

3.9

NOISE

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3.9.4.3.1.1 Construction Impacts

Table 3.9-5 shows the noise level ranges of typical construction equipment. During any construction project, the overall average noise levels vary with the level of construction activity and the types of equipment that are on site and operating at a particular time. Hourly average noise levels have been estimated based on the numbers and types of equipment that are expected to be on site to complete the various construction projects. These sources included landside equipment such as loaders, dozers, and trucks, and waterside equipment such as hoists, generators, and tugs. Tables 3.9-6, 3.9-7 and 3.9-8 show the computed hourly average noise levels at a reference distance of 100 feet for each of the major construction phases. These levels represent the noise levels that would occur during the noisiest phase of construction, for example, wharf construction with pile driving occurring. The following standard controls would be implemented during proposed Project construction and are assumed in the noise assessment:

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

Table 3.9-5. Construction Equipment Noise Level Range

	A-Weighted Noise Level (dB) at 50 Feet					
	60	70	80	90	100	110
Earth Moving:						
Compactors (Rollers)		██████████				
Front Loaders		██████████				
Backhoes		██████████				
Bulldozers		██████████				
Scrapers, Graders			██████████			
Pavers			██████████			
Trucks		██████████				
Materials Handling:						
Concrete Mixers		██████████				
Concrete Pumps		██████████				
Cranes (Movable)			██████████			
Cranes (Derrick)				██████████		
Stationary:						
Pumps		██████████				
Generators		██████████				
Compressors		██████████				
Impact Equipment:						
Pneumatic Wrenches			██████████			
Jackhammers & Rock Drill			██████████			
Pile Drivers (Peak)				██████████		
Others:						
Vibrators		██████████				
Saws		██████████				
<i>Source: Harris (1979)</i>						

2. **Construction Days.** Do not conduct noise-generating construction activities on weekends or holidays unless critical to a particular activity (e.g., concrete work).
3. **Construction Equipment.** Properly muffle and maintain all construction equipment powered by internal combustion engines.
4. **Idling Prohibitions.** Prohibit unnecessary idling of internal combustion engines near noise sensitive areas.

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

Table 3.9-6. Construction Source Noise Levels at Berths 136-147 during Phase I (Completed by 2015)

<i>Location</i>	<i>Construction Activity</i>	<i>L_{eq-hour} (dBA) at 100 Feet</i>
Berths 136-147	Backland Development (Harry Bridges Boulevard)	88
	Backland Development (Pier A yard)	88
	Building Demo (Pier A yard)	89
Berths 145-147	Wharf Demo	92
	Wharf Construction with Pile Driving	95
	Rip Rap Placement Dredging	84
	ICTF	88
		89

Table 3.9-7. Construction Source Noise Levels at Harry Bridges Boulevard Improvements and Buffer Area during Phase I (Completed by 2015)

<i>Construction Activity</i>	<i>L_{eq-hour} (dBA) at 100 Feet</i>
Harry Bridges Boulevard Improvements -Foundation	82
Harry Bridges Boulevard Improvements -Paving	82
Harry Bridges Boulevard Buffer Area	88

Table 3.9-8. Construction Source Noise Levels during Phase II (2015-2025)

<i>Location</i>	<i>Construction Activity</i>	<i>L_{eq-hour} (dBA) at 100 Feet</i>
Berths 136-147	Northwest Slip Fill	
	Rip Rap Placement	84
	Dredging	88
	Wharf Construction with Pile Driving	95

6. **Quiet Equipment Selection.** Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance.
7. **Notification.** Notify residents adjacent to the proposed Project site of the construction schedule in writing.

8. [Reporting.](#) [The Port shall clearly post the telephone number where complaints regarding construction-related disturbance can be reported and proper steps taken to determine the source of the complaint and a remedy.](#)

Impact NOI-1: Construction activities during Phase I and Phase II would temporarily and periodically generate noise, and noise levels during Phase I would substantially exceed existing ambient daytime noise levels at sensitive receivers near the new Pier A rail yard and along “C” Street during construction of the Buffer Area.

Construction activities would typically last more than 10 days in any 3-month period for all of the construction activities listed in Tables 3.9-6, 3.9-7, and 3.9-8. Following the thresholds for significance, an impact would be considered significant if noise from these construction activities would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use.

The existing Harry Bridges Boulevard is located approximately 500 feet from the “C” Street neighbors. Sensitive receivers potentially affected by Harry Bridges Boulevard construction noise are located along the north side of “C” Street. The baseline ambient noise levels at these receivers described in Section 3.9.2.2.1 were found to typically range from 63 to 67 dBA $L_{eq(h)}$ during the daytime when construction activities would occur and the CNEL ranges from 71 dBA CNEL near Hawaiian Avenue down to 65-66 dBA further east. The construction noise is calculated to be up to 65 dBA $L_{eq(h)}$ at these residences. Assuming continuous construction at a level of 65 dBA $L_{eq(h)}$ noise level for the daytime period, the construction-generated CNEL noise level would be up to 63 dBA CNEL at the closest residence. Noise from the construction activities would not exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use. Construction activities associated with the improvements to the roadway would not substantially increase noise levels in the Wilmington neighborhood. Construction activities would not generate noise levels substantially higher than noise levels typically generated by the truck traffic and rail traffic utilizing the existing transportation corridor, and local traffic along “C” Street. Residences in San Pedro located west of Knoll Hill are 6,000 feet or more from the nearest possible construction area along Harry Bridges Boulevard. The existing ambient noise levels at these receivers, described in Section 3.9.2.2.2 are similar to existing ambient noise levels in the “C” Street neighborhood of the Wilmington District. Noise levels attenuate with increasing distance. Because ambient noise levels are equivalent to those discussed in the previous paragraph and because construction noise levels would be lower than at the nearest most affected receivers in Wilmington, noise from construction activities would not exceed existing ambient noise levels in San Pedro. This is a less-than-significant impact.

The proposed Project would include construction of a buffer area between Harry Bridges Boulevard and “C” Street. Construction equipment required for this project element would include but not be limited to dozers, loaders, backhoes, trucks, graders, compactors and trenchers. Construction activities would be occurring as close as within approximately 50-75 feet of residences along “C” Street. Typically, construction activities would be occurring within distances of between 50 and 200 feet of these residences. Maximum noise levels would intermittently reach 80-90 dBA and average noise levels would reach 88 dBA L_{eq} , the levels shown in the tables above at the reference distances. On a worst case day, when construction in the buffer area is immediately adjacent to a residence, the CNEL could be up to 86 dBA

CNEL. It should be noted that pile driving, which is included for information purposes, is the noisiest individual source of construction noise and would not occur as part of buffer construction. Construction noise levels would exceed ambient noise levels discussed in the preceding paragraph by 5 dBA or more. This would occur intermittently and would depend upon the staging of the work as the buffer construction proceeds. Construction activities in the buffer area will be located at an even greater distance from the residences in San Pedro than the Harry Bridges Boulevard construction activities, so as discussed in the previous paragraph, these construction activities would not exceed ambient noise levels in other sensitive neighborhoods and would cause a less-than-significant impact there.

The next nearest construction area to the Wilmington neighborhoods would be located in the Northwest Slip. Northwest Slip construction activities are proposed to take place during Phase II between the years 2015 and 2025. Riprap placement and dredging would occur at a distance of approximately 1,500 feet from the closest Wilmington neighborhoods along “C” Street. Maximum hourly average noise level would intermittently reach 54-59 dBA $L_{eq(h)}$. The calculated construction-generated CNEL from these construction activities would be 52-57 dBA CNEL. Noise from the construction activities occurring at the closest point to the neighbors in the Northwest Slip would not exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use. Pile driving would occur during wharf construction in the Northwest Slip. Wharf construction with pile driving is the noisiest construction activity that would occur. Pile driving would occur at a distance of approximately 2,100 feet from the nearest noise sensitive residence along “C” Street. Hourly average noise levels from pile driving and wharf construction, based on calculated noise levels and actual measured noise levels during wharf construction including pile driving, are estimated to range from 90-95 dBA $L_{eq(h)}$ at a distance of 100 feet. Hourly average noise levels are calculated to range from 58-62 dBA $L_{eq(h)}$ at the nearest residences, located along “C” Street in the Wilmington District. Assuming continuous pile driving during the daytime hours, as previously discussed for other construction activities, the CNEL is calculated to range from 56-60 dBA CNEL. Noise from wharf construction would not exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use. This is a less-than-significant impact. Other construction activities that would be necessary to implement the proposed Project include backland development at Berths 136-147, wharf demolition and wharf construction at Berths 145-147, rip rap placement and dredging at Berths 145-147, and construction of the intermodal container transfer facility. A review of the data in Table 3.9-6 shows that source construction noise levels are similar to and fall within the range of construction noise levels assessed in the previous paragraphs. These construction activities would all occur at locations at distances equivalent to or greater than the distances between the construction activities discussed in the previous paragraphs. Predicted construction noise levels would, therefore, be less than the construction noise levels assessed and found to be less than significant for worst case construction activities discussed in previous paragraphs. Construction activities for the balance of all work necessary to implement the proposed Project would, therefore, cause a less-than-significant impact at noise sensitive receiver locations.

The Pier A rail yard would be moved to a new location northeast of the TraPac Terminal near the Berth 200-202 Marinas. The new rail yard would be constructed within 5 months after a 1-month mobilization period. It would take 3 months for utilities (drainage system, electricity, water, gas, sewer, and lighting) to be provided to the site. It would take 5 months to prepare the site and lay tracks. Sources of

construction noise that are unique to railroad yard construction include a rail saw, spike driver, tie cutter, tie handler, and tie inserter. Otherwise, general construction equipment would be the same. Typical A-weighted noise levels resulting from this additional equipment typically ranges from about 77 to 90 dBA, measured at a distance of 50 feet (USDOT 1995). The (total) source noise level would be 89 dBA $L_{eq(h)}$ at 100 feet from the construction activity. Sensitive receivers near the rail yard include live-boards located in marinas across the channel from the new rail yard site. Residents in the Wilmington and San Pedro neighborhoods are located more than 3,000 feet from this construction area and would not be affected by construction noise because the noise would be inaudible at this distance. Construction activities would be located within approximately 500 to 800 feet of the nearest noise sensitive marina areas. Hourly average noise levels could reach 70dBA $L_{eq(h)}$ during busy construction periods. The CNEL could reach 68 dBA CNEL. Existing baseline noise levels in the marinas range from about 50 to 60 dBA $L_{eq(h)}$ during the daytime and the baseline CNEL is 61 dBA CNEL. During construction at the new Pier A rail yard, construction activities lasting more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 dBA or more. This is a significant impact.

Potential Health Impacts

As discussed in the section above, construction associated with the marine terminal improvements, the Pier A rail yard relocation, the Harry Bridges Blvd. modifications and Harry Bridges Buffer Area all generate noise level at residences below the $L_{AF} > 120dB$ acute noise levels discussed in Section 2.9.3.1.3. However, such levels may contribute to health effects caused by lower noise levels over longer time frames.

CEQA Impact Determination

Construction noise levels for the Harry Bridges Boulevard widening and at Berths 136-147 would not cause a substantial increase in noise levels at sensitive receivers. This would be a less than significant impact. The construction activities at the Harry Bridges Buffer Area would cause temporary and periodic noise levels substantially above existing ambient noise levels in the Wilmington neighborhood north of “C” Street, resulting in a significant impact. The construction activities at the proposed Pier A rail yard near the Berth 200-202 Marinas would generate construction noise levels that would cause temporary and periodic noise levels substantially above existing ambient noise levels in nearby marinas where people live, resulting in a significant impact. These significant impacts would be short-term.

Mitigation Measures

NOI-1: The following mitigation measures would reduce impact of noise from construction activities:

- a) **Construction Hours.** Limit construction to the hours of 7:00 AM to 9:00 PM on weekdays, between 8:00 AM and 6:00 PM on Saturdays, and prohibit construction equipment noise anytime on Sundays and holidays as prescribed in the City of Los Angeles Noise Ordinance.
- b) **Construction Days.** Do not conduct noise-generating construction activities on weekends or holidays unless critical to a particular activity (e.g., concrete work).

- c) **Temporary Noise Barriers.** When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) shall be located between noise-generating construction activities and sensitive receptors.
- d) **Construction Equipment.** Properly muffle and maintain all construction equipment powered by internal combustion engines.
- e) **Idling Prohibitions.** Prohibit unnecessary idling of internal combustion engines near noise sensitive areas.
- f) **Equipment Location.** Locate all stationary noise-generating construction equipment, such as air compressors and portable power generators, as far as practical from existing noise sensitive land uses.
- g) **Quiet Equipment Selection.** Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance.
- h) **Notification.** Notify residents adjacent to the proposed Project site of the construction schedule in writing.
- i) **Reporting.** [The Port shall clearly post the telephone number where complaints regarding construction-related disturbance can be reported and proper steps taken to determine the source of the complaint and a remedy.](#)

Residual Impacts

Considering the distances between the construction noise sources and receivers, the standard controls, and temporary noise barriers may not be sufficient to reduce the projected increase in the ambient noise level to the point where it would no longer cause a substantial increase. With implementation of these measures, construction equipment noise levels generated at the buffer area and rail yard sites could substantially exceed existing ambient noise levels. Thus, impacts to “C” Street residents resulting from buffer construction, as well as impacts to marina residents from construction of the Pier A rail yard, will remain significant even after mitigation.

NEPA Impact Determination

As discussed above, in-water construction work (e.g., pile driving) would occur at a distance of more than 1,500 feet from sensitive receivers so levels would be reduced to below ambient levels. There would be no adverse short-term effects under NEPA from in-water work. The new Pier A rail yard and the Harry Bridges Buffer Area are considered part of the No Federal Action/NEPA Baseline conditions and, therefore, noise related to construction of these components is not relevant to the NEPA impact determination.

Mitigation Measures

No mitigation is required.

Residual Impacts

With no mitigation required, there would be no residual impacts.

3.9.4.3.1.2 Operational Impacts

Impact NOI-3: Operations would generate noise, but noise levels would not substantially exceed existing ambient noise levels at sensitive receivers.

On-Site Operations

Operation activities that would generate noise would include truck and rail movements in the newly developed backland areas and container terminal operations at the new wharves. Truck movements and truck container loading were monitored April 30, 2002 along the backland areas of Berths 136-139 during the noise monitoring survey in the Wilmington District. Noise levels generated in these areas are more than 10 dBA lower than, and not distinguishable from, noise levels generated by truck traffic circulating on the Port's perimeter roadways. The new wharf would be located more than 2,000 feet from the Wilmington residential neighbors located north of "C" Street and farther from residences west of I-110 and Knoll Hill. Noise from truck operations at the terminals would cause no increase in noise at sensitive receivers. This is a less-than-significant impact. Noise levels resulting from container terminal operations were monitored at the Port of Los Angeles in June 1990 (I&R 1990). These data represent noise levels of typical operations at a container terminal from typical/standard equipment including but not limited to: container ships, assist tugs, electric container cranes, yard hostlers, toppicks, side picks, and heavy duty vehicles. These pieces of equipment are the same equipment pieces operating at the Berth 136-147 container terminal. Two ships were being unloaded simultaneously at the Evergreen Lines Terminal. Four large gantry cranes were operating simultaneously. Several straddle loaders were observed to be loading and unloading trucks. Many trucks were circulating at the terminal. Noise levels were monitored at a point directly across the main channel from the container terminal at a distance of about 1,100 feet from the container terminal. The cranes generated maximum noise levels of 56 to 57 dBA. The sounds of containers clanking reached a maximum noise level of 63 dBA. Truck horns were the most identifiable noise sources, with maximum levels reaching 70 dBA. The average noise level generated by the operations was 59 dBA L_{eq} . Accounting for the difference in distance where these measurements were conducted, and the distance of 2,000 feet over ground between the Wilmington residential neighbors and the proposed terminal activities, the average noise level from this level of activity is calculated to be about 50-53dBA L_{eq} . Noise generated by container terminal loading operations would be below existing ambient noise levels day or night at these nearest residential neighbors. Intermittent noises would be indistinguishable from road traffic on the Port's perimeter roadways, local street traffic noise, and existing sources of intermittent noise within the Port. Assuming 24-hour per day continuous operations, the Port-related activities would cause, by themselves, a CNEL in the range of 57-60 dBA CNEL. As discussed in previous paragraphs and in Section 3.9.2.2.1, baseline noise levels range from 65 dBA CNEL to 71 dBA CNEL at the most affected sensitive receiver locations. Port-related activities already occur at Berths 136-147. Projected noise levels under maximum activities that would include ship loading, would generate noise levels below existing ambient noise levels resulting primarily from vehicular on the roadway networks. Such activities would cause no significant increase in CNEL levels at these locations.

The proposed Project includes a 30-acre buffer area between Harry Bridges Boulevard and "C" Street from Figueroa Street to Laguna Avenue, on vacant, Port-

owned property (see Figure 2-3 in the Draft EIS/EIR). The creation of this buffer area would ensure that no development that would potentially increase noise levels in the buffer area would occur, protecting the noise environment of the most affected residents.

The operation of the new Pier A rail yard near the Berth 200-202 Marinas would generate noise. A noise monitoring survey was conducted at the existing Pier A rail yard in November 2005 to quantify noise levels from railroad operations. The noise survey included noise measurements made during a one-hour period when the rail yard was actively working between 10:00 AM and 11:00 AM on November 8, 2005. The noise measurements were conducted at the Port of Los Angeles Materials and Environmental Testing Lab located across Pier A Street from the active area in the Pier A rail yard. The measurements were made at a distance of about 200 feet from where the engines were operating. The activity consisted of a train engine coupling to, and uncoupling from, groups of railroad cars, shuttling the cars back and forth on different tracks, and recoupling the cars to other strings of railroad cars. Noise sources included the engine, the train horn, the crunching sounds associated with the slack action of the strings of cars starting and stopping, and the sounds of the impacts of cars being coupled together. During the hour of attended noise measurements, maximum noise levels resulting from these activities typically ranged from about 65 dBA to 75 dBA at a distance of about 200 to 300 feet from the source. The highest noise level measured was 97 dBA, resulting from a train horn. Occasionally, the sound of cars crunching together when coupling ranged from 78 to 80 dBA. The average noise level for the hour of busy activity was 68 dBA $L_{eq(h)}$.

The Harbor Belt Line Railroad was contacted to determine typical daily operations (personal communication, Fox 2005). The busiest level of activity occurs between 6:00 AM and 3:00 PM when incoming trains are sorted. Between 3:00 PM and 6:00 PM is the lowest activity period. Between 6:00 PM and 6:00 AM, the activity level is substantially less than during the busier daytime period when crews deliver cars to other areas of the port.

The proposed rail yard would operate as it presently does at the existing rail yard. The primary activity would occur near the western end of the new rail yard. This would place the activity area furthest from sensitive receivers, approximately 800 feet from the nearest residence in a yacht marina. Maximum noise levels at this distance would be reduced at least 12 dBA below the maximum noise levels described above due to increased distance. Maximum and average noise levels would typically fall between the range of 53 to 63 dBA and could occasionally reach 68 dBA. The average noise level for the hour of busy activity is calculated to be about 56 dBA $L_{eq(h)}$. To calculate the CNEL, one must assume a level of activity and associated noise level during each of the three time periods discussed above (6:00 AM to 3:00 PM, 3:00 PM to 6:00 PM, and 6:00 PM to 6:00 AM). Based on measurements and observations previously described for the Harbor Belt Line Railroad, it is assumed that during the busiest activity period, the hourly average noise level would be 56 dBA L_{eq} . A noise level of 50 dBA L_{eq} would occur for the 3:00 PM to 6:00 PM period and the 6:00 PM to 6:00 AM period. After adjusting the hourly average noise levels by adding 5 dBA to the evening period (7:00 PM to 10:00 PM) and 10 dBA to the average noise levels during the nighttime (10:00 PM to 7:00 AM), based on the definition of CNEL, the calculated noise level is 58 dBA CNEL. The baseline ambient noise level in the marinas, based on measurements as discussed

in Section 3.9.2.2.3, is 61 dBA CNEL. When the noise level from operations at the relocated Pier A rail yard is added to the ambient noise level, the noise level is calculated to increase to, at most, 63 dBA CNEL. This would be a 2 dBA increase in the CNEL. This is a less-than-significant impact.

Railway Corridor Noise

The implementation of the proposed Project would result in an increase in the number of rail movements into and out of the Port of Los Angeles along the Alameda Transportation Corridor. Proposed Project throughput comparisons presented in Table 2-1 of the project description include the number of annual rail trips generated from Berths 136-147 under the CEQA Baseline (2003) Condition, the No Federal Action/NEPA Baseline conditions and the proposed Project in the years 2015 and 2038. To determine the maximum possible increase in noise along the rail corridors resulting from the proposed Project, a comparison was made between the CEQA 2003 Baseline of 731 annual rail trips and the year 2038 with the proposed Project of 1,434 annual rail trips. This is an increase of about two rail trips per day. There would be about four more events per day when a train horn is sounded at the Henry Ford Avenue grade crossing north of the consolidated slip causing audible noise at the Leeward Marine. There are currently approximately 68 peak rail trips per day in and out of the San Pedro Bay Ports excluding light engine switching operations (Parsons 2006). The incremental increase in noise levels along the railroad corridors serving the Port of Los Angeles is calculated to be 0.2 dBA CNEL. This is a less-than-significant impact.

Train horns are a part of the acoustical environment in the environs of the Port of Los Angeles. There is an existing at-grade crossing at Henry Ford Avenue north of the Consolidated Slip and this was discussed in the noise setting section. This project will not change the level of noise from a train horn, it will result in an increase in the number of times the horns are sounded because there would be about four more intermodal train movements per day through this crossing. The significance threshold is based on increased noise above the baseline level in terms of the CNEL noise metric, and this is a function of the level, duration, and time of day the noise occurs; as well as the existing noise level. There are currently about 8 train movements per day through this crossing distributed throughout the day and night. The project would add 4 movements distributed throughout the day and night. The increase in the train generated CNEL is calculated to be 1.8 dBA CNEL. An increase of at least 3 dBA in the CNEL is considered to be a substantial increase causing a significant impact. Also, because vehicular traffic on Henry Ford Avenue and other railroad trains traveling adjacent to Henry Ford Avenue are more significant sources of noise at the Leeward Marina, the increase in the overall CNEL would be less than 1.8 dBA CNEL. So, while there will be an increase in the number of audible train horns, this is a less than significant environmental impact.

CEQA Impact Determination

Because operational noise levels would not cause the CNEL to be increased by 3 dBA CNEL or more to the “normally unacceptable” or “clearly unacceptable” category, nor exceed 5 dBA over the current CNEL at sensitive locations, operational noise impacts will be less than significant under CEQA.

Mitigation Measures

Although impacts from NOI-3 was not found to be significant, the Port will add the following mitigation measure to the Project to further reduce noise from the rail yard and provide additional landscaping in the Port.

Mitigation Measure NOI-2: A landscaped buffer along the northwest side of the proposed Pier A Yard between the yard and Alameda Street will be incorporated into the project scope. The buffer area will include mature trees and shrubs and shall be maintained for the life of the Project. In addition, a 6'-8' wall along the southeast side of the yard between the yard and the marinas will be constructed.

Residual Impacts

Impacts will be less than significant, so there will be no residual impacts.

NEPA Impact Determination

Because operational noise levels would not increase substantially above the current CNEL or the No Federal Action/NEPA Baseline at sensitive receptor locations, there would be less than significant impacts would under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts will be less than significant; there will be no residual impacts

3.9.4.3.2 Alternatives

Revised Mitigation Measure NOI-1 also applies to Construction Impact NOI-1 for Alternatives 2, 3, 4, and 5, and Mitigation Measure NOI-2 also applies to Operational Impact NOI-3 for Alternatives 2, 3, and 5.

Mitigation Measure NOI-1: The following mitigation measures would reduce impact of noise from construction activities:

- a) **Construction Hours.** Limit construction to the hours of 7:00 AM to 9:00 PM on weekdays, between 8:00 AM and 6:00 PM on Saturdays, and prohibit construction equipment noise anytime on Sundays and holidays as prescribed in the City of Los Angeles Noise Ordinance.
- b) **Construction Days.** Do not conduct noise-generating construction activities on weekends or holidays unless critical to a particular activity (e.g., concrete work).
- c) **Temporary Noise Barriers.** When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) shall be located between noise-generating construction activities and sensitive receptors.

- d) **Construction Equipment.** Properly muffle and maintain all construction equipment powered by internal combustion engines.
- e) **Idling Prohibitions.** Prohibit unnecessary idling of internal combustion engines near noise sensitive areas.
- f) **Equipment Location.** Locate all stationary noise-generating construction equipment, such as air compressors and portable power generators, as far as practical from existing noise sensitive land uses.
- g) **Quiet Equipment Selection.** Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance.
- h) **Notification.** Notify residents adjacent to the proposed Project site of the construction schedule in writing.
- i) **Reporting.** The Port shall clearly post the telephone number where complaints regarding construction-related disturbance can be reported and proper steps taken to determine the source of the complaint and a remedy.

Mitigation Measure NOI-2: A landscaped buffer along the northwest side of the proposed Pier A Yard between the yard and Alameda Street will be incorporated into the project scope. The buffer will include mature trees and shrubs and shall be maintained for the life of the Project. In addition, a 6'-8' wall along the southeast side of the yard between the yard and the marinas will be constructed.

3.9.4.3.3 Summary of Impact Determinations

The following Table 3.9-10 summarizes the CEQA and NEPA impact determinations of the proposed Project and its Alternatives related to Noise, as described in the detailed discussion in Sections 3.9.4.3.1 and 3.9.4.3.2. This table is meant to allow easy comparison between the potential impacts of the proposed Project and its Alternatives with respect to this resource. Identified potential impacts may be based on Federal, State, or City of Los Angeles significance criteria, Port criteria, and the scientific judgment of the report preparers.

For each type of potential impact, the table describes the impact, notes the CEQA and NEPA impact determinations, describes any applicable mitigation measures, and notes the residual impacts (i.e.: the impact remaining after mitigation). All impacts, whether significant or not, are included in this table. Note that impact descriptions for each of the Alternatives are the same as for the proposed Project, unless otherwise noted.

Table 3.9-10. Summary Matrix of Potential Impacts and Mitigation Measures for Noise Associated with the Proposed Project and Alternatives

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.9 Noise				
Proposed Project, Alternative 2 , Alternative 3 , Alternative 4 , and Alternative 5	<p>NOI-1: Construction activities occurring during Phase I would temporarily and periodically generate noise, and noise levels would substantially exceed existing ambient daytime noise levels at sensitive receivers at the new Pier A rail yard and along “C” Street.</p>	CEQA: Significant impact	<p>NOI-1a. When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) shall be located between noise-generating construction activities and sensitive receptors. Implement the following standard controls:</p> <p>NOI-1b: Construction Hours. Limit construction to the hours of 7:00 AM to 9:00 PM on weekdays, between 8:00 AM and 6:00 PM on Saturdays, and prohibit construction equipment noise anytime on Sundays and holidays as prescribed in the City of Los Angeles Noise Ordinance.</p> <p>NOI-1c: Construction Days. Do not conduct noise-generating construction activities on weekends or holidays unless critical to a particular activity (e.g., concrete work).</p> <p>NOI-1d: Construction Equipment. Properly muffle and maintain all construction equipment powered by internal combustion engines.</p> <p>NOI-1e: Idling Prohibitions. Prohibit unnecessary idling of internal combustion engines near noise sensitive areas.</p> <p>NOI-1f: Equipment Location. Locate all stationary noise-generating construction equipment, such as air compressors and portable power generators, as far as practical from existing noise sensitive land uses.</p> <p>NOI-1g: Quiet Equipment Selection. Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance.</p> <p>NOI-1h: Notification. Notify residents adjacent to the proposed Project site of the construction schedule in writing.</p> <p>NOI-1i: Reporting. The Port shall clearly post the telephone number where complaints regarding construction-related disturbance can be reported and proper steps taken to determine the source of the complaint and a remedy.</p>	CEQA: Significant impact after mitigation
		NEPA: Not Applicable	Mitigation not required	NEPA: Not applicable

Table 3.9-10. Summary Matrix of Potential Impacts and Mitigation Measures for Noise Associated with the Proposed Project and Alternatives (continued)

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.9 Noise (continued)				
Proposed Project, Alternative 2, Alternative 3, and Alternative 5	NOI-3: On-site operations would generate noise, but noise levels would not substantially exceed existing ambient noise levels at sensitive receivers.	CEQA: Less than significant impact	Mitigation not required NOI-2 A landscaped buffer along the northwest side of the proposed Pier A Yard between the yard and Alameda Street will be incorporated into the project scope. The buffer will include mature trees and shrubs and shall be maintained for the life of the Project. In addition, a 6’-8’ wall along the southeast side of the yard between the yard and the marinas will be constructed.	CEQA: Less than significant impact
		NEPA: Less than significant impact	Mitigation not required	NEPA: Less than significant impact

* Unless otherwise noted, all impact descriptions for each of the Alternatives are the same as those described for the Proposed Project.

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3.9.4.4 Mitigation Monitoring

NOI-1: Noise levels would substantially exceed existing ambient daytime noise levels at sensitive receivers at the new Pier A rail yard and along “C” Street.	
Mitigation Measure	<p>NOI-1a: When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) shall be located between noise-generating construction activities and sensitive receptors. Implement the following standard controls:</p> <p>NOI-1b: Construction Hours. Limit construction to the hours of 7:00 AM to 9:00 PM on weekdays, between 8:00 AM and 6:00 PM on Saturdays, and prohibit construction equipment noise anytime on Sundays and holidays as prescribed in the City of Los Angeles Noise Ordinance.</p> <p>NOI-1c: Construction Days. Do not conduct noise-generating construction activities on weekends or holidays unless critical to a particular activity (e.g., concrete work).</p> <p>NOI-1d: Construction Equipment. Properly muffle and maintain all construction equipment powered by internal combustion engines.</p> <p>NOI-1e: Idling Prohibitions. Prohibit unnecessary idling of internal combustion engines near noise sensitive areas.</p> <p>NOI-1f: Equipment Location. Locate all stationary noise-generating construction equipment, such as air compressors and portable power generators, as far as practical from existing noise sensitive land uses.</p> <p>NOI-1g: Quiet Equipment Selection. Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance.</p> <p>NOI-1h: Notification. Notify residents adjacent to the proposed Project site of the construction schedule in writing.</p> <p>NOI-1i: Reporting. The Port shall clearly post the telephone number where complaints regarding construction-related disturbance can be reported and proper steps taken to determine the source of the complaint and a remedy.</p>
Timing	During construction of the new Pier A rail yard and the Harry Bridges Buffer Area.
Methodology	The contractor shall determine necessary height and length of barriers based on field conditions. Prior to Notice to proceed Contractor shall submit an Environmental/Noise Compliance Plan to the LAHD Construction Manager for review and approval by LAHD and the Environmental Management Division.
Responsible Parties	LAHD/USACE
Residual Impacts	Significant after mitigation.
NOI-3: Operations would generate noise, but noise levels would not substantially exceed existing ambient noise levels at sensitive receivers.	
Mitigation Measure	NOI-2: A landscaped buffer along the northwest side of the proposed Pier A Yard between the yard and Alameda Street will be incorporated into the project scope. The buffer area will include mature trees and shrubs and shall be maintained for the life of the Project. In addition, a 6’-8’ wall along the southeast side of the yard between the yard and the marinas will be constructed.
Timing	Landscaping and wall will be constructed as part of the new Pier A rail yard. Landscaping will be maintained over the life of the Project
Methodology	Landscaping and wall will be constructed as part of the new Pier A rail yard. Landscaping will be maintained over the life of the Project
Responsible Parties	LAHD
Residual Impacts	Less than Significant

1 **3.9.5 Significant Unavoidable Impacts**