

## **APPENDIX A**

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**Initial Study/Notice of Preparation (NOP)/  
Notice of Intent (NOI)/Special Public Notice**

CITY OF LOS ANGELES  
 OFFICE OF THE CITY CLERK  
 ROOM 395, CITY HALL  
 LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**NOTICE OF PREPARATION**

(Article VI, Section 2 -- City CEQA Guidelines)

|            |                               |              |                               |
|------------|-------------------------------|--------------|-------------------------------|
| <b>TO:</b> | RESPONSIBLE OR TRUSTEE AGENCY | <b>FROM:</b> | LEAD CITY AGENCY              |
|            | ADDRESS (Street, City, Zip)   |              | Los Angeles Harbor Department |
|            |                               |              | ADDRESS (Street, City, Zip)   |
|            |                               |              | 425 South Palos Verdes Street |
|            |                               |              | P.O. Box 151                  |
|            |                               |              | San Pedro, CA 90733-0151      |

► **SUBJECT:** Notice of Preparation of a Draft Environmental Impact Report

|   |                    |
|---|--------------------|
| PROJECT TITLE<br>Berths 136-147 Terminal Improvements | CASE<br>030127-020 |
|---|--------------------|

PROJECT APPLICANT, IF  
 Trans Pacific Container Service Corporation

The City of Los Angeles will be the Lead Agency and will prepare an environmental impact report for the project identified above. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by this City when considering your permit or other approval for the project.

The project description, location and probable environmental effects are contained in the attached materials.

- A copy of the Initial Study is attached.
- A copy of the Initial Study is not attached.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 45 days after receipt of this notice.

Please send your response to Ralph G. Appy Director of Environmental Management  
 at the address of the lead City Agency as shown above. We will need the name of a contact person in your agency.

**Note:** If the Responsible or trustee agency is a state agency, a copy of this form must be sent to the State Clearinghouse in the Office of Planning and Research, 1400 Tenth Street, Sacramento, California 95814. A state identification number will be issued by the Clearinghouse and should be thereafter referenced on all correspondences regarding the project, specifically on the title page of the draft and final EIR and on the Notice of Determination.

|                            |   |                             |                    |
|----------------------------|---|-----------------------------|--------------------|
| SIGNATURE<br>Ralph G. Appy | TITLE<br>Director of Environmental Management | TELEPHONE<br>(310) 732-3675 | DATE<br>10/22/2003 |
|----------------------------|---|-----------------------------|--------------------|

## Environmental Checklist Form

1. **Project title and ADP Number:**  
Berths 136-147 TraPac Terminal Expansion Project  
Environmental Impact Report  
ADP No. 030127-020
2. **Lead agency name and address:**  
Los Angeles Harbor Department  
Environmental Management Division  
425 South Palos Verdes Street  
San Pedro, CA 90733-0151
3. **Contact person and phone number:**  
Ralph G. Appy, PhD  
Director of Environmental Management  
(310) 732-3675
4. **Project location:** Port of Los Angeles Berths 136-147, in the Wilmington Community within the City of Los Angeles.  
The project area is roughly bordered by Harry Bridges Boulevard and residential areas of Wilmington to the north; the Turning Basin and the Vincent Thomas Bridge to the south; the West Basin Channel, to the west; and Pier A Street to the east.
5. **Project Applicant and address:**  
Trans Pacific Container Service Corporation  
920 West Harry Bridges Boulevard  
Wilmington, CA 90744-5230
6. **General Plan designation:**  
Port of Los Angeles
7. **Zoning:** (Q) M3
8. **Description of project:**  
See Special Public Notice, Supplementary Information Section
9. **Surrounding land uses and setting:**  
Container terminals, liquid bulk marine terminals, and residential.
10. **Other public agencies whose approval is required:**

|  |  |
|--|--|
| Chief Legislative Analyst              | National Marine Fisheries Service            |
| California Department of Fish and Game | U.S. Army Corp of Engineers                  |
|  | California Environmental Protection Agency   |
| State Lands Commission                 | Regional Water Quality Control Board         |
| U.S. Fish and Wildlife Service         | Department of Toxic Substances Control Board |
| California Coastal Commission          | South Coast Air Quality Management District  |

California Department of Transportation

US Coast Guard

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agriculture Resources                         | <input checked="" type="checkbox"/> Air Quality            |
| <input checked="" type="checkbox"/> Biological Resources          | <input checked="" type="checkbox"/> Cultural Resources                 | <input checked="" type="checkbox"/> Geology /Soils         |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality          | <input checked="" type="checkbox"/> Land Use / Planning    |
| <input type="checkbox"/> Mineral Resources                        | <input checked="" type="checkbox"/> Noise                              | <input type="checkbox"/> Population / Housing              |
| <input checked="" type="checkbox"/> Public Services               | <input checked="" type="checkbox"/> Recreation                         | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities / Service Systems   | <input checked="" type="checkbox"/> Mandatory Findings of Significance |  |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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Signature

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Date

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Signature

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Date

EVALUATION OF ENVIRONMENTAL IMPACTS<sup>1</sup>:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact”. The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to less than a significant level (mitigation measures from Section XVII, “Earlier Analyses”, may be cross-reference).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063©(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of an adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated”, describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or

individuals contacted should be cited in the discussion.

- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

<sup>1</sup> *Reference: Guidelines for Implementation of the California Environmental Quality Act, California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15063, and Appendix G, Environmental Checklist Form (February 1, 1999).*

Issues:

|   | <b>Potentially<br/>Significant<br/>Impact</b> | <b>Less Than<br/>Significant with<br/>Mitigation<br/>Incorporation</b> | <b>Less Than<br/>Significant<br/>Impact</b> | <b>No<br/>Impact</b>                |
|---|---|--|---|-------------------------------------|
| <b>I. AESTHETICS -- Would the project:</b>  |   |  |   |                                     |
| a) Have a substantial adverse effect on a scenic vista?   | <input checked="" type="checkbox"/>           | <input type="checkbox"/>   | <input type="checkbox"/>                    | <input type="checkbox"/>            |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?  | <input checked="" type="checkbox"/>           | <input type="checkbox"/>   | <input type="checkbox"/>                    | <input type="checkbox"/>            |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?   | <input checked="" type="checkbox"/>           | <input type="checkbox"/>   | <input type="checkbox"/>                    | <input type="checkbox"/>            |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?   | <input checked="" type="checkbox"/>           | <input type="checkbox"/>   | <input type="checkbox"/>                    | <input type="checkbox"/>            |
| <b>II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</b> |   |  |   |                                     |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?  | <input type="checkbox"/>                      | <input type="checkbox"/>   | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |

|  | Potentially Significant Impact      | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact        | No Impact                           |
|--|-------------------------------------|---|-------------------------------------|-------------------------------------|
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>III. AIR QUALITY --</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:   |                                     |   |                                     |                                     |
| a) Conflict with or obstruct implementation of the applicable air quality plan?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?                      | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) Expose sensitive receptors to substantial pollutant concentrations?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| e) Create objectionable odors affecting a substantial number of people?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <b>IV. BIOLOGICAL RESOURCES --</b> Would the project:  |                                     |   |                                     |                                     |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |



|  | Potentially Significant Impact      | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact        | No Impact                           |
|--|-------------------------------------|---|-------------------------------------|-------------------------------------|
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?                     | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?                                   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>V. CULTURAL RESOURCES -- Would the project:</b>   |                                     |   |                                     |                                     |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in ' 15064.5?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to ' 15064.5?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

|  | Potentially Significant Impact      | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact        | No Impact                           |
|--|-------------------------------------|---|-------------------------------------|-------------------------------------|
| VI. GEOLOGY AND SOILS -- Would the project:  |                                     |   |                                     |                                     |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:   | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| ii) Strong seismic ground shaking?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| iii) Seismic-related ground failure, including liquefaction?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| iv) Landslides?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> |                                     |
| b) Result in substantial soil erosion or the loss of topsoil?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| VII. HAZARDS AND HAZARDOUS MATERIALS B Would the project:  |                                     |   |                                     |                                     |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |

|  | Potentially Significant Impact      | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact        | No Impact                           |
|--|-------------------------------------|---|-------------------------------------|-------------------------------------|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                   | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>VIII. HYDROLOGY AND WATER QUALITY</b>   |                                     |   |                                     |                                     |
| -- Would the project:  |                                     |   |                                     |                                     |
| a) Violate any water quality standards or waste discharge requirements?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

|   | Potentially Significant Impact      | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact        | No Impact                           |
|---|-------------------------------------|---|-------------------------------------|-------------------------------------|
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Otherwise substantially degrade water quality?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <b>IX. LAND USE AND PLANNING - Would the project:</b>   |                                     |   |                                     |                                     |
| a) Physically divide an established community?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |

|   | Potentially Significant Impact      | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact        | No Impact                           |
|---|-------------------------------------|---|-------------------------------------|-------------------------------------|
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>X. MINERAL RESOURCES -- Would the project:</b>   |                                     |   |                                     |                                     |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>XI. NOISE-- Would the project result in:</b>   |                                     |   |                                     |                                     |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact                           |
|--|--------------------------------|---|------------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**XII. POPULATION AND HOUSING -- Would the project:**

|   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**XIII. PUBLIC SERVICES**

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

|                          |                                     |                          |                                     |                          |
|--------------------------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| Fire protection?         | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Police protection?       | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Schools?                 | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Parks?                   | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Other public facilities? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

|  | Potentially Significant Impact      | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact        | No Impact                |
|--|-------------------------------------|---|-------------------------------------|--------------------------|
| <b>XIV. RECREATION --</b>  |                                     |   |                                     |                          |
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <b>XV. TRANSPORTATION/TRAFFIC -- Would the project:</b>  |                                     |   |                                     |                          |
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/> |
| c) Result in a change in marine vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Result in inadequate parking capacity?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

|  | Potentially Significant Impact      | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact        | No Impact                           |
|--|-------------------------------------|---|-------------------------------------|-------------------------------------|
| <b>XVI. UTILITIES AND SERVICE SYSTEMS B</b>  |                                     |   |                                     |                                     |
| Would the project:   |                                     |   |                                     |                                     |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project ' s projected demand in addition to the provider ' s existing commitments?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project ' s solid waste disposal needs?   | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?  | <input type="checkbox"/>            | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE --</b>   |                                     |   |                                     |                                     |
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |



|  | <b>Potentially Significant Impact</b> | <b>Less Than Significant with Mitigation Incorporation</b> | <b>Less Than Significant Impact</b> | <b>No Impact</b>         |
|--|---------------------------------------|--|-------------------------------------|--------------------------|
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input checked="" type="checkbox"/>   | <input type="checkbox"/>                                   | <input type="checkbox"/>            | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/>                                   | <input type="checkbox"/>            | <input type="checkbox"/> |

## ENVIRONMENTAL IMPACTS

1a. AESTHETICS. Have a substantial adverse effect on a scenic vista?

[Potentially Significant Impact] – Installation and operation of cranes may partially obstruct scenic vistas of the Port available from public and private vantages. The proposed project includes a 3,200 foot earthen berm for noise abatement. The noise buffer would obstruct existing scenic vistas open to the public (existing views of the waterfront from “C” Street would be blocked by the berm). This potentially significant impact will be addressed in the EIR.

1b. AESTHETICS. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

[Potentially Significant Impact] – Project implementation may directly affect geographic features of the project area. John S. Gibson Boulevard is a city-designated scenic highway because of its Port and bridge views. The project includes demolition of potential historic structures on the site. This potentially significant impact will be addressed in the EIR.

1c. AESTHETICS. Substantially degrade the existing visual character or quality of the site and its surroundings?

[Potentially Significant Impact] –Project implementation could affect the visual character of the project area. Specifically, proposed shoreside cranes could partially obstruct public and private vantages of the Port and harbor. This potentially significant impact will be addressed in the EIR.

1d. AESTHETICS. Create a new source of substantial light or nighttime views in the area?

[Potentially Significant Impact] - The amount of on-site lighting would be increased above existing levels as a result of the need to illuminate the expanded backland area, cranes, and terminal equipment. This issue will be evaluated in the EIR.

2a. AGRICULTURE RESOURCES. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?

[No Impact] - No agricultural resources or operations exist within the project limits or adjacent areas. Therefore, this issue will not be discussed in the EIR.

2b. AGRICULTURE RESOURCES. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

[No Impact] - No agricultural resources or operations exist within the project site or adjacent areas. Therefore, this issue will not be discussed in the EIR.

2c. AGRICULTURE RESOURCES. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

[No Impact] - No agricultural resources or operations exist within the project site or adjacent areas. Therefore, this issue will not be discussed in the EIR.

3a. AIR QUALITY. Would the project conflict with or obstruct implementation of the applicable air quality plan?

[Potentially Significant Impact] - Project operations would result in increases in air emissions compared with current levels of activity from the project site. Over time, the throughput or the amount of cargo moved through the terminal and along the realigned Harry Bridges Boulevard would increase. These potentially significant impacts will be assessed in the EIR.

3b. AIR QUALITY. Would the project violate any air quality standard or contribute to an existing or projected air quality violation?

[Potentially Significant Impact] – Project construction, including backland, wharf, infrastructure improvements, roadway realignment, and a noise buffer would result in fugitive dust and combustion emissions. Project operations would result in increased emissions of air pollutants as compared with current levels of activity. These potentially significant impacts will be assessed in the EIR.

3c. AIR QUALITY. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

[Potentially Significant Impact] – Project construction, including backland, wharf, infrastructure improvements, and road realignment activities would result in fugitive dust and combustion emissions. Project operations would result in increased in air emissions compared with current levels of activity. Over time the throughput or the amount of cargo moved through the terminal and along the realigned Harry Bridges Boulevard would increase. These potentially significant impacts will be assessed in the EIR.

3d. AIR QUALITY. Would the project expose sensitive receptors to substantial pollutant concentrations?

[Potentially Significant Impact] - Construction activities may expose nearby occupants to air pollution conditions in the form of dust and exhausts. Compliance with SCAQMD rules and regulations would be required during these construction phases of the proposed project. Operational activities may expose nearby occupants to increased levels of air pollution in the project area. In addition to evaluating the level of pollution of the pollutants identified in the Federal and California Clean Air Act, the National and California Ambient Air Quality Standards, an evaluation of the impacts of air toxics from diesel emissions will be added as a subject of special concern. A 3,200 long noise barrier between Harry Bridges Boulevard and residences along “C” Street is proposed. The proposed noise barrier (earthen berm) would be landscaped for recreational use. This recreational use would put users of the recreational area closer to truck emissions along Harry Bridges Boulevard and expose them to pollutant concentrations. These potentially significant issues will be discussed in the EIR.

3e. AIR QUALITY. Would the project create objectionable odors?

[Potentially Significant Impact] – Short-term objectionable odors would likely occur at the proposed project site during construction, with the use of diesel powered heavy equipment, paving and asphaltting, and temporary storage/stockpiling of dredged sediments for wharf construction/renovation. Odors produced from the operation of the proposed facility would be

activity-dependent and are likely to be similar to the odors produced from existing terminal operations and the related truck and rail activity in the area. These potentially significant issues will be evaluated in the EIR.

4a. **BIOLOGICAL RESOURCES.** Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

[Less Than Significant Impact] - No candidate, sensitive, or special status species are found on the proposed project site. California Brown Pelicans and Least Terns both of which are on the federal and state endangered species list, are found in the harbor area. In addition, Peregrine falcons and Belding's savannah sparrows are in the area and are on the state endangered species' list. The proposed project site is not a nesting, roosting or feeding area for any species of special concern, and no adverse affect on these species is anticipated as a result of the proposed project. However biological resources will be addressed.

4b. **BIOLOGICAL RESOURCES.** Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

[Less Than Significant Impact] - Dredging activities during wharf improvements would result in temporary impacts to marine biota. This issue will be discussed in the EIR.

4c. **BIOLOGICAL RESOURCES.** Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

[Less Than Significant] – No known federally protected wetlands exist in the project area. Construction/renovation of wharves at the proposed project site may temporarily disrupt benthic marine habitat until re-colonization can occur. No terrestrial wildlife habitats would be affected. Biological resources will be addressed in the EIR.

4d. **BIOLOGICAL RESOURCES.** Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

[Less Than Significant Impact] - The proposed project is not expected to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. This and other potential Biological Resource impacts will be addressed in the EIR.

4e. **BIOLOGICAL RESOURCES.** Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

[No Impact] - The proposed project is not expected to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No known protected biological resources including trees exist in the project area. The Port proposes to increase green areas and improve landscaping including tree planting adjacent to the project site.

4f. **BIOLOGICAL RESOURCES.** Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

[Less Than Significant Impact] – The proposed project is not expected to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. However this impact will be addressed in the EIR.

5a. **CULTURAL RESOURCES.** Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?

[Potentially Significant Impact] – The proposed project includes demolition of the Berth 153a shed, a potentially historic structure on the site. This issue will be discussed further in the EIR.

5b. **CULTURAL RESOURCES.** Cause a substantial adverse change in significance of an archaeological resource pursuant to 15064.5?

[No Impact] – There are no known archaeological resources in the project area. This issue will not be addressed in the EIR.

5c. **CULTURAL RESOURCES.** Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

[No Impact] – There are no known paleontological resources may be located in the project area. This issue will not be addressed in the EIR.

5d. **CULTURAL RESOURCES.** Disturb any human remains, including those interred outside of formal cemeteries?

[No Impact] - No known human remains are known to exist within the project boundary. This issue will not be addressed in the EIR.

6a. **GEOLOGY AND SOILS.** Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: impacts involving fault rupture?

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

6a(i) **GEOLOGY AND SOILS.** Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

[Potentially Significant Impact] – The Los Angeles Basin, including the harbor, is an area of known seismic activity. The risk of seismic hazards such as ground shaking cannot be avoided.

Building and construction design codes are meant to minimize structural damage resulting from a seismic event but cannot constitute a guarantee. The exposure of people to seismic ground shaking is a potential risk with or without any project undertaken in the harbor. Potential impacts of an earthquake on faults of concern, including the San Andreas fault will be discussed in the EIR.

6a(ii) GEOLOGY AND SOILS. Strong seismic ground shaking?

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

6a(iii) GEOLOGY AND SOILS. Seismic-related ground failure, including liquefaction?

[Potentially Significant Impact] - The project area may be impacted by seismic-related ground failure, including liquefaction since it is partly constructed on existing and proposed landfill areas. Consolidation of these areas to minimize the potential of ground failure and liquefaction will be discussed in the EIR.

6a(iv) GEOLOGY AND SOILS. Landslides?

[Less Than Significant Impact] – The project potentially includes a noise buffer berm that is 3,200 feet long (mound of soil). Until the mound is stabilized with drainage protection facilities and vegetation is established, it will temporarily be subject to localized slides and mudflows. This issue will be evaluated in the EIR.

6b. GEOLOGY AND SOILS. Result in substantial soil erosion or loss of topsoil?

[Less Than Significant Impact] – The improvements consist almost entirely of a roadway realignment and wharf and backland improvements. The majority of the project site would be paved. There is a potential for some soil erosion or loss of fill material during construction (with the 3,200 foot long earthen berm constructed as a noise buffer between Harry Bridges Boulevard and residences along “C” Street). This potentially significant impact will be evaluated in the EIR.

6c. GEOLOGY AND SOILS. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

[Potentially Significant Impact] – The project area is constructed on landfill areas, includes additional fill, and would include a 3,200 foot earthen berm as a noise buffer which would be constructed as part of the proposed project. Consolidation of these areas to stabilize and minimize the potential of ground failure will be discussed in the EIR.

6d. GEOLOGY AND SOILS. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

[Less Than Significant Impact] – Expansive soils exist in the project area that would require compaction according to approved engineering standards. This will be discussed in the EIR.

6e. GEOLOGY AND SOILS. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

[No Impact] – The project does not involve the use of septic tanks or alternative waste water disposal systems. This issue will not be evaluated in the EIR.

7a. HAZARDS AND HAZARDOUS MATERIALS. - Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

[Potentially Significant Impact] – The project should not pose a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Any material discovered during construction would be handled in accordance with existing regulations. Cargo movement may include the transport of material considered to be hazardous. The transport of these materials will be handled in accordance with existing regulations. The project may include the construction of an earthen berm for noise abatement. A parkway would be constructed on the earthen berm. There would be some use of fertilizers and pesticides on the berm to maintain the vegetation. These potentially significant impacts will be evaluated in the EIR.

7b. HAZARDS AND HAZARDOUS MATERIALS. - Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

[Potentially Significant Impact] –Hazardous materials may be accidentally released while excavating soil contaminated by activities from former operations at the site. All construction and operations would be conducted in accordance with existing regulations. Health and Safety plans would be required for construction related activities. The proposed project would include construction of an earthen berm as a noise buffer. The earthen berm would be graded and planted to be used as a recreational use. This recreational feature would result in putting the recreational users and residents along “C” Street closer to car, truck, ship, and train traffic. As a result, there would be an incremental increase in air emissions of potentially harmful compounds associated with these modes of transportation. These issues will be evaluated in the EIR.

7c. HAZARDS AND HAZARDOUS MATERIALS. - Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

[Potentially Significant Impact] –Hawaiian Avenue Elementary School is located within one-quarter mile from the proposed project. The proposed project would result in an increase in truck, ship and train traffic. Also with moving/relocating Harry Bridges Boulevard closer to the school, there would be increased emissions at the school. As a result of the increase in traffic, there would be increased emissions of air pollutants. Dredging operations may also emit objectionable nuisance odor. These issues will be evaluated in the EIR.

7d. HAZARDS AND HAZARDOUS MATERIALS. - Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

[Potentially Significant Impact] – The Westway Terminal liquid bulk facility is located on a portion of the project site. It handles hazardous materials on-site. This facility is not on a list of hazardous material sites. This issue will be discussed in the EIR .

7e. HAZARDS AND HAZARDOUS MATERIALS. - For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

[No Impact] – The project is not located within an airport land use plan or within two miles of a public airport or a public use airport. The closest airport is Torrance Municipal Airport which is approximately 3.5 miles from the project site. This issue will not be evaluated in the EIR.

7f. HAZARDS AND HAZARDOUS MATERIALS. - For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

[No Impact] – The project is not located within the vicinity of a private airstrip and will not result in a safety hazard for people residing or working in the project area. This issue will not be evaluated in the EIR.

7g. HAZARDS AND HAZARDOUS MATERIALS. - Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

[Potentially Significant Impact] – The project area is currently used for the handling and transport of cargo. In the past, trains have blocked emergency vehicles in the Wilmington area. The project would incorporate planning to assure that the possible interference with emergency response and evacuation plans do not occur. The compliance of the proposed actions with emergency response and evacuation plans will be discussed in the EIR.

7h. HAZARDS AND HAZARDOUS MATERIALS. - Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

[No Impact] – There are no wild lands. The majority of the project site would be paved and no increased fire hazard is expected. Therefore this impact will not be discussed in the EIR.

8a. HYDROLOGY AND WATER QUALITY - Violate any water quality standards or waste discharge requirements?

[Less Than Significant Impact] – Modifications to the existing storm drainage system would be made. Construction of waterside improvements and construction of wharfs may result in discharges to water. Activities would be performed in compliance with the U.S. Army Corp of Engineers and the Regional Water Quality Control Board dredge and construction requirements. These impacts will be evaluated in the EIR.

8b. HYDROLOGY AND WATER QUALITY - Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?



[No Impact] – The proposed project is not expected to change the quantity of groundwater or have any impact upon aquifers. This will not be discussed in the EIR.

8c. HYDROLOGY AND WATER QUALITY - Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

[Less Than Significant] – The majority of the proposed project area would be paved creating greater areas of impervious surface resulting in increased surface runoff. This earthen berm associated with the noise barrier would change the topography which would require that a drainage system be incorporated to assure surface water runoff has no negative impacts. This impact will be evaluated in the EIR.

8d. HYDROLOGY AND WATER QUALITY - Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

[Less Than Significant Impact] – The majority of the proposed project area would be paved and would alter existing drainage patterns. This earthen berm noise barrier would change the topography which would require that a drainage system be incorporated to assure surface water runoff has not negative impacts. This issue will be evaluated in the EIR.

8e. HYDROLOGY AND WATER QUALITY - Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

[Less Than Significant Impact] – The project would only include a very small amount of land to be paved that is not already paved. The project would be designed to have adequate storm water capacity. The proposed project would not exceed the capacity of existing or planned storm water drainage systems. However there may be a potential risk of polluted runoff from accidental spills, leaks or tire wear. Therefore this impact will be evaluated in the EIR.

8f. HYDROLOGY AND WATER QUALITY - Otherwise substantially degrade water quality?

[Less Than Significant Impact] – Construction of waterside improvements and construction of wharfs would have impacts on waters. Construction permits would be required from the RWQCB and the US Army Corps of Engineers to perform work. Operations would be designed not to degrade the water quality and will be evaluated in the EIR.

8g. HYDROLOGY AND WATER QUALITY - Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

[No Impact] – No housing is proposed within the project area. Therefore this impact will not be evaluated in the EIR.

8h. HYDROLOGY AND WATER QUALITY - Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

[No Impact] – The proposed structures included in the project area would be constructed so as not to impede or redirect flood flows. Therefore this impact will not be evaluated in the EIR.

8i. HYDROLOGY AND WATER QUALITY - Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

[No Impact] – The proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. Therefore this impact will not be evaluated in the EIR.

8j. HYDROLOGY AND WATER QUALITY - Inundation by seiche, tsunami, or mudflow?

[Potentially Significant Impact] – There are no areas susceptible to mudflow activity. The Port has historically been subject to seiches and tsunamis; therefore this will be discussed in the EIR.

9a. LAND USE AND PLANNING - Physically divide an established community?

[Potentially Significant Impact] – Previous community concerns have expressed that the Port is dividing the Wilmington community from the San Pedro community, and may also be dividing the Wilmington Community from its access to the waterfront. Proposed road and railway realignments would be designed with continued access to all residential communities. The proposed noise mitigation (noise berm) would provide a buffer between residential and port heavy industrial areas and provide recreational opportunities. Due to the community concerns, this issue will be discussed in the EIR

9b. LAND USE AND PLANNING - Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

[Less Than Significant Impact] – The container terminal portion of the project is already operating as a container terminal and is located within the Port Master Plan Areas and is zoned for heavy industrial uses, [Q] M3. The area between Harry Bridges Boulevard and “C” Street from Figueroa Street to Lagoon Boulevard is also located within the Port Master Plan Area and is zoned for industrial use, [Q] M2. The recreational use proposed on this site is a change from the previous industrial and residential uses for this property. The consistency of the proposed project with applicable plan policies, including environmental justice policies, will be evaluated in the EIR.

9c. LAND USE AND PLANNING - Conflict with any applicable habitat conservation plan or natural community conservation plan?

[Less Than Significant Impact] – The container terminal portion of the project is already operating as a container terminal. The project area does not conflict with any habitat conservation plan or natural community; however elements of the Port Master Plan will be evaluated for consistency. The proposed project elements will be evaluated for consistency with applicable habitat conservation plans or natural community conservation plans.

10a. MINERAL RESOURCES - Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

[Less than Significant Impact] – If the clean sands that are part of the material to be dredged are not disposed on beaches, there would be an impact on mineral resources. Therefore, this impact will be discussed in the EIR.

10b. MINERAL RESOURCES - Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

[No Impact] – No known locally-important mineral resources would be impacted by the proposed project development. Therefore, this will not be discussed in the EIR.

11a. NOISE - (a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?

[Potentially Significant Impact] – Demolition and construction activities could generate substantial noise levels which people would be exposed to on a periodic basis. Expanded operational activities could also result in increased noise levels above existing conditions. Relocating Harry Bridges Boulevard closer to the “C” Street residents would increase noise levels however a noise barrier (earthen berm or wall) would be part of the proposed project (as a mitigation) to reduce any increase in noise levels. These potential impacts and the noise mitigation will be discussed/evaluated in the EIR.

11b. NOISE - Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

[Potentially Significant Impact] – Demolition and construction activities could generate excessive groundborne vibration or groundborne noise levels on a periodic basis. This will be discussed in the EIR.

11c. NOISE - A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

[Potentially Significant Impact] – Expanded operations and relocation of Harry Bridges Boulevard (see 11a. above) could result in increased noise above ambient conditions. This will be discussed in the EIR.

11d. NOISE – A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

[Potentially Significant Impact] – Demolition and construction activities may generate temporary or periodic increases in ambient noise levels. Therefore, this will be discussed in the EIR.

11e. NOISE - For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

[No Impact] – The project is not located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport; therefore this will not be discussed in the EIR.

11f. NOISE - For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

[No Impact] – The project is not located within the vicinity of a private airstrip; therefore this impact will not be discussed in the EIR.

12a. POPULATION AND HOUSING - Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

[Less than Significant Impact] – The proposed project involves marine terminal improvements designed to accommodate projected increases in cargo throughput volumes. Growth-inducing impacts of the project are expected to be less than significant, however, these impacts will be evaluated in the EIR.

12b. POPULATION AND HOUSING - Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

[No Impact] – There is no housing within the proposed project boundaries that would be displaced as a result of this project. Therefore, this impact will not be discussed in the EIR.

12c. POPULATION AND HOUSING - Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

[No Impact] – There is no housing within the proposed project boundaries that would be displaced as a result of this project. Therefore, this impact will not be discussed in the EIR.

13a. PUBLIC SERVICES - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

Fire Protection?

[Less Than Significant Impact] – Although expected to be minimal, the increase in container operations may require additional fire protection. The improvements would be designed with adequate fire protection infrastructure. The proposed noise mitigation project (berm with recreational uses) would have a police station and restrooms and they would be designed with adequate fire protection. This impact will be discussed in the EIR.

Police Protection?

[Less Than Significant] – Additional police protection may be required to manage traffic and enforce special cargo permits as a result of increased terminal operations. Additional security would be required with the creation of additional recreational resources as part of the noise mitigation project (berm with recreational uses). This impact will be discussed in the EIR.

Schools?

[Less Than Significant Impact] - Although expected to be minimal, the increase in employment resulting from the proposed projects will be evaluated to determine its impacts to schools.

Parks?

[Less Than Significant Impact] – If the proposed project includes the creation of additional recreational resources, there is expected to be some increase in the number of employees but this is not expected to place much increased demand beyond that which currently exists. This impact will be discussed in the EIR.

Other public facilities?

[Potentially Significant Impact] – Increased truck traffic may impact the public roadways in the vicinity of the proposed project site. The proposed actions would incorporate improvements to transportation infrastructure to minimize these impacts (Neptune and Avalon Grade Separations and Harry Bridges Boulevard improvements). This issue will be evaluated in the EIR.

14a. RECREATION - Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

[Less Than Significant Impact] - There is expected to be some minor increase in the number of employees but this is not expected to increase demand for parks much beyond that which currently exists. This issue will be evaluated in the EIR.

14b. RECREATION - Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

[Less Than Significant Impact] - There is expected to be some minor increase in the number of employees, but this is not expected to increase demand for parks beyond that which currently exists. The proposed project includes the creation of additional recreational resources. Therefore this issue will be evaluated in the EIR.

15a. TRANSPORTATION/TRAFFIC - Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

[Potentially Significant Impact] – Increased vehicular movement would occur during construction and as a result of increased terminal operations. These impacts will be evaluated in the EIR.

15b. TRANSPORTATION/TRAFFIC - Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

[Potentially Significant Impact] – Increased vehicular movement would occur during construction and as a result of increased terminal operations. These impacts will be evaluated in the EIR.

15c. TRANSPORTATION/TRAFFIC - Result in a change in vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

[Potentially Significant Impact] – Increased marine vessel movements would occur as a result of the project; therefore this will be evaluated in the EIR.

15d. TRANSPORTATION/TRAFFIC - Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

[Less Than Significant Impact] - The proposed entrance/egress gates at the terminal and the realigned Harry Bridges Boulevard would be designed to improve traffic flow and improve safety. This impact will be addressed in the EIR.

15e. TRANSPORTATION/TRAFFIC - Result in inadequate emergency access?

[Less Than Significant] – Increased vehicular movement would occur and may inhibit emergency access. However, the design of the project will take into account emergency access to minimize impacts on it. This issue will be discussed in the EIR.

15f. TRANSPORTATION/TRAFFIC - Result in inadequate parking capacity?

[Less Than Significant Impact] – Facility parking areas already exist and are expected to be expanded in the project area as part of the project. Although no significant impacts are expected, this impact will be discussed in the EIR.

15g. TRANSPORTATION/TRAFFIC - Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

[Less Than Significant Impact] – The project is expected to have less than significant impact on alternative transportation policies or facilities. This issue will be discussed in the EIR.

16a. UTILITIES AND SERVICE SYSTEMS - Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

[Less Than Significant Impact] -The project would be required to comply with requirements of the Regional Water Quality Control Board. Although no significant environmental impacts are anticipated, this issue will be discussed in the EIR.

16b. UTILITIES AND SERVICE SYSTEMS - Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

[Less Than Significant Impact] – The proposed project would not require, or result in the need for development of new water and wastewater treatment facilities. The existing water and sewer systems may need to be altered to accommodate additional water and sewer needs (particularly if the proposed action includes the creation of additional recreational resources). This impact will be discussed in the EIR.

16c. UTILITIES AND SERVICE SYSTEMS - Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

[Less Than Significant] – The proposed project would require minor modifications to the existing storm water drainage infrastructure to be altered to accommodate additional storm water runoff. Therefore, these impacts will be evaluated in the EIR.

16d. UTILITIES AND SERVICE SYSTEMS - Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

[Less Than Significant Impact] – The proposed project may require minor modifications to existing distribution systems. Although no significant environmental impacts are anticipated, this issue will be discussed in the EIR.

16e. UTILITIES AND SERVICE SYSTEMS - Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?

[Less Than Significant Impact] –The proposed project would result in minor increases in wastewater treatment service requirements. No significant environmental impacts are anticipated; however, this issue will be discussed in the EIR.

16f. UTILITIES AND SERVICE SYSTEMS - Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?

[Less Than Significant Impact] – During construction, the Port would mitigate the generation of landfill waste through recycling of demolition debris. The container terminal portion of the project is already operating as a container terminal. No significant increases in landfill waste generation during operation are anticipated. This issue will be discussed in the EIR.

16g. UTILITIES AND SERVICE SYSTEMS - Comply with federal, state, and local statutes and regulations related to solid waste?

[No Impact] – The project would comply with federal, state, and local statutes and regulations related to solid waste. This issue will not be discussed in the EIR.

17a. MANDATORY FINDINGS OF SIGNIFICANCE - Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

[Potentially Significant Impact] –As set forth, the proposed actions have the potential to degrade the quality of the environment with regard to several resource areas. These potential impacts will be evaluated in the EIR and where feasible, measures will be identified to mitigate these impacts.

17b. MANDATORY FINDINGS OF SIGNIFICANCE - Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

[Potentially Significant Impact] – The EIR will evaluate potential cumulative impacts.

17c. MANDATORY FINDINGS OF SIGNIFICANCE - Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

[Potentially Significant Impact] – The EIR will evaluate any potential substantial adverse effects on human beings.



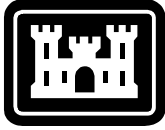
The Environmental Management Division of the Los Angeles Harbor Department, in conjunction with the US Army Corps of Engineers (ACOE), is preparing an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the following project in the Port of Los Angeles:

TraPac Berths 136-147 Container Terminal Expansion Project

On October 19, 2003, a Notice of Preparation/Notice of Intent (NOP/NOI) was released for public review. Since that time, there have been a number of changes to the project description currently being analyzed in the Draft EIR/EIS. The attached notice documents these changes.

The Project changes have been analyzed, and no new impacts are anticipated as a result of the changes. A new public scoping meeting will not be held. Written comments to the Corps and Port regarding the Project changes will be received until April 7, 2006. We anticipate releasing the Draft EIR/EIS in late spring, 2006.

All comments received as part of the 2003 scoping period will remain part of the administrative record and be addressed in the Draft EIR/EIS. Please submit any additional comments, concerns, and any other pertinent information that may enable us to prepare a comprehensive and meaningful EIR for the project. It is requested that your comments be sent to Ralph G. Appy, Ph.D. Director of Environmental Management, Los Angeles Harbor Department, 425 South Palos Verdes Street, San Pedro, CA 90731. If you have any questions, please contact Lena Maun-DeSantis, Project Manager at (310) 732-3950.



**US Army Corps  
of Engineers®**



# **SPECIAL PUBLIC NOTICE**

## **TraPac BERTHS 136-149 CONTAINER TERMINAL EXPANSION PROJECT**

### **PROJECT CHANGES SINCE NOTICE OF INTENT/PREPARATION PUBLISHED FOR ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT**

*LOS ANGELES DISTRICT*

March 7, 2006

The Environmental Management Division of the Los Angeles Harbor Department in conjunction with the US Army Corps of Engineers (USACE) is preparing an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Berths 136-149 TraPac Terminal Expansion Program.

Pursuant to both NEPA and CEQA, a Notice of Intent (NOI) and a Notice of Preparation (NOP) was prepared and mailed out October 19, 2003 (Case 030127-020). On October 27, 2003 the USACE published an announcement in the Federal Register to solicit comments on the project. A public scoping meeting was held in the Wilmington Recreation Center to solicit comments on the NOI/NOP for the proposed EIS/EIR. A 45-day review and comment period commenced on October 21, 2003 and ended on December 10, 2003. The Draft EIS/EIR is anticipated to be completed and released for public review in late spring, 2006.

Since the NOI/NOP process was completed, there have been some project changes for the EIS/EIR. These changes are as follows:

- The project was previously called Berths 136-147. It is now identified as Berths 136-149 (Figure 1).
- The size of the Terminal would increase from 176 acres to 251 acres by the year 2030 (previously, it was to increase to 244 acres). With the additional 7 acres of terminal area, there would be some additional traffic and air quality impacts.
- Projects associated with Phase I were previously to be completed by the year 2010 and Phase II by 2025. Now Phase I projects would be completed by 2015 and Phase II by 2030.
- Harry Bridges will only be moved 50 feet to the north instead of 580 feet to the north. Because of this change, there is no need to construct a noise buffer (berm) between Harry Bridges Boulevard and "C" Street residents. There would now be an approximately 25-acre landscaped area between Harry Bridges Boulevard and "C" Street residents between Figueroa Street and Lagoon Avenue. This new project component would reduce air quality, health risk, noise, and aesthetic impacts on the adjoining Wilmington residents.

- There are presently 13 cranes along Berths 136-149. Some cranes will be replaced and there will be a net reduction of one crane (12 total) after the proposed projects are completed. This would reduce aesthetic impacts.
- 10 acres of additional backland would be created for container terminal use by filling in the 10-acre Northwest Slip. This project would require 1,200,000 cubic yards (cy) of fill. A new 400-foot wharf (44,332 square feet) would be built at an adjoining new berth created by filling the Northwest Slip. The fill slope would be covered with 50,000 cy of rocky dike, 12,000 cy of fill would be placed behind the dike, and 397 concrete piles would be installed. Approximately 3,000 cy would be dredged as part of this project. This project component is part of the total 251-acre Terminal project that would be completed by the year 2030. This project component would have some water quality and marine biology impacts.
- Instead of constructing two grade separations at Neptune Avenue and Avalon Boulevard as originally envisioned there would be two other transportation projects completed. A Fries Avenue Grade Separation (overpass over the rail tracks) would be built (not part of the TraPac Terminal project). Most of the TraPac cargo would be moved over this new grade separation. Also as part of the proposed project, the "C" Street/Figueroa Street interchange would be redesigned to include an elevated ramp from Harry Bridges Boulevard to the I-110 Freeway, over John S. Gibson Boulevard. An additional extension would connect from Figueroa Street to the new elevated ramp over Harry Bridges Boulevard. These transportation projects would reduce traffic and air quality impacts.

Project changes are being analyzed through the Draft EIR/EIS process and no new potentially significant impacts are anticipated as a result of the changes. For example, changes include adding 7 acres of terminal area, which would result in some additional traffic and air quality impacts. However, air quality and traffic were identified as potentially significant impacts in the 2003 NOP/NOI. Therefore, air quality and traffic impacts are being analyzed as part of the Draft EIR/EIS. Some changes may also result in fewer impacts than anticipated as part of the 2003 NOP/NOI. For example, eliminating the noise buffer between Harry Bridges Boulevard and "C" Street and building instead a 25-acre landscaped area is anticipated to result in fewer impacts than discussed in the NOP/NOI. All project changes will be discussed and analyzed in the EIR/EIS.

All comments received as part of the 2003 scoping period will remain part of the administrative record and be addressed in the Draft EIR/EIS. A new public scoping meeting will not be held. Written comments to the Corps and Port regarding the Project changes will be received until **April 7, 2006**. **Written comments should be addressed to the address below:**

U.S. Army Corps of Engineers, Los Angeles District  
Regulatory Branch and the Los Angeles Harbor Department  
c/o Dr. Joshua Burnam and Dr. Ralph G. Appy  
ATTN: 2003-0-1142-JLB  
P.O. Box 532711  
Los Angeles, California 90053-2325

Parties interested in being added to the Corps' electronic mail notification list for the Port of Los Angeles can register at: [www.spl.usace.army.mil/regulatory/register.html](http://www.spl.usace.army.mil/regulatory/register.html). This list will be used in the future to notify the public about scheduled hearings and availability of future public notices.

**Contacts:** Army Corps of Engineers Project Manager: Dr. Joshua L. Burnam (213) 452-3294; Port of Los Angeles Contact: Dr. Ralph Appy (310) 732-3497

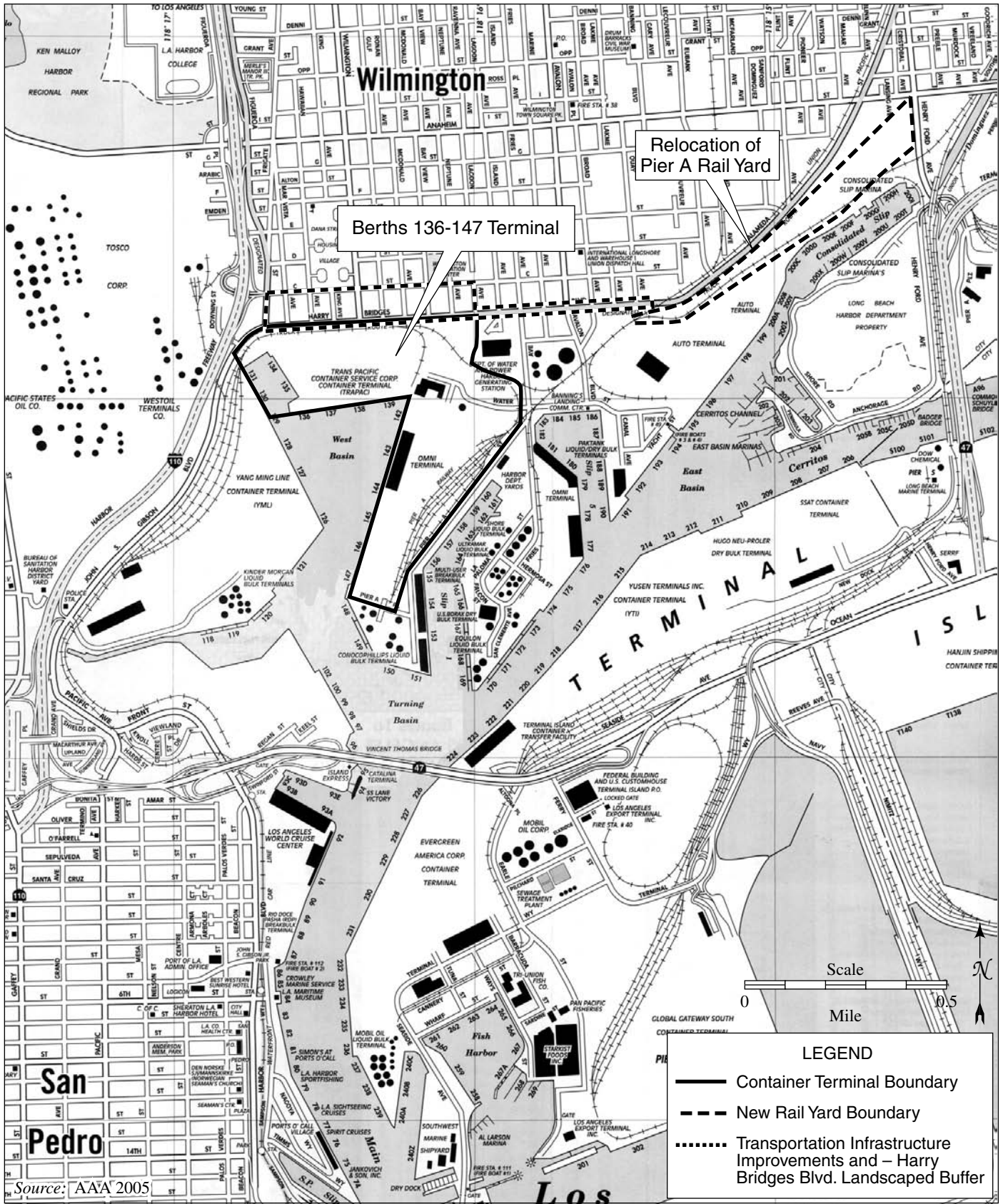


Figure 1. Project Vicinity