urban character of the surrounding areas suggest that the appropriate Farmland Mapping and Monitoring Program mapping designation would be Urban and Built-Up Land (California Department of Conservation 2016). Therefore, the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impacts would occur, and this impact will not be evaluated further in the EIR.

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

No Impact. The Williamson Act, also known as the California Land Conversion Act of 1969 (14 CCR Section 51200 et seq.), preserves agricultural and open space lands from conversion to urban land uses by establishing a contract between local governments and private landowners to voluntarily restrict their land holdings to agricultural or open space use (California Department of Conservation 2020a). The Project sites are not located on any lands with Williamson Act contracts. The Project sites are located in highly developed, industrial areas currently designated as Qualified Heavy Industrial ([Q] M3) and Heavy Industrial (M3) and do not support any agricultural uses. As such, the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur, and this impact will not be evaluated further in the EIR.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The Project sites are currently zoned for Qualified Heavy Industrial ([Q] M3) and Heavy Industrial (M3) uses. The Project sites do not support timberland or forest land. Therefore, the proposed Project would not conflict with existing zoning of, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Therefore, no impact would occur, and this impact will not be evaluated further in the EIR.

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

No Impact. As discussed in Section 4.2(c) above, the Project sites do not support forest land, and there is no forest land located in the vicinity. Therefore, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impacts would occur, and this impact will not be evaluated further in the EIR.

e. Would the project involve other changes in the existing environment, which, 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?

No Impact. As discussed in Sections 4.2(a) through (d) above, the Project sites are developed and do not have any Farmland or forest land, and there is no Farmland or forest land located in the vicinity. Therefore, the proposed Project would not result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impacts would occur, and this impact will not be evaluated further in the EIR.

4.3 Air Quality

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

Less-than-Significant Impact

Air Quality Management Plan. The federal Clean Air Act (CAA) of 1969 and its subsequent amendments form the basis for the nation's air pollution control effort. The U.S. Environmental Protection Agency (USEPA) is responsible for implementing most aspects

of the CAA. A key element of the CAA is the National Ambient Air Quality Standards (NAAQS) for major air pollutants. The CAA delegates enforcement of the NAAQS to the states. In California, the California Air Resources Board (CARB) is responsible for enforcing air pollution regulations. CARB, in turn, delegates to local air agencies the responsibility of regulating stationary emission sources.

The South Coast Air Quality Management District (SCAQMD) monitors air quality within the proposed Project sites and the South Coast Air Basin (SCAB), which includes Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. SCAB is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south. For regions that do not attain the NAAQS, the CAA requires the preparation of a State Implementation Plan.

The SCAQMD 2016 Air Quality Management Plan (AQMP) (SCAQMD 2017) focuses on attainment of the ozone and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) NAAQS through the reduction of ozone and $PM_{2.5}$ precursor nitrogen oxides (NO_x), as well as through direct control of $PM_{2.5}$. The 2016 AQMP reported that although the population in the Southern California Association of Governments region has increased by more than 20 percent since 1990, air quality has improved due to air quality control programs at the federal, state, and local levels. In particular, 8-hour ozone levels have been reduced by more than 40 percent, 1-hour ozone levels by close to 60 percent, and annual $PM_{2.5}$ levels by close to 55 percent since 1990 (SCAQMD 2017).

The AQMP proposes emissions reduction measures designed to bring the basin into attainment of the national and state ambient air quality standards. AQMP attainment strategies include mobile source control measures and clean fuel programs enforced at the federal and state levels on engine manufacturers and petroleum refiners and retailers. As a result, the proposed Project construction and operational activities would be required to comply with all applicable current federal, state, and local air quality regulations along with any developed in the future as part of the AQMP. This would further ensure that the proposed Project's activities would not obstruct implementation of the AQMP.

Clean Air Action Plan. LAHD, in partnership with the Port of Long Beach, adopted the San Pedro Bay Ports Clean Air Action Plan (CAAP) in 2006 and subsequently updated the CAAP in 2010 and 2017 (LAHD 2017, 2010, and 2006). The CAAP was designed to reduce the health risks posed by air pollution from all port-related emissions sources, including ships, trains, trucks, terminal equipment, and harbor craft. The 2017 CAAP Update contains strategies to reduce emissions from sources in and around the ports, plan for zero-emissions infrastructure, encourage freight efficiency, and address energy resources.

Sustainable Construction Guidelines. As part of LAHD's overall environmental goals and CAAP strategies, any construction at the Port must follow the Sustainable Construction Guidelines.

At-Berth Regulation. On August 27, 2020, CARB adopted new requirements for their At-Berth Regulation for controlling emissions from ocean-going vessels. The new requirements include controlling emissions from tanker vessels by 2025. Emissions can be

controlled in one of three ways: 1) a vessel turns off auxiliary engines and connects to shore power; 2) use of a CARB-approved emission control strategy; or 3) use of an innovative concept that reduces emissions greater than or equal to emissions reductions achieved by using either control measure 1 or 2. Vopak has submitted terminal plans to CARB regarding their control strategy; tankers associated with operations at Berths 187–190 will be required to comply with emission control requirements. Bulk vessel activities proposed at Berth 191 are subject to reporting but not CARB's At-Berth Regulation emissions control requirements.

As mentioned above, the proposed Project's construction and operational activities would be required to comply with all applicable air quality regulations ensuring that the proposed Project would not obstruct implementation of the AQMP, CAAP, Sustainable Construction Guidelines, or At-Berth Regulation. Therefore, impacts would be less than significant and will not be evaluated further in the EIR.

b. 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?

Potentially Significant Impact. Cumulative impacts may result from individually minor but collectively significant projects. CEQA Guidelines Section 15355 defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." CEQA Guidelines Section 15064(h)(4) also states that "the mere existence of cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed Project's incremental effects are cumulatively considerable." The proposed Project would be considered cumulatively significant if its contribution to related projects in the area would be considerable. Per SCAQMD policy, a project's contribution is considered cumulatively considerable if the project's impacts exceed SCAQMD project-specific significance thresholds (SCAQMD 2003).

NAAQS and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide, ozone, sulfur dioxide, nitrogen dioxide, particulate matter less than 10 microns in diameter (PM_{10}), $PM_{2.5}$, and lead. USEPA and CARB classify an area as attainment, non-attainment, or maintenance depending on whether monitored ambient air quality data show compliance with NAAQS and CAAQS standards. SCAB is presently a federal non-attainment area for ozone, $PM_{2.5}$, and lead, and a state non-attainment area for ozone, PM_{10}, and $PM_{2.5}$ (USEPA 2022, CARB 2020).

Project construction and operations would result in increases in criteria pollutant emissions compared to current levels of activity at Berths 187–191. These emissions could exceed applicable thresholds for air quality. Therefore, impacts could be potentially significant and will be evaluated further in the EIR.

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

Potentially Significant Impact. Proposed construction activities could expose nearby sensitive receptors to air pollution in the form of dust and diesel exhaust emissions.

Proposed operational activities could also expose nearby sensitive receptors to increased levels of diesel exhaust and cement dust emissions. Impacts could be potentially significant and will be evaluated further in the EIR.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-Significant Impact. Short-term odors from the use of diesel-fueled heavy equipment, and asphalting, would likely occur at Berths 187–191 during construction. Operation of the liquid bulk terminal at Berths 187–190 would result in odors similar to odors produced from existing operations and related activities. Odors produced during Berth 191 operations would be similar to odors produced from surrounding terminal operations and would be primarily associated with vessels berthed at Berth 191 and trucks accessing the facility. The distance between proposed Project emission sources and the nearest sensitive receptors (i.e., liveaboard residents in marinas located approximately 2,500 feet east of Berths 187–191) is far enough to allow for adequate dispersion of these emissions to below objectionable odor levels. No construction activities would occur at the inland terminal, and operations would be the same as existing conditions. Therefore, impacts would be less than significant and will not be evaluated further in the EIR.

4.4 Biological Resources

a. Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

Potentially Significant Impact. The proposed Project includes in-water and landside construction activities to support MOTEMS improvements to the liquid bulk terminal wharves (Berths 187–190) and Berth 191 wharf repairs and structural upgrades. Approximately 25 waterside piles and 175 landside piles would be installed to replace the damaged piles at Berths 187–190. All piles installed to support MOTEMS upgrades at Berths 187–190 would be steel with the exception of the replacement of one concrete pile. Proposed Berth 191 wharf improvements would replace (in-kind) up to 60 timber piles. Proposed pile replacement would result in a slight reduction of pile volume in the water compared to existing conditions (approximately 105 square feet). No modifications to the existing wharves footprints would occur. Proposed liquid bulk terminal operations would not result in increased throughput, truck trips, vessel calls, vessel size, or rail activity. Cement import terminal operations at Berth 191 would result in additional vessel calls and truck trips.

Several federal and state-listed threatened and endangered species and other non-listed special-status species are known to occur in Los Angeles Harbor. The landside portion of Berths 187–191 consist of paved surfaces surrounding industrial facilities. No candidate, sensitive, or special-status plant species are known to occur on the Project site, and there is no habitat that would support such species. Due to the industrial nature of the berths, the Project site is highly unlikely to serve as nesting habitat for any of the listed bird species,

and it is not considered critical foraging habitat for any special-status bird species, including the endangered California least tern (*Sternula antillarum browni*).

The proposed Project could affect marine mammals through vessel collisions. However, the proposed Project's vessel traffic in the harbor (a maximum of 15 annual vessel calls) would be negligible relative to total vessel traffic in the Port (1,863 vessel calls in 2021) (LAHD 2022). In addition, ocean-going vessels associated with Berth 191 operations would comply with the Port's Vessel Speed Reduction Program requiring vessels to proceed at no more than 12 knots within 40 miles of the harbor entrance, which would further reduce the risk of collisions with marine mammals. Accordingly, the proposed Project would not have a substantial adverse effect on marine mammals related to vessel collisions. Proposed in-water construction activities (i.e., pile removal and installation and minor sediment removal) and Berth 191 operations could generate turbidity and underwater noise that could cause adverse effects (e.g., loss of foraging habitat and harassment) to special-status marine mammal and fish species. The effects of turbidity would be localized and temporary. However, pile driving has the potential to produce underwater noise levels that would exceed the criteria for Level B harassment of marine mammals (National Oceanic and Atmospheric Administration [NOAA] 2018) and result in injury or mortality to special-status marine mammal and fish species. Although measures to mitigate underwater noise are available (e.g., marine mammal monitoring and bubble curtains), these impacts could be potentially significant and will be evaluated further in the EIR.

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

Less-than-Significant Impact. There is no riparian habitat or terrestrial sensitive communities at the Project sites or in the vicinity. In-water construction activities would have temporary adverse effects on marine biota through resuspension of sediments and disturbance of benthic communities. However, the impact would be limited in extent and duration (i.e., the period of construction), and the soft-bottom benthic community would reestablish itself.

Eelgrass (*Zostera marina*) is identified as a special aquatic species in the Clean Water Act; however, it has not been observed at Berths 187–191 (Wood Environment & Infrastructure 2021). Eelgrass in the vicinity of Berths 187–191 consists of small patches of eelgrass in the shallow waters of the Berths 201–205 marinas, approximately 2,500 feet east of the Project site (Wood Environment & Infrastructure 2021), far outside the Project area.

In-water construction activities have the potential to redistribute non-native species locally within the harbor through disturbance of the bottom sediments and removal of piles. However, in general, existing non-native species are widely distributed in the harbor, so that redistribution from the Project site during construction would not adversely affect the natural community throughout the harbor and elsewhere in Southern California.

The invasive algae Caulerpa (*Caulerpa taxifolia*) is listed as a federal noxious weed under the U.S. Plant Protection Act. In areas outside its native range, it can grow very rapidly, causing ecological devastation by overwhelming local seaweed species and altering fish

distributions. Although this species has never been observed in the harbor, it is a threat in Southern California, having been found in two Southern California coastal lagoons in 2000 (MBC and Merkel & Associates 2016). This prompted regulatory control measures described in the Caulerpa Control Protocol prior to specific underwater construction activities such as bulkhead repair, dredging, and pile driving (NOAA Fisheries 2008). As required by the USACE Rivers and Harbors Act Section 10 permit and the Caulerpa Control Protocol, a Caulerpa survey would be conducted at Berths 187–191 prior to the start of construction activities.

Invasive non-native marine species can arrive in San Pedro Bay as biofouling organisms attached to hulls and fittings and in ballast water discharged into the harbor as part of vessel loading operations. There are at least 46 non-native aquatic species in the San Pedro Bay Port Complex (Wood Environment & Infrastructure 2021). Many of these species are present at Berths 187–191 in the benthic infauna and riprap community. Federal and state programs are in place to reduce the likelihood that harmful non-native species will be introduced into California bays and harbors. The U.S. Coast Guard (USCG) regulates the management of ballast water as outlined in 33 Code of Federal Regulations 151 Subpart D – Ballast Water Management for Control of Non-Indigenous Species in Waters of the United States. In addition, CSLC developed the Marine Invasive Species Program, which includes biofouling management requirements that became effective in 2018 for vessels arriving in California ports (Title 2, CCR Section 2298.1 et seq.), and now apply to all new and existing vessels. Proposed operations would result in a small increase in overall vessel traffic at Berth 191. However, the potential to introduce non-native species in ballast water or on vessel hulls would be reduced with adherence to federal and state program requirements.

In summary, the proposed Project would not have a substantial adverse effect on any riparian or other sensitive natural community. This impact would be less than significant and will not be evaluated further in the EIR.

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The proposed Project would not affect state or federally protected wetlands during in-water construction activities (i.e., pile removal and installation and minor sediment removal) because there are no state or federally designated wetlands in the Project area. The only wetlands in the harbor are the Anchorage Road Salt Marsh and the Cabrillo Salt Marsh, approximately 0.6 and 4.2 miles, respectively, from Berths 187–191 (LAHD 2018a). Neither of these wetlands would be affected or otherwise disturbed by the proposed Project. Therefore, no impacts would occur, and this impact will not be evaluated further in the 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. There are no known terrestrial or aquatic migration corridors within the Port complex, including the Project site (LAHD 2018a). The liquid bulk and cement import terminals are developed and offer minimal area for wildlife and bird

nesting. The nearest wildlife nesting area is the designated California least tern nesting site located 3 miles southeast of Berths 187–191 on Pier 400; the proposed Project would have no direct or indirect impacts to that nesting site. No construction activities would occur at the inland terminal.

Proposed construction activities would not block or interfere with the migration of special-status birds or birds covered under the Migratory Bird Treaty Act, which could fly over or around construction activities.

There are only a few species of fish in Southern California with true migrations (salmonids and white sturgeon), and they are not known to occur in the Port complex (Miller and Lea 1972, Wood Environment & Infrastructure 2021). Therefore, the proposed Project would not interfere with migratory fish. Proposed in-water construction activities could result in the temporary avoidance of work areas by resident fish species; however, these effects would be localized and temporary.

Given the limited extent of the construction area, the absence of wildlife corridors and nesting habitat, and the localized and temporary nature of construction activities, the proposed Project's impacts on the movement of any native resident or migratory fish or wildlife species would be less than significant. This impact will not be evaluated further in the 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 only biological resources protected by City of Los Angeles ordinance (City of Los Angeles 2021) are certain native tree species, none of which occur on the Project sites. The Project sites are industrialized and highly developed and do not contain any known protected biological resources. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impacts would occur, and this impact will not be evaluated further in the EIR.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan?

No Impact. The Project sites are not located within an adopted Natural Communities Conservation Plan (NCCP) or Habitat Conservation Plan (HCP). There is only one NCCP near the Port, located approximately 5 miles southwest of the Project sites in the City of Rancho Palos Verdes, and it was designed to protect coastal scrub habitat (California Department of Fish and Wildlife 2015).

HCPs are administered by the U.S. Fish and Wildlife Service and are designed to identify how impacts would be mitigated when a project would impact endangered species or designated critical habitat. There are no HCPs in place for the Port. A Memorandum of Understanding is in place for the LAHD, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, and USACE to protect the California least tern, and requires a 15-acre nesting site on Pier 400 to be protected during the annual nesting season (May

through October). The nesting site is designated as a Significant Ecological Area by the County of Los Angeles (County of Los Angeles Department of Regional Planning 2015). Berths 187–191 are located approximately 3 miles northwest of the California least tern nesting site and do not contain nesting habitat or foraging habitat. The inland terminal is paved and does not provide nesting or foraging habitat. The proposed Project would have no impact on NCCPs, HCPs, the Memorandum of Understanding, or the Significant Ecological Area for the California least tern. Therefore, no impacts would occur, and this impact will not be evaluated further in the EIR.

4.5 Cultural Resources

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?

Less-than-Significant Impact. To be eligible for listing in the National Register of Historic Places (NRHP), a property must be at least 50 years of age (unless the property is of "exceptional significance") and possesses significance in American history, culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria:

- association with events that have made a significant contribution to the broad patterns of our history;
- association with the lives of persons significant in our past;
- embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- yield, or may be likely to yield, information important in prehistory or history (36 Code of Federal Regulations Part 60.4).

In addition to possessing significance within a historic context, to be eligible for listing in the NRHP, a property must have integrity. Integrity is defined as "the ability of a property to convey its significance." The NRHP recognizes the following seven aspects or qualities that define integrity: feeling, association, workmanship, location, design, setting, and materials. The significance of a property must be fully established before integrity is analyzed (NRHP Bulletin #15, 44–45).

Eligibility for listing in the California Register of Historic Resources (CRHR) is based on the NRHP criteria. In California, a property must generally be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

- it is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

- it is associated with the lives of persons important to local, California, or national history;
- it embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master or possesses high artistic values; or
- it has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

While slightly less stringent on the topic of integrity, California resources should include properties that reflect their appearance during their period of significance (Public Resources Code Section 4852).

The City of Los Angeles Municipal and Administrative Codes address the preservation of historic and cultural monuments and Preservation Overlay Zones. A list of historic and cultural monuments has been compiled and is maintained by the Cultural Heritage Commission. It is the responsibility of the Cultural Heritage Commission to oversee and approve the establishment of Preservation Overlay Zones (City of Los Angeles Municipal Code [LAMC] Section 12.20.3) and to determine whether a site, building, or structure conforms with the definition of a monument (Administrative Code Section 22.171.10).

According to LAMC Section 22.171.7:

> *A Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age.*

According to LAMC Section 22.171.11:

> *The [Historic Preservation] Commission shall take all steps necessary to preserve Monuments not in conflict with the public health, safety and general welfare, powers and duties of the City of Los Angeles, or its several boards, officers or departments. These steps may include assistance in the creation of civic citizens' committees; assistance in the establishment of a private fund for the acquisition or restoration of designated Monuments; and recommendation that a Monument be acquired by a governmental agency where private acquisition is not feasible.*

To identify significant historic cultural resources throughout the City of Los Angeles, the City of Los Angeles Office of Historic Resources created a comprehensive citywide survey program. The program includes the development of historic contexts based on significant themes and communities within the City of Los Angeles. Field surveys were conducted to

identify potential resources within each theme and community plan area. Based on the historic contexts and field survey results, SurveyLA identifies periods of significance and character-defining features for each theme, property type, and community plan area.

A cultural resources evaluation of the Vopak terminal wharves (Berths 187–191) was prepared by Environmental Science Associates (ESA) in 2010 (ESA 2010) and by Applied EarthWorks, Inc. in 2012 (Morlet et al. 2012). Berths 187–191 were developed in the early 1920s as part of the general expansion of the Port to increase the capacity of its shipping facilities. General improvements at Berths 187–191 included construction of wood and concrete wharves; pavement; and installation of piping, drainage, and rail spur tracks. The facilities at Berths 187–191 were built for the Vegetable Oil Product Company (Berth 187) and Pacific Mail Steamship Company (Berth 188). Berths 188–189 and 190–191 were also used by various shipping, lumber, and liquid bulk companies.

The 2010 assessment concluded that the facilities at Berths 187–191 were ineligible under all criteria for listing on the NRHP, CRHR, and/or Los Angeles Historic-Cultural Monument (LAHCM) because the site lacked a strong association with important historical themes at the Port and their integrity had been compromised (ESA 2010). The 2012 evaluation concurred with ESA's initial assessment. The report acknowledged that even if the site could merit individual significance for the NRHP/CRHR under the secondary, short-lived enterprise of food-oil production, or as a contributor to a possible terminal district, the integrity at the site was almost completely absent. This evaluation additionally noted that the site could be considered significant under the locally identified context of "Industrial Development, 1850–1980" and the related theme, "Port of Los Angeles." However, because of the almost complete lack of integrity, the evaluation concluded the site was not eligible as an LAHCM (Morlet et al. 2012).

In 2021, Applied EarthWorks, Inc. completed a historic resource re-evaluation of the Vopak wharf (Berths 187–191) for the NRHP, CRHR, and as an LAHCM. Applied EarthWorks, Inc. assessed the previous evaluations of the Vopak wharf for adequacy and reconsidered the significance of the site. The activities at Berths 187–191 are most strongly associated with the secondary and more short-lived industrial activities of vegetable oil and mail transshipment between the early 1920s through the 1960s. Most of the historical infrastructure of the site has been removed or altered, and the site no longer functions as it did historically. The concrete features of the wharves are generally intact. However, most of the original company's buildings have been removed. The warehouses that remain from the 1920s have been converted into office space. While the location is original, much of the design, materials, and workmanship are absent. Although the site still functions as an industrial site, it has almost a complete lack of integrity. The association is that of a later-period modern industrial plant, but there is no direct visible link to the Vegetable Oil Products Company, the Pacific Mail Steamship Company, or any of the other short-lived occupants of the 1920s–1960s. Applied EarthWorks, Inc. concurred with the findings of the previous evaluations that Berths 187–191 are not eligible for listing in the NRHP/CRHR or as an LAHCM (Applied EarthWorks, Inc. 2021).

In summary, based on the existing historic resource evaluations for Berths 187–191, impacts on historical resources would be less than significant. This impact will not be evaluated further in the EIR.

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

No Impact. The liquid bulk and cement import terminals are located in the East Basin, which is comprised of artificial fill and previously disturbed soils. The proposed Project would result in minor amounts of ground-disturbing activities (e.g., installation of piles, utility and pipeline upgrades, removal of concrete, and minor grading). However, the liquid bulk and cement import terminals are disturbed, and archaeological resources are not likely present. No construction activities would occur at the inland terminal.

Proposed in-water activities (i.e., pile removal and installation and minor sediment removal) would occur in harbor waters adjacent to Berths 187–191. In-water activities would have little likelihood of impacting archaeological resources because these areas have been routinely dredged to create shipping channels and increase or maintain deep water berths. Proposed in-water construction activities would occur in previously dredged sediments and would, therefore, not encounter undisturbed sediments that could contain archaeological resources. Due to the absence of known archaeological resources in the Project area and limited ground-disturbing activities and dredging, no impacts would occur. This impact will not be evaluated further in the EIR.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

No Impact. There are no known cemeteries or burial grounds located within the Project site or vicinity. Proposed activities would occur on artificial fill, previously disturbed soils, and within adjacent harbor waters. Therefore, the proposed Project is not expected to encounter human remains. No impacts would occur, and this impact will not be evaluated further in the EIR.

4.6 Energy

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less-than-Significant Impact. Energy, primarily in the form of diesel fuel and minor amounts of gasoline and electricity, would be used during construction of the proposed Project. Fuel consumption during construction would be temporary, lasting for approximately 36 months for Berths 187–190 and 3 months for Berth 191, and would represent a negligible fraction of the approximately 4 million gallons of diesel fuel and 14 million gallons of gasoline consumed in California each day (USEIA 2020). Proposed construction activities are necessary to achieve the overall proposed Project objective of providing MOTEMS-compliant liquid bulk terminal wharves and upgrading the Berth 191 wharf to support resuming maritime cement import operations, and thus does not represent

a wasteful or unnecessary use of energy. Construction would be consistent with the policies in the Port's Sustainable Construction Guidelines, which require minimum engine emission standards for construction equipment in accordance with the CAAP.

Proposed operations would not consume more fuel than is necessary to achieve the overall proposed Project objective and would therefore not introduce wasteful, inefficient, or unnecessary consumption of energy resources.

Although not expected to be significant, the potential for the proposed Project to result in energy impacts will be evaluated further in the EIR.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-than-Significant Impact. The proposed Project would be required to comply with current state energy efficiency standards and regulations pursuant to the California Building Code, California Green Building Standards, and City of Los Angeles Green Building Code that would reduce long-term energy demand. The proposed Project would also be required to comply with the Port Climate Action Plan, Executive Directive No. 10, Sustainable City pLAn, LAHD's Sustainable Construction Guidelines, and the CAAP. In addition, LAHD's Development Bureau (Construction and Engineering Divisions) is responsible for design, inspection, management, and oversight of construction projects to ensure projects comply with energy efficiency requirements. Energy consumed would be used efficiently and would represent a negligible portion of statewide energy consumption. Although impacts would likely be less than significant, this issue will be evaluated further in the EIR.

4.7 Geology and Soils

a. Would the project directly or indirectly cause 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.

Less-than-Significant Impact. Southern California is one of the most seismically active areas in the United States. Numerous active faults and fault zones are located within the general region, including the active Palos Verdes Fault that traverses the harbor area, as well as the Newport-Inglewood, Elysian Park, Whittier-Elsinore, and Santa Monica-Raymond faults, which are all within 25 miles of the Project sites. The harbor area, as with the Southern California region as a whole, cannot avoid earthquake-related hazards, such as liquefaction, ground rupture, ground acceleration, and ground shaking. Although no faults within the harbor area are currently zoned under the Alquist-Priolo Act, potential hazards exist due to seismic activities associated with the Palos Verdes Fault Zone and the presence of man-made engineered fill. The exposure of people to seismic ground shaking is a potential risk with or without the proposed Project.

Berths 187–190 repairs and upgrades are required to adhere to seismic performance requirements specified in the MOTEMS regulations (Chapter 31F, Title 24, Part 2, CCR), which includes standards intended to limit the probability of occurrence and the severity of consequences from geological hazards, such as earthquakes. In addition, the proposed Project, including Berth 191 repairs and structural upgrades, would also be required to comply with applicable engineering standards, Port engineering criteria, and applicable sections of the City of Los Angeles Building Code. No construction activities would occur at the inland terminal. Although the proposed Project could experience strong seismic ground shaking, the Project sites are not likely susceptible to surface rupture. Additionally, the proposed Project would not construct any habitable or large permanent structures that would increase the risk of loss, injury, or death in the event of surface rupture. Therefore, impacts associated with the risk of surface rupture due to faulting would be less than significant and will not be evaluated further in the EIR.

(ii) Strong seismic ground shaking?

Less-than-Significant Impact. Although no faults within the harbor area are currently zoned under the Alquist-Priolo Act, potential hazards exist due to seismic activities associated with the Palos Verdes Fault Zone and the presence of man-made engineered fill. The exposure of people to seismic ground shaking is a potential risk with or without the proposed Project. The risk of seismic hazards such as ground shaking cannot be avoided. As discussed in Section 4.7(a)(i), compliance with MOTEMS regulations, engineering standards, and building codes are designed to minimize structural damage resulting from a seismic event. The proposed Project would comply with the applicable engineering standards and building codes, including MOTEMS regulations, Port engineering criteria, and applicable sections of the City of Los Angeles Building Code. Vopak maintains a comprehensive emergency response plan that is implemented at Berths 187–191 and the inland terminal during natural disasters (including earthquakes) to minimize injuries to on-site personnel. This plan is required by numerous agencies (e.g., USCG, LAFD, and CSLC) and are updated periodically as required by the agencies. Compliance with emergency planning procedures, current regulations, and standard engineering practices would ensure impacts related to seismic ground shaking would be less than significant. This impact will not be evaluated further in the EIR.

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

Less-than-Significant Impact. The harbor area, including the Project sites, are identified as areas susceptible to liquefaction in the City of Los Angeles General Plan's Safety Element because of the presence of recent alluvial deposits and groundwater less than 30 feet below ground surface (City of Los Angeles 1996).

The proposed Project would bring the berthing facilities at the liquid bulk terminal into compliance with the seismic performance requirements specified in the MOTEMS regulations (Chapter 31F, Title 24, Part 2, CCR), which includes standards intended to limit the probability of occurrence and the severity of consequences from geological hazards, such as earthquakes. In addition, proposed Berth 191 repairs and structural upgrades would comply with applicable engineering standards, building codes, and Port engineering criteria

that would minimize impacts associated with geologic hazards. Accordingly, the proposed Project would decrease risks associated with seismic-related ground failures at the liquid bulk and cement import terminals relative to baseline conditions. No construction activities would occur at the inland terminal. Adherence to emergency planning procedures would also contribute to reducing potential injuries on-site in the event of a seismic event. Compliance with appropriate MOTEMS requirements, engineering standards, building codes, Port engineering criteria, and emergency planning procedures would ensure impacts associated with the risk of seismic-related ground failure would be less than significant. This impact will not be evaluated further in the EIR.

(iv) Landslides?

No Impact. According to the California Department of Conservation, the liquid bulk, cement, and inland terminals are not located within a landslide zone (City of Los Angeles 1996). The Project sites are relatively flat with no significant natural or graded slopes that could be susceptible to landslides. Therefore, the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impacts would occur, and this impact will not be evaluated further in the EIR.

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

No Impact. The Project sites are entirely paved. Construction of the landside components (e.g., existing wharf upgrades and structural seismic retrofits) would result in minor and temporary removal of pavement. Pavement would be repaired following construction, which would prevent substantial soil erosion from the site. No construction activities would occur at the inland terminal. Proposed operations would not result in soil erosion or the loss of topsoil. Therefore, no impacts would occur, and this impact will not be evaluated further in the EIR.

c. Would the project be located on geologic units or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less-than-Significant Impact. The liquid bulk and cement import terminals are constructed on artificial fill, which could be subject to lateral spreading, subsidence, liquefaction, or collapse. The MOTEMS audits of the liquid bulk terminal included geotechnical evaluations that identified measures needed to meet seismic requirements. A primary objective of the proposed Project is to conduct mooring, berthing, seismic, and structural upgrades, and repairs at Berths 187–190 in accordance with the findings of the MOTEMS audits. In addition, proposed Berth 191 repairs and structural upgrades would comply with applicable engineering standards, building codes, and Port engineering criteria that would minimize impacts associated with geologic hazards. No construction activities would occur at the inland terminal. The proposed Project would not cause or accelerate geologic hazards and would reduce the terminals' vulnerability to seismic activity. Potential impacts associated with the risk of unstable soil would be less than significant, and this impact will not be evaluated further in the EIR.

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

Less-than-Significant Impact. Expansive soils generally result from specific clay minerals that expand when saturated and shrink when dry. These expansive clay minerals are common in the geologic deposits in the adjacent Palos Verdes Peninsula and in previously imported fill soils used in development of the Port. Although the Project sites could be located on expansive soil, it would not include the construction of any new habitable structures. Furthermore, the proposed Project would be constructed and operated in accordance with design and engineering criteria, including MOTEMS regulations and applicable building and safety requirements. With the incorporation of modern engineering and safety standards and compliance with current building regulations, the risk of expansive soil would be less than significant. This impact will not be evaluated further in the EIR.

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

No Impact. The liquid bulk and cement import terminals are connected by sanitary sewer system to the City of Los Angeles Bureau of Sanitation's Terminal Island Water Reclamation Plant (TIWRP). Therefore, the use of septic tanks would not be necessary. The proposed Project would not generate wastewater that would be treated by an alternate wastewater disposal system. Construction activities would not occur at the inland terminal. Therefore, no impacts would occur, and this impact will not be evaluated further in the EIR.

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

No Impact. The liquid bulk and cement import terminals are located in the East Basin, which is comprised of artificial fill and previously disturbed soils. The Project area has been routinely dredged and filled to create shipping channels and increase or maintain deep water berths. Previous activities have destroyed any stratigraphy of the Project area, unique paleontological resources, and unique geologic features. The proposed Project would occur primarily in and over harbor waters. Landside construction activities would occur within areas of deposited fill material and not in any geologic formation that would contain unique paleontological resources. No construction activities would occur at the inland terminal. Therefore, there would be no impact to unique paleontological resources or unique geologic features. This impact will not be evaluated further in the EIR.

4.8 Greenhouse Gas Emissions

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. The proposed Project would involve construction and operational activities that would generate greenhouse gas (GHG) emissions. Proposed activities would result in increases in GHG emission compared to current levels of activity at Berths 187–191. These emissions could exceed applicable thresholds. No construction

activities would occur at the inland terminal and operations at this terminal would be the same existing conditions. Impacts could be potentially significant and will be evaluated further in the 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 GHGs?

This question is being answered as an informational assessment; the information provided is not meant to produce an impact determination for the proposed Project. The State of California is leading the way in the United States with respect to GHG reductions. Several legislative and municipal targets for reducing GHG emissions below 1990 levels have been established. Key examples include, but are not limited to:

- California Climate Strategy
- 2006 Assembly Bill (AB) 32
  - 1990 GHG emissions levels by 2020
  - 40 percent below 1990 GHG emissions levels by 2030
  - 80 percent below 1990 GHG emissions levels by 2050
- Senate Bill (SB) 32 and 2017 Scoping Plan (target: 40 percent reduction below 1990 by 2030)
- Executive Order B-55-18
  - target of carbon neutrality by 2045
  - 2022 Scoping Plan
- California Renewables Portfolio Standard
- SB 375
  - consistency with the 2020–2045 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy)
- Port and City of Los Angeles Plans and Strategies
- San Pedro Bay Ports CAAP
  - 40 percent below 1990 GHG emissions levels by 2030
  - 80 percent below 1990 GHG emissions levels by 2050
- City of Los Angeles C&D Waste Recycling Ordinance
- City of Los Angeles' Green New Deal Sustainable City pLAn (4-Year Update to the Sustainable City pLAn)
  - reduce Port-related GHG emissions by 80 percent by 2050
- City of Los Angeles General Plan, Mobility Element
- City of Los Angeles Green Building Code, Title 24

Several state, regional, and local plans have been developed which set goals for the reduction of GHG emissions over the next few years and decades, but no regulations or requirements have been adopted by relevant public agencies to implement those plans for

specific projects, within the meaning of CEQA Guidelines Section 15064.4(b)(3)[2]. However, there are GHG emissions reduction measures contained in state and local plans, strategies, policies, and regulations that directly or indirectly affect the proposed Project's construction and operation emissions source sectors or specific types. This informational item will be discussed further in the EIR.

4.9 Hazards and Hazardous Materials

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. Construction activities within the liquid bulk and cement import terminals are not likely to involve the use of substantial quantities of hazardous materials. However, small amounts of hazardous materials, such as fuels, solvents, and lubricants for vehicles and construction equipment, could be used and stored at Berths 187–191 during construction. No construction activities would occur at the inland terminal; therefore, no hazards would be created at this Project site.

Construction activities would be conducted using best management practices (BMPs) in accordance with City of Los Angeles guidelines, as detailed in the Low Impact Development Best Management Practices Handbook (City of Los Angeles 2011), and the LAMC regulations (Chapter 5, Section 57, Division 4 and 5; Chapter 6, Article 4). Additionally, the storage and use of hazardous materials would comply with federal and state regulations, the State General Permit for Stormwater Discharges Associated with Construction Activity, and a Project-specific Stormwater Pollution Prevention Plan (SWPPP). Applicable BMPs would include, but not be limited to, controls for vehicle and equipment fueling and maintenance; material delivery, storage, and use; spill prevention and control; and solid and hazardous waste management. Implementation of these construction standards would minimize the potential for an accidental release of petroleum products, hazardous materials, and/or explosion that could otherwise create a significant hazard during construction activities at Berths 187–191. Removal of the existing timber piles at Berths 187–191 would generate several tons of creosote and/or other-treated wood. This type of demolition debris would be handled in accordance with applicable regulations and disposed of at a permitted landfill approved to receive such material. As the proposed Project would comply with applicable laws and regulations governing hazardous materials, construction activities would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Proposed operations at the liquid bulk terminal would remain similar to existing conditions (i.e., no increase in throughput, truck trips, vessel calls, or rail activity). The size of vessels calling at Berths 187–190 is not anticipated to increase under future operations. The Berth 191 cement facility would accommodate a maximum annual throughput of approximately 500,000 metric tons of dry bulk cementitious materials. Cement import

[2] Center for Biological Diversity v. Cal. Dept. of Fish and Wildlife [Newhall Ranch] [2015] 62 Cal.4th 204, 223.

terminal operations at Berth 191 would result in approximately 15 vessel calls per year and 20,000 annual truck trips.

Accidental releases or explosions of hazardous materials could occur from vessels in transit to and from the terminals as a result of collisions with other vessels or allisions with fixed structures, or while at berth as a result of accidental releases during vessel loading and unloading. Spill prevention and response measures stipulated in Vopak's Spill Prevention, Control, and Countermeasure (SPCC) Plan would ensure that any release is handled quickly and results in minimal adverse effects. Factors that reduce the probability and consequences of accidental releases include, but are not limited to:

- Spill prevention and response measures;
- Double-hulled tankers;
- Vessel traffic separation and control systems; and
- Petroleum and dry bulk product handling measures.

The existing regulatory framework and navigational procedures in place at the Port would continue to minimize the proposed Project's potential for accidents that could result in a release of product during transport. For example, the vessel traffic lanes that have been established off the coast of California are separated by a zone where vessel transit is to be avoided, thereby minimizing the potential for collisions between vessels traveling in opposite directions. As vessels approach the Port, they leave the established traffic lanes and enter the Precautionary Area, where speed limits are enforced. In addition, Port Pilots navigate the vessels within the breakwater, and tank vessels must be tug assisted. These navigational safety requirements and practices minimize the potential for collisions, allisions, or groundings that could result in a product spill.

During liquid bulk terminal operations, accidental releases of hazardous could occur from vessels in transit to and from Berths 187–190 as a result of collisions with other vessels or allisions with fixed structures, or while at berth as a result of an accidental release or explosion during vessel loading or unloading. Spills of petroleum products from tank vessels at marine oil and liquid bulk terminals in the harbor are infrequent and their consequences have been minor; furthermore, the continued use of double-hulled tank vessels (mandated by the International Maritime Organization's regulation 19 of the International Convention for the Prevention of Pollution from Ships Annex 1) and the spill response systems that are in place would limit the potential sizes and consequences of any spills that do occur. The proposed Project would increase the safety of product transfer operations at Berths 187–190. The proposed berthing, mooring, and structural upgrades and repairs would be more capable of withstanding vessel movements and seismic events than existing infrastructure, as they would incorporate components of the mooring systems recommended by CSLC for marine oil terminal projects. In addition, when tankers are being unloaded at the Berths 187–190, inert gas systems are used to prevent explosive conditions from forming in the vessel tanks. Additionally, proposed Project operations would not increase the throughput of product at Berths 187–190. Therefore, there would be no increase in explosive conditions.

Terminal maintenance activities at Berths 187–-191 could involve the use of hazardous materials such as petroleum products, solvents, paints, and cleaners. However, the quantities of these materials stored on-site would not be substantial, and the storage and use of hazardous materials would comply with federal and state regulations and a Project-specific SWPPP. Furthermore, adherence to the spill prevention and response measures stipulated in Vopak's SPCC Plan would ensure that any release is handled quickly and results in minimal adverse effects.

The proposed Project would not result in an increase in the number of tanker trucks or rail cars transporting product to and from Berths 187–190. Therefore, the proposed Project would not substantially increase the likelihood of accidents during truck or rail transport.

In summary, construction and operation of the proposed Project would not substantially increase, relative to the CEQA baseline, the frequency or severity of releases of hazardous materials. Structural upgrades to the liquid bulk terminal wharves would ensure compliance with MOTEMS requirements and reduce future risks of upset. Therefore, the proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant and will not be evaluated further in the EIR.

b. Would the project 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?

Less-than-Significant Impact. As discussed in Section 4.9(a), construction activities associated with the proposed Project would not store or handle substantial quantities of hazardous materials at the liquid bulk and cement import terminals. However, there could be small amounts of hazardous materials (e.g., fuels, solvents, and lubricants used in vehicles and construction equipment) at Berths 187–191 during construction. No construction activities would occur at the inland terminal. Construction activities would be conducted using BMPs in accordance with City of Los Angeles guidelines, as detailed in the Low Impact Development Best Management Practices Handbook (City of Los Angeles 2011), and the LAMC regulations (Chapter 5, Section 57, Division 4 and 5; Chapter 6, Article 4). Additionally, the storage and use of hazardous materials would comply with federal and state regulations, the State General Permit for Stormwater Discharges Associated with Construction Activity, and a Project-specific SWPPP. Implementation of these construction standards would minimize the potential for an upset or accidental release of hazardous materials that could create a significant hazard to the public or the environment during construction activities at Berths 187–191.

The goal of MOTEMS requirements is to improve safety at California's marine oil terminals. The proposed Project would increase the safety of product transfer operations at Berths 187–190, which would reduce the long-term risks of upset or accidental releases of hazardous materials. Operational activities at the liquid bulk terminal would remain similar to existing conditions (i.e., no increase in throughput, truck trips, vessel calls, vessel size, or rail activity).

Terminal maintenance activities at Berths 187–191 could involve the use of hazardous materials such as petroleum products, solvents, paints, and cleaners. However, the quantities of these materials stored on-site would not be substantial and the storage and use of hazardous materials would comply with federal and state regulations, a Project-specific SWPPP, and Vopak's SPCC Plan.

The Maritime Security Transportation Act is designed to protect the nation's ports and waterways from a terrorist attack. The vulnerability of the Port and individual terminals to terrorism risk is reduced by implementing security measures. The Maritime Security Transportation Act requires vessels and port facilities to conduct vulnerability assessments and develop security plans that may include passenger, vehicle, and baggage screening procedures; security patrols; restricted areas; personnel identification procedures; access control measures; and/or installation of surveillance equipment. During operations, access to Berths 187–191 is generally limited to terminal staff members, longshore workers, and truck drivers. There is no public access to Berths 187–191. In addition, implementation of existing regulations and safety measures would minimize the potential for the proposed Project to create a new potential target for terrorist action.

In summary, the proposed Project would not substantially increase, relative to the CEQA baseline, the frequency or severity of releases of hazardous materials. With continued compliance with applicable pollution prevention and response requirements, the proposed Project would not increase the risk of an accidental spill or upset incident with the potential to create a significant hazard to the public or the environment, or a new potential target for terrorist action. The impact would be less than significant and will not be evaluated further in the EIR.

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

No Impact. There are no existing or proposed schools within one-quarter mile of the Project sites. All schools are located at least 1 mile from the Project sites. Therefore, no impacts would occur, and this impact will not be evaluated further in the EIR.

d. Would the project 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?

No Impact. The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List" (after the legislator who authored the legislation that enacted it). Because this statute was enacted over 20 years ago, some of the provisions refer to agency activities that are no longer being implemented; and, in some cases, the information to be included in the Cortese List does not exist. While Government Code Section 65962.5 refers to the preparation of a "list," many changes have occurred related to web-based information access since 1992, and this information is now largely available on the Internet sites of the responsible organizations. The California Environmental Protection Agency (CalEPA) has identified the following data resources that provide information regarding facilities or sites identified as meeting the "Cortese List" requirements (CalEPA 2022):

- List of Hazardous Waste and Substances sites from the California Department of Toxic Substances EnviroStor database;
- List of Leaking Underground Storage Tank Sites from State Water Board's GeoTracker database;
- List of solid waste disposal sites identified by the State Water Resources Control Board (SWRCB) with waste constituents above hazardous waste levels outside the waste management unit;
- List of "active" Cease and Desist Orders and Cleanup and Abatement Orders from the State Water Board; and
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by the California Department of Toxic Substances.

The Project sites are not listed in any of these databases (CalEPA 2022, DTSC 2022, SWRCB 2022). Therefore, the proposed Project would not create a significant hazard to the public or environment related to the disturbance of a Cortese Listed Site. No impacts would occur, and this impact will not be evaluated further in the 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 or excessive noise for people residing or working in the project area?

No Impact. The Project sites are not located within an airport land use plan or within 2 miles of a public airport or a public use airport. The closest airport is Torrance Municipal Airport, approximately 5 miles from Berths 187–191. The Long Beach Airport and Los Angeles International Airport are approximately 8 miles and 15 miles, respectively, from Berths 187–191. A helicopter landing pad for Island Express is located at Berth 95; however, only small helicopters operate from this location and transit is primarily via the Main Channel. The proximity of the heliport would not result in a safety hazard for people working in the Project area. No construction activities would occur at the inland terminal and operations would be the same as existing conditions. The proposed Project would have no effect related to private airstrips, create a safety hazard, or result in excessive noise. Therefore, no impacts would occur, and this impact will not be evaluated further in the EIR.

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

Less-than-Significant Impact. Proposed construction activities would occur within the liquid bulk and cement import terminal boundaries and no road closures or any work involving adjacent streets would occur that would interfere with emergency response or evacuations. As part of standard procedure for activities occurring on Port property, as well as within the Port area, the contractor would be required to coordinate with the Port Police, Los Angeles Police Department (LAPD), 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 if necessary.

An emergency response action plan has been prepared for the existing liquid bulk and cement import terminals that provide detailed procedures, including evacuation as necessary, to be followed in the event of an emergency at the terminals. Procedures include:

- sounding an alarm;
- following terminal emergency notification process;
- dispatching emergency responders to the terminals;
- notifying regulatory agencies as required based on type of emergency (i.e., spill, fire, etc.);
- calling 911;
- shutting down loading, unloading, pipeline, and terminal operations;
- evacuating trucks from the facility;
- diverting incoming trucks or vessels to a safe distance from the facility; and
- evacuating all personnel to a safe distance.

During proposed Project operations, the terminals' emergency response plans and those of the USCG, Port Police, and LAFD are employed as necessary in accordance with the Port's Risk Management Plan and MOTEMS requirements. The additional vessel calls at Berth 191 (15 annual vessel calls) would be too infrequent to interfere with USCG emergency measures. Furthermore, since the location of Berth 191 is north of the 750-foot-wide entrance to the 1,500-foot diameter East Basin, there is more than adequate area for the safe transit of all vessels. No additional vessel calls would occur at Berths 187–190 compared to baseline conditions. Operational activities would not impede emergency responses to the terminals or necessitate changes to the terminals' emergency response plans.

In summary, construction and operation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant and will not be evaluated further in the EIR.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. The proposed Project is located within a highly developed Port complex and no wildland areas are located at or near the Project sites. The Project sites are not located within a designated Wildland Fire Hazards zone (City of Los Angeles 1996). Therefore, the proposed Project would not expose people or structures to a significant risk of loss injury, or death involving wildland fires. No impacts would occur, and this impact will not be evaluated further in the EIR.

4.10 Hydrology and Water Quality

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less-than-Significant Impact. Construction of the proposed Project could result in sediment resuspension during pile removal and installation and construction-related sediment removal. The construction contractor must comply with water quality requirements in permits issued from LARWQCB (e.g., waste discharge requirements [WDRs]/Section 401 Water Quality Certification). The removal of existing timber piles would either be pulled or cut at the mud line (for piles that cannot be extracted via pulling), which could resuspend some bottom sediments and create localized and temporary turbidity plumes and associated water quality issues. No construction activities would occur at the inland terminal.

In addition to turbidity, resuspended sediments could result in slightly reduced dissolved oxygen and pH levels. Those reductions would be short-term and localized and, therefore, would not be expected to cause substantial detrimental effects to biological resources. Existing sediment contaminants (e.g., metals and pesticides) and plant nutrients could be resuspended into the water column. As with turbidity, however, any increases in concentrations would be localized and of short duration. Given the limited spatial and temporal extent of construction activities with the potential for releasing nutrients from bottom sediments, substantial adverse effects on water quality would not occur.

New steel and concrete piles would be lowered through the water column and then driven into the seafloor using an impact hammer or vibratory methods. Pile installation could resuspend some bottom sediments, thereby creating localized and temporary turbidity plumes and associated water quality issues similar to those discussed above. Turbidity (silt) curtains would be used, as necessary, during pile driving to contain the dispersion of silt and sediment suspended during this activity.

However, any such increases in turbidity, sediment contaminants, or nutrients would not result in substantial adverse effects on water quality or result in violations of water quality standards.

There is a potential for sediment along the bulkhead under the Berths 187–191 wharves to slough into berthing areas. No construction-related sediment removal would be needed if the authorized MLLW elevation for each berth is maintained. The authorized MLLW for Berths 187–189 is -35 feet below surface water at the fender line and -45 feet below surface water at the floating fender line; the MLLW for Berth 190 is -30 feet below surface water, and the MLLW for Berth 191 is -30 feet below surface water. If it is determined during construction that high spots exist, up to 4,000 cubic yards of sediment could require removal. All removed sediment would be tested and approved for disposal at a permitted upland facility (e.g., Sunshine Canyon Landfill). The following analysis addresses water quality issues that could occur if sediment removal is required.

Sediment removal would resuspend bottom sediments, create localized and temporary turbidity plumes, and resuspend sediments over a relatively small area. Receiving water

monitoring studies at other sediment removal sites in the harbor and other water bodies have documented a relatively small, turbid plume that dissipates rapidly with distance from sediment removal operations (Anchor Environmental 2003). Suspension of sediments during clamshell sediment removal occurs during bucket impact, penetration, and removal of the bucket from the sediment, as well as during bucket retrieval through the water column.

Sediment removal for the proposed Project would require issuance of a Rivers and Harbors Act Section 10 permit from USACE and WDRs from LARWQCB pursuant to California Water Code Section 13263. The WDRs would include monitoring requirements necessary to assure compliance with applicable effluent limitations, or any other Rivers and Harbors Act limitation, or with any state laws or regulations. Given the limited area that would be affected by sediment removal activities and the controls in place to minimize adverse effects on water quality, sediment removal would not cause violations of water quality standards or WDRs. Impacts would be less than significant and will not be evaluated further in the EIR.

In addition to water quality effects related to resuspended sediments, construction could result in spills of fuel, lubricants, or hydraulic fluid from construction equipment and releases of soils and construction debris. However, experience with this type of work in the harbor indicates that occurrence of these incidences is very low. Large volumes of chemicals are not used or stored at construction sites. Furthermore, the storage and use of chemicals would be controlled by the BMPs specified in the Project-specific SWPPP that would be prepared in accordance with the Construction General Permit and USACE and LARWQCB permits. In addition to specifying BMPs for construction activities, the SWPPP would establish efficient responses to spill events to minimize the magnitude of potential spills and extent of impacts. Accordingly, spills and other releases of contaminants during construction would not substantially affect water quality or result in violations of water quality standards.

The existing storm drain systems at the Project sites would not be modified, and the proposed Project would not increase the amount of impervious surface area at the terminals. Stormwater from the wharves would continue to be managed as under baseline conditions, including conveyance to the Port's storm drain system from paved areas. The storm drain system at the terminals would continue to comply with the City of Los Angeles Sanitation District discharge permit conditions, National Pollutant Discharge Elimination System (NPDES) requirements regarding discharges, and the City of Los Angeles' Low Impact Development requirements. The terminals' SWPPPs, with the associated BMPs, would continue to be implemented to manage runoff and prevent impacts to water quality.

Ocean-going vessels utilize hull coatings to prevent algal growth, which can result in leaching of contaminants into harbor waters. Proposed Project operations also have the potential to result in discharges related to risk of upset, accidental discharges, or ballast water discharges to harbor waters, which could be significant. However, operation of the proposed Project under the new entitlement would result in minimal increases in vessel calls to Berth 191 (15 annual vessel calls). The proposed Project would adhere to the Vessel General Permit to reduce the potential of accidental or incidental discharges to harbor waters.

Given the small scale and temporary duration of construction and with implementation of permit requirements and BMPs during construction and operation, impacts would be less than significant. This impact will not be evaluated further in the EIR.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. Groundwater at Berths 187–191 is affected by saltwater intrusion (high salinity) and, therefore, is unsuitable for use as drinking water. Construction would occur primarily in and over harbor waters; the limited landside activities would not adversely affect groundwater recharge because the terminals are not used as recharge sites. Proposed activities would not adversely affect drinking water supplies because there are none on or near the Project site. The proposed Project would not change the amount of impervious surface at Berths 187–191 or substantively alter the land surface; therefore, groundwater recharge would not be changed. The proposed Project would not install any new groundwater wells, and groundwater extraction would not occur as part of the proposed Project. No construction activities would occur at the inland terminal. Accordingly, the proposed Project would not affect the existing groundwater supplies, drinking water supplies, groundwater recharge facilities, or aquifers. Therefore, no impacts would occur, and this impact will not be evaluated further in the 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 or through the addition of impervious surfaces, in a manner which would:

(i) result in substantial erosion or siltation on- or off-site?

No Impact. The Project sites are currently developed and paved and, as such, are impervious. The amount of impervious surface area at the Project sites and its flat topography would not change nor would management of stormwater at the liquid bulk, cement, and inland terminals. Construction would comply with the stormwater-related requirements stipulated in the NPDES permit, including the use of BMPs, which would minimize the amount of runoff and the potential for substantial erosion or siltation to occur. Therefore, no impacts related to alteration of drainage patterns resulting in erosion or siltation would occur. This impact will not be evaluated further in the EIR.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No Impact. The proposed Project would not increase existing impervious surfaces or the amount of stormwater runoff from the Project sites. Therefore, the proposed Project would not increase surface runoff in a way that could affect the potential for flooding either at the Project sites or adjacent sites. No impacts would occur, and this impact will not be evaluated further in the EIR.

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? or

Less-than-Significant Impact. The existing storm drain systems for the Project sites would not be modified by the proposed Project and would continue to comply with all discharge requirements stipulated in NPDES and LARWQCB permits. The proposed Project would not alter the existing drainage pattern or result in a substantial increase in surface runoff resulting in flooding. Therefore, impacts would be less than significant. This impact will not be evaluated further in the EIR.

(iv) impede or redirect flood flows?

No Impact. According to the Federal Emergency Management Agency (FEMA) Flood Hazard Map FM06037C1945F, the Project sites are located in Zone AE, which is identified as a Special Flood Hazard Area subject to inundation by the one percent annual chance flood (also known as the base flood), which has a one percent chance of being equaled or exceeded in any given year (FEMA 2008). Proposed repairs and upgrades to the existing liquid bulk terminal wharves at Berths 187–190 and the cement import terminal at Berth 191 would occur in the same location as the existing infrastructure and would not impede or redirect flood flows. No structures would be built on land that would alter the existing conditions with respect to flood flows, and the Project site elevation and topography would not change under the proposed Project. Therefore, the proposed Project would not impede or redirect flood flows. No impacts would occur, and this impact will not be evaluated further in the EIR.

d. Would the Project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less-than-Significant Impact. Tsunamis are high, long-period sea waves caused by earthquakes, submarine landslides, or other large disturbances that, when reach land, cause water level rise and can cause devastating flooding. Seiches are water waves that surge back and forth in an enclosed basin; seiches can result from earthquakes or other disturbances such as high winds. A computer model of Los Angeles-Long Beach harbor that assessed tsunami and seiche scenarios determined that in each case modeled, impacts from a tsunami were equal to or more severe than those from a seiche (Moffatt and Nichol 2007). As a result, the discussion below refers to tsunamis as the worst case of potential impacts; potential impacts related to seiches would be the same as or less than those identified below. In addition, this discussion considers the impacts of 100-year storm tides combined with projected sea level rise.

According to the City of Los Angeles Safety Element of the General Plan (City of Los Angeles 1996), the Project sites are within an area susceptible to impacts from a tsunami and subject to possible inundation. However, the Tsunami Hazard Assessment for the Ports of Los Angeles and Long Beach (Moffatt and Nichol 2007) concluded that based on seismicity, geodetics, and geology, a large, locally generated tsunami affecting the San Pedro Bay Port Complex would likely not occur more than once every 10,000 years. Under the maximum future tsunami scenarios, the San Pedro Bay Port Complex model predicts a maximum tsunami wave height of 9.1 feet along the East Basin Channel (near Berths 187–191) (Moffatt and Nichol 2007).

With respect to potential flood hazard or tsunami due to potential sea level rise, AB 691 required LAHD, as a local trustee of the lands granted by CSLC, to address the impacts of sea level rise for all of its granted public trust lands. Per that requirement, LAHD developed a Sea Level Rise Adaptation Study that identifies and estimates potential increased water intrusion/flooding of Port property due to sea level rise in 2030, 2050, and 2100 (LAHD 2018b).

According to NOAA, sea level rise of approximately 4 inches has occurred in Los Angeles County over the past 100 years (NOAA 2022). The Port's report estimates that sea level could rise above the level observed in 2000 by up to an additional 12 inches between 2000 and 2030 and between 37 inches (the mid-point estimate) to as much as 66 inches by 2100. The area specifically referenced for Berths 187–191 indicates that sea level rise would not cause permanent inundation or shoreline overtopping until it reaches 37 inches (the mid-range prediction for 2100). Accordingly, sea level rise would not affect the landside facilities at Berths 187–191 during new 30-year entitlement. However, under 100-year storm tide conditions, shoreline overtopping, and temporary flooding could occur with 12 inches of sea level rise (the prediction for the year 2030) (LAHD 2018b). The Port's study predicts a maximum storm tide would raise water levels approximately 2.6 feet above Mean Higher High Water (LAHD 2018b). Accordingly, extreme storm events combined with projected sea level rise could cause temporary flooding of backland facilities and interruption of terminal activities. Access roads to Berths 187–191 would not be very susceptible to damage as a result of temporary flooding unless high flood water velocities occurred. Furthermore, although traffic would be blocked by water depths of more than a few inches, vehicle movement would be able to resume quickly after waters have receded.

The construction of facilities at adequate elevations and the incorporation of emergency planning in accordance with current state and City of Los Angeles regulations minimizes damage to structures and injury to personnel from flooding or inundation. A Port-wide emergency notification system provides phone/text/email notification of tsunami warnings or other emergency situations. Furthermore, the existing terminals have emergency response plans that mention natural disasters, including tsunamis, to identify necessary procedures in the event a tsunami warning is issued. The plan directs terminal staff to drain and disconnect cargo lines, secure the terminal, and if time permits, allow berthed vessels to depart prior to the arrival of a tsunami. The procedures identify priorities including the safety of life for terminal and vessel staff, limitation/mitigation of environmental impact from spills, and limitation/mitigation of damage to the liquid bulk and cement import terminals. The tsunami plan would remain in effect under the proposed Project.

Construction and operation of the proposed Project would not increase the potential for release of pollutants due to tsunami or storm tide flooding damage. Under the proposed Project, vessel berthing, and loading/unloading facilities would be improved to meet MOTEMS and safety standards, thereby further reducing the risk of product release in the very unlikely event of inundation. Product-handling facilities at the terminals would be similar to existing conditions; therefore, the risk of product release would not be increased. No construction activities would occur at the inland terminal. Therefore, the proposed Project would not increase risks associated with the release of pollutants due to tsunami or seiche.

As described above, the proposed Project would not increase the potential for a tsunami, seiche, or storm tide to cause inundation at the liquid bulk and cement import terminals that could increase the risk of a release of pollutants. Accordingly, impacts would be less than significant, and this impact will not be evaluated further in the EIR.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The SWRCB and nine Regional Water Quality Control Boards are responsible for the protection of surface water and groundwater quality in California. Region-specific water quality regulations are contained in Water Quality Control Plans that recognize regional beneficial uses, water quality characteristics, and water quality problems. The Project sites are not located in an area designated for a water quality control plan or sustainable groundwater management plan. Therefore, the proposed Project would not interfere with any water quality or groundwater management plan. No impacts would occur, and this impact will not be evaluated further in the EIR.

4.11 Land Use and Planning

a. Would the project physically divide an established community?

No Impact. The proposed Project is located in heavy industrial areas that do not contain any established communities. Liveaboard tenants (i.e., people living on vessels) are located approximately 2,500 feet east of Berths 187–191 in recreational boating marinas at Berths 201–205. There are no other residential areas or communities within the vicinity. The proposed Project would be confined to the liquid bulk and cement import terminals and would not physically divide an established community. Therefore, no impacts would occur, and this impact will not be evaluated further in the EIR.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The Project sites are governed by the PMP, the City of Los Angeles Port of Los Angeles Plan, and City of Los Angeles zoning ordinances and codes. The PMP designates Berths 187–190 for institutional, open space, and dry bulk uses, and Berth 191 for liquid bulk uses (LAHD 2018a). The continued operation of the existing liquid bulk terminal at Berths 187–190 and resuming maritime cement import operations at Berth 191 (i.e., unloading/loading and storage activities) would not be consistent with the existing PMP designations for these areas. The proposed Project would require a PMP amendment.

The Port of Los Angeles Plan is part of the City of Los Angeles General Plan Land Use Element, which serves as the guide for the continued development and operation of the Port (City of Los Angeles 1982). The Port of Los Angeles Plan designates Berths 187–191 for Non-Hazard Industrial and Commercial land uses. Berths 187–191 are zoned [Q] M3-1 (Qualified-Heavy Industrial) by the City of Los Angeles Zoning Ordinance. The [Q] designation restricts uses to General Cargo, limited Port-related commercial, industrial, and support uses. The proposed Project would provide for the continuation of existing uses at

Berths 187–190 and resuming existing uses at Berth 191, which is consistent with the [Q] M3-1 zoning of Berths 187–191. The continuation of Berths 187–191 as liquid bulk and cement import terminals would also be consistent with the surrounding uses, which are also Port-related.

The inland terminal is zoned Heavy Industrial (M3) and surrounded by industrial uses. No construction activities would occur at the inland terminal and operations would be the same as existing conditions.

Because the proposed Project would not be consistent with the existing PMP designations for Berths 187–191, impacts could be potentially significant and will be evaluated further in the EIR.

4.12 Mineral Resources

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. According to the California Department of Conservation, Division of Oil, Gas, and Geothermic Resources, Berths 187–191 are located within Wilmington Oil Field. The inland terminal is not located within the Wilmington Oil Field. There are several plugged wells on Berths 187–191 that are no longer in use (California Department of Conservation 2020b). According to the City of Los Angeles General Plan Conservation Element, the Project sites are not located within a Mineral Resource Zone (City of Los Angeles 2001). Proposed construction activities at Berths 187–191 would occur at the surface or shallow depths relative to the oil field; no construction activities would occur at the inland terminal. Because the proposed Project is not located within an active oil drilling area and construction activities would occur at the surface or shallow depths relative to the oil field, no impacts on mineral resources would occur. This impact will not be evaluated further in the 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. As discussed in Section 4.12(a), the Project sites are not located within a Mineral Resource Zone (City of Los Angeles 2001). Although Berths 187–191 are located within the Wilmington Oil Field, the existing on-site wells are plugged and no longer in use. Project activities would not impact any existing oil reserves because ground-disturbing activities would not preclude future oil extraction. In addition, all proposed activities would be confined to the Project sites and would therefore not result in the loss of availability of a locally important mineral resource recovery site. Therefore, no impacts would occur, and this impact will not be evaluated further in the EIR.

4.13 Noise

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. Berths 187–191 are located in an industrialized area within the Port and the inland terminal is located within a developed area (i.e., Wilmington Classification Yard) within Wilmington. During construction activities, noise would be produced by construction-related equipment. During operations, the predominant sources of noise would be from vessel traffic, cargo operations, truck and rail traffic, and on-street activity throughout the Port. No construction activities would occur at the inland terminal and operations would be the same as existing conditions. Construction activities may occasionally exceed the City of Los Angeles' ambient noise level thresholds and potentially expose people (e.g., liveaboard residents at the Berths 201–205 marinas) to substantial noise levels on a periodic basis. Proposed operations could also result in increased noise levels above existing conditions due to resuming maritime cement import operations at Berth 191. Impacts could be potentially significant and will be evaluated further in the EIR.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. The proposed Project could potentially result in vibration-related impacts during construction (e.g., pile installation and equipment and truck traffic) and operations associated with resuming maritime cement import operations at Berth 191. Therefore, impacts could be potentially significant and will be evaluated further in the EIR.

c. For a project located within the vicinity of a private airstrip or 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 Project sites are not located within an airport land use plan or 2 miles of a public airport or public use airport. Accordingly, the proposed Project would not expose people residing or working in the area of the Project sites to excessive noise related to a public or private airport or airstrip. Therefore, no impacts would occur, and this impact will not be evaluated further in the EIR.

4.14 Population and Housing

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

No Impact. The proposed Project would not establish new residential uses within the Port, require extension of roads or other growth-accommodating infrastructure, or result in the relocation of substantial numbers of people from outside of the region. Therefore, the proposed Project would not directly or indirectly induce substantial population growth through extension of roads or other infrastructure. No impacts would occur, and this impact will not be evaluated further in the EIR.

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

No Impact. There is no housing within the Project sites or immediate vicinity that would be displaced as a result of the proposed Project. No replacement housing would be needed associated with implementation of the proposed Project. Therefore, no impacts would occur, and this impact will not be evaluated further in the EIR.

4.15 Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:

a. Fire protection?

Less-than-Significant Impact. The LAFD provides fire protection and emergency services to the Project sites and surrounding area. LAFD facilities in the Port include land-based fire stations and fireboat companies. The nearest station with direct fireboat access to the liquid bulk and cement import terminals is Fire Station No. 49, located at Berth 194, approximately 1,000 feet east of Berths 187–191. This station is equipped with a single engine company and two boats (Fire Boats Nos. 3 and 4). Fire Station No. 38, located at 124 East I Street, provides land-based fire service to Berths 187–191 and the inland terminal.

The proposed Project would implement structural seismic retrofits and existing wharf upgrades, which would not adversely affect fire safety. In addition, the proposed Project improvements would, as a standard practice, be reviewed by the LAFD, and any recommendations would be incorporated into the proposed Project design.

Construction activities would include implementation of standard safety requirements, including preparation of an emergency response plan and coordination with emergency service providers, including the LAFD. Accordingly, construction of the proposed Project is not expected to result in an increase in demand for LAFD personnel, equipment, facilities, or firefighting capabilities, or affect response times which could lead to a substantial adverse physical impact.

Operation of the proposed Project would comply with MOTEMS fire safety requirements and the state and city fire codes, standards, and regulations, and would not increase the demand for fire protection services. Therefore, impacts associated with fire protection services would be less than significant. This impact will not be evaluated further in the EIR.

b. Police Protection?

Less-than-Significant Impact. The LAHD Port Police (Port Police) and LAPD provide police services to the Port. The Port Police is the primary law enforcement agency within the Port and is responsible for patrol and surveillance of Port property, including Port-owned properties within the communities of Wilmington, San Pedro, and Harbor City. The Port Police maintains 24-hour land and water patrols and enforces federal, state, and local public safety statutes, Port tariff regulations, and environmental and maritime safety regulations.

LAPD provides police protection to the entire City of Los Angeles, including San Pedro. The Project sites are located within the LAPD Harbor Division Area, which includes Harbor City, Harbor Gateway, San Pedro, Wilmington, and Terminal Island.

The proposed Project would not substantially alter terminal activities or significantly increase long-term employment (i.e., an additional 15 employees) or result in indirect growth that would result in need for additional police protection. Accordingly, the proposed Project would not increase the demand for additional law enforcement officers and/or facilities such that the Port Police or LAPD would not be able to maintain an adequate level of service without additional facilities. Therefore, impacts on police protection services would be less than significant. This impact will not be evaluated further in the EIR.

c. 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 would not involve schools or include residential development that could increase school age population. Therefore, no impacts would occur, and this impact will not be evaluated further in the EIR.

d. Parks?

No Impact. The proposed Project would not include the creation of new parks or reduction in existing park facilities. In addition, proposed Project improvements would be confined to the Project sites and would not induce population growth that could result in increased demand for parks beyond that which currently exists. Therefore, no impacts would occur, and this impact will not be evaluated further in the EIR.

e. Other Public Facilities?

Less-than-Significant Impact. USCG is a federal agency responsible for a broad range of regulatory, law enforcement, humanitarian, and emergency response duties. The USCG mission includes maritime safety, maritime law enforcement, protection of natural resources, maritime mobility, national defense, and homeland security. USCG's primary responsibility is to ensure the safety of vessel traffic in the channels of the Port and in coastal waters. The 11th USCG District maintains a post on Terminal Island. The proposed Project would implement the most recent engineering standards required by the MOTEMS for the design and maintenance of marine oil terminals to better protect public health, safety, and the environment at an existing liquid bulk terminal and would not result in impacts to USCG facilities or operations. In addition, the proposed Berth 191 wharf repairs and structural upgrades would not impact existing USCG facilities or operations.

Berth 191 vessel traffic would represent an increase in overall traffic in the Port. However, because the increased number of vessels (a maximum of 15 annual vessel calls) would be insubstantial relative to total vessel traffic in the Port (1,863 vessel calls in 2021) (LAHD 2022), the operation of vessel traffic safety facilities such as the Marine Exchange and the Vessel Traffic Information System would not be adversely affected. No additional vessel calls would occur to support future operations at the liquid bulk terminal. Therefore, impacts would be less than significant. This impact will not be evaluated further in the EIR.

4.16 Recreation

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?

No Impact. The proposed Project would not directly or indirectly result in physical deterioration of parks or other recreational facilities because it is not near any such facilities and would not induce population growth that would increase use of recreational facilities. Therefore, no impact would occur, and this impact will not be evaluated further in the EIR.

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

No Impact. The proposed Project would not include recreational facilities or new residential development that would require construction or expansion of existing recreational facilities. Therefore, no impact would occur, and this impact will not be evaluated further in the EIR.

4.17 Transportation

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

No Impact. The 2020 Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines state that a project that "generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent" and not in conflict. The 2020 LADOT Transportation Assessment Guidelines include three screening criteria questions to help determine whether a project conflicts with City of Los Angeles circulation system policies. If the answer is "no" to all of the following questions, a "no impact" determination can be made for this threshold (LADOT 2020).

(i) Does the project require discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent, and provisions of the general plan?

The proposed Project requires approval by the Board of Harbor Commissioners, which is a discretionary action. However, this discretionary action does not require the decision maker to amend any project component to conform to the purpose, intent, or provision of any existing general plan. Therefore, the proposed Project would comply with all required City of Los Angeles circulation system policies and does not deviate from any general plan.

(ii) Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

The proposed Project would not alter existing transportation routes or options, nor would it affect public safety. The proposed Project would not require any modifications or closures to the public right-of-way, and no in-street construction activities would occur. There are roadway modification projects that are planned for completion prior to commencement of the operations associated with the proposed Project. Based on preliminary design and

schedule, LAHD does not foresee these roadway projects conflicting with the proposed Project. Further, the development and operation of the proposed Project would not prevent street closures that result from the construction of other projects. While the proposed Project would not directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety, further analysis of question a(ii) will be carried forward into the EIR for informational purposes.

(iii) Is the project required to or proposing to make any voluntary or required modifications to the public right-of-way (e.g., dedications and/or improvements in the right-of-way, reconfigurations of curb line)?

The proposed Project does not include any modifications to existing roadways that support current or future bike lanes or bus stops and is not required to make any voluntary or required modifications to the public right-of-way. The proposed Project would not include dedications or physical modifications to the public right-of-way, nor is it required. The proposed Project does not include any in-street construction activities.

Accordingly, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. No impacts would occur, and this impact will not be evaluated further in the EIR.

b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No Impact. CEQA Guidelines Section 15064.3 subdivision (b), provides criteria for analyzing transportation impacts. The guidelines state that a significant impact may occur if vehicle miles traveled (VMT) exceed an applicable threshold of significance.

The intent of CEQA Guidelines Section 15064.3 and Threshold T-2.1 in the 2020 LADOT Transportation Assessment Guidelines is to assess whether a land use or office project would have a potential impact on transportation. Per the 2020 LADOT Transportation Assessment Guidelines, two screening criteria questions must be answered to determine consistency with CEQA Guidelines Section 15064.3. If the answer is “no” to either question, then further analysis is not required and a “no impact” determination can be made for this threshold.

(i) Would the land use project generate a net increase of 250 or more daily vehicle trips?

(ii) Would the project generate a net increase in daily VMT?

The LADOT threshold of 250 daily vehicle trips was proposed for automobiles (the Office of Planning and Research [OPR] does not require VMT analysis of commercial trucks in CEQA documents). OPR has confirmed that heavy-duty truck trips do not need to be included in this transportation analysis but need to be analyzed in other resource areas, such as air quality, GHG emissions, energy, and noise (OPR 2020).

Construction of the proposed Project would generate approximately 23 vehicle trips during a peak day, and operation would generate approximately 15 vehicle trips during a peak day (not including heavy-duty trucks). Therefore, the proposed Project would not generate a net increase of 250 or more daily vehicle trips (i.e., automobile or light-duty vehicle trips) during

construction or operation. Therefore, no impacts would occur. However, because of the importance of traffic issues in the Port area, this issue will be evaluated further in the EIR.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The 2020 LADOT Transportation Assessment Guidelines provide two screening criteria questions that must be answered to assess whether the Project would result in impacts due to geometric design hazards or incompatible uses.

(i) Is the project proposing new driveways or introducing new vehicle access to the property from the public right-of-way?

(ii) Is the project proposing to, or required to, make any voluntary or required modifications to the public right-of-way (e.g., street dedications or reconfigurations of curb line)?

The proposed Project is not proposing new driveways or introducing new vehicle access to the Project sites from the public right-of-way. Also, as previously discussed, the proposed Project is not proposing or required to make any voluntary or required modifications to the public right-of-way. Therefore, no impacts would occur, and this impact will not be evaluated further in the EIR.

d. Would the project result in inadequate emergency access?

Less-than-Significant Impact. The proposed Project would not alter the existing configuration of local access roads or block an access point. Truck traffic associated with Berth 191 operations could potentially affect access to the nearby fire station. However, the roadways in the surrounding area have sufficient capacity to ensure adequate emergency access. Therefore, impacts would be less than significant. This impact will not be evaluated further in the EIR.

e. 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. The proposed Project's vessel traffic, up to 15 vessels per year, would be added to the overall vessel traffic in the Port, but it would constitute a small fraction of anticipated future Port vessel traffic. For example, in 2019 the Port received 1,867 vessel calls. Accordingly, traffic to and from Berth 191 would be too infrequent to interfere with USCG emergency measures related to shipping activity or with fireboat access to Fire Station No. 49. Furthermore, since Berth 191 is north of the 750-foot-wide entrance to the 1,500-foot-diameter East Basin, there is adequate space for the safe transit of all vessels past a vessel docked at Berth 191 in the event of an emergency. Given the navigational safety procedures and systems currently in place, the addition of 15 vessels would not require a change in vessel traffic patterns or increase safety risks. Therefore, impacts would be less than significant. This impact will not be evaluated further in the EIR.

4.18 Tribal Cultural Resources

This section evaluates impacts to tribal cultural resources associated with the implementation of the proposed Project. Pursuant to AB 52, a lead agency is required to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the project if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area. As part of Native American consultation associated with the proposed Project, the Native American Heritage Commission (NAHC) was contacted, and a consultation list was received of tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project.

LAHD sent an email to the NAHC requesting an updated search of the Sacred Lands File and a current AB 52 Tribal Consultation List identifying any tribal groups or persons who have expressed an interest in receiving notification about projects being undertaken or applications being reviewed by LAHD. On February 17, 2021, the NAHC responded that the Sacred Lands File search was negative and provided a list of seven tribal organizations identified as potentially having an interest in the proposed Project. These tribes included: Gabrieleno Band of Mission Indians-Kizh Nation; Gabrieleno/Tongva San Gabriel Band of Mission Indians; Gabrielino/Tongva Nation; Gabrielino Tongva Indians of California Tribal Council; Gabrielino-Tongva Tribe; Santa Rose Band of Cahuilla Indians; and Soboba Band of Luiseno Indians. Pursuant to AB 52 and Public Resources Code Section 21080.3.1(d), on February 17, 2021, LAHD mailed certified AB 52 letters to representatives of tribes identified by the NAHC. The letters included a brief description of the proposed Project, information on how to contact the lead agency, and a Project location map. The letters noted that requests for consultation needed to be received within 30 days of the date of receipt of the notification letter. The formally notified tribes included the following:

- Gabrieleno Band of Mission Indians – Kizh Nation;
- Gabrieleno/Tongva San Gabriel Band of Mission Indians;
- Gabrielino/Tongva Nation;
- Gabrielino Tongva Indians of California Tribal Council;
- Gabrielino-Tongva Tribe;
- Santa Rose Band of Cahuilla Indians; and
- Soboba Band of Luiseno Indians.

LAHD received email correspondence from the Gabrieleno Band of Mission Indians – Kizh Nation acknowledging they had no concerns about the proposed Project. No formal requests for consultation under AB 52 have been received to date.

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

No Impact. The liquid bulk and cement import terminals are located in the East Basin, which is comprised of artificial fill and previously disturbed soils. The proposed Project would result in minor amounts of ground-disturbing activities (e.g., installation of piles, utility and pipeline upgrades, removal of concrete, and minor grading). However, because the Project site was previously disturbed, tribal cultural resources are not likely present. No construction activities would occur at the inland terminal.

Proposed in-water activities (i.e., pile removal and installation and minor sediment removal) would occur in harbor waters adjacent to Berths 187–191. These areas have been routinely maintained to create shipping channels and increase or maintain deep water berths. Due to the absence of known tribal resources in the Project area and limited ground-disturbing activities and sediment removal, no impacts would occur. This impact will not be evaluated further in the EIR.

(ii) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Codes Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

No Impact. The proposed Project would have very low potential to discover an unknown or buried tribal resource because the Project area is previously disturbed and located on artificial fill. Due to the absence of known tribal resources in the Project area and limited ground-disturbing activities and sediment removal that would occur, the proposed Project would have no impact on a California Native American tribe resource. This impact will not be evaluated further in the EIR.

4.19 Utilities and Service Systems

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No Impact. The Project site is located in a developed area that is served by existing utilities. The proposed Project would not relocate or construct new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. The small increase in on-site personnel during construction (16 temporary workers) and operations (15 additional employees) would not result in the need for new or expanded utilities. Therefore, no impacts would occur, and this impact will not be evaluated further in the EIR.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

No Impact. The proposed Project would not construct any major facilities that would require or result in additional water consumption. The proposed Project's construction water use would be generated primarily from personal use by construction workers (approximately 16 per day). Water would be used by other construction activities, such as dust suppression and equipment washdown. Given the temporary nature of construction, however, water usage during construction would be insubstantial and would not exceed the existing supply. Operation of the proposed Project would result in a slight increase in personnel (approximately 15 workers per day) at the terminals that could result in additional water demand. However, the increase would be insubstantial relative to total supply, and no new or expanded water supply entitlements would be needed. Accordingly, no impacts would occur, and this impact will not be evaluated further in the EIR.

c. Would the project result in a determination by the wastewater treatment provider which 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?

No Impact. The City of Los Angeles Department of Public Works, Bureau of Sanitation, provides sewer service to all areas within its jurisdiction, including the Project sites. Wastewater from the terminals flows through existing sewer and wastewater infrastructure to the Bureau of Sanitation's TIWRP. The TIWRP has the capacity to treat 30 million gallons of wastewater flows per day and currently operates at approximately 50 percent of capacity (City of Los Angeles 2020). The small increase in on-site personnel during construction (approximately 16 per day) and operations (approximately 15 employees per day) would generate minor increases in wastewater flows. The existing system has excess capacity and any increases in wastewater to the City of Los Angeles' sewer and treatment systems as a result of the proposed Project would be insubstantial. Therefore, no impacts would occur, and this impact will not be evaluated further in the EIR.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-Significant Impact. Proposed demolition activities and removal of piles at Berths 187–191 would generate construction debris (e.g., timber piles, concrete, steel, and asphalt). If minor sediment removal is necessary, up to 4,000 cubic yards of removed sediment could be generated. The generation of landfill waste would be reduced by recycling demolition debris to the extent feasible. LAHD maintains an asphalt/concrete recycling facility at the intersection of East Grant Street and Foote Avenue in Wilmington. The asphalt/concrete debris would be crushed at the facility or elsewhere in the Port for construction reuse within the Port. Metal debris would be salvaged for scrap by the construction contractor. Any removed sediment would be tested and approved for disposal at a permitted upland facility (e.g., Sunshine Canyon Landfill).

Solid waste requiring disposal at a landfill is not expected to be substantial relative to the permitted landfill capacity at Chiquita Canyon Landfill, Sunshine Canyon Landfill, or other local or regional disposal facilities that could accept construction waste from the proposed Project. There is currently sufficient solid waste disposal capacity available in Los Angeles

County (Los Angeles Department of Public Works 2020). In addition, there are a number of operations within Los Angeles County that recycle C&D material, and the Port, as standard conditions of permit approval, requires recycling of construction materials and use of materials with recycled content where feasible to minimize impacts to solid waste. Demolition debris, including removed sediment, would not exceed landfill capacity.

Solid waste generated during Beth 191 operations would primarily consist of small amounts of nonhazardous materials (e.g., paper products and other miscellaneous waste). Operational activities at the liquid bulk terminal would remain similar to existing conditions (i.e., no increase in throughput, truck trips, vessel calls, vessel size, or rail activity) and therefore, not result in an increase in solid waste generation relative to baseline conditions. The minimal increase in on-site personnel required to support operations (15 personnel) would not result in a substantial increase in solid waste generation.

In summary, construction is anticipated to generate relatively small amounts of waste requiring disposal in a landfill and would comply with applicable waste reduction requirements. Proposed Project operations would not result in a substantial increase in solid waste generation relative to baseline conditions because the number of additional personnel would be minimal (15 employees), and activities would not generate a substantial amount of solid waste. Therefore, impacts would be less than significant, and this impact will not be evaluated further in the EIR.

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

No Impact. The proposed Project would be required to conform to the policies and programs of the City of Los Angeles' Solid Waste Integrated Resources Plan. Compliance with the Solid Waste Integrated Resources Plan would ensure sufficient capacity to service the proposed Project (City of Los Angeles 2013). Construction activities are anticipated to generate a nominal amount of solid waste. The proposed Project would comply with all applicable codes and requirements pertaining to solid waste disposal. These include but are not limited to: Chapter VI Article 6 Garbage, Refuse Collection of the LAMC; Part 13 Title 42 – Public Health and Welfare of the California Health and Safety Code; and Chapter 39 Solid Waste Disposal – of the U.S. Code. The proposed Project would also be required to comply with AB 939, the California Solid Waste Management Act, and AB 341, which establish waste stream diversion and recycling goals. Because the proposed Project would implement and be consistent with the procedures and policies detailed in the codes and requirements identified above, Port-wide standard conditions of approval requiring recycling of construction materials, the City of Los Angeles' recycling and solid waste diversion efforts, and related laws pertaining to solid waste disposal, no impacts would occur. This impact will not be evaluated further in the EIR.

4.20 Wildfire

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. Public Resources Code sections 4201–4204 direct the California Department of Forestry and Fire Protection to map fire hazard based on relevant factors such as fuels, terrain, and weather. The Port and inland terminal are not located in or near state responsibility are or lands classified as a Very High Fire Severity Zone within its Local Responsibility Area (California Department of Forestry and Fire Protection 2022). Accordingly, the proposed Project would not impair an emergency evacuation plan, exacerbate fire risks, require the installation or maintenance of associated infrastructure, or expose people or structures to significant risks related to wildfires. Therefore, no impacts would occur, and this impact will not be evaluated further in the EIR.

4.21 Mandatory Findings of Significance

a. Does the project have the potential to substantially 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, substantially 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 described in Section 4.4, Biological Resources, proposed in-water construction activities and Berth 191 operations could generate noise, turbidity, and changes to water quality that could cause adverse effects (e.g., loss of foraging habitat and harassment) to special-status marine mammal and fish species. These impacts could be potentially significant and will be evaluated further in the 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, effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact. The proposed Project has the potential, together with other past, present, and reasonably foreseeable Port projects, to make a cumulatively considerable contribution to a significant cumulative impact. Notably, an environmental review of improvements for the adjacent backlands at Berths 192–194 to support a low-carbon cement processing facility is currently under preparation. Construction and operation of the proposed Project could make substantial contributions to cumulatively

considerable impacts related to air quality, biology, energy, GHGs, and noise but would not likely have considerable contributions to significant cumulative impacts in any other resource area. Accordingly, these issues will be evaluated further in the EIR.

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

Potentially Significant Impact. Substantial adverse impacts on human beings related to air quality, energy, GHGs, land use, and noise could occur as a result of the proposed Project. These issues will be evaluated further in the EIR.

This page intentionally left blank

5.0 REFERENCES

Anchor Environmental. 2003. Literature Review of Effects of Resuspended Sediments Due to Dredging Operations. Prepared for the Los Angeles Contaminated Sediments Task Force. June.

Applied EarthWorks, Inc. 2021. [Confidential]. Re-evaluation of Vopak Terminal Wharf, Berths 187–191, Port of Los Angeles. January.

CalEPA (California Environmental Protection Agency). 2022. Cortese List Data Resources. [Online]: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed February 14, 2022.

California Department of Conservation. 2020a. Williamson Act Program. [Online]: https://www.conservation.ca.gov/dlrp/wa. Accessed September 28, 2020.

_____. 2020b. Well Finder. [Online]: https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.24405/33.76055/17. Accessed September 29, 2020.

_____. 2016. Los Angeles County Important Farmland 2016. [Online]: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Maps-and-Data.aspx. Accessed September 25, 2020.

California Department of Fish and Wildlife. 2015. Natural Community Conservation Plan (NCCP) Summary–Rancho Palos Verdes NCCP/Habitat Conservation Plan (HCP). [Online]: https://www.wildlife.ca.gov/Conservation/Planning/NCCP/Plans/Rancho-Palos-Verdes. Accessed January 31, 2022.

California Department of Forestry and Fire Protection. 2022. Fire Hazard Severity Zones Maps. [Online]: https://egis.fire.ca.gov/FHSZ/. Accessed February 10, 2022.

Caltrans (California Department of Transportation). 2019. List of Eligible and Officially Designated State Scenic Highways. Microsoft Excel digital file. Obtained from: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed January 20, 2022.

CARB (California Air Resources Board). 2020. Maps of State and Federal Area Designations. [Online]: https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations. Accessed February 4, 2022.

City of Los Angeles. 2021. Ordinance No. 186873. Los Angeles Municipal Code Section 12.21 Tree Ordinance.

_____. 2020. Terminal Island Water Reclamation Plant. [Online]: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-tiwrp?_adf.ctrl-state=mo2az6x16_255&_afrLoop=10940663771406161#. Accessed November 4, 2020.

_____. 2016. City of Los Angeles General Plan – Mobility Element. [Online]: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf. Accessed January 31, 2022.

_____. 2013. Solid Waste Integrated Resources Plan – A Zero Waste Master Plan. [Online]: https://www.lacitysan.org/san/sandocview?docname=cnt012522. Accessed January 31, 2022.

_____. 2011. City of Los Angeles Low Impact Development Best Management Practices Handbook. [Online]: http://observatoriaigua.uib.es/repositori/suds_californiad.pdf. June.

_____. 2006. L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles. [Online]: https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/A07.pdf. Accessed January 13, 2022.

_____. 2001. Conservation Element of the City of the Los Angeles General Plan. [Online]: https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf. Accessed January 31, 2022.

_____. 1996. City of Los Angeles General Plan Safety Element. [Online]: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf. Accessed January 12, 2022.

_____. 1982. Port of Los Angeles Plan. An Element of the City of Los Angeles General Plan.

County of Los Angeles Department of Regional Planning. 2015. Significant Ecological Area Program, Background Information. [Online]: https://planning.lacounty.gov/site/sea/background/. Accessed January 26, 2022.

CSLC (California State Lands Commission). 2022. Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS). [Online]: https://www.slc.ca.gov/motems/. Accessed February 16, 2022.

DTSC (Department of Toxic Substances Control). 2022. EnviroStor. [Online]: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=port+of+los+angeles. Accessed February 14, 2022.

ESA (Environmental Science Associates). 2010. [Confidential]. Port of Los Angeles Berths 118–20, 148–149, 187–191, and 238–239. Historic Resources Evaluation Report. ADP# 090821-774. Agreement #2528. PD #7.

FEMA (Federal Emergency Management Agency). 2008. FEMA Flood Map Service Center. [Online]: https://msc.fema.gov/portal/search?AddressQuery=port%20of%20los%20angeles#searchresultsanchor. Accessed February 9, 2022.

LADOT (Los Angeles Department of Transportation). 2020. Transportation Assessment Guidelines. July. [Online]: https://ladot.lacity.org/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27.pdf. Accessed March 7, 2022.

LAHD (Los Angeles Harbor Department). 2022. Port of Los Angeles Annual Facts and Figures Calendar Year 2020. [Online]: https://kentico.portoflosangeles.org/getmedia/c39cbb51-d52e-44bd-89c8-41eba408ab12/2021-facts-figures. Accessed May 23, 2022.

_____. 2018a. Port Master Plan, Port of Los Angeles. September. [Online]: https://kentico.portoflosangeles.org/getmedia/adf788d8-74e3-4fc3-b774-c6090264f8b9/port-master-plan-update-with-no-29_9-20-2018. Accessed January 12, 2022.

_____. 2018b. Port of Los Angeles Sea Level Rise Adaptation Study Final Draft. September. [Online]: https://kentico.portoflosangeles.org/getmedia/29acdb3a-c9a1-4e9c-a233-0a4e74438a3c/2018_sea_level_rise_adaptation_study.

_____. 2017. San Pedro Bay Ports Clean Air Action Plan 2017 Update. Port of Los Angeles and Port of Long Beach. [Online]: https://kentico.portoflosangeles.org/getmedia/a2820d01-54f6-4f38-a3c5-81c228288b87/2017-Final-CAAP-Update.

_____. 2013. Port of Los Angeles Master Plan Update Draft Program Environmental Impact Report. [Online]: https://www.portoflosangeles.org/environment/environmental-documents. Accessed January 12, 2022.

_____. 2010. San Pedro Bay Ports Clean Air Action Plan 2010 Update. Port of Los Angeles and Port of Long Beach. [Online]: https://kentico.portoflosangeles.org/getmedia/8fac8263-7507-41b9-ac62-f758428a7847/12_21_2010_CAAP_update_full_text_1.

_____. 2006. San Pedro Bay Ports Clean Air Action Plan. Port of Los Angeles and Port of Long Beach. [Online]: https://kentico.portoflosangeles.org/getmedia/d71dd519-54b9-4d5a-a65b-005f1f7e11f4/CAAP_Tech_Report_Final_1.

Los Angeles Department of Public Works, Bureau of Engineering. 2020. NavigateLA. [Online]: https://navigatela.lacity.org/navigatela. Accessed May 2020.

MBC and Merkel & Associates. 2016. 2013–2014 Biological Surveys of Long Beach and Los Angeles Harbors. Prepared for the Port of Los Angeles and Port of Long Beach. [Online]: https://www.portoflosangeles.org/environment/biological-resources/biological-baseline-surveys.

Miller, D.J., and R.N. Lea. 1972. Guide to the Marine Fishes of California. California Fish Bulletin No. 157. California Department of Fish and Game. Page 249.

Moffatt and Nichol. 2007. Tsunami Hazard Assessment for the Ports of Long Beach and Los Angeles. Final Report. April.

Morlet et al. 2012. [Confidential]. Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update. Applied EarthWorks, Inc.

NOAA (National Oceanic and Atmospheric Administration). 2022. Mean Sea Level Trend: 9410660 Los Angeles, California. [Online]: https://tidesandcurrents.noaa.gov/sltrends/plots/9410660_meantrend.png. Accessed February 12, 2022.

_____. 2018. 2018 Revision to: Technical Guidance for Assessing the Effects of Anthropogenic Sound on Marine Mammal Hearing (version 2.0): Underwater Thresholds for Onset of Permanent and Temporary Threshold Shifts. United States Department of Commerce. NOAA Technical Memorandum NMFS-OPR-59. April.

NOAA Fisheries (National Oceanic and Atmospheric Administration Fisheries). 2008. Caulerpa Control Protocol (version 4). February 25.

OPR (Office of Planning and Research). 2020. Webinar: Implementing SB 743: What You Need to Know. April. [Online]: https://youtu.be/q3xaw2bz8-4?t=7902.

SCAQMD (South Coast Air Quality Management District). 2017. Final 2016 Air Quality Management Plan. March.

_____. 2003. Appendix D Cumulative Impact Analysis Requirements Pursuant to CEQA. August.

SWRCB (State Water Resources Control Board. 2022. GeoTracker. [Online]: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=401+Canal+Avenue%2C+Wilmington%2C+California+90744. Accessed February 14, 2022.

USEIA (United States Energy Information Administration). 2020. Petroleum and Other Liquids: Prices, Sales Volumes, & Stocks by State. [Online]: https://www.eia.gov/dnav/pet/pet_sum_mkt_dcu_SCA_a.htm. Accessed February 2, 2022.

USEPA (United States Environmental Protection Agency). 2022. *Nonattainment Areas for Criteria Pollutants (Green Book).* [Online]: https://www.epa.gov/green-book.

Wood Environment & Infrastructure. 2021. 2018 Biological Surveys of the Los Angeles and Long Beach Harbors. Prepared for Port of Los Angeles (Agreement #: 17-3509), Port of Long Beach (Contract #: HD-8803). April.