Executive Summary

ES.1 Introduction

This joint Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) has been prepared to evaluate environmental impacts related to the construction and operation of the Berths 212–224 Yusen Terminals International (YTI) Container Terminal Improvements Project (hereafter referred to as the "proposed Project") and alternatives, as proposed by the Los Angeles Harbor Department (LAHD). LAHD administers development within the Port of Los Angeles (Port) and overall Port operations. The proposed Project is located on Terminal Island within the Port of Los Angeles Community Plan area within the City of Los Angeles (Figure ES-1). YTI has a long-term lease with the Port for operation of the terminal through 2016 with an option to extend to 2026. YTI plans to exercise the option to extend their lease through 2026.

This Draft EIS/EIR has been prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) and in conformance with the Council for Environmental Quality (CEQ) Regulations for Implementing NEPA and the U.S. Army Corps of Engineers (USACE) Procedures for Implementing NEPA. This document also fulfills the requirements of the California Environmental Quality Act (CEQA) and the Guidelines for Implementation of the California Environmental Quality Act of 1970 (State CEQA Guidelines). Specifically, this Executive Summary has been prepared in accordance with Section 15123(b) of the State CEQA Guidelines, which states that the EIR should contain a brief summary of the proposed actions and its consequences and should identify: (1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; (2) areas of controversy known to the lead agency; and (3) issues to be resolved including the choice among alternatives and whether or how to mitigate significant effects. Throughout the Executive Summary are references to various chapters and sections in the Draft EIS/EIR where detailed information and analyses can be reviewed.

USACE is the federal lead agency responsible for preparation of the EIS portion of this document. LAHD is the state lead agency responsible for the preparation of the EIR portions of this document and is the project applicant for the proposed Project. Both agencies have determined that there is the potential for significant environmental impacts and, therefore, a joint EIS/EIR has been prepared in the interest of efficiency and to avoid duplication of effort. Several other agencies have special roles with respect to the proposed Project and will use this EIS/EIR as the basis for their decisions to issue any approvals and/or permits that might be required.

This Draft EIS/EIR describes the affected resources and evaluates the potential impacts to those resources as a result of building and operating the proposed Project and alternatives.

ES.2 Purpose of this Draft EIS/EIR

This Draft EIS/EIR will be used to inform decision-makers and the public about the potential significant environmental effects of the proposed Project and alternatives. Section 1.3 of Chapter 1, Introduction, describes the agencies that are expected to use this document, including the lead, responsible, and trustee agencies under CEQA and NEPA. Section 1.4 in Chapter 1, Introduction, describes the scope and content required of the document, and Section 1.5 describes the key principles guiding the preparation of the document.

This Draft EIS/EIR is being provided to the public for review, comment, and participation in the planning process. After public review and comment, a Final EIS/EIR will be prepared that will include responses to comments on the Draft EIS/EIR received from agencies, organizations, and individuals. The Final EIS/EIR will then provide the basis for decision-making by the CEQA and NEPA lead agencies, as described below, and other agencies (federal, state, regional, and local) that have jurisdiction over some part of the proposed Project or a resource area affected by the proposed Project and are expected to utilize this EIS/EIR as part of their approval or permit processes.

ES.2.1 CEQA Introduction

LAHD operates the Port under the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601; California Tidelands Trust Act of 1911) and the California Coastal Act (Public Resources Code [PRC] Division 20 Section 30700 et seq.), which identify the Port and its facilities as a primary economic/coastal resource of the state and an essential element of the national maritime industry for promotion of commerce, navigation, fisheries, and harbor operations. According to the Tidelands Trust, Port-related activities should be water-dependent and should give highest priority to navigation, shipping, and necessary support and access facilities to accommodate the demands of foreign and domestic waterborne commerce.

According to Section 15121(a) of the State CEQA Guidelines (California Code of Regulations [CCR] Title 14, Division 6, Chapter 3), the purpose of an EIR is to serve as an informational document that:

> *...will inform the public agency decision-makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

The actions under consideration by LAHD involve physical changes to the environment that would have a potentially significant impact, as determined in the Initial Study of the proposed Project (see Appendix A). In addition, comments provided by public agencies, including responsible and trustee agencies, and the public in response to the Notice of Intent/Notice of Preparation (NOI/NOP) have also indicated that the proposed Project may have significant impacts. Accordingly, an EIR is required. This Draft EIS/EIR evaluates the direct, indirect, and cumulative impacts of the proposed Project in

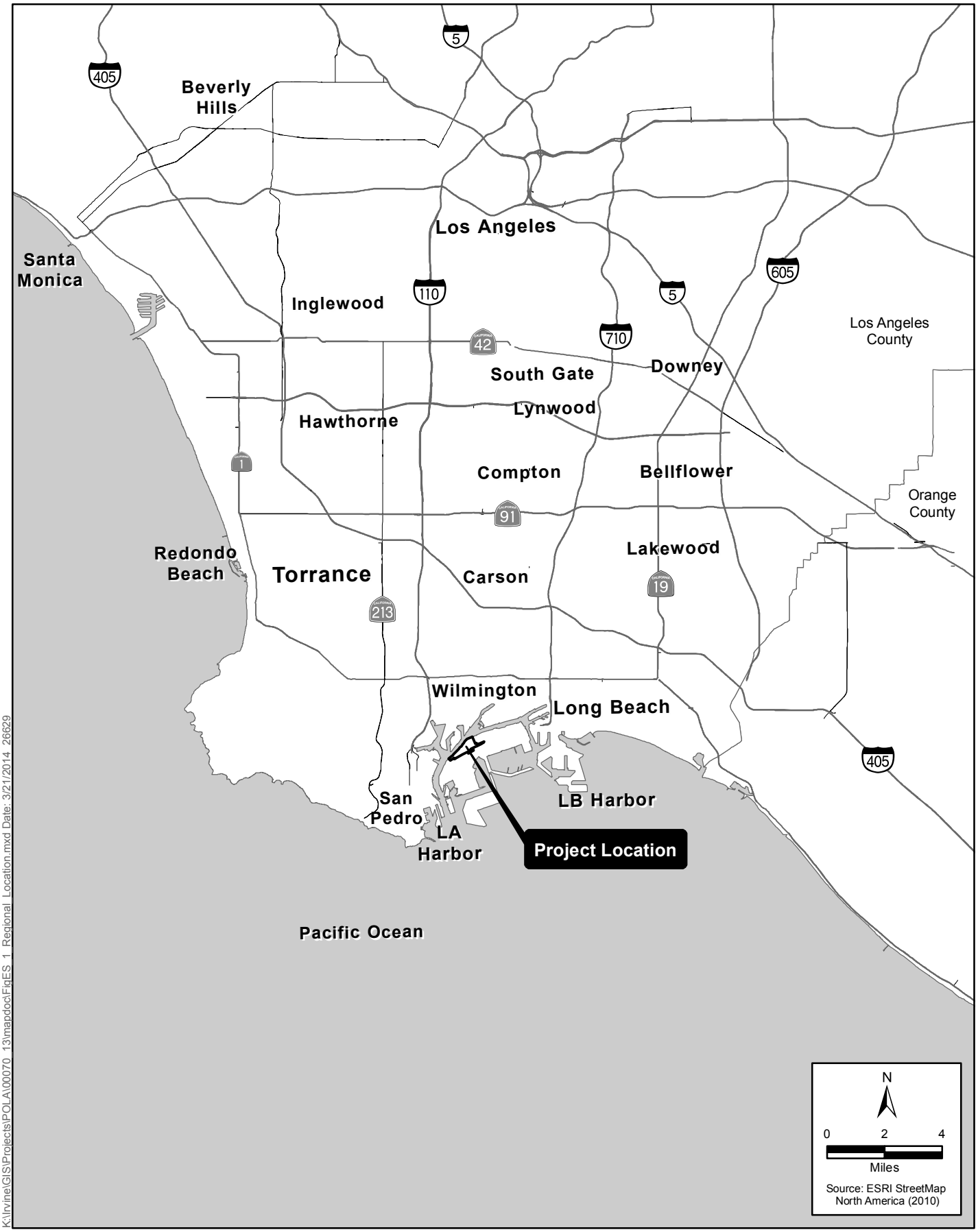

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Figure ES-1
Regional Location Map
Berths 212-224 [YTI] Container Terminal Improvements Project

accordance with the provisions set forth in the State CEQA Guidelines. It will be used to address potentially significant environmental issues.

The primary intended use of this Draft EIS/EIR by LAHD is to inform agencies considering permit applications and other actions required to construct, lease, and operate the selected alternative and to inform the public of the potential environmental consequences of the proposed Project and alternatives. LAHD's certification of the EIR, Notice of Completion, and Statement of Overriding Considerations (if necessary) will document LAHD's decision as to the adequacy of the EIR and will inform subsequent decisions by the LAHD whether to approve and construct the proposed Project or other selected alternative. LAHD will use this EIS/EIR to support permit applications, construction contracts, the lease, and other actions required to implement the selected alternative and to adopt mitigation measures that, where possible, will reduce or eliminate significant environmental impacts.

ES.2.2 NEPA Introduction

This EIS/EIR is being prepared by USACE in compliance with NEPA regulations for implementing NEPA (40 Code of Federal Regulations [CFR] 1500–1508), which require the evaluation of potential environmental impacts resulting from federal actions. The primary federal action associated with the proposed Project is the issuance of a Department of the Army permit authorizing work and structures in navigable water of the United States and for the proposed disposal of dredge material at an established ocean disposal site. USACE has jurisdictional authority over the proposed Project pursuant to Section 10 of the Rivers and Harbors Act and Section 103 of the Marine Protection, Research and Sanctuaries Act and has determined an EIS is warranted due to potentially significant direct, indirect, or cumulative impacts associated with the USACE permit action.

This document is not serving as a public notice of application for any permit at this time. Rather, such public notice is being published separately from and concurrently with the public review period for this Draft EIS/EIR. Additional information on the role of USACE and its jurisdiction and responsibilities with regard to this document and the proposed Project and alternatives is presented in Section 1.2.1 of Chapter 1, and Sections 2.6 and 2.9 in Chapter 2 of this Draft EIS/EIR.

ES.2.3 CEQA Purpose

The overall purpose of the proposed Project is to optimize the cargo-handling efficiency at the YTI Terminal to accommodate the projected fleet mix of larger container vessels (up to 13,000 twenty-foot equivalent units [TEUs][1]) that are anticipated to call at the YTI Terminal through 2026. To meet the overall proposed Project purpose, the following objectives need to be accomplished:

- Optimize the use of existing land at the YTI Terminal and associated waterways in a manner that is consistent with LAHD's tidelands trust obligations.

[1] A TEU is a measure of container cargo capacity based on the volume of a 20-foot-long by 8-foot-wide by 8-foot, 6-inch-tall container. When the measure was first developed, shipping containers were generally 20 feet long, or 1 TEU. Currently, most containers are 40 feet long, or 2 TEUs.

- Provide sufficient water depth to ensure the terminal's ability to accommodate larger container ships of up to 13,000 TEUs that are anticipated to call at the terminal through 2026.
- Improve the container terminal berthing facilities at the YTI Terminal to accommodate the berthing and loading/unloading of the larger ships up to 13,000 TEUs that are anticipated to call at the terminal through 2026.
- Increase on-dock rail facilities to accommodate projected daily peak increases in container movement into and out of the YTI Terminal resulting from the handling of larger ships.
- Improve the container terminal backlands to minimize ongoing needs for pavement repair and maintenance.

ES.2.4 USACE Purpose and Need

The USACE purpose for the proposed Project under NEPA is described fully in Section 2.3 in Chapter 2, Project Description. The purpose of the proposed Project is to improve maritime shipping and commerce by upgrading container terminal infrastructure in, over, and under water and on terminal backlands to accommodate the projected fleet mix of larger container ships (up to 13,000 TEU) that are anticipated to call at the YTI terminal through 2026. Improving maritime shipping and commerce would support the projected increase in import and export trade at the YTI Terminal specifically, and throughout the Port. The overall proposed Project purpose serves as the foundation of the USACE's NEPA, Section 10, and Section 103 analyses.

ES.2.5 Baselines

ES.2.5.1 CEQA Baseline

Section 15125 of the State CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a Project that exists at the time of the NOP (April 2013). These environmental conditions would normally constitute the baseline physical conditions by which the CEQA lead agency determines if an impact is significant. For purposes of this Draft EIS/EIR, the CEQA baseline for determining the significance of potential proposed project impacts is the environmental setting for the 12-month calendar year preceding April 2013 (January through December 2012). The CEQA baseline for this proposed Project includes 996,109 TEUs, 162 ship calls, 10 operating cranes, and 812,948 annual one-way truck trips, with 3,125 peak daily truck trips.

The CEQA baseline represents the setting at a fixed point in time and differs from the No Project Alternative (discussed in Section 2.6.1 of Chapter 2, Project Description) in that the No Project Alternative (Alternative 1) addresses what is likely to happen at the site over time, starting from the existing conditions. The No Project Alternative allows for growth at the proposed Project site that could be expected to occur without additional approvals.

ES.2.5.2 NEPA Baseline

In analyzing a proposed project in a joint NEPA/CEQA format, USACE may distinguish the scientific and analytical basis for its decisions separately from the CEQA lead agency

decision. Fundamental to this analysis is establishing the NEPA baseline. The NEPA baseline for determining significance of impacts is the set of conditions defined by examining the full range of construction and operational activities the applicant could implement and is likely to implement absent federal action, in this case issuance of a permit from USACE (e.g., air emissions and traffic likely to occur without issuance of a permit to dredge). The NEPA baseline determination is based on direct statements and empirical data from the applicant, as well as on the judgment and experience of USACE. The NEPA baseline conditions are described in further detail in Section 2.7.2 in Chapter 2, Project Description.

For the proposed Project evaluated in this EIS/EIR, under the NEPA baseline scenario, there would be no dredging or installation of king piles or sheet piles, transport or disposal of dredged material, installation and operation of additional cranes, or extension of existing cranes. There would also be no TICTF expansion under the NEPA baseline scenario, which is further described in Section 2.7.2 of Chapter 2, Project Description. However, under the NEPA baseline scenario, backland repairs would occur and the existing lease would remain in place and operations would continue and would increase over time up to the terminal's existing capacity based on future growth estimates. Under the NEPA baseline, up to 1,692,000 TEUs could be handled at the YTI Terminal by 2026 without any federal action. Because the NEPA baseline is dynamic, it includes increasing levels of terminal operations for each study year over time as shown in Table 2-5 in Chapter 2, Project Description.

ES.3 Proposed Project

ES.3.1 Overview

The proposed Project consists of deepening two existing berths (Berths 214–216 and Berths 217–220). Berths 217–220 are not currently in operation, so the proposed Project would add an additional operating berth to the YTI Terminal. The proposed Project also involves extending the 100-foot gauge crane rail to Berths 217–220, adding a single operational rail track to the TICTF on-dock rail, modifying and replacing cranes, and constructing backland improvements. During the period between January and December 2012 (CEQA Baseline), the YTI Terminal handled 996,109 TEUs (Table ES-1). At full proposed project capacity, expected to occur by 2026, the YTI Terminal would support an annual throughput capacity of 1,913,000 TEUs.

Table ES-1: Existing and Projected Container Terminal Throughput and Activity

	CEQA Baseline (*January 2012–December 2012*)	NEPA Baseline (2026)	Proposed Project					CEQA No Project (2026)
			2015	2016	2017	2020	2026	
Annual Throughput (TEUs)	996,109	1,692,000	1,230,126	1,267,816	1,380,253	1,596,153	1,913,000	1,692,000
Annual Ship Calls	162	206	206	206	206	206	206	206
Peak Day Ship Calls (24-hour period)	3	4	4	4	4	4	4	4
Peak Day Number of Transits	3	4	4	4	4	4	4	4
Number of Cranes (Total)	14	14	16	16	16	16	16	14
Number of Cranes (Operating)	10	10	14	14	14	14	14	10
Berths Operating	2	2	2	2	3	3	3	2

Analysis of the impacts in this EIS/EIR assumes the maximum capacity to represent the worst-case scenario and ensure that all potential environmental impacts are identified and mitigated if necessary. Therefore, this Draft EIS/EIR appropriately accounts for projected growth at the terminal up to its physical capacity limitations to represent a robust growth scenario and to ensure all potential incremental environmental impacts are disclosed and evaluated. This EIS/EIR analyzes the proposed Project at capacity in 2026 with the throughput ramping up in interim years. Table ES-1 shows the CEQA and NEPA baseline conditions, the proposed Project throughput at capacity in 2026 and in interim years, and the projected throughput without the project in 2026. A summary of the improvements that would occur at the terminal include:

- extending the height and outreach of up to six existing cranes;
- replacing up to four existing non-operating cranes;
- dredging and installing sheet piles and king piles at Berths 214–216 and 217–220;
- extending the existing 100-foot gauge landside crane rail to Berths 217–220;
- performing ground repairs and maintenance activities in the backlands area; and
- expanding the TICTF on-dock rail by adding a single operational rail track.

ES.3.2 Local Setting

The Port consists of 7,500 acres and 43 miles of waterfront and provides a major gateway for international goods and services. The Port is administered by LAHD under the California Tidelands Trust Act of 1911. LAHD is chartered to develop and operate the Port to benefit maritime uses, and it functions as a property owner by leasing Port properties to more than 300 tenants. With 23 major cargo terminals, including dry and liquid bulk, container, breakbulk, automobile, and passenger facilities, the Port handled about 158 million metric revenue tons of cargo in fiscal year 2011/2012 (July 2011–June 2012) (POLA 2012). Of the 23 major cargo terminals, nine are container terminals and include 85 container cranes. In addition to cargo business operations, the Port is home to commercial fishing vessels, a shipyard, a boat repair facility, and recreational, community, and educational facilities.

ES.3.3 Project Site and Surrounding Uses

The proposed project site is at 701 New Dock Street on Terminal Island, within an industrial area in the vicinity of the East Basin and Turning Basin in Los Angeles Harbor (Figure ES-1). The site is within the Port of Los Angeles Community Plan area of the City of Los Angeles, which is adjacent to the communities of San Pedro and Wilmington.

The proposed project site encompasses a total of approximately 185 acres, including the YTI Terminal and a portion of the TICTF. The berths and container yard occupy approximately 157 acres, YTI's portion of the TICTF on-dock rail is approximately 24 acres, and an additional 4 acres located to the south of the main terminal are unused. The site is generally bounded on the north by confluence of the Cerritos and East Basin Channels, SA Recycling at Berths 210–211 to the east, Seaside Avenue and SR-47 to the south, and the East Basin Channel to the west (Figure ES-2). Four bridges provide vehicular and rail access to Terminal Island from the mainland: the Vincent Thomas Bridge, the Schuyler Heim Bridge, the Gerald Desmond Bridge, and the Badger Avenue Railroad Lift Bridge.

Land uses in the proposed project vicinity support a variety of cargo handling operations, including container, liquid bulk, dry bulk, commercial fishing, seafood processing, and maritime support. To the southwest at Berths 226–236 is the Evergreen/STS container terminal, with whom YTI shares the TICTF on-dock railyard; the U.S. Customs Building is to the south of the proposed project area; the Navy Reserve Center former site is to the southeast; the Shell Liquid Bulk Terminal at Berths 167–169 and the Pasha Breakbulk Terminal at Berths 174–181 are across the East Basin Channel to the north; and the Vopak Liquid Bulk Terminal at Berths 187–191 is across Cerritos Channel to the north.

ES.3.4 Project Construction

The proposed Project would be constructed in two phases; Phase I is expected to take approximately 12 months beginning in mid-2015, and Phase II is expected to take approximately 10 months beginning in mid-2016. During Phase I of construction, Berths 212–213 and Berths 214–216 would remain in operation. During Phase II of construction, Berths 212–213 and the newly improved Berths 217–220 would be in operation. In order to ensure that peak construction emissions are estimated, the schedule assumes that all of the work on the cranes to be modified and replaced would take place

during the 22-month construction period. It is possible that some of the cranes would not be modified or replaced until a later date.

ES.3.4.1 Terminal Improvements

Dredging and Pilings

The proposed improvements to Berths 214–216 include: (1) dredging to increase the depth from -45 to -53 feet mean lower low water (MLLW) (with an additional two feet of overdredge depth, for a total depth of -55 feet MLLW); and (2) installing sheet piles and king piles to accommodate the dredging activities and help to support and stabilize the existing wharf structure. Dredging would remove approximately 21,000 cubic yards (cy) of sediment from the berth. The king piles would be installed approximately 35 feet below the mudline and the sheet piles would be installed 15 feet below the mudline, and would be installed over approximately 1,400 linear feet along the berth.

The proposed improvements at Berths 217–220 would include dredging to increase the depth from -45 to -47 feet MLLW (with an additional two feet of overdredge depth, for a total depth of -49 feet MLLW). Dredging would require the removal of approximately 6,000 cy of sediment. Sheet piles would be installed approximately 15 feet below the mudline and would be installed over approximately 1,200 linear feet along the berth.

All of the dredged material, approximately 27,000 cubic yards, would be disposed of at an approved site, which may include LA-2 Ocean Dredged Material Disposal Site (ODMDS), the Berths 243–245 confined disposal facility (CDF), or another approved location. A sediment characterization study was performed at Berths 212–224 in 2013 to determine the suitability of sediments from the proposed dredge footprint for unconfined aquatic disposal (AMEC 2013). Testing indicated that the majority of sediments within the Berths 212–224 footprint complied with the chemistry, toxicity, and bioaccumulation suitability requirements for ocean disposal (Title 40 CFR Parts 220–228), with some higher levels associated with unconsolidated surface (top-layer) sediments at Berths 214–216. Therefore, the majority of dredged material (21,800 cubic yards) would be suitable for placement at the LA-2 ODMDS, and approximately two feet of surface sediments from Berths 214–216 (5,200 cubic yards) would be placed within the Berths 243–245 CDF.

Crane Extension/Replacement

Currently there are 10 operating cranes (14 cranes total) at the terminal. Under the proposed Project there would be up to 14 operating cranes and two non-operating cranes. The proposed Project includes raising and increasing the outreach of some of the existing wharf cranes and replacing some existing cranes with super post-Panamax cranes[2]. The four existing largest super post-Panamax cranes (cranes 5–8) would remain and would not be modified. Up to six existing cranes (cranes 1–4 and 9–10) would be raised, and the booms would be extended to match the size of the four largest cranes (197 feet) to accommodate loading and unloading of 22-container-wide cargo vessels. A maximum of four new super post-Panamax cranes would be added to replace smaller cranes at the YTI

[2] Super post-Panamax refers to the largest modern container cranes that are used for vessels of about 22 or more containers wide (too large/wide to pass through the Panama Canal), and can weigh 1600–2000 metric tons. Currently, the Panama Canal can only handle vessels up to about 5,000 TEUs, and after the expansion (to be operational in 2015) it will be able to handle vessels of cargo capacity up to 13,000 TEUs.

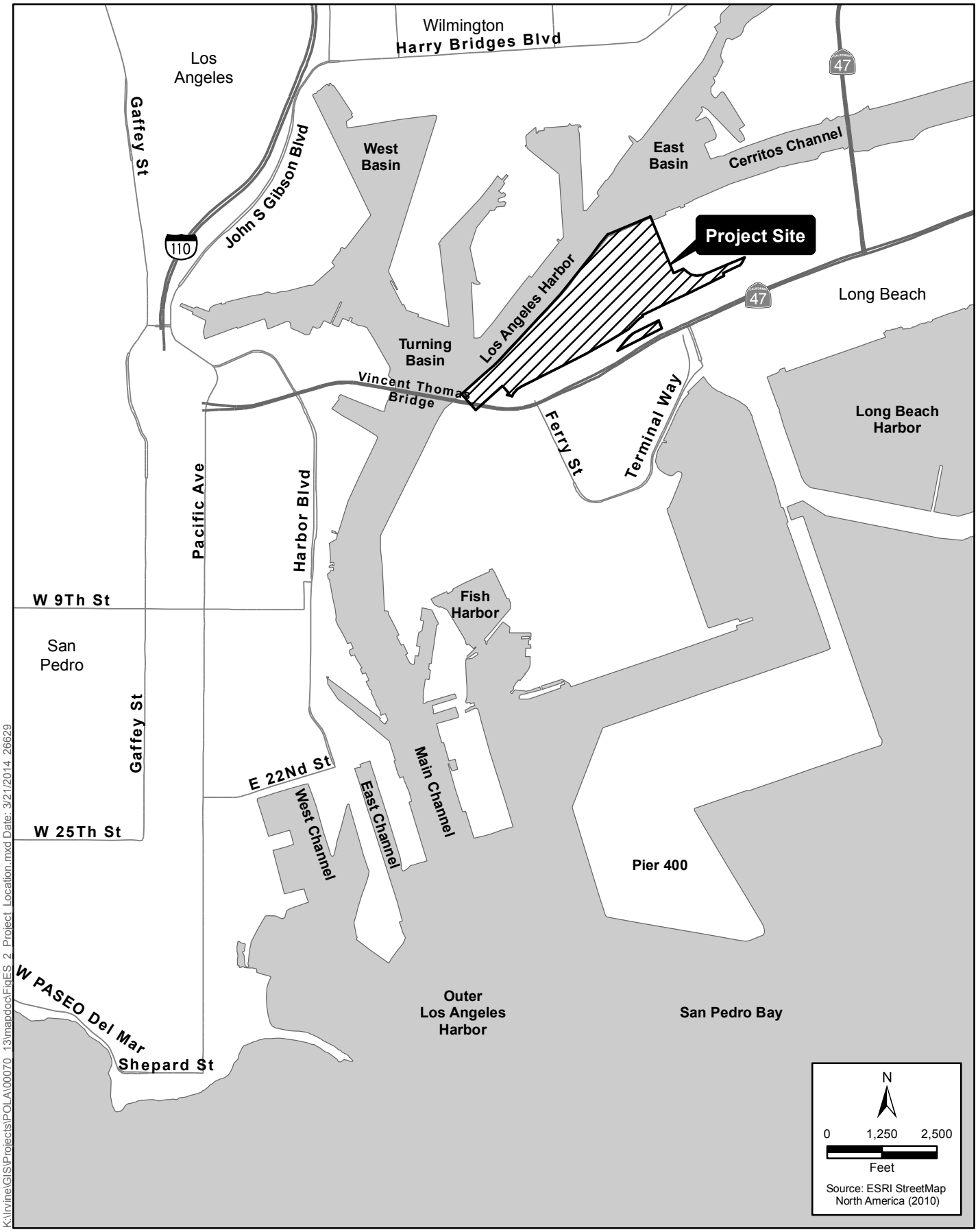

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Figure ES-2
Project Vicinity Map
Berths 212-224 [YTI] Container Terminal Improvements Project

Terminal. The existing non-operating cranes (cranes 11–12) would be moved to the far end of Berths 217–220 and would be stored for non-use. Additionally, the existing non-operating cranes owned by the Port (cranes P18–P19) would be relocated off site. Table ES-2 summarizes the proposed modifications to the cranes at the terminal.

Table ES-2: YTI Terminal Proposed Crane Modifications and Replacements

Existing			Proposed	
Crane Number	Maximum Outreach	Containers Wide	Maximum Outreach	Containers Wide
1	153'	17	197'	22
2	153'	17	197'	22
3	180'	20	197'	22
4	180'	20	197'	22
5	197'	22	197'	22
6	197'	22	197'	22
7	197'	22	197'	22
8	197'	22	197'	22
9	145'	16	197'	22
10	145'	16	197'	22
11*	145'	16	145'*	16
12*	145'	16	145'*	16
P18*	110' 3"	13	N/A	N/A
P19*	110' 3"	13	N/A	N/A
New	N/A	N/A	197'	22
New	N/A	N/A	197'	22
New	N/A	N/A	197'	22
New	N/A	N/A	197'	22

* Non-operating crane

Extension of Wharf Crane Rail

The existing 100-foot gauge landside crane rail at Berths 212–216 would be extended by approximately 1,500 feet to accommodate existing and new 100-foot gauge cranes at Berths 217–220. Approximately 1,500 linear feet of existing 1,000-amp crane bus bar[3] would be replaced with a new 1,500-amp system to provide power to the 100-foot gauge cranes.

Backland Improvements

Backland improvements would occur on approximately 160 acres of the 185-acre terminal and would consist of ground repairs and maintenance activities involving slurry

[3] A bus bar is a strip or bar of copper, brass, or aluminum that conducts electricity. At the YTI Terminal, a bus bar extends along the water-side edge of the wharf to conduct electricity for the gantry cranes that move up and down the wharf, and is protected from accidental contact by a metal enclosure.

sealing[4], deep cold planing[5], asphalt concrete overlay, construction of approximately 5,600 linear feet of concrete runways for rubber tire gantry (RTG) cranes, restriping, and possible removal/relocation/modification of underground conduits and pipes, as needed to accommodate the repairs.

TICTF Improvements

Expansion of the TICTF on-dock rail would include the addition of a single 3,200-linear-foot operational rail loading track, including two turnouts, and reconstruction of a portion of the container terminal backlands to accommodate the rail expansion. These improvements would involve grading, paving, lighting, drainage, utility relocation/modifications, striping, relocation of an existing fence, and third-party utility modifications, relocations, or removals, as needed. The relocation of the fence would move approximately five acres from the YTI Terminal backlands to the TICTF.

ES.4 Alternatives to the Project

ES.4.1 Basis of Alternatives

This Draft EIS/EIR must evaluate a reasonable range of alternatives to the proposed Project. The identification by LAHD and USACE of a reasonable range of alternatives is informed by the legal mandates of the lead agencies. These mandates identify the Port and its facilities as a primary economic/coastal resource of the state and an essential element of the national maritime industry for promotion of commerce, navigation, fisheries, and operations of a harbor. The Draft EIS/EIR should briefly describe the rationale for selection and rejection of alternatives, compare the merits of the alternatives, and determine an environmentally preferred alternative (under NEPA) and an environmentally superior alternative (under CEQA).

The lead agencies may make an initial determination as to which alternatives are feasible and, therefore, merit in-depth consideration. The lead agencies may also determine which alternatives are considered to be infeasible. The selection of alternatives need not be beyond a reasonable range necessary to permit choices between the alternatives and the proposed Project.

ES.4.2 Alternatives Considered

A number of alternatives were considered during preparation of this Draft EIS/EIR. Of these, three alternatives (in addition to the proposed Project) with the potential to meet most of the proposed project objectives have been carried forward for detailed analysis (see the 14 environmental resources analyzed in Chapter 3, Environmental Analysis, and Chapter 6, Comparison of Alternatives, of this Draft EIS/EIR for more information).

This section includes descriptions of the three alternatives carried forward for further detailed analysis. Further analysis on these alternatives and the alternatives that were

[4] Slurry seal is a mix blend of crushed aggregates, asphalt emulsion, water, and mineral fillers mixed together and applied to an existing surface, such as surface treatment or pavements, as a means of preventative maintenance. It reduces deterioration by sealing and preventing further oxidization.

[5] Cold planing refers to the removal of the surface of the existing pavement to the desired depth, with specially designed equipment to restore the pavement surface to a specified grade.

considered but eliminated from further evaluation can be found in Chapter 2, Project Description, of this Draft EIS/EIR.

ES.4.2.1 Alternatives Analyzed in this Draft EIS/EIR

The three alternatives to the proposed Project that are considered in this Draft EIS/EIR are:

Alternative 1 – No Project

Alternative 2 – No Federal Action

Alternative 3 – Reduced Project: Improve Berths 217–220 Only

Table ES-3 provides a summary of the differences in construction and operation of the proposed Project and each alternative at full build-out in 2026. Chapter 2, Project Description, of the draft EIS/EIR contains a more detailed discussion of the alternatives.

Table ES-3: Summary of Proposed Project and Alternatives at Full Build-Out (2026)[a]

Alternative	Annual TEUs (in millions)	Annual Ship Calls	Cranes[b]	Total Dredging (cy)
Proposed Project	1,913,000	206	14	27,000
Alternative 1 – No Project	1,692,000	206	10	0
Alternative 2 – No Federal Action	1,692,000	206	10	0
Alternative 3 – Reduced Project: Improve Berths 217–220 Only	1,913,000	232	14	6,000

[a] This table summarizes the major features of the proposed Project and alternatives.
[b] Represents operating cranes.

ES.4.2.2 Alternative 1 – No Project

Evaluation of the No Project Alternative is required by CEQA. The No Project Alternative is not evaluated under NEPA because NEPA requires an evaluation of the No Federal Action Alternative. Under Alternative 1, none of the proposed construction activities would occur in water or in water-side or backland areas. LAHD would not implement any terminal improvements. No new cranes would be added and no dredging would occur. The No Project Alternative would not include the 100-foot gauge crane rail extension, expansion of the TICTF on-dock rail yard, or backland repairs.

The No Project Alternative would not preclude future improvements to the YTI Terminal; however, any change in use or new improvements with the potential to significantly impact the environment would need to be analyzed in a separate environmental document in accordance with CEQA and/or NEPA.

Under the No Project Alternative, the existing YTI Terminal would continue to operate as an approximately 185-acre container terminal. Based on throughput projections for the Port, the YTI Terminal is expected to operate at its capacity of approximately 1,692,000 TEUs in 2026. AMP facilities are currently under construction at the YTI Terminal as an

independent activity and will be completed and available at all operating berths by the end of December 2013.

The No Project Alternative is not the same as the CEQA baseline. The existing terminal is not operating at its optimal capacity, meaning it could accommodate certain levels of increasing throughput demand, resulting in higher impacts compared to the CEQA baseline period of January 2012 through December 2012.

When compared against the CEQA baseline, the No Project Alternative would result in fewer environmental impacts than the proposed Project through 2026 because its operational capacity and level of development would be less. The reduced environmental impacts include less air quality and greenhouse gas emissions impacts (no construction and less operational emissions), less impacts to biological resources (no dredging or in-water actions), lower noise impacts (related to reduced truck trips and reduced construction), and elimination of other construction-related impacts. Any future legally enacted Port-wide environmental program, such as a tariff change to support the Clean Air Action Plan (CAAP) measure, would be applied to the No Project Alternative, although generally applicable tariff changes that conflict with the terms of an individual operating lease would not apply.

In addition, any adopted rules or regulations, such as from the South Coast Air Quality Management District (SCAQMD) or other regulatory agencies, would be applied to the No Project Alternative.

ES.4.2.3 Alternative 2 – No Federal Action

Evaluation of the No Federal Action Alternative is required by NEPA. Impacts associated with this alternative are also evaluated under CEQA because this alternative includes the activities and impacts likely to occur absent a USACE permit, which could include improvements that require a local action. Absent a USACE permit, no dredging, dredged material disposal, in-water pile installation, or crane installation/extension would occur. Although the TICTF expansion could occur absent a USACE permit, it would not occur absent such a permit. This is because the need for the additional rail track is facilitated by peak throughput increases that would result from the ability of the terminal to handle larger ships under the proposed Project. The ability to handle larger ships is facilitated by activities that require a USACE permit (dredging, in-water pile driving, and crane extension). Therefore, without the activities that allow the terminal to service larger ships, there would be no need to expand the TICTF. The No Federal Action alternative includes only backlands improvements consisting of slurry sealing, deep cold planing, asphalt concrete overlay, restriping, and removal, relocation, or modification of any underground conduits and pipes necessary to complete the repairs. These activities would not change the capacity of the existing terminal.

The site would continue to operate as an approximately 185-acre container terminal where cargo containers are loaded to/from vessels, temporarily stored on backlands, and transferred to/from trucks or on-dock rail. Based on the throughput projections, the YTI Terminal is expected to operate at its capacity of approximately 1,692,000 TEUs by 2026.

The No Federal Action Alternative would result in fewer environmental impacts than the proposed Project through 2026 because its operational capacity and level of development

would be less. The reduced environmental impacts include less air quality and greenhouse gas emissions impacts (no construction and less operational emissions), less impacts to biological resources (no dredging or in-water actions), and lower noise impacts (related to reduced truck trips and reduced construction).

The NEPA baseline and the No Federal Action Alternative are equivalent in this case, and represent proposed project site conditions without federal action. Therefore, the impacts under the No Federal Action Alternative would be the same as the NEPA baseline scenario in every case, and this Alternative would result in no incremental impacts under NEPA.

Any future legally enacted Port-wide environmental program, such as tariff change to support the CAAP measure, would be applied to the No Federal Action alternative, although generally applicable tariff changes that conflict with the terms of an individual operating lease would not apply.

ES.4.2.4 Alternative 3 – Reduced Project: Improve Berths 217–220 Only

This alternative includes improving Berths 217–220 and expanding the TICTF on-dock rail facility. This alternative does not include dredging and pile driving at Berths 214–216. The following components of the proposed Project would also occur under the Reduced Project Alternative:

- modifying up to six existing cranes;
- replacing up to four existing non-operating cranes;
- 6,000 cy of dredging from a depth of -45 to -47 feet MLLW (with an additional two feet of overdredge depth, for a total depth of -49 feet MLLW), and installing 1,200 linear feet of sheet piles and king piles to support and stabilize the existing wharf structure at Berths 217–220;
- disposal of dredged material at LA-2, the Berths 243–245 CDF, or another approved location;
- extending the existing 100-foot gauge landside crane rail through Berths 217–220;
- performing ground repairs and maintenance activities in the backlands area; and
- expanding the TICTF on-dock rail by adding a single loading track.

Under this alternative, there would be three operating berths after construction, similar to the proposed Project, but Berths 214–216 would remain at their existing depth. This alternative would require less dredging (by approximately 21,000 cy) and pile driving and a shorter construction period than the proposed Project. Based on the throughput projections, this alternative is expected to operate at its capacity of approximately 1,913,000 TEUs by 2026, similar to the proposed Project. However, while the terminal could handle similar levels of cargo, the Reduced Project Alternative would not achieve the same level of efficient operations as achieved by the proposed Project. This alternative would not accommodate the largest vessels (13,000 TEUs). The depth achieved at Berths 217–220 would only be capable of handling vessels up to 11,000 TEUs, requiring additional vessels to call on the terminal to meet future growth projections up to the capacity of the terminal. Therefore, under this alternative, 232

vessels would call on the terminal in 2020 and 2026, compared to 206 vessels for the proposed Project. Additionally, because of the higher number of annual vessel calls, this alternative would result in a maximum of five peak day ship calls (over a 24-hour period), compared to four for the proposed Project.

Alternative 3 would have greater impacts relative to the proposed Project under CEQA. Alternative 3 would have greater air quality and greenhouse gas emissions impacts than the proposed Project relative to the CEQA baseline because, while construction impacts would be lower for Alternative 3, it would result in higher overall air and greenhouse gas emissions for long-term operations from study year 2020 and beyond. The proposed Project and Alternative 3 would have the same throughput; however, emissions would be slightly higher under Alternative 3 due to a higher number of ship calls required to move the same amount of cargo. Similarly, for biological resources, Alternative 3 would have the most annual ship calls, at 232, and would result in greater potential for introduction of invasive species during operations. Alternative 3 would have fewer noise impacts than the proposed Project, as pile driving would occur only at Berths 217–220 and would be farther away from sensitive receptors.

Relative to the NEPA baseline, Alternative 3 would result in greater impacts than those projected for the proposed Project because this alternative's annual ship calls would increase from 206 (NEPA baseline) to 232 (Alternative 3). The increased environmental impacts may include greater impacts to biological resources (greater ship calls and higher potential to affect local biological communities).

Any future legally enacted Port-wide environmental program, such as tariff change to support the CAAP measure, would be applied to the Reduced Project Alternative, although generally applicable tariff changes that conflict with the terms of an individual operating lease would not apply.

In addition, any adopted rules or regulations, such as from the SCAQMD or other regulatory agencies, would be applied to the Reduced Project Alternative.

ES.4.3 Alternatives Eliminated from Further Consideration

A number of alternatives were considered based on comments received on the NOI/NOP and during preparation of this Draft EIS/EIR, but were eliminated from further discussion and detailed, co-equal analysis. These alternatives are described in Section 2.9.2 in Chapter 2, Project Description, along with an explanation of the rationale leading to their exclusion from further analysis. Alternatives considered but eliminated from further evaluation include the following:

1) Reduced Project: Improve Berths 214–216 Only
2) Reduced Project: 12 Operational Cranes
3) Proposed Project with Expanded On-Dock Rail

ES.5 Environmental Impacts

This Draft EIS/EIR has been prepared to evaluate potentially significant impacts associated with the proposed Project and alternatives, and to evaluate if the proposed Project could result in cumulative impacts with other development projects in the surrounding area. A significant impact is an impact determination under CEQA or NEPA and refers to a substantially or potentially substantial significant change in any of the physical conditions within the area affected by the proposed Project. Mitigation measures have been proposed to reduce or eliminate potentially significant impacts. The level of impact after implementation of mitigation is described as the residual impact.

ES.5.1 Impacts Considered in this Draft EIS/EIR

The scope of this Draft EIS/EIR was established based on the NOI issued by USACE and NOP issued by LAHD on April 5, 2013. The NOI, NOP, and Public Meeting held on April 23, 2013 identified potential impact areas of the proposed Project. The NOP also determined that several resource areas would not be affected. In accordance with CEQA, issues found in the NOP/Initial Study to have No Impact do not require further evaluation and are not addressed in this Draft EIS/EIR. Therefore, this Draft EIS/EIR does not address impacts to agricultural resources, mineral resources, population and housing, or recreation.

ES.5.2 Impacts of the Proposed Project and Alternatives

Based on the NOI, NOP, and the scoping process for this Draft EIS/EIR, the following issues have been determined to be potentially significant or are required to be analyzed, and are included in this Draft EIS/EIR.

- Aesthetics and Visual Resources
- Air Quality and Meteorology
- Biological Resources
- Cultural Resources
- Geology
- Greenhouse Gas Emissions
- Ground Transportation
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Marine Transportation
- Noise
- Public Services
- Utilities
- Water Quality, Sediments, and Oceanography

Sections 3.1 through 3.15 of Chapter 3, Environmental Analysis, of this Draft EIS/EIR discuss the anticipated potential environmental effects associated with the resource areas listed above for the proposed Project and alternatives. These issues are discussed in separate sections, and mitigation measures to avoid the impacts or to reduce the impacts to a less-than-significant level are proposed whenever possible. In addition, Chapter 5, Environmental Justice, evaluates the potential for the proposed Project and the alternatives to result in high and adverse impacts that disproportionately affect low income and/or minority populations. Chapter 7, Socioeconomics, evaluates the potential socioeconomic effects for the proposed Project and the alternatives in terms of employment directly and indirectly related to construction and operation, as well as associated wages and tax revenues. Summary descriptions of the impacts, mitigation measures, and residual impacts for the proposed Project and alternative are provided in Table ES-4.

Table ES-4: Summary of Potential Impacts and Proposed Mitigation Measures by Alternative

	Proposed Project	Alternative 1 – No Project	Alternative 2 – No Federal Action	Alternative 3 – Reduced Project
Aesthetics and Visual Resources	**AES-1:** Construction and operation of the proposed Project would not result in a substantial adverse effect on a scenic vista. **CEQA:** Less than significant; no mitigation required.	**AES-1:** Construction and operation of Alternative 1 would not result in a substantial adverse effect on a scenic vista. **CEQA:** No impact; no mitigation required.	**AES-1:** Construction and operation of Alternative 2 would not result in a substantial adverse effect on a scenic vista. **CEQA:** Less than significant; no mitigation required.	**AES-1:** Construction and operation of Alternative 3 would not result in a substantial adverse effect on a scenic vista. **CEQA:** Less than significant; no mitigation required.
	AES-2: Construction and operation of the proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway. **CEQA:** Less than significant; no mitigation required.	**AES-2:** Construction and operation of Alternative 1 would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway. **CEQA:** No impact; no mitigation required.	**AES-2:** Construction and operation of Alternative 2 would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway. **CEQA:** Less than significant; no mitigation required.	**AES-2:** Construction and operation of Alternative 3 would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway. **CEQA:** Less than significant; no mitigation required.
	AES-3: Construction and operation of the proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings. **CEQA:** Less than significant; no mitigation required.	**AES-3:** Construction and operation of Alternative 1 would not substantially degrade the existing visual character or quality of the site and its surroundings. **CEQA:** No impact; no mitigation required.	**AES-3:** Construction and operation of Alternative 2 would not substantially degrade the existing visual character or quality of the site and its surroundings. **CEQA:** Less than significant; no mitigation required.	**AES-3:** Construction and operation of Alternative 3 would not substantially degrade the existing visual character or quality of the site and its surroundings. **CEQA:** Less than significant; no mitigation required.
	AES-4: Construction and operation of the proposed Project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. **CEQA:** Less than significant; no mitigation required.	**AES-4:** Construction and operation of Alternative 1 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. **CEQA:** Less than significant; no mitigation required.	**AES-4:** Construction and operation of Alternative 2 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. **CEQA:** Less than significant; no mitigation required.	**AES-4:** Construction and operation of Alternative 3 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. **CEQA:** Less than significant; no mitigation required.
	AES-5: Construction and operation of the proposed Project would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response. **NEPA:** Less than significant; no mitigation required.	**AES-5:** Construction and operation of Alternative 1 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response. **NEPA:** Not applicable; mitigation not applicable.	**AES-5:** Construction and operation of Alternative 2 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response. **NEPA:** No impact; no mitigation required**.**	**AES-5:** Construction and operation of Alternative 3 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response. **NEPA:** Less than significant; no mitigation required.
Air Quality and Meteorology	**AQ-1:** The proposed Project would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-14. **CEQA:** Construction would be significant for VOC, CO, NO_X, and $PM_{2.5}$ in 2015 and 2016 and for PM_{10} in 2015. Overlapping construction and operations would be significant for VOC, CO, NO_X, and $PM_{2.5}$. **NEPA:** Construction would be significant for VOC, CO, NO_X, and $PM_{2.5}$ in 2015 and 2016. Overlapping construction and operations would be significant for VOC, CO, NO_X, and $PM_{2.5}$. **Mitigation Measures:** **MM AQ-1.** Crane Delivery Ships Used during Construction. **MM AQ-2.** Harbor Craft Used during Construction. **MM AQ-3.** Fleet Modernization for On-Road Trucks Used during Construction. **MM AQ-4.** Fleet Modernization for Construction Equipment. **MM AQ-5.** Electric Dredging Equipment **MM AQ-6.** Construction Best Management Practices. **MM AQ-7.** Additional Fugitive Dust Controls. **MM AQ-8.** General Mitigation Measure. **Residual Impacts:** **CEQA:** Construction would be significant and unavoidable VOC, CO, and NO_X in 2015 and NO_X in 2016. Overlapping construction and operations would be significant and unavoidable for VOC, CO, and NO_X.	**AQ-1:** Alternative 1 would not result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-14. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**AQ-1:** Alternative 2 would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-14. **CEQA:** Construction would be significant for NO_X and VOC in 2015. Overlapping construction and operations would be significant for NO_X and VOC. **NEPA:** No impact; no mitigation required. **Mitigation Measures:** **CEQA: MM AQ-1** through **MM AQ-8** **Residual Impacts:** **CEQA only**: Construction would be significant and unavoidable for construction NO_X and VOC in 2015. Overlapping construction and operations would be significant and unavoidable for NO_X and VOC.	**AQ-1:** Alternative 3 would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-14. **CEQA**: Construction impacts would be significant for VOC, CO, NO_X, PM_{10}, and $PM_{2.5}$ in 2015 and for NO_X in 2016. Overlapping construction and operational impacts would be significant for VOC, CO, NO_X, and $PM_{2.5}$. **NEPA**: Construction impacts would be significant for VOC, CO, NO_X, and $PM_{2.5}$ in 2015 and for NO_X in 2016. Overlapping construction and operational impacts would be significant for VOC, CO, NO_X, and $PM_{2.5}$. **Mitigation Measures:** **MM AQ-1** through **MM AQ-8** **Residual Impacts:** **CEQA**: Construction impacts would be significant and unavoidable for VOC, CO and NO_X in 2015 and for NO_X in 2016. Overlapping construction and operational impacts would be significant for VOC, CO, and NO_X. **NEPA**: Construction impacts would be significant and unavoidable for CO and NO_X in 2015and for NO_X in 2016. Overlapping construction and operational impacts would be significant and unavoidable for CO and NO_X.

Table ES-4: Summary of Potential Impacts and Proposed Mitigation Measures by Alternative

	Proposed Project	Alternative 1 – No Project	Alternative 2 – No Federal Action	Alternative 3 – Reduced Project
	NEPA: Construction would be significant and unavoidable CO and NO_X in 2015 and NO_X in 2016. Overlapping construction and operations would be significant and unavoidable for CO and NO_X.			
	AQ-2: Proposed Project construction would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-15. **CEQA:** Maximum off-site ambient air pollutant concentrations would be significant for NO_2 (federal 1-hour, state 1-hour, and state annual averages), PM_{10} (24-hour and annual average) and $PM_{2.5}$ (24-hour average). Overlapping construction and operations would be significant for NO_2 (federal 1-hour, state 1-hour, and state annual averages), PM_{10} (24-hour and annual average), and $PM_{2.5}$ (24-hour average). **NEPA:** Maximum off-site ambient air pollutant concentrations would be significant for NO_2 (federal 1-hour, state 1-hour, and state annual averages), PM_{10} (24-hour and annual average) and $PM_{2.5}$ (24-hour average). Overlapping construction and operations would be significant for NO_2 (federal 1-hour, state 1-hour, and state annual averages), PM_{10} (24-hour and annual average), and $PM_{2.5}$ (24-hour average). **Mitigation Measures:** **MM AQ-1** through **MM AQ-8** **Residual Impacts:** **CEQA:** Maximum off-site ambient air pollutant concentrations would be significant and unavoidable for NO_2 (federal 1-hour and state 1-hour averages) and PM_{10} (24-hour average). Overlapping construction and operations would be significant and unavoidable for NO_2 (federal 1-hour and state 1-hour averages), PM_{10} (24-hour average). **NEPA:** Maximum off-site ambient air pollutant concentrations would be significant and unavoidable for NO_2 (federal 1-hour and state 1-hour averages). Overlapping construction and operations would be significant and unavoidable for NO_2 (federal 1-hour and state 1-hour averages).	**AQ-2:** Alternative 1 construction would not result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-15. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**AQ-2:** Alternative 2 construction would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-15. **CEQA:** Construction would be significant for construction federal 1-hour and state 1-hour NO_2 and 24-hour PM_{10}. Overlapping construction and operations would be significant for federal 1-hour NO_2 and 24-hour PM_{10}. **NEPA:** No impact; no mitigation required. **Mitigation Measures:** **CEQA: MM AQ-1** through **MM AQ-8** Residual Impacts: **CEQA only:** Construction would be significant and unavoidable for construction federal 1-hour and state 1-hour NO_2 and 24-hour PM_{10}. Overlapping construction and operations would be significant for 24-hour PM_{10}.	**AQ-2:** Alternative 3 construction would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-15. **CEQA**: Construction would be significant for construction 1-hour federal, 1-hour state and annual NO_2, for 24-hour and annual PM_{10}, and for 24-hour $PM_{2.5}$. Overlapping construction and operations would be significant for 1-hour federal and 1-hour state NO_2, for 24-hour and annual PM_{10}, and for 24-hour $PM_{2.5}$. **NEPA:** Construction would be significant for 1-hour federal, 1-hour state and annual NO_2, for 24-hour and annual PM_{10}, and for 24-hour $PM_{2.5}$. Overlapping construction and operations would be significant for 1-hour federal and 1-hour state NO_2, for 24-hour and annual PM_{10}, and for 24-hour $PM_{2.5}$. **Mitigation Measures:** **MM AQ-1** through **MM AQ-8** **Residual Impacts:** **CEQA**: Construction would be significant and unavoidable for construction 1-hour federal and 1-hour state NO_2, and for 24-hour PM_{10}. Overlapping construction and operations would be significant and unavoidable for 1-hour federal and 1-hour state NO_2 and for 24-hour PM_{10}. **NEPA**: Construction would be significant and unavoidable for construction 1-hour federal and 1-hour state NO_2. Overlapping construction and operations would be significant for 1-hour federal and 1-hour state NO_2.
	AQ-3: The proposed Project would result in operational emissions that exceed 10 tons per year of VOCs or an SCAQMD threshold of significance in Table 3.2-16. **CEQA:** Operations would be significant for NO_X, CO and VOC in 2017, 2020, and 2026. **NEPA:** Operations would be significant for NO_X in 2017, 2020, and 2026, and for VOC in 2020 and 2026. **Mitigation Measures:** **MM AQ-9.** Vessel Speed Reduction Program (VSRP). **MM AQ-10.** Alternative Maritime Power (AMP). **MM AQ-11.** Truck Idling Reduction Measure. The following lease measures would also be implemented to reduce impacts: **LM AQ-1.** Periodic Review of New Technology and	**AQ-3:** Alternative 1 would result in operational emissions that exceed 10 tons per year of VOCs or an SCAQMD threshold of significance in Table 3.2-16. **CEQA:** Operations would be significant for NO_X and VOC in 2017, 2020, and 2026. **NEPA:** Not applicable; mitigation not applicable. **Mitigation Measures** **CEQA**: Mitigation measures are not applicable to Alternative 1 because there would be no discretionary actions subject to CEQA. **Residual Impacts:** **CEQA only**: Operations would be significant and unavoidable for NO_X and VOC in 2017, 2020, and 2026.	**AQ-3:** Alternative 2 would result in operational emissions that exceed 10 tons per year of VOCs or an SCAQMD threshold of significance in Table 3.2-16. **CEQA:** Operations would be significant for NO_X and VOC in 2017, 2020, and 2026. **NEPA:** No impact; no mitigation required. **Mitigation Measures:** **MM AQ-9** through **MM AQ-11** **Residual Impacts:** **CEQA only:** Operations would be significant and unavoidable for NO_X and VOC in 2017, 2020, and 2026.	**AQ-3:** Alternative 3 would result in operational emissions that exceed 10 tons per year of VOCs or an SCAQMD threshold of significance in Table 3.2-16. **CEQA**: Operations would be significant for VOC and NO_X in 2017, 2020, and 2026 and for CO in 2020 and 2026. **NEPA**: Operations would be significant for NO_X in 2017, 2020, 2026, and for CO, VOC, and $PM_{2.5}$ in 2020 and 2026. **Mitigation Measures:** **MM AQ-9** through **MM AQ-11** **Residual Impacts:** **CEQA**: Operations would be significant and unavoidable for VOC and NO_X in 2017, 2020, and 2026 and for CO in 2020 and 2026.

Table ES-4: Summary of Potential Impacts and Proposed Mitigation Measures by Alternative

Proposed Project	Alternative 1 – No Project	Alternative 2 – No Federal Action	Alternative 3 – Reduced Project
Regulations. **LM AQ-2.** Substitution of New Technology by Tenant. **Residual Impacts:** **CEQA:** Operations would be significant and unavoidable for NO_X, CO and VOC in 2017, 2020, and 2026. **NEPA:** Operations would be significant and unavoidable for NO_X in 2017, 2020, and 2026, and for VOC in 2020.			**NEPA**: Operations would be significant and unavoidable for VOC and NO_X in 2020 and 2026.
AQ-4: Proposed Project operations would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-17. **CEQA**: Operations would be significant for federal 1-hour NO_2 and 24-hour and annual PM_{10}. **NEPA**: Operations would be significant for federal 1-hour NO_2 and 24-hour and annual PM_{10}. **Mitigation Measures:** **MM AQ-9** through **MM AQ-11** **Residual Impacts:** **CEQA**: Operations would be significant and unavoidable for federal 1-hour NO_2 and 24-hour and annual PM_{10}. **NEPA**: Operations would be significant and unavoidable for federal 1-hour NO_2 and 24-hour and annual PM_{10}.	**AQ-4:** Alternative 1 operations would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-17. **CEQA:** Operations would be significant for federal 1-hour NO_2 and for 24-hour and annual PM_{10}. **NEPA:** Not applicable; mitigation not applicable. **Mitigation Measures** **CEQA**: Mitigation measures are not applicable to Alternative 1 because there would be no discretionary actions subject to CEQA. **Residual Impacts:** **CEQA only:** Operations would be significant and unavoidable for federal 1-hour NO_2 and for 24-hour and annual PM_{10}.	**AQ-4:** Alternative 2 operations would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-17. **CEQA**: Operations would be significant for federal 1-hour NO_2 and for 24-hour and annual PM_{10}. **NEPA:** No impact; no mitigation required. **Mitigation Measures:** **MM AQ-9** through **MM AQ-16** **Residual Impacts:** **CEQA only:** Operations would be significant and unavoidable for federal 1-hour NO_2 and for 24-hour and annual PM_{10}.	**AQ-4:** Alternative 3 operations would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-17. **CEQA**: Operations would be significant for 1-hour federal NO_2, and for 24-hour and annual PM_{10}. **NEPA**: Operations would be significant for 1-hour federal NO_2, and for 24-hour and annual PM_{10}. **Mitigation Measures:** **MM AQ-9** through **MM AQ-11** **Residual Impacts:** **CEQA**: Operations would be significant and unavoidable for 1-hour federal NO_2, and for 24-hour and annual PM_{10}. **NEPA**: Operations would be significant and unavoidable for 1-hour federal NO_2, and for 24-hour and annual PM_{10}.
AQ-5: The proposed Project would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**AQ-5:** Alternative 1 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards. **CEQA**: Less than significant; no mitigation required. **NEPA**: Not applicable; mitigation not applicable.	**AQ-5:** Alternative 2 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards. **CEQA:** Less than significant; no mitigation required. **NEPA**: No impact; no mitigation required.	**AQ-5:** Alternative 3 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
AQ-6: The proposed Project would not create an objectionable odor at the nearest sensitive receptor. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**AQ-6:** Alternative 1 would not create an objectionable odor at the nearest sensitive receptor. **CEQA**: Less than significant; no mitigation required. **NEPA**: Not applicable; mitigation not applicable.	**AQ-6:** Alternative 2 would not create an objectionable odor at the nearest sensitive receptor. **CEQA:** Less than significant; no mitigation required. **NEPA**: No impact; no mitigation required.	**AQ-6:** Alternative 3 would not create an objectionable odor at the nearest sensitive receptor. **CEQA and NEPA:** Less than significant; no mitigation required.
AQ-7: The proposed Project would expose receptors to significant levels of TACs. **CEQA**: The NOP cancer risk would be significant for occupational receptors. The future cancer risk would be significant for marina-residential and occupational receptors. The chronic hazard index, the acute hazard index, and the cancer burden would be less than significant for all receptors. **NEPA**: Less than significant; no mitigation required. **Mitigation Measures:** **MM AQ-1** through **MM AQ-11** **Residual Impacts:** **CEQA only:** The NOP cancer risk would be significant and unavoidable for occupational receptors. The future cancer risk would be significant and unavoidable for marina-residential and occupational receptors. The chronic hazard index, the acute hazard index, and the cancer burden would be less than significant for all receptors.	**AQ-7:** Alternative 1 would expose receptors to significant levels of TACs. **CEQA:** The baseline and future baseline cancer would be significant for occupational receptors. The chronic hazard index, the acute hazard index, and the cancer burden would be less than significant for all receptors. **NEPA**: Not applicable; mitigation not applicable. **Residual Impacts:** **CEQA only:** The baseline and future baseline cancer would be significant and unavoidable for occupational receptors. The chronic hazard index, the acute hazard index, and the cancer burden would be less than significant for all receptors.	**AQ-7:** The proposed Project would expose receptors to significant levels of TACs. **CEQA:** The baseline and future baseline cancer would be significant for occupational receptors. The chronic hazard index, the acute hazard index, and the cancer burden would be less than significant for all receptors. **NEPA**: No impact; no mitigation required. **Mitigation Measures:** **MM AQ-9** through **MM AQ-11** **Residual Impacts:** **CEQA only:** The baseline and future baseline cancer would be significant and unavoidable for occupational receptors. The chronic hazard index, the acute hazard index, and the cancer burden would be less than significant for all receptors.	**AQ-7:** Alternative 3 would expose receptors to significant levels of TACs. **CEQA**: The baseline cancer risk would be significant for occupational receptors. The future baseline cancer risk would be significant for marina-residential and occupational receptors. The chronic hazard index, the acute hazard index, and the cancer burden would be less than significant for all receptors. **NEPA:** Less than significant; no mitigation required. **Mitigation Measures:** **MM AQ-9** through **MM AQ-11** **Residual Impacts:** **CEQA only**: The baseline cancer risk would be significant and unavoidable for occupational receptors. The future baseline cancer risk would be significant and unavoidable for marina-residential and occupational receptors. The chronic hazard index, the acute hazard index, and the cancer burden would be less than significant for all receptors.

Table ES-4: Summary of Potential Impacts and Proposed Mitigation Measures by Alternative

	Proposed Project	Alternative 1 – No Project	Alternative 2 – No Federal Action	Alternative 3 – Reduced Project
	AQ-8: The proposed Project would not conflict with or obstruct implementation of an applicable AQMP. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**AQ-8:** Alternative 1 would not conflict with or obstruct implementation of an applicable AQMP. **CEQA**: Less than significant; no mitigation required. **NEPA**: Not applicable; mitigation not applicable.	**AQ-8:** Alternative 2 would not conflict with or obstruct implementation of an applicable AQMP. **CEQA**: Less than significant; no mitigation required. **NEPA**: Less than significant; no mitigation required.	**AQ-8:** Alternative 3 would not conflict with or obstruct implementation of an applicable AQMP. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
Biological Resources	**BIO-1**: The proposed Project would not cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat. **CEQA:** Significant. **NEPA:** Significant. **Mitigation Measures:** **MM BIO-1,** Avoid marine mammals, would be applied as a condition of approval. **MM AQ-9,** Vessel Speed Reduction Program (VSRP), would further reduce any potential for impact. **Residual Impacts:** **CEQA:** Less than significant. **NEPA:** Less than significant.	**BIO-1**: Alternative 1 would not cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**BIO-1**: Alternative 2 would not cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required. **Mitigation Measures:** **MM AQ-9**, Vessel Speed Reduction Program (VSRP), would further reduce any potential for impact. **Residual Impacts:** **CEQA only:** Less than significant.	**BIO-1**: Alternative 3 would not cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat. **CEQA:** Significant. **NEPA:** Significant. **Mitigation Measures:** **MM BIO-1,** Avoid marine mammals, would be applied as a condition of approval. **MM AQ-9,** Vessel Speed Reduction Program (VSRP), would further reduce any potential for impact. **Residual Impacts:** **CEQA:** Less than significant. **NEPA:** Less than significant.
	BIO-2: The proposed Project would not result in a substantial reduction or alteration of a state, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**BIO-2**: Alternative 1 would not result in a substantial reduction or alteration of a state, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**BIO-2**: Alternative 2 would not result in a substantial reduction or alteration of a state, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**BIO-2**: Alternative 3 would not result in a substantial reduction or alteration of a state, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	BIO-3: The proposed Project would not interfere with wildlife movement/migration corridors. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required. **Mitigation Measures:** **MM BIO-1**, Avoid Marine Mammals, would be applied as a condition of approval. **Residual Impacts:** **CEQA:** Less than significant. **NEPA:** Less than significant.	**BIO-3**: Alternative 1 would not interfere with wildlife movement/migration corridors. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**BIO-3**: Alternative 2 would not interfere with wildlife movement/migration corridors. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**BIO-3**: Alternative 3 would not interfere with wildlife movement/migration corridors. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required. **Mitigation Measures:** **MM BIO-1**, Avoid Marine Mammals, would be applied as a condition of approval. **Residual Impacts:** **CEQA:** Less than significant. **NEPA:** Less than significant.
	BIO-4: The proposed Project has the potential to introduce nonnative species into the Harbor that could substantially disrupt local biological communities. **CEQA:** Significant. **NEPA:** Significant. **Mitigation Measures:** **MM BIO-1**, Avoid Marine Mammals, would be applied as a condition of approval for construction. No feasible mitigation is available to reduce impacts from operations to less-than-significant levels. **Residual Impacts:** **CEQA:** Significant and unavoidable. **NEPA:** Significant and unavoidable.	**BIO-4**: Alternative 1 has the potential to introduce nonnative species into the Harbor that could substantially disrupt local biological communities. **CEQA:** Significant. **NEPA:** Not applicable; mitigation not applicable. **Mitigation Measures:** No feasible mitigation is available to reduce impacts from operations to less-than-significant levels. **Residual Impacts:** **CEQA only:** Significant and unavoidable.	**BIO-4**: Alternative 2 has the potential to introduce nonnative species into the Harbor that could substantially disrupt local biological communities. **CEQA:** Significant. **NEPA:** No impact; mitigation not required. **Mitigation Measures:** No feasible mitigation is available to reduce impacts from operations to less than significant levels. **Residual Impacts:** **CEQA only:** Significant and unavoidable.	**BIO-4**: Alternative 3 has the potential to introduce nonnative species into the Harbor that could substantially disrupt local biological communities. **CEQA:** Significant. **NEPA:** Significant. **Mitigation Measures:** **MM BIO-1**, Avoid Marine Mammals, would be applied as a condition of approval for construction. No feasible mitigation is available to reduce impacts from operations to less than significant levels. **Residual Impacts:** **CEQA:** Significant and unavoidable. **NEPA:** Significant and unavoidable.

Table ES-4: Summary of Potential Impacts and Proposed Mitigation Measures by Alternative

	Proposed Project	Alternative 1 – No Project	Alternative 2 – No Federal Action	Alternative 3 – Reduced Project
	BIO-5: The proposed Project would not result in a permanent loss of marine habitat. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**BIO-5**: Alternative 1 would not result in a permanent loss of marine habitat. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**BIO-5**: Alternative 2 would not result in a permanent loss of marine habitat. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**BIO-5**: Alternative 3 would not result in a permanent loss of marine habitat. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
Cultural Resources	**CR-1:** The proposed Project would not have a significant impact on built environment historical resources. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**CR-1:** Alternative 1 would not have a significant impact on built environment historical resources. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**CR-1:** Alternative 2 would not have a significant impact on built environment historical resources. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**CR-1:** Alternative 3 would not have a significant impact on built environment historical resources. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.
	CR-2: The proposed Project would not cause a substantial adverse change in the significance of an archaeological or ethnographic resource. **CEQA:** Less than significant; no mitigation required. However, **SC CR-1** would be applied as a standard condition of approval. **NEPA:** Less than significant; no mitigation required.	**CR-2:** Alternative 1 would not cause a substantial adverse change in the significance of an archaeological or ethnographic resource. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**CR-2:** Alternative 2 would not cause a substantial adverse change in the significance of an archaeological or ethnographic resource. **CEQA:** Less than significant; no mitigation required. However, **SC CR-1** would be applied as a standard condition of approval. **NEPA:** No impact; no mitigation required.	**CR-2:** Alternative 3 would not cause a substantial adverse change in the significance of an archaeological or ethnographic resource. **CEQA:** Less than significant; no mitigation required. However, **SC CR-1** would be applied as a standard condition of approval. **NEPA:** Less than significant; no mitigation required.
	CR-3: The proposed Project would not result in the permanent loss of, or loss of access to, a significant paleontological resource. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**CR-3:** Alternative 1 would not result in the permanent loss of, or loss of access to, a significant paleontological resource. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**CR-3:** Alternative 2 would not result in the permanent loss of, or loss of access to, a significant paleontological resource. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**CR-3:** Alternative 3 would not result in the permanent loss of, or loss of access to, a significant paleontological resource. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
Geology	**GEO-1:** Construction and operation of the proposed Project would not result in significant impacts from fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**GEO-1:** Construction and operation of Alternative 1 would not result in significant impacts from fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**GEO-1:** Construction and operation of Alternative 2 would not result in significant impacts from fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**GEO-1:** Construction and operation of Alternative 3 would not result in significant impacts from fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	GEO-2: Construction and operation of the proposed Project within the Port area would not expose people and structures to substantial risk involving tsunamis or seiches. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**GEO-2:** Construction and operation of Alternative 1 within the Port area would not expose people and structures to substantial risk involving tsunamis or seiches. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**GEO-2:** Construction and operation of Alternative 2 within the Port area would not expose people and structures to substantial risk involving tsunamis or seiches. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**GEO-2:** Construction and operation of Alternative 3 within the Port area would not expose people and structures to substantial risk involving tsunamis or seiches. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	GEO-3: Construction and operation of the proposed Project would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from land subsidence/settlement. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**GEO-3:** Construction and operation of Alternative 1 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from land subsidence/settlement. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**GEO-3:** Construction and operation of Alternative 2 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from land subsidence/settlement. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**GEO-3:** Construction and operation of Alternative 3 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from land subsidence/settlement. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	GEO-4: Construction and operation of the proposed Project would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from soil expansion. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**GEO-4:** Construction and operation of Alternative 1 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from soil expansion. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**GEO-4:** Construction and operation of Alternative 2 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from soil expansion. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**GEO-4:** Construction and operation of Alternative 3 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from soil expansion. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	GEO-5: Construction and operation of the proposed Project would not result in or expose people or property to a substantial risk of landslides or mudflows.	**GEO-5:** Construction and operation of Alternative 1 would not result in or expose people or property to a substantial risk of landslides or mudflows.	**GEO-5:** Construction and operation of Alternative 2 would not result in or expose people or property to a substantial risk of landslides or mudflows.	**GEO-5:** Construction and operation of Alternative 3 would not result in or expose people or property to a substantial risk of landslides or mudflows.

Table ES-4: Summary of Potential Impacts and Proposed Mitigation Measures by Alternative

	Proposed Project	Alternative 1 – No Project	Alternative 2 – No Federal Action	Alternative 3 – Reduced Project
	CEQA: No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.
	GEO-6: Construction and operation of the proposed Project would not result in or expose people or property to a substantial risk of unstable soil conditions from excavation, grading, or fill. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**GEO-6:** Construction and operation of Alternative 1 would not result in or expose people or property to a substantial risk of unstable soil conditions from excavation, grading, or fill. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**GEO-6:** Construction and operation of Alternative 2 would not result in or expose people or property to a substantial risk of unstable soil conditions from excavation, grading, or fill. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**GEO-6:** Construction and operation of Alternative 3 would not result in or expose people or property to a substantial risk of unstable soil conditions from excavation, grading, or fill. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	GEO-7: Construction or operation of the proposed Project within the Port area would not result in substantial soil erosion or the loss of topsoil. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**GEO-7:** Construction or operation of Alternative 1 within the Port area would not result in substantial soil erosion or the loss of topsoil. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**GEO-7:** Construction or operation of Alternative 2 within the Port area would not result in substantial soil erosion or the loss of topsoil. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**GEO-7:** Construction or operation of Alternative 3 within the Port area would not result in substantial soil erosion or the loss of topsoil. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	GEO-8: Construction or operation of the proposed Project would not result in the destruction, permanent covering, or material and adverse modification of one or more distinct and prominent geologic or topographic features. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**GEO-8:** Construction or operation of Alternative 1 would not result in the destruction, permanent covering, or material and adverse modification of one or more distinct and prominent geologic or topographic features. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**GEO-8:** Construction or operation of Alternative 2 would not result in the destruction, permanent covering, or material and adverse modification of one or more distinct and prominent geologic or topographic features. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**GEO-8:** Construction or operation of Alternative 3 would not result in the destruction, permanent covering, or material and adverse modification of one or more distinct and prominent geologic or topographic features. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.
	GEO-9: Construction or operation of the proposed Project would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from sea level rise. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**GEO-9:** Construction or operation of Alternative 1 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from sea level rise. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**GEO-9:** Construction or operation of Alternative 2 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from sea level rise. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**GEO-9:** Construction or operation of Alternative 3 would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from sea level rise. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.
Greenhouse Gas Emissions	**Impact GHG-1**: The proposed Project would generate GHG emissions, either directly or indirectly that would exceed the SCAQMD 10,000 mty CO_2e threshold. **CEQA:** Significant. **NEPA:** Not applicable; mitigation not applicable. **Mitigation Measures:** **MM AQ-1**: Crane Delivery Ships Used during Construction. **MM AQ-5**: Dredging Equipment. **MM AQ-9**: Vessel Speed Reduction Program. **MM AQ-10**: Alternative Maritime Power **MM AQ-11**: Truck Idling Reduction Measure. **MM GHG-1**: Energy Audit. **MM GHG-2**: LED Lighting. **MM GHG-3**: Recycling. **Residual Impacts:** **CEQA only:** Significant and unavoidable.	**Impact GHG-1**: Alternative 1 would generate GHG emissions, either directly or indirectly that would exceed the SCAQMD 10,000 mty CO_2e threshold. **CEQA:** Significant; mitigation not applicable. **NEPA:** Not applicable; mitigation not applicable.	**Impact GHG-1**: Alternative 2 would generate GHG emissions, either directly or indirectly that would exceed the SCAQMD 10,000 mty CO_2e threshold. **CEQA:** Significant. **NEPA:** Not applicable; mitigation not applicable. **Mitigation Measures:** **MM AQ-9**: Vessel Speed Reduction Program. **MM AQ-10**: Alternative Maritime Power **MM AQ-11**: Truck Idling Reduction Measure. **MM GHG-1**: Energy Audit. **MM GHG-2**: LED Lighting. **MM GHG-3**: Recycling. **Residual Impacts:** **CEQA only:** Significant and unavoidable.	**Impact GHG-1**: Alternative 3 would generate GHG emissions, either directly or indirectly that would exceed the SCAQMD 10,000 mty CO_2e threshold. **CEQA:** Significant. **NEPA:** Not applicable; mitigation not applicable. **Mitigation Measures:** **MM AQ-1**: Crane Delivery Ships Used during Construction. **MM AQ-5**: Dredging Equipment. **MM AQ-9**: Vessel Speed Reduction Program. **MM AQ-10**: Alternative Maritime Power **MM AQ-11**: Truck Idling Reduction Measure. **MM GHG-1**: Energy Audit. **MM GHG-2**: LED Lighting. **MM GHG-3**: Recycling. **Residual Impacts:** **CEQA only:** Significant and unavoidable.
	Impact GHG-2: The proposed Project would not conflict with state or local plans and policies adopted for the purpose of reducing GHG emissions. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**Impact GHG-2**: Alternative 1 would not conflict with state or local plans and policies adopted for the purpose of reducing GHG emissions. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**Impact GHG-2**: Alternative 2 would not conflict with state or local plans and policies adopted for the purpose of reducing GHG emissions. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**Impact GHG-2**: Alternative 3 would not conflict with state or local plans and policies adopted for the purpose of reducing GHG emissions. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.

Table ES-4: Summary of Potential Impacts and Proposed Mitigation Measures by Alternative

	Proposed Project	Alternative 1 – No Project	Alternative 2 – No Federal Action	Alternative 3 – Reduced Project
Ground Transportation	**TRANS-1:** Proposed Project construction would not result in a short-term, temporary increase in truck and auto traffic. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**TRANS-1:** Alternative 1 construction would not result in a short-term, temporary increase in truck and auto traffic. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**TRANS-1:** Alternative 2 construction would not result in a short-term, temporary increase in truck and auto traffic. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required	**TRANS-1:** Alternative 3 construction would not result in a short-term, temporary increase in truck and auto traffic. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	TRANS-2: Long-term vehicular traffic associated with the proposed Project would not significantly impact volume/capacity ratios or level of service. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**TRANS-2**: Long-term vehicular traffic associated with Alternative 1 would not significantly impact volume/capacity ratios or level of service. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**TRANS-2**: Long-term vehicular traffic associated with Alternative 2 would not significantly impact volume/capacity ratios or level of service. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**TRANS-2**: Long-term vehicular traffic associated with Alternative 3 would not significantly impact volume/capacity ratios or level of service. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	TRANS-3: An increase in on-site employees due to proposed Project operations would not significantly increase public transit use. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**TRANS-3:** An increase in on-site employees due to Alternative 1 operations would not significantly increase public transit use. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**TRANS-3:** An increase in on-site employees due to Alternative 2 operations would not significantly increase public transit use. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**TRANS-3:** An increase in on-site employees due to Alternative 3 operations would not significantly increase public transit use. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	TRANS-4: Proposed Project operations would not significantly increase freeway congestion. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**TRANS-4:** Alternative 1 operations would not significantly increase freeway congestion. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**TRANS-4:** Alternative 2 operations would not significantly increase freeway congestion. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**TRANS-4:** Alternative 3 operations would not significantly increase freeway congestion. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	TRANS-5: Proposed Project operations would not cause a significant impact in vehicular delay at at-grade railroad crossings within the proposed project vicinity or in the region. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**TRANS-5:** Alternative 1 operations would not cause a significant impact in vehicular delay at at-grade railroad crossings within the proposed project vicinity or in the region. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**TRANS-5:** Alternative 2 operations would not cause a significant impact in vehicular delay at at-grade railroad crossings within the proposed project vicinity or in the region. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**TRANS-5:** Alternative 3 operations would not cause a significant impact in vehicular delay at at-grade railroad crossings within the proposed project vicinity or in the region. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.
	TRANS-6: The proposed Project would not result in inadequate emergency access. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**TRANS-6:** Alternative 1 would not result in inadequate emergency access. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**TRANS-6:** Alternative 2 would not result in inadequate emergency access. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**TRANS-6:** Alternative 3 would not result in inadequate emergency access. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.
Groundwater and Soils	**GW-1:** Construction of the proposed Project would not encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure to construction/operations personnel and/or long-term exposure to future site occupants. **CEQA:** Significant. **NEPA:** Significant. **Mitigation Measures:** **MM GW-1:** Soil Sampling, Testing, and Treatment **MM GW-2:** Contamination Contingency Plan **Residual Impacts:** **CEQA:** Less than significant. **NEPA:** Less than significant.	**GW-1:** Construction of Alternative 1 would not encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure to construction/operations personnel and/or long-term exposure to future site occupants. **CEQA:** No impact; no mitigation required **NEPA:** Not applicable; mitigation not applicable.	**GW-1:** Construction of Alternative 2 would not encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure to construction/operations personnel and/or long-term exposure to future site occupants. **CEQA:** Significant. **NEPA:** No impact; no mitigation required **Mitigation Measures:** **MM GW-1:** Soil Sampling, Testing, and Treatment **MM GW-2:** Contamination Contingency Plan **Residual Impacts:** **CEQA only:** Less than significant.	**GW-1:** Construction of Alternative 3 would not encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure to construction/operations personnel and/or long-term exposure to future site occupants. **CEQA:** Significant. **NEPA:** Significant. **Mitigation Measures:** **MM GW-1:** Soil Sampling, Testing, and Treatment **MM GW-2:** Contamination Contingency Plan **Residual Impacts:** **CEQA:** Less than significant. **NEPA:** Less than significant.
	GW-2: Construction and operation of the proposed Project would not result in expansion of the area affected by contaminants. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**GW-2:** Construction and operation of Alternative 1 would not result in expansion of the area affected by contaminants. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**GW-2:** Construction and operation of Alternative 2 would not result in expansion of the area affected by contaminants. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**GW-2:** Construction and operation of Alternative 3 would not result in expansion of the area affected by contaminants. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.

Table ES-4: Summary of Potential Impacts and Proposed Mitigation Measures by Alternative

	Proposed Project	Alternative 1 – No Project	Alternative 2 – No Federal Action	Alternative 3 – Reduced Project
	GW-3: Construction and operation of the proposed Project would not result in a change to potable water levels. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**GW-3:** Construction and operation of Alternative 1 would not result in a change to potable water levels. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**GW-3:** Construction and operation of Alternative 2 would not result in a change to potable water levels. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**GW-3:** Construction and operation of Alternative 3 would not result in a change to potable water levels. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.
	GW-4: Construction and operation of the proposed Project would not result in a demonstrable and sustained reduction in groundwater recharge capacity (for potable water storage). **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**GW-4:** Construction and operation of Alternative 1 would not result in a demonstrable and sustained reduction in groundwater recharge capacity (for potable water storage). **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**GW-4:** Construction and operation of Alternative 2 would not result in a demonstrable and sustained reduction in groundwater recharge capacity (for potable water storage). **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**GW-4:** Construction and operation of Alternative 3 would not result in a demonstrable and sustained reduction in groundwater recharge capacity (for potable water storage). **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.
	GW-5: Construction and operation of the proposed Project would not result in violation of regulatory water quality standards at an existing production well. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**GW-5:** Construction and operation of Alternative 1 would not result in violation of regulatory water quality standards at an existing production well. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**GW-5:** Construction and operation of Alternative 2 would not result in violation of regulatory water quality standards at an existing production well. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**GW-5:** Construction and operation of Alternative 3 would not result in violation of regulatory water quality standards at an existing production well. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.
Hazards and Hazardous Materials	**RISK-1:** The proposed Project would not substantially increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**RISK-1:** Alternative 1 would not substantially increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**RISK-1:** Alternative 2 would not substantially increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**RISK-1:** Alternative 3 would not substantially increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	RISK-2: The proposed Project would not substantially increase the probable frequency and severity of consequences to people from exposure to health hazards. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**RISK-2:** Alternative 1 would not substantially increase the probable frequency and severity of consequences to people from exposure to health hazards. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**RISK-2:** Alternative 2 would not substantially increase the probable frequency and severity of consequences to people from exposure to health hazards. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**RISK-2:** Alternative 3 would not substantially increase the probable frequency and severity of consequences to people from exposure to health hazards. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	RISK-3: The proposed Project would not substantially interfere with an existing emergency response or evacuation plan or increase the risk of injury or death. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**RISK-3:** Alternative 1 would not substantially interfere with an existing emergency response or evacuation plan or increase the risk of injury or death. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**RISK-3:** Alternative 2 would not substantially interfere with an existing emergency response or evacuation plan or increase the risk of injury or death. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**RISK-3:** Alternative 3 would not substantially interfere with an existing emergency response or evacuation plan or increase the risk of injury or death. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	RISK-4: The proposed Project would comply with applicable regulations and policies guiding development within the Port. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**RISK-4:** Alternative 1 would comply with applicable regulations and policies guiding development within the Port. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**RISK-4:** Alternative 2 would comply with applicable regulations and policies guiding development within the Port. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**RISK-4:** Alternative 3 would comply with applicable regulations and policies guiding development within the Port. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	RISK-5: Tsunami-induced flooding and seismic events could result in fuel releases from construction equipment or hazardous substances releases from containers under the proposed Project, which in turn could result in risks to persons and/or the environment. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**RISK-5:** Tsunami-induced flooding and seismic events could result in fuel releases from construction equipment or hazardous substances releases from containers under Alternative 1, which in turn could result in risks to persons and/or the environment. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**RISK-5:** Tsunami-induced flooding and seismic events could result in fuel releases from construction equipment or hazardous substances releases from containers under Alternative 2, which in turn could result in risks to persons and/or the environment. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**RISK-5:** Tsunami-induced flooding and seismic events could result in fuel releases from construction equipment or hazardous substances releases from containers under Alternative 3, which in turn could result in risks to persons and/or the environment. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	RISK-6: Proposed Project–related terminal modifications would not result in a measurable increase in the probability of a terrorist	**RISK-6:** Alternative 1–related terminal modifications would not result in a measurable increase in the	**RISK-6:** Alternative 2–related terminal modifications would not result in a measurable increase in the	**RISK-6:** Alternative 3–related terminal modifications would not result in a measurable increase in the probability of a

Table ES-4: Summary of Potential Impacts and Proposed Mitigation Measures by Alternative

	Proposed Project	Alternative 1 – No Project	Alternative 2 – No Federal Action	Alternative 3 – Reduced Project
	attack and would not result in adverse consequences to the proposed project site and nearby areas. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	probability of a terrorist attack and would not result in adverse consequences to Alternative 1 site and nearby areas. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	probability of a terrorist attack and would not result in adverse consequences to Alternative 2 site and nearby areas. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	terrorist attack and would not result in adverse consequences to Alternative 3 site and nearby areas. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
Land Use	**LU-1:** The proposed Project would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**LU-1:** Alternative 1 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**LU-1:** Alternative 2 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**LU-1:** Alternative 3 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	LU-2: The proposed Project would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**LU-2:** Alternative 1 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**LU-2:** Alternative 2 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**LU-2:** Alternative 3 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	LU-3: The proposed Project would not substantially affect the types and/or extent of existing land uses in the Project area. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**LU-3:** Alternative 1 would not substantially affect the types and/or extent of existing land uses in the Project area. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**LU-3:** Alternative 2 would not substantially affect the types and/or extent of existing land uses in the Project area. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**LU-3:** Alternative 3 would not substantially affect the types and/or extent of existing land uses in the Project area. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	LU-4: The proposed Project would not cause a secondary impact to surrounding land uses. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**LU-4:** Alternative 1 would not cause a secondary impact to surrounding land uses. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**LU-4:** Alternative 2 would not cause a secondary impact to surrounding land uses. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**LU-4:** Alternative 3 would not cause a secondary impact to surrounding land uses. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
Marine Transportation	**VT-1a:** Proposed project construction-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, harbor, or Precautionary Area. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**VT-1a:** Alternative 1 construction-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, harbor, or Precautionary Area. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**VT-1a:** Alternative 2 construction-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, harbor, or Precautionary Area. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**VT-1a:** Alternative 3 construction-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, harbor, or Precautionary Area. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	VT-1b: Proposed project operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, harbor, or Precautionary Area. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**VT-1b:** Alternative 1 operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, harbor, or Precautionary Area. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**VT-1b:** Alternative 2 operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, harbor, or Precautionary Area. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**VT-1b:** Alternative 3 operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, harbor, or Precautionary Area. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.

Table ES-4: Summary of Potential Impacts and Proposed Mitigation Measures by Alternative

	Proposed Project	Alternative 1 – No Project	Alternative 2 – No Federal Action	Alternative 3 – Reduced Project
Noise	**Impact NOI-1:** Construction of the proposed Project would result in daytime construction activities lasting more than 10 days in a 3-month period that would exceed existing ambient exterior noise levels by 5 dBA or more at noise-sensitive receptors. **CEQA:** Significant. **NEPA:** Significant. **Mitigation Measures:** **MM NOI-1:** Noise Reduction during Pile Driving **MM NOI-2:** Erect Temporary Noise Attenuation Barriers Adjacent to Pile-Driving Equipment or Employee Temporary Shields to the Pile-Driving Equipment, Where Necessary and Feasible **Residual Impacts:** **CEQA:** Less than significant. **NEPA:** Less than significant.	**Impact NOI-1:** Construction of Alternative 1 would result in daytime construction activities lasting more than 10 days in a 3-month period that would exceed existing ambient exterior noise levels by 5 dBA or more at noise-sensitive receptors. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**Impact NOI-1:** Construction of Alternative 2 would result in daytime construction activities lasting more than 10 days in a 3-month period that would exceed existing ambient exterior noise levels by 5 dBA or more at noise-sensitive receptors. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**Impact NOI-1:** Construction of Alternative 3 would result in daytime construction activities lasting more than 10 days in a 3-month period that would exceed existing ambient exterior noise levels by 5 dBA or more at noise-sensitive receptors. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	Impact NOI-2: Construction of the proposed Project would not result in noise levels that would exceed the ambient noise level by 5 dBA at noise-sensitive receptors between the hours of 9 p.m. and 7 a.m. Monday through Friday, before 8 a.m. or after 6 p.m. on Saturday, or at any time on Sunday. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**Impact NOI-2:** Construction of Alternative 1 would not result in noise levels that would exceed the ambient noise level by 5 dBA at noise-sensitive receptors between the hours of 9 p.m. and 7 a.m. Monday through Friday, before 8 a.m. or after 6 p.m. on Saturday, or at any time on Sunday. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**Impact NOI-2:** Construction of Alternative 2 would not result in noise levels that would exceed the ambient noise level by 5 dBA at noise-sensitive receptors between the hours of 9 p.m. and 7 a.m. Monday through Friday, before 8 a.m. or after 6 p.m. on Saturday, or at any time on Sunday. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**Impact NOI-2:** Construction of Alternative 3 would not result in noise levels that would exceed the ambient noise level by 5 dBA at noise-sensitive receptors between the hours of 9 p.m. and 7 a.m. Monday through Friday, before 8 a.m. or after 6 p.m. on Saturday, or at any time on Sunday. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	Impact NOI-3: Operation of the proposed Project would not generate noise levels that would exceed existing ambient noise levels at noise-sensitive receptors by 5 dBA or greater in CNEL. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**Impact NOI-3:** Operation of Alternative 1 would not generate noise levels that would exceed existing ambient noise levels at noise-sensitive receptors by 5 dBA or greater in CNEL. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**Impact NOI-3:** Operation of Alternative 2 would not generate noise levels that would exceed existing ambient noise levels at noise-sensitive receptors by 5 dBA or greater in CNEL. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**Impact NOI-3:** Operation of Alternative 3 would not generate noise levels that would exceed existing ambient noise levels at noise-sensitive receptors by 5 dBA or greater in CNEL. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	Impact NOI-4: Construction or operation of proposed Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**Impact NOI-4:** Construction or operation of Alternative 1 would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**Impact NOI-4:** Construction or operation of Alternative 2 would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**Impact NOI-4:** Construction or operation of Alternative 3 would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
Public Services	**PS-1:** The proposed Project would not increase the demand for additional law enforcement officers and/or facilities such that USCG, LAPD, or Port Police would be unable to maintain adequate levels of service without additional facilities, the construction of which could cause significant environmental effects. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**PS-1:** Alternative 1 would not increase the demand for additional law enforcement officers and/or facilities such that USCG, LAPD, or Port Police would be unable to maintain adequate levels of service without additional facilities, the construction of which could cause significant environmental effects. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**PS-1:** Alternative 2 would not increase the demand for additional law enforcement officers and/or facilities such that USCG, LAPD, or Port Police would be unable to maintain adequate levels of service without additional facilities, the construction of which could cause significant environmental effects. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**PS-1:** Alternative 3 would not increase the demand for additional law enforcement officers and/or facilities such that USCG, LAPD, or Port Police would be unable to maintain adequate levels of service without additional facilities, the construction of which could cause significant environmental effects. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	PS-2: The proposed Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**PS-2:** Alternative 1 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. **CEQA:** No impact; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**PS-2:** Alternative 2 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. **CEQA:** No impact; no mitigation required. **NEPA:** No impact; no mitigation required.	**PS-2:** Alternative 3 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.

Table ES-4: Summary of Potential Impacts and Proposed Mitigation Measures by Alternative

	Proposed Project	Alternative 1 – No Project	Alternative 2 – No Federal Action	Alternative 3 – Reduced Project
Utilities and Service Systems	**UT-1:** The proposed Project would not result in a substantial increase in wastewater flows that would exceed the wastewater treatment requirements of the RWQCB or the capacity of existing treatment facilities. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**UT-1:** Alternative 1 would not result in a substantial increase in wastewater flows that would exceed the wastewater treatment requirements of the RWQCB or the capacity of existing treatment facilities. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**UT-1:** Alternative 2 would not result in a substantial increase in wastewater flows that would exceed the wastewater treatment requirements of the RWQCB or the capacity of existing treatment facilities. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**UT-1:** Alternative 3 would not result in a substantial increase in wastewater flows that would exceed the wastewater treatment requirements of the RWQCB or the capacity of existing treatment facilities. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	UT-2: The proposed Project would not result in a substantial increase in water demand that would exceed the water supplies available from existing entitlements and resources, and would not require new or expanded facilities or entitlements. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**UT-2:** Alternative 1 would not result in a substantial increase in water demand that would exceed the water supplies available from existing entitlements and resources, and would not require new or expanded facilities or entitlements. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**UT-2:** Alternative 2 would not result in a substantial increase in water demand that would exceed the water supplies available from existing entitlements and resources, and would not require new or expanded facilities or entitlements. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**UT-2:** Alternative 3 would not result in a substantial increase in water demand that would exceed the water supplies available from existing entitlements and resources, and would not require new or expanded facilities or entitlements. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	UT-3: The proposed Project would not generate substantial surface runoff that would exceed the capacity of existing municipal storm drain systems. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**UT-3:** Alternative 1 would not generate substantial surface runoff that would exceed the capacity of existing municipal storm drain systems. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**UT-3:** Alternative 2 would not generate substantial surface runoff that would exceed the capacity of existing municipal storm drain systems. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**UT-3:** Alternative 3 would not generate substantial surface runoff that would exceed the capacity of existing municipal storm drain systems. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	UT-4: Implementation of the proposed Project would not result in an increase in solid waste generation due to project operations that would exceed the capacity of existing solid waste handling and disposal facilities. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required. **Mitigation Measures:** Not required; however, **MM UT-1:** Recycling Construction Materials, **MM UT-2:** Using materials with recycling content, and **MM GHG-3:** Recycling would further reduce any potential impact. **Residual Impacts:** **CEQA:** Less than significant. **NEPA:** Less than significant.	**UT-4:** Implementation of Alternative 1 would not result in an increase in solid waste generation due to project operations that would exceed the capacity of existing solid waste handling and disposal facilities. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**UT-4:** Implementation of Alternative 2 would not result in an increase in solid waste generation due to project operations that would exceed the capacity of existing solid waste handling and disposal facilities. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required. **Mitigation Measures:** Not required; however, **MM UT-1:** Recycling Construction Materials, **MM UT-2:** Using materials with recycling content, and **MM GHG-3:** Recycling would further reduce any potential impact. **Residual Impacts:** **CEQA only:** Less than significant.	**UT-4:** Implementation of Alternative 3 would not result in an increase in solid waste generation due to project operations that would exceed the capacity of existing solid waste handling and disposal facilities. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required. **Mitigation Measures:** Not required; however, **MM UT-1:** Recycling Construction Materials, **MM UT-2:** Using materials with recycling content, and **MM GHG-3:** Recycling would further reduce any potential impact. **Residual Impacts:** **CEQA:** Less than significant. **NEPA:** Less than significant.
	UT-5: Implementation of the proposed Project would not require new, off-site energy supply and distribution infrastructure or capacity-enhancing alterations to existing facilities that are not anticipated by adopted plans or programs. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required. **Mitigation Measures:** Not required; however, **MM GHG-1:** Energy Audit and **MM GHG-2:** LED Lighting would further reduce any potential impact. **Residual Impacts:** **CEQA:** Less than significant. **NEPA:** Less than significant.	**UT-5:** Implementation of Alternative 1 would not require new, off-site energy supply and distribution infrastructure or capacity-enhancing alterations to existing facilities that are not anticipated by adopted plans or programs. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**UT-5:** Implementation of Alternative 2 would not require new, off-site energy supply and distribution infrastructure or capacity-enhancing alterations to existing facilities that are not anticipated by adopted plans or programs. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required. **Mitigation Measures:** Not required; however, **MM GHG-1:** Energy Audit and **MM GHG-2:** LED Lighting would further reduce any potential impact. **Residual Impacts:** **CEQA only:** Less than significant.	**UT-5:** Implementation of Alternative 3 would not require new, off-site energy supply and distribution infrastructure or capacity-enhancing alterations to existing facilities that are not anticipated by adopted plans or programs. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required. **Mitigation Measures:** Not required; however, **MM GHG-1:** Energy Audit and **MM GHG-2:** LED Lighting would further reduce any potential impact. **Residual Impacts:** **CEQA:** Less than significant. **NEPA:** Less than significant.

Table ES-4: Summary of Potential Impacts and Proposed Mitigation Measures by Alternative

	Proposed Project	Alternative 1 – No Project	Alternative 2 – No Federal Action	Alternative 3 – Reduced Project
Water Quality, Sediments, and Oceanography	**WQ-1:** The proposed Project would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**WQ-1:** Alternative 1 would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**WQ-1:** Alternative 2 would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**WQ-1:** Alternative 3 would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	WQ-2: The proposed Project would not result in increased flooding that would have the potential to harm people or damage property or sensitive biological resources. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**WQ-2:** Alternative 1 would not result in increased flooding that would have the potential to harm people or damage property or sensitive biological resources. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**WQ-2:** Alternative 2 would not result in increased flooding that would have the potential to harm people or damage property or sensitive biological resources. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**WQ-2:** Alternative 3 would not result in increased flooding that would have the potential to harm people or damage property or sensitive biological resources. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	WQ-3: The proposed Project would not result in a permanent adverse change in movement of surface water in the Harbor. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**WQ-3:** Alternative 1 would not result in a permanent adverse change in movement of surface water in the Harbor. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**WQ-3:** Alternative 2 would not result in a permanent adverse change in movement of surface water in the Harbor. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**WQ-3:** Alternative 3 would not result in a permanent adverse change in movement of surface water in the Harbor. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
	WQ-4: The proposed Project would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on site. **CEQA:** Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.	**WQ-4:** Alternative 1 would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on site. **CEQA:** Less than significant; no mitigation required. **NEPA:** Not applicable; mitigation not applicable.	**WQ-4:** Alternative 2 would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on site. **CEQA:** Less than significant; no mitigation required. **NEPA:** No impact; no mitigation required.	**WQ-4:** Alternative 3 would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on site. **CEQA**: Less than significant; no mitigation required. **NEPA:** Less than significant; no mitigation required.
Cumulative Impacts	Cumulatively considerable and unavoidable contribution to a significant cumulative impact under CEQA and NEPA after mitigation for: • Air Quality and Meteorology • Biological Resources • Noise **CEQA Only:** • Aesthetics • Greenhouse Gas Emissions	Cumulatively considerable and unavoidable contribution to a significant cumulative impact under CEQA after mitigation for: • Air Quality and Meteorology • Biological Resources • Greenhouse Gas Emissions **NEPA**: Does not require analysis of a CEQA No Project Alternative	Cumulatively considerable and unavoidable contribution to a significant cumulative impact under CEQA after mitigation for: • Air Quality and Meteorology • Biological Resources • Greenhouse Gas Emissions **NEPA**: As the NEPA baseline, Alternative 2 would not contribute to any cumulative impacts under NEPA.	Cumulatively considerable and unavoidable contribution to a significant cumulative impact under CEQA and NEPA after mitigation for: • Air Quality and Meteorology • Biological Resources • Noise **CEQA Only:** • Aesthetics • Greenhouse Gas Emissions

ES.5.2.1 Unavoidable Significant Impacts

Table ES-4 identifies unavoidable significant impacts associated with the proposed Project and alternatives. This Draft EIS/EIR has determined that implementation of the proposed project or one or more of the alternatives would result in significant impacts on:

- Air Quality and Meteorology
- Greenhouse Gas Emissions (CEQA only)
- Biological Resources

No feasible mitigation measures are available that would avoid all of the potential impacts or reduce all impacts to less-than-significant levels. Therefore, potential impacts to these resource areas are considered significant and unavoidable.

Under CEQA, the proposed Project and Alternatives 1 through 3 would have significant unavoidable impacts in the areas of Air Quality and Meteorology, Greenhouse Gas Emissions, and Biological Resources. Under NEPA, the proposed Project and Alternative 3 would have significant unavoidable impacts in the areas of Air Quality and Meteorology and Biological Resources. Greenhouse Gas Emissions are not required to be analyzed under NEPA and, as such, were not evaluated for any of the alternatives. Also, Alternative 1 is not a required alternative under NEPA and NEPA significance determinations were not made for Alternative 1. Lastly, because Alternative 2 is the same as the NEPA baseline, no impacts were identified for Alternative 2 under NEPA.

Under CEQA, significant impacts would result related to Air Quality and Meteorology and Greenhouse Gas Emissions under the proposed Project and Alternatives 1 through 3 because air emissions from construction and/or operation could not be mitigated to less-than-significant levels even with the application of all feasible mitigation measures. Under NEPA, significant impacts would result related to Air Quality and Meteorology under the proposed Project and Alternative 3 only (NEPA does not require the analysis of Alternative 1 and, because Alternative 2 would be equal to the NEPA baseline, no impacts were identified for Alternative 2 under NEPA).

Under CEQA, the proposed Project and Alternatives 1 through 3 would result in significant impacts on Biological Resources due to the potential for introduction of nonnative species into the harbor via ballast water or vessel hulls that could substantially disrupt local biological communities. Under NEPA, significant impacts would result on Biological Resources under the proposed Project and Alternative 3 only (NEPA does not require the analysis of Alternative 1 and, because Alternative 2 would be equal to the NEPA baseline, no impacts were identified for Alternative 2 under NEPA).

Mitigation measures applicable to Air Quality and Meteorology, Biological Resources, and Greenhouse Gas Emissions are presented in Section ES.5.2.4. Mitigation is not applicable to Alternative 1 because there would be no discretionary actions subject to CEQA.

ES.5.2.2 Summary of Significant Impacts that Can be Mitigated, Avoided, or Substantially Lessened

Table ES-4 identifies the significant impacts that can be mitigated, avoided, or substantially lessened under either CEQA or NEPA. This Draft EIS/EIR has determined that implementation of the proposed Project or one or more of the alternatives would result in significant impacts that can be mitigated to less than significant in the areas of:

- Groundwater and Soils (proposed Project and Alternatives 2 and 3)
- Noise (proposed Project only)

The proposed Project and Alternatives 2 and 3 under CEQA and the proposed Project and Alternative 3 under NEPA would result in significant groundwater and soils impacts. Implementation of mitigation would reduce groundwater and soils impacts to a less-than-significant level for the proposed Project and both alternatives.

Under CEQA and NEPA, the proposed Project would result in a potentially significant impact related to construction noise. Implementation of mitigation would reduce noise impacts during construction to a less-than-significant level.

Mitigation measures applicable to Groundwater and Soils and Noise are presented in Section ES.5.2.4.

ES.5.2.3 Summary of Less than Significant Impacts

Based on the environmental review in this Draft EIS/EIR, as summarized in Table ES-4, no significant impacts are expected under either CEQA or NEPA from the proposed Project or alternatives in the following environmental issue areas:

- Aesthetics and Visual Resources
- Cultural Resources
- Geology
- Ground Transportation
- Hazards and Hazardous Materials
- Land Use
- Marine Transportation
- Public Services
- Utilities
- Water Quality, Sediments, and Oceanography

ES.5.2.4 Mitigation Measures

Air Quality and Meteorology

The following mitigation measures would be required by LAHD for the proposed Project and Alternatives 2 and 3:

MM AQ-1: **Crane Delivery Used during Construction.** All ships and barges must comply with the expanded Vessel Speed Reduction Program (VSRP) of 12 knots between 20 nautical miles (nm) and 40 nm from Point Fermin.

MM AQ-2: **Harbor Craft Used during Construction.** Harbor craft must use U.S. Environmental Protection Agency (EPA) Tier 3 or cleaner engines.

MM AQ-3: **Fleet Modernization for On-Road Trucks Used during Construction.** Trucks with a gross vehicle weight rating (GVWR) of 19,500 or greater,

including import haulers and earth movers, must comply with EPA 2007 on-road emission standards.

MM AQ-4: **Fleet Modernization for Construction Equipment (except vessels, harbor craft, on-road trucks, and dredging equipment).** All diesel-powered construction equipment greater than 50 horsepower (hp) must meet EPA Tier 4 off-road emission standards.

MM AQ-5: **Dredging Equipment.** All dredging equipment must be electric.

MM AQ-6: **MM AQ-6: Construction Best Management Practices (BMPs).** LAHD will implement BMPs, per LAHD Sustainable Construction Guidelines, to reduce air emissions from all LAHD-sponsored construction projects. The following measures are required for construction equipment, including on-road trucks used during construction:

- Use diesel oxidation catalysts and catalyzed diesel particulate traps.
- Maintain equipment according to manufacturers' specifications.
- Restrict idling of construction equipment to a maximum of 5 minutes when not in use.
- Install high-pressure fuel injectors on construction equipment vehicles.

LAHD will implement a process by which to select additional BMPs to further reduce air emissions during construction. LAHD will determine the BMPs once the contractor identifies and secures a final equipment list. Because the effectiveness of this measure has not been established and includes some emission reduction technology that may already be incorporated into equipment as part of the Tier level requirement in MM AQ-3 and MM AQ-4, it is not quantified in this study.

MM AQ-7: **Additional Fugitive Dust Controls.** Contractor must apply water to disturbed surfaces at intervals of 2 hours.

MM AQ-8: **General Mitigation Measure.** For any of the above mitigation measures (MM AQ-2 through MM AQ-7), if a California Air Resources Board (CARB)-certified technology becomes available and is shown to be as good as, or better than, the existing measure in terms of emissions performance, the technology could replace the existing measure pending approval by LAHD. Measures will be set at the time a specific construction contract is advertised for bid.

MM AQ-9: **Vessel Speed Reduction Program (VSRP).** Starting January 1, 2017 and thereafter, 95% of ships calling at the YTI Terminal will be required to comply with the expanded VSRP at 12 knots between 40 nm from Point Fermin and the Precautionary Area.

MM AQ-10: **Alternative Maritime Power (AMP).** By 2026, NYK Line-operated ships calling at the YTI Terminal must use AMP for 95% of total hoteling hours while hoteling at the Port.

Biological Resources

The following mitigation measures would be required by LAHD for the proposed Project and Alternative 3:

MM BIO-1: **Avoid marine mammals.** Avoid marine mammals. Although it is expected that marine mammals will voluntarily move away from the area at the commencement of the vibratory or "soft start" of pile-driving activities, as a precautionary measure, pile-driving activities occurring as part of the sheet pile and king pile installation will include establishment of a safety zone, and the area surrounding the operations will be monitored for pinnipeds and cetaceans by a qualified marine mammal observer. A 300-meter-radius safety zone will be established around the pile-driving site and monitored for marine mammals. The pile-driving site will move with each new pile, therefore the 300-meter safety zone will move accordingly.

Prior to commencement of pile driving, observers on shore or by boat will survey the safety zone to ensure that no marine mammals are seen within the zone before pile driving of a pile segment begins. If a marine mammal is observed within 10 meters of pile-driving operations, pile driving will be delayed until the marine mammal moves out of the 10-meter zone. If a marine mammal in the 300-meter safety zone is observed, but more than 10 meters away, the contractor will wait at least 15 minutes to commence pile driving. If the marine mammal has not left the 300-meter safety zone after 15 minutes, pile driving can commence with a "soft start." This 15-minute criterion is based on a study indicating that pinnipeds dive for a mean time of 0.50 to 3.33 minutes; the 15-minute delay will allow a more than sufficient period of observation to be reasonably sure the animal has left the proposed project vicinity.

If marine mammals enter the safety zone after pile driving of a segment has begun, pile driving will continue. The qualified observer will monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile driving will cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area will again be thoroughly surveyed by the qualified observer.

Greenhouse Gas Emissions

The following mitigation measures would be required by LAHD for the proposed Project and Alternatives 2 and 3:

MM GHG-1: **Energy Audit.** The tenant will conduct an energy audit by a third party of its choice every five years and install innovative power-saving technology (1) where it is feasible and (2) where the amount of savings would be reasonably sufficient to cover the costs of implementation.

MM GHG-2: **LED Lighting.** When existing light bulbs require replacement, all bulbs within the interior of buildings on the premises will be replaced exclusively with light emitting diode (LED) light bulbs or a technology with similar energy-saving capabilities for ambient lighting within all terminal buildings. The tenant will also maintain and replace any Port-supplied LED light bulbs.

MM GHG-3 **Recycling.** The tenant will ensure that a minimum of 60% of all waste generated in all terminal buildings is recycled by 2017.

Groundwater and Soils

The following mitigation measures would be required by LAHD for the proposed Project and Alternatives 2 and 3:

MM GW-1: **Soil Sampling, Testing, and Treatment.** Prior to ground-disturbing construction activities, the following actions must be implemented by LAHD or its contractors:

a) Prior to conducting excavations in the former National Metals and Steel site and the former Al Larson's Boat site, EPA must receive a "Notification of Activity" according to Federal protocol under the Toxic Substances Control Act (TSCA) for former polychlorinated biphenyl (PCB) remediation sites. In place (in-situ) soil sampling for PCBs must be completed prior to excavation and the analytical results provided to the EPA for review, prior to excavation. The sampling, analytical method, extraction, and soil disposal methods must comply with EPA TSCA regulations for PCB remediation sites where the original source of the PCBs was greater than 50 milligrams per kilogram (mg/kg). Sampling frequency and depth must be consistent with established EPA sampling procedures or guidance such as 40 CFR 761, Subpart N (40 CFR 761.260 et al.), or CERCLA site characterization guidance. PCB-containing waste soils must be disposed of and labeled as TSCA waste. EPA written concurrence with the notification is needed before excavation may proceed in former PCB remediation areas. In addition, as lead agency for PCBs, EPA may attach conditions to their concurrence, which must be followed.

b) In the former National Metals Steel and Al Larson Boat sites, soils must also be tested for total petroleum hydrocarbons (TPH), Title 22 metals, and organochlorine pesticides (OCPs) as a condition of

remediation site closure by the Los Angeles County Fire Department, Health and Hazardous Materials Section, and LAHD past practice to provide adequate information for construction waste characterization and/or worker safety hazard evaluations, prior to excavation.

c) Soils in the former Golden West leasehold must be tested for TPH, benzene, toluene, ethyl benzene and xylenes, and polyaromatic hydrocarbons prior to excavation due to elevated petroleum waste left in backfill soils at this site and for the reason described in (b) above.

d) Soils in the former Dow Chemical site must be tested for volatile organic compounds prior to excavation because past sampling indicates carbon tetrachloride is present at concentrations above industrial limits and at a level not protective of construction workers. Other lower-level volatile organic compounds (VOCs) were also found.

e) In Waste Discharge Order 90-045, the Los Angeles Regional Water Quality Control Board requires maintenance of the structural integrity of the site cap for the former Golden West site and the National Metals Steel/Al Larson Boat Shop site. The site cap is to be a minimum of a 21-inch layer of clean material, compacted according to civil engineering standards, and the top 7 inches of this layer are to be asphalt concrete pavement. Groundwater monitoring requirements were rescinded for this site due to the presence of this cap and 6 years of monitoring indicating that the cap was protecting the groundwater from remnant contaminants in site soils.

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

a) All trench excavation and filling operations will be observed for the presence of free petroleum products, chemicals, or contaminated soil. Soil suspected of contamination will be segregated from other soil. In the event soil suspected of contamination is encountered during construction, the contractor will notify LAHD's environmental representative. LAHD will confirm the presence of the suspect material and direct the contractor to remove, stockpile or contain, and characterize the suspect material. Continued work at a contaminated site will require the approval of the LAHD Project Engineer.

b) Excavation of VOC-impacted soil, or soil suspected of being impacted by VOCs based on historical site use, will require obtaining and complying with a South Coast Air Quality Management District Rule 1166 permit.

c) The remedial option(s) selected will be dependent on a suite of criteria (including but not limited to types of chemical constituents, concentration of the chemicals, health and safety issues, time constraints, and cost) and will be determined on a site-specific basis. Both offsite and onsite remedial options may be evaluated.

d) The extent of removal actions will be determined on a site-specific basis. At a minimum, the impacted area(s) within the boundaries of the construction area will be remediated to the satisfaction of LAHD and the lead regulatory agency for the site or action. The LAHD Project Manager overseeing removal actions will inform the contractor when the removal action is complete.

e) Copies of hazardous waste manifests or other documents indicating the amount, nature, and disposition of such materials will be submitted to the LAHD Project Manager within 60 days of project completion.

f) In the event that contaminated soil is encountered either prior to or during construction, all onsite personnel handling or working in the vicinity of the contaminated material must be trained in accordance with EPA and Occupational Safety and Health and Administration (OSHA) regulations for hazardous waste operations or demonstrate they have completed the appropriate training. Training must provide protective measures and practices to reduce or eliminate hazardous materials/waste hazards at the workplace.

g) When impacted soil must be excavated, air monitoring will be conducted as appropriate for related emissions adjacent to the excavation.

h) All excavations will be backfilled with structurally suitable fill material that is free from contamination per LAHD standards.

i) Standard engineering controls and BMPs will be implemented while excavating impacted soils to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include but not be limited to the following:

- Contractor will water/mist soil as its being excavated and loaded onto transportation trucks.
- Contractor will place any stockpiled soil in areas shielded from prevailing winds.
- Contractor will cover the bottom of excavated areas with sheeting when work is not being performed.

Noise

The following mitigation measures would be required by LAHD for the proposed Project:

MM NOI-1: **Noise Reduction during Pile Driving.** The contractor will be required to use a pile-driving system such as a Bruce hammer (with silencing kit); an IHC Hydrohammer, SC series (with a sound insulation system); or an equivalent silenced hammer that is capable of limiting maximum noise levels at 50 feet from the pile driver to 104 A-weighted decibels, or less, during installation of king piles and sheet piles.

MM NOI-2: **Erect Temporary Noise Attenuation Barriers Adjacent to Pile-Driving Equipment or Employ Temporary Shields to the Pile-Driving Equipment, Where Necessary and Feasible.** The need for and feasibility of noise attenuation barriers/curtains or pile driver shielding will be evaluated on a case-by-case basis by considering the distance to noise-sensitive receptors, the available space at the construction location, safety, and proposed project operations. The noise barriers/curtains will be installed directly around the pile-driving equipment to shield the line of sight from the nearest noise-sensitive receptor, where feasible. Because the equipment would be mostly on the water and pile drivers are high above the water surface, noise barriers may not be feasible or effective to provide sufficient noise reduction, depending on the construction sites and pile-driving activity and equipment specified for each site. Another alternative is to employ shields that are physically attached to the pile drivers. The pile driver shielding is more effective where considerable noise reduction is required.

ES.5.2.5 Cumulative Impacts

The proposed Project was analyzed in conjunction with other related projects in the area for potential to contribute to significant cumulative impacts. Cumulative impact evaluations for each resource are included in Chapter 4 of this Draft EIS/EIR.

Cumulatively Considerable Impacts

The proposed Project would make a cumulatively considerable contribution to a significant cumulative impact for the following resource areas under CEQA:

- Aesthetics
- Air Quality and Meteorology
- Biological Resources
- Greenhouse Gas Emissions
- Noise

The proposed Project would make a cumulatively considerable contribution to a significant cumulative impact in the following resource areas under NEPA:

- Air Quality and Meteorology
- Biological Resources

- Noise

Alternative 1 could result in cumulatively considerable impacts for the following resource areas under CEQA:

- Air Quality and Meteorology
- Biological Resources
- Greenhouse Gas Emissions

Alternative 1 is not required to be analyzed under NEPA.

Alternative 2 could result in cumulatively considerable impacts for the following resource areas under CEQA:

- Air Quality and Meteorology
- Biological Resources
- Greenhouse Gas Emissions

Alternative 2 is the same as the NEPA baseline and thus would not contribute to cumulatively considerable impacts for any resource area.

Alternative 3 would make a cumulatively considerable contribution to a significant cumulative impact in the same resource areas as the proposed Project to varying degrees under CEQA and NEPA.

Less than Cumulatively Considerable Impacts

The proposed Project and Alternatives 1 through 3 would not contribute to cumulatively considerable impacts under CEQA and NEPA for the following resource areas (after applicable mitigation measures):

- Cultural Resources
- Geology
- Ground Transportation
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Marine Transportation
- Public Services
- Utilities and Service Systems
- Water Quality, Sediments, and Oceanography

In addition to those listed above, Alternatives 1 and 2 would also not result in cumulatively considerable impacts on Aesthetics or Noise.

ES.5.2.6 Environmental Justice

The potential for the proposed Project and alternatives to cause disproportionately high and adverse human health and environmental effects on low-income and/or minority populations is discussed in the Environmental Justice analysis (Chapter 5). The environmental justice analysis complies with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations—which requires federal agencies to assess the potential for their actions to have disproportionately high and adverse environmental and health impacts on minority populations and/or low-income populations—and with the CEQ *Guidance for Environmental Justice Under NEPA* (CEQ 1997). Thus, the Environmental Justice analysis is applicable only to NEPA. Alternative 1 is not subject to NEPA because it is a CEQA-only alternative, and Alternative 2 would result in no incremental difference than the NEPA Baseline. Therefore, these alternatives are not analyzed for Environmental Justice.

The proposed Project and Alternative 3 would result in disproportionate effects on minority and low-income populations as a result of significant and unavoidable impacts for the following:

- Air Quality and Meteorology
- Noise

Other potentially significant impacts of the proposed Project and the alternatives would be reduced to less-than-significant or less than cumulatively considerable levels through implementation of mitigation measures, would not affect human populations, or would not have disproportionate effects on minority and low-income populations.

ES.5.2.7 Socioeconomic and Growth-Inducing Impacts

The economic contributions from the Port to the regional and national economy are substantial. The Port creates tens of billions of dollars in industry sales each year in the Southern California region. These sales translate into jobs, wages and salaries, and state and local taxes. The employment generated by maritime cargo activity at the marine terminals owned by the Port of Los Angeles can be categorized into trucking, International Longshore and Warehouse Union (ILWU), freight forwarders/customs house brokers, warehousing, steamship agents, chandlers, surveyors, and others. Approximately 43,397 jobs are directly generated by activities at the marine terminals (Martin Associates 2007).

As shown in Table ES-5, construction of the proposed Project would generate approximately 340 secondary (i.e., indirect and induced) jobs and 410 direct jobs over the two-year construction period. With the ramp-up and ramp-down and the completion of different tasks at different times, the construction workforce at any one time would vary. The construction workforce would primarily come from people already living in the Los Angeles Basin, given the large existing construction industry workforce and the highly integrated nature of the Southern California economy, as well as the prevalence of cross-county and inter-community commuting by workers between their places of work and their places of residence. Therefore, the proposed Project is not anticipated to result in either in-migration or relocation of construction employees to satisfy the need for increased temporary, construction-related employment.

Table ES-5: Proposed Project: Direct and Secondary Construction Employment Over the Construction Period

Period	Employment (Number of Jobs)
Totals	
Direct	410
Secondary	340
Total	**750**

The proposed Project would generate permanent direct and secondary jobs. As shown in Table ES-6, the proposed Project is estimated to create 274 net direct jobs attributable to operations in 2017, and increase to 821 direct jobs in 2026. Most of the direct jobs generated by operations at the terminal would be in the transportation and public utilities sector of the regional economy. Secondary jobs, however, would occur in all industrial sectors. The proposed Project would provide new job opportunities to support the local economy; however, when compared to the overall regional economy, the proposed Project would not cause substantial changes in the local employment or labor force. As with the construction jobs, given the large pool of labor in the region, it is anticipated that the majority of new positions would be filled by people already living in the Los Angeles Basin. Consequently, no measurable change in population distribution would occur, and the proposed Project is not expected to change residential property trends or property values in the area.

Table ES-6: Proposed Project: Net Direct and Secondary Operations Employment

	Employment (Number of Jobs)		
	2017	2020	2026
Direct	274	616	821
Secondary	473	1,065	1,419
Total	**747**	**1,681**	**2,241**

Similarly, the proposed Project would result in an increase in wages, income, and state and local taxes, which would provide a benefit to local business and government agencies by increasing revenues. However, as one component of a large regional economy, it would not represent a substantial change in revenue for local businesses or government. The alternatives would have similar or less economic benefits as the proposed Project by generating similar or less employment, wages, and taxes.

ES.5.2.8 Significant and Irreversible Changes to the Environment

Implementation of the proposed Project would require the use of nonrenewable resources, such as fossil fuels, and nonrenewable construction materials.

The proposed Project or an alternative would develop the site for increase Port-related activities. Resources that are committed irreversibly and irretrievably are those that would be used by a project on a long-term or permanent basis. Resources committed to

this proposed Project or an alternative include the use of fossil fuels and nonrenewable construction materials such as rock, concrete, gravel, and soils.

Fossil fuels and energy would be consumed during construction and operation activities. Fossil fuels in the form of diesel oil and gasoline would be used for construction equipment and vehicles. During operations, diesel oil and gasoline would be used by ships, tug boats, port terminal equipment (e.g., cargo handling), trains, and on-road vehicles. Electrical energy and natural gas would be consumed during construction and operation. These energy resources would be irretrievable and irreversible.

Non-recoverable materials and energy would be used during construction and operation activities, but the amounts needed would be accommodated by existing supplies. Although the increase in the amount of materials and energy used would be limited, they would nevertheless be unavailable for other uses. The minimal irreversible changes likely would be justified by the economic growth in trade and import/export of goods, as well as the increased efficiency in cargo handling at the Port, which the proposed Project or an alternative would provide.

ES.5.3 Environmentally Preferred and Environmentally Superior Alternative

NEPA requires the identification of an environmentally preferred alternative, and CEQA requires the identification of an environmentally superior alternative. Under CEQA, if the No Project Alternative is determined to be environmentally superior, the EIR must identify an environmentally superior alternative from among the other alternatives.

The environmentally superior and preferable alternatives were determined based on a ranking system that assigned numerical scores comparing the impacts under each resource area for each alternative relative to the proposed Project under CEQA and the NEPA baseline under NEPA. The scoring system ranged from -2 if impacts are considered to be substantially reduced when compared to the proposed Project (CEQA) or NEPA baseline (NEPA) to +2 if impacts are considered to be substantially increased when compared to the CEQA or NEPA baseline. In Chapter 6, Tables 6-3 and 6-5 present the scoring system and rankings for each alternative under CEQA and NEPA, respectively.

Under the CEQA analysis, Alternative 1 – No Project Alternative is the environmentally superior alternative because it would not involve any new construction, and growth in operations would be reduced under Alternative 1 as compared to the proposed Project and Alternative 3. Pursuant to the State CEQA Guidelines, if the No Project Alternative is deemed to be environmentally superior, then the lead agency must identify an alternative other than the No Project Alternative as environmentally superior. Alternative 2 – No Federal Action Alternative would result in the least impact other than Alternative 1. Therefore, in accordance with CEQA, Alternative 2 is deemed to be Environmentally Superior.

Under the NEPA analysis, Alternative 2 – No Federal Action Alternative is environmentally preferable because it would have no incremental impacts compared to the NEPA baseline (Table ES-4). Although Alternatives 1 and 2 would result in fewer significant unavoidable impacts or mitigated impacts than the proposed Project or

Alternative 3, they would not meet the proposed Project's stated purpose to improve maritime shipping and commerce by upgrading container terminal infrastructure in, over, and under water and on terminal backlands to accommodate the projected fleet mix of larger container ships (up to 13,000 TEU) that are anticipated to call at the YTI terminal through 2026, while also maintaining consistency with established Port policies pertaining to the environment.

ES.5.4 Public Comment

ES.5.4.1 Community Concerns

During the scoping process, various individuals or organization representatives provided comments on the scope and content of the Draft EIS/EIR.

USACE and LAHD determined that an EIS/EIR should be prepared for the proposed Project. USACE and LAHD issued an NOI/NOP and CEQA IS Checklist for the Berths 212–224 (YTI) Container Terminal Improvements Project Draft EIS/EIR on April 5, 2013. Agencies and the public submittal a total of 10 comment letters on the NOI/NOP. Table ES-7 presents a summary of which chapters or sections of the Draft EIS/EIR address the relevant comments on the NOI/NOP.

The scope of this Draft EIS/EIR was established based on the NOI issued by USACE on April 5, 2013. Written and oral comments have been grouped by the chapter or section that addresses each comment raised.

Table ES-7: Summary of Comments Received for the NOI/NOP

Commenter	Key Issues Raised	Sections Addressed
Federal Emergency Management Agency (FEMA)	• Requested that LAHD review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the City and County of Los Angeles. • Provided information on the National Flood Insurance Program (NFIP) floodplain building requirements.	Section 3.14, Water Quality, Sediments, and Oceanography
South Coast Air Quality Management District (SCAQMD)	• Recommends LAHD to use the SCAQMD CEQA Air Quality Handbook (1993) to assist with preparation of the air quality analysis. • Identify any potential adverse air quality impacts from all phases of the proposed Project and all air pollutant sources related to the proposed Project. • Calculate air quality impacts from both construction and operations. • Quantify particulate matter smaller than or equal to 2.5 microns in diameter ($PM_{2.5}$) emissions and compare results to the recommended $PM_{2.5}$ thresholds using SCAQMD methodology and guidance. • Calculate localized air quality impacts using SCAQMD methodology and guidance, and compare the results to SCAQMD's localized significance thresholds (LSTs) or performing dispersion modeling if necessary. • Perform mobile source health risk assessment using SCAQMD guidance.	Chapter 2, Project Description Section 3.2, Air Quality and Meteorology Chapter 6, Project Alternatives

Table ES-7: Summary of Comments Received for the NOI/NOP

Commenter	Key Issues Raised	Sections Addressed
	• Analyze all toxic air contaminant impacts due to the decommissioning or use of equipment generating such pollutants. • Identify and include all feasible mitigation measures, including those that go beyond what is required by law. Refer to SCAQMD CEQA Air Quality Handbook for sample mitigation measures, SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, guidance on siting incompatible land uses in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, and other SCAQMD CEQA web resources. • Provides SCAQMD rules and relevant air quality reports and data location through the Public Information Center and SCAQMD website. • Recommends that the Draft EIR analyze an alternative that moves the increase in throughput via on-dock rail yards. • Requests copy of Draft EIR along with all appendices and related technical documents.	
Southern California Association of Governments (SCAG)	• Draft EIS/EIR should include a review and consideration of the adopted Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) goals, and analysis should reflect the most recently adopted growth forecasts. • Requests copy of environmental documentation be sent to SCAG's Los Angeles office or via e-mail for the full comment period.	Section 3.6, Ground Transportation Chapter 8, Growth-Inducing Impacts
California State Lands Commission (CSLC)	• Presents CSLC's jurisdiction and management authority over all ungranted tidelands, submerged lands, and beds of navigable lakes and waterways, as well as residual and review authority for tidelands and submerged lands granted in trust to local jurisdictions. • Indicates that the state holds these lands for the benefit of all people of the state for statewide Public Trust purposes, which include, but are not limited to, waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. • Acknowledges that the proposed Project is located on sovereign submerged lands that have been transferred, in trust, to the City of Los Angeles (Statute of 1911, Chapter 656), and that no CSLC authorization would be required. • Indicates that CSLC retains residual and review authority over granted lands, which are subject to the protections of the Public Trust Doctrine. • USACE and LAHD should conduct queries of the California Department of Fish and Wildlife's (CDFW's) California Natural Diversity Database and the U.S. Fish and Wildlife Service's (USFWS's) Special Status Species Database to identify any special-status plant or wildlife species that may occur in the proposed project area. Coordination with CDFW and USFWS, as well as direct surveys or data collection, should be performed. • USACE and LAHD should consult with CDFW, USFWS, and the National Oceanographic and Atmospheric Administration's	Section 3.2, Air Quality and Meteorology Section 3.3, Biological Resources Section 3.4, Cultural Resources

Table ES-7: Summary of Comments Received for the NOI/NOP

Commenter	Key Issues Raised	Sections Addressed
	(NOAA's) National Marine Fisheries Service (NMFS) for information on other species that may be present and possible mitigation. • The Draft EIS/EIR should analyze the potential for species to occur in the proposed project area, and if impacts on special-status species are found to be significant, adequate mitigation should be identified. • The Draft EIS/EIR should consider the proposed Project's potential to encourage the establishment or proliferation of marine invasive species, and consider the impacts of introduced species on the proposed Project. If significant impacts are determined, mitigation should be considered including contracting vessels and barges from nearby, or requiring hull cleaning. • The Draft EIS/EIR should evaluate construction noise and vibration on fish and birds from construction in the water and pile driving. Mitigation could include species-specific work windows. • A greenhouse gas (GHG) emissions analysis consistent with the California Global Warming Solutions Act (Assembly Bill 32) and required by the State CEQA Guidelines should be included, and should identify a threshold for significance for GHG emissions, calculate the level of GHGs that would be emitted as a result of construction and ultimate build-out of the proposed Project, determine the significance of the impacts of those emissions, and, if impacts are significant, identify mitigation measures. • The Draft EIS/EIR should consider the effects of sea level rise on all resource categories potentially affected by the proposed Project. Identify adaptation strategies and consult CSLS's staff report, "A Report on Sea Level Rise Preparedness," to consider mitigation. • The Draft EIS/EIR should evaluate potential impacts on submerged cultural resources in the proposed project area, including consultation with CSLC's shipwrecks database. • Notes that any submerged archaeological site or submerged historic resource that has remained in state waters for more than 50 years is presumed to be significant, and that title to all abandoned shipwrecks, archaeological sites, and historic or cultural resources on or in the tide and submerged lands is vested in the state and under the jurisdiction of the CSLC. • Requests copies of Final EIS/EIR, Mitigation Monitoring and Reporting Program (MMRP), Notice of Determination (NOD), CEQA Findings, and Statement of Overriding Considerations (SOC) when/if available.	

Table ES-7: Summary of Comments Received for the NOI/NOP

Commenter	Key Issues Raised	Sections Addressed
Department of Toxic Substances Control (DTSC)	• Draft EIS/EIR should evaluate whether conditions in the proposed project area pose a threat to human health or the environment. • Provides a list of regulatory databases to be consulted. • Identify a mechanism to initiate/remediate any site within the proposed project area that may be contaminated. • Any environmental investigations, sampling, or remediation for a site should be conducted under a work plan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. • For structures planned to be demolished, an investigation should be conducted for the presence of hazardous chemicals, mercury, and asbestos. Any contaminants should be remediated in compliance with California environmental regulations. • Soil sampling may be required if excavation or filling is conducted. Contaminated soil must be properly disposed and may be subject to Land Disposal Restrictions. • Imported soils for backfill should be sampled to ensure they are free of contamination. • Human health and environmentally sensitive receptors should be protected during construction and demolition. A health risk assessment may be required and should be conducted by a qualified health risk assessor. • Any hazardous waste generated should be managed in accordance with the California Hazardous Waste Control Law. • DTSC can provide cleanup oversight through an Environmental Oversight Agreement or a Voluntary Cleanup Agreement.	Section 3.7, Groundwater and Soils
Native American Heritage Commission (NAHC)	• NAHC has jurisdiction and special expertise over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites. • Perform a record search of the proposed project area to determine if the area has been surveyed for cultural resources. • Known traditional cultural resources recorded on or adjacent to the area of potential effect (APE) should be listed in the Draft EIS/EIR. • Coordinate archaeological inventory and reporting with NAHC, if required. • All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure. • A Sacred Lands File Check has been requested and a list of appropriate Native American contacts has been provided for consultation. • Include in mitigation plans provisions for evaluation and identification of accidentally discovered archaeological resources.	Section 3.4, Cultural Resources

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Commenter	Key Issues Raised	Sections Addressed
	• Monitoring of ground-disturbing activities should be included in areas of identified archaeological sensitivity by a certified archaeologist and a culturally affiliated Native American. • Include in mitigation plans provisions for the disposition of recovered artifacts in consultation with culturally affiliated Native Americans. • Include provisions for discovery of Native American human remains in mitigation plans.	
California Public Utilities Commission (CPUC)	• CPUC has jurisdiction over the safety of highway-rail crossings in the state. • CPUC requires approval for construction or alteration of crossings and grants the Commission exclusive power on design, alteration, and/or closure of crossings. • Crossings along the Port of Los Angeles Red Car Line near the TICTF should be identified and evaluated for necessary safety improvements and mitigations. • Additional tracks shall be constructed in accordance with Commission General Order Nos. 26-D, 72-B, and 75-D. • Construction or modification of a public crossing requires the authorization from the Commission.	Section 3.6, Ground Transportation
Los Angeles County Metropolitan Transportation Authority (LACMTA)	• A Traffic Impact Analysis (TIA) with roadway and transit components is required under the California Congestion Management Plan (CMP), and shall include: • All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed Project would add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); • If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed Project would add 50 or more peak hour trips (total of both directions); within the study area, the TIA must analyze at least one segment between monitored CMP intersections; • Mainline freeway-monitoring locations where the proposed Project would add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour; and • Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system. • The CMP TIA requirement also contains two separate impact studies covering roadways and transit. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. • Requests a copy of the Draft EIS/EIR	Section 3.6, Ground Transportation

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Commenter	Key Issues Raised	Sections Addressed
City of Rancho Palos Verdes	• Reasonable foreseeable upset and accident conditions involving the likely release of hazardous material into the environment should also include assessment of the movement of cargo at the YTI facility, not just the risk of unearthing contaminated soil during site excavation. • Inconsistencies (if any) with the Port Master Plan Update should be fully analyzed in the Draft EIS/EIR.	Section 3.7, Groundwater and Soils Section 3.8, Hazards Section 3.9, Land Use

California Department of Transportation (Caltrans)	• A traffic study should be prepared prior to the Draft EIS/EIR, and Caltrans' traffic study guide should be consulted.
	• Assumptions and methods should be presented that are used to develop trip generation, trip distribution, travel mode, and assignments of trips on SR-47, SR-110, and SR-710, and all on/off ramps within a two-mile radius of the proposed Project.
	• All freeway segments and interchanges within five miles of the proposed Project should be analyzed.
	• Analysis of average daily traffic (ADT), and AM and PM peak-hour volumes for both the existing and future conditions in the affected area should be presented.
	• Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions should include build-out of all projects and any plan-horizon years.
	• Analysis should include existing traffic, traffic generated from the proposed Project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the proposed Project and developments.
	• Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts should be presented and shall include, but not be limited to, the following:
	  o Description of Transportation Infrastructure Improvements
	  o Financial Costs, Funding Sources, and Financing
	  o Sequence and Scheduling Considerations
	  o Implementation Responsibilities, Controls, and Monitoring
	• Any mitigation involving transit or Transportation Demand Management (TDM) should be justified and the results conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.
	• Caltrans may accept fair share contributions toward pre-established or future improvements on the state highway system. Please use the following ratio when estimating proposed project equitable share responsibility: additional traffic volume due to proposed project implementation IS divided by the total increase in the traffic volume.
	• Caltrans has authority to determine the required freeway analysis for the proposed Project and is responsible for obtaining measures that would offset proposed project vehicle trip generation that worsens state highway facilities. Caltrans should be consulted for the analysis of state facilities.
		Section 3.6, Ground Transportation

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	• The state routes should be analyzed, preferably using methods suggested in Caltrans' Traffic Impact Study Guide. A select zone model run is the preferred method. • Caltrans requests a scoping meeting prior to the preparation of the traffic study to determine the study area and methodology used for the analysis.	

ES.5.5 Issues to be Resolved

Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR contain issues to be resolved; this includes whether or how to mitigate significant impacts. The major issues to be resolved include decisions by the lead agencies as to whether:

- this EIR adequately describes the environmental impacts of the proposed Project and alternatives;
- the recommended mitigation measures should be adopted or modified;
- additional mitigation measures need to be applied to the project; or
- the project should or should not be approved for implementation.