

# **MITIGATION MONITORING AND REPORTING PROGRAM**

## **USS IOWA PROJECT ENVIRONMENTAL IMPACT REPORT (EIR)**

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# Section 1

## Mitigation Monitoring and Reporting Program

### Introduction

Assembly Bill 3180 (AB 3180) codified in Section 21081.6 of the California Public Resources Code, became effective January 1, 1989, and requires a Lead or Responsible Agency to adopt a mitigation monitoring and reporting program (MMRP) when approving or carrying out a project. The purpose of this program is to ensure that when an environmental document, either an EIR or a negative declaration, identifies measures to reduce potential adverse environmental impacts to less than significant levels that those measures are implemented as detailed in the environmental document. As lead agency for the Project, and pursuant to AB 3180, the Los Angeles Harbor Department (LAHD) is responsible for implementation of this MMRP.

An Environmental Impact Report (EIR) has been prepared for the proposed Project that addresses the potential environmental impacts, and where appropriate, recommends measures to mitigate these impacts. As such, this MMRP is required to ensure that adopted mitigation measures are successfully implemented and a monitoring strategy was prepared for each mitigation measure. Once the Board of Harbor Commissioners adopts the MMRP, the LAHD will incorporate the mitigation monitoring/reporting requirements in the appropriate permits (i.e., engineering specifications, engineering construction permits, real estate entitlements, and/or coastal development permits). Therefore, in accordance with the aforementioned requirements, this document lists each mitigation measure, describes the methods for implementation and verification, and identifies the responsible party or parties as detailed below in the MMRP Implementation section.

### Project Overview

The USS *Iowa* Project (project) includes the relocation of ex-USS *Iowa* (BB-61) battleship from San Francisco to the Port of Los Angeles, placing her at existing Berth 87 for use as a museum/educational facility. This exhibit would be for the public to learn and explore the history of US Navy battleships, the USS *Iowa*, the *Iowa*-class battleships and their characteristics, service history, and crew. The proposed project includes the transport of USS *Iowa* from San Francisco Bay to the selected hull cleaning location off the coast of Los Angeles, and into the Port of Los Angeles by tugboat; year-round mooring of the battleship at Berth 87 in the North Harbor area of the Port of Los Angeles; use of an existing parking lot in a shared arrangement with other Port attractions; placement of temporary structures to include the delivery and set up of a prefabricated 480 sq. ft. single-story Ticket Booth/Office, a prefabricated

480 sq. ft. single-story Restroom facility, and two prefabricated Entry Platforms to accommodate access and egress from the USS *Iowa*; construction of an approximately two-story 33,800 sq. ft. footprint landside Visitor Center (Education Center, Museum, Ticketing, Restrooms, Gift Shop, Offices) during Phase 2, and; ongoing operations and maintenance. Phase 2 would include the removal of all temporary structures to be replaced by the permanent Visitors Center when funding is available. Phase 2 is anticipated to occur within 6 to 8 years after the completion of Phase 1.

### **Project Objectives**

The Los Angeles Harbor Department operates the Port under legal mandates such as the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601) and the Coastal Act (PRC Div 20 Section 30700 et seq.), which identify the Port and its facilities as a primary economic/ coastal resource of the state and an essential element of the national maritime industry for promotion of commerce, navigation, fisheries and harbor operations. According to the Tidelands Trust, Port related activities should be water dependent and should give highest priority to navigation and shipping, as well as provide necessary support and access facilities for accommodating the demands of foreign and domestic waterborne commerce.

The overall purpose of the proposed Project is to provide a historic attraction at the LA waterfront for the public to enjoy which would in turn boost the local economy.

### **CEQA Objectives**

CEQA Guidelines (Section 15124[b]) require that the project description contain a statement of objectives, including the underlying purpose of the proposed Project. The proposed Project is intended to fulfill the overall project purpose of the Port. The CEQA project objectives are described below.

- Bring the USS *Iowa* to the Port, and place her at Berth 87 for year-round mooring; and,
- Prepare and fit the battleship as a tourist attraction, offering an interactive public experience that honors the historic contributions of USS *Iowa* and her crews. The history and technology of the battleship will provide the basis for educational programs teaching lessons in history, battleship design, mathematics, physics, science, leadership, team-building, character development, and community service.

## **Existing Conditions**

### **Port of Los Angeles, Berth 87**

The Port is located in San Pedro Bay near the San Pedro community of the City of Los Angeles. The Port is 20 miles south of downtown Los Angeles and encompasses 7,500 acres of land and water along 43 miles of waterfront. The Port has 270 berths, 75 container cranes, 17 marinas with 3,800 boat slips, and over 20 terminals. This gateway to international commerce is also

known as “America’s Port” due to its reputation of moving more containers than any other port in the nation. The Port is deeply committed to promoting sustainability and known worldwide for their environmental leadership.

The Port was once used as a U.S Navy Base from 1919 until after WWII. The Port became known as “Battleship Country” as the battleship fleet was stationed here in Los Angeles during most of the 20th century. The location at Berth 87 offers the best visibility within the Port as it is adjacent to the cruise ship terminal which supports over 1 million cruise passengers each year.

Last year, the Port approved the \$1.2 billion dollar San Pedro Waterfront (SPW) Development Plan which will bring more tourist and regional residents to the Port area. Nearby Berth 87 lies north of the destination of restaurants and shops known as Port’s of Call (or Port’s O’Call). Revitalization plans of this area include complete redevelopment of all buildings and the addition of a 60,000 sq. ft. conference hall. Several maritime and military museums including the Los Angeles Maritime Museum, the S.S. Lane Victory, and the Fort MacArthur Museum exist within the area. Berth 87 is easily reached from the 110 freeway at the west side of the Vincent Thomas Bridge.

Project activity will be focused at Berth 87 within an area encompassing approximately 4.5 acres, which is bordered by the Main Channel on the east and Harbor Boulevard on the west. Refer to Exhibit 4, Berth 87 and Proposed Site Plan. Berth 87 contains an existing parking lot and is currently used for temporary cargo and cruise ship docking. The Maritime Museum is located to the south and a cruise ship terminal and the S.S. Lane Victory to the north of Slip 93. Container ships and cranes are located across the water. No dredging will be necessary as water depths are adequate at this site ranging from 38 feet on the pier side to 55 feet on the channel side

A Navy fuel surge line runs through the project site at Berth 87. It requires a setback of 8 feet on each side, for a total easement of 16 feet in width. No permanent structures, such as the Visitor Center, may be placed on the surface of the land above the surge line while it is active and in use. Thus, prior to the construction of the Visitor Center, the fuel line would have to be realigned or capped. Refer to Exhibit 4, Berth 87 and Proposed Site Plan, for the location of the existing surge lines and project setbacks.

### **Project Background**

The USS *Iowa* is the lead battleship of the *Iowa*-class battleships. The USS *Iowa* was built at the New York Navy Yard, Brooklyn, New York and commissioned in February 1943. The USS *Iowa* was the U.S. Navy's first new World War II era battleship whose design was not encumbered by treaty limits and is the namesake of the four *Iowa*-class battleships. She was a new, "fast battleship", intended to protect aircraft carriers against the threat of similar Japanese "big-gun" ships. She was known as President Franklin D. Roosevelt’s “Big Stick”.

The USS *Iowa* spent her initial service in the Atlantic and carried President Franklin D. Roosevelt to and from Casablanca, Morocco, in November 1943. Early in January 1944, the USS *Iowa* was sent to the Pacific where she took part in the Marshalls Campaign and campaigns to capture the Marianas, the Palaus, the Battles of the Philippine Sea and Leyte Gulf, Okinawa and the surrender of Japan in Tokyo Bay. The USS *Iowa* next served in the Korean War. The battleship was then modernized under the 1980s defense buildup and re-commissioned in April 1984. She went to European waters during the 1980s, with the latter cruise continuing into the Indian Ocean and Arabian Sea. The USS *Iowa* was decommissioned for the last time in October 1990.

The USS *Iowa* was one of approximately 50 ships (as of April 2011) docked in Suisun Bay in Benicia, California, in the United States Maritime Administration's (MARAD) National Defense Reserve Fleet (NDRF), also known as the "mothball fleet" or the "ghost fleet". The NDRF was established under Section 11 of the Merchant Ship Sales Act of 1946 to serve as a reserve of ships for national defense and national emergencies. In the 1950s, the NDRF held over 2,000 ships at eight locations in the US. Ships from the NDRF have been reactivated and used in recent emergencies such as Hurricane Katrina and the earthquakes in Haiti. The USS *Iowa* is the only battleship remaining in the NDRF, which mostly consists of navy supply ships. The USS *Iowa* is held under the "custody vessel" category where ships are held on a reimbursable basis for other agencies, such as the U.S. Navy and U.S. Coast Guard.

The USS *Iowa* is the last battleship of her kind available for donation. There are no battleships currently located on the West Coast of the United States available for public tours. The USS Midway open for public tours in San Diego is an aircraft carrier. Today, seven battleships are available to visit in the United States: four on the east coast, two on the Gulf coast, and one in Hawaii. Congress has stipulated that the USS *Iowa* must reside in the State of California as a resource to West Coast populations. This is also supported by Port of Los Angeles Resolutions: Determining the Availability of Berth 87 for the USS *Iowa* (November 16, 2010) and Staff Response to the Port of Los Angeles Community Advisory Committee Recommendation Nos. 104 and 105 Regarding Locating the USS *Iowa* at Berth 87 (March 30, 2011).

The USS *Iowa* offers a unique educational experience. This battleship has been a vital part of some of the Nation's most important historical events. It represents the pride and determination of a generation of Americans to meet the intense challenges of World War II, the Korean War and succeeding conflicts in Europe and the Middle East.

### **Suisun Bay**

Suisun Bay (Bay) is located in Benicia, California, northeast of San Francisco Bay through the Carquinez Strait and San Pablo Bay. Suisun Bay is approximately 26 miles northeast of downtown San Francisco. Since the 1940s, the Bay has been the home to decommissioned US

Navy ships known as the Suisun Bay Reserve Fleet (SBRF), part of the greater National Defense Reserve Fleet (NDRF).<sup>1</sup>

Environmentalists have been concerned about toxins leaching into the bay from the ships in the SBRF including paint chemicals and metals; however, a study conducted by the National Oceanic and Atmospheric Administration (NOAA) in February 2009 concluded that sediments have a low to moderately low potential for toxicity to benthic invertebrates (such as clams and mussels). In the project area, 18% of the surface sediment grab samples contained such debris or paint chips, which is expected when observing the paint wearing off of the ships. NOAA did not find polychlorinated biphenyls (PCBs) or polycyclic aromatic hydrocarbons (PAHs) in the project area at concentrations that exceeded sediment quality guidelines or ambient values. There were some instances where concentrations of arsenic, copper, lead, and chromium observed across the project area were elevated relative to ambient values reported for other parts of San Francisco Bay.<sup>2</sup>

### **Port of Richmond**

The USS *Iowa* was transported from Suisun Bay to the Port of Richmond. The traveling distance from the Suisun Bay to the Port of Richmond is approximately 30 miles. At this Port, work on the USS *Iowa* included painting of the exterior of the ship from the waterline to the top and replacement of the mast structure, radar arrays, and forward wood deck (from approximately mid-ship forward to the anchor/windlass).

### **Pacific Battleship Center**

PBC is a non-profit organization formed to acquire the USS *Iowa* through donation from the US Navy and operate the tourist attraction and landside visitor center in the Port of LA. PBC has support from numerous volunteers and veterans. At this time, the PBC is awaiting US Navy approval for donation of the battleship. The conditional award has been granted and is contingent upon the PBC Compliance Agreement from EPA Region 9 and Navy NEPA Compliance. The PBC would accept the battleship from the Navy under the condition that it could be called to duty and must remain “battle ready”. PBC is also seeking a lease for the project from the Port. The initial lease will be for a term of 10 years with options for renewal to be determined in accordance with Port leasing policies. For analysis purposes, this EIR conservatively assumes operations for a duration of 30 years.

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<sup>1</sup>U.S. Department of Transportation, Maritime Administration, National Defense Reserve Fleet.

[http://www.marad.dot.gov/ships\\_shipping\\_landing\\_page/national\\_security/ship\\_operations/national\\_defense\\_reserve\\_fleet/national\\_defense\\_reserve\\_fleet.htm](http://www.marad.dot.gov/ships_shipping_landing_page/national_security/ship_operations/national_defense_reserve_fleet/national_defense_reserve_fleet.htm)

<sup>2</sup> National Oceanic and Atmospheric Administration (NOAA), Assessment of Environmental Contaminants Associated with the National Defense Reserve Fleet in Suisun Bay, California (February 2009).

[http://response.restoration.noaa.gov/book\\_shelf/1845\\_ReportText\\_SuisunBayReportFinal.pdf](http://response.restoration.noaa.gov/book_shelf/1845_ReportText_SuisunBayReportFinal.pdf)

## Proposed Project Description

The USS *Iowa* project consists of the following elements:

- Preparation and transport of the USS *Iowa* from San Francisco Bay to the Port of LA;
- Off-shore hull cleaning;
- Mooring the battleship at Berth 87 in the North Harbor area of the Port of Los Angeles;
- Delivery and set up of a prefabricated 480 sq. ft., single-story Office/Ticket Booth;
- Delivery and set up of a prefabricated 480 sq. ft., single-story Restroom facility;
- Delivery and set up of two prefabricated Entry Platforms to accommodate access and egress from the USS *Iowa*;
- Construction of an approximately two-story 33,800 sq. ft. footprint landside Visitor Center during Phase 2, and;
- Ongoing operations and maintenance.

### **Preparation and Transport**

The USS *Iowa* would be transported from San Francisco Bay to the Port of Los Angeles by a single ocean-going tug boat, according to a Navy approved tow plan. The battleship will make a brief stop offshore for hull cleaning before entering the Port of Los Angeles to avoid the spread of invasive species residing on the hull of the battleship. In preparation to receive visitors, safety railing, directional markers, hazard identification, and some interior painting will occur.

Upon initial mooring at Berth 87, the USS *Iowa* will undergo refurbishment in preparation for visitors. Approval will be required from the Los Angeles Regional Water Quality Control Board (LARWQCB) that all work is done in accordance with standard requirements and stipulations to ensure the protection of water quality. The work will take approximately nine months to complete and includes general cleaning, painting of exposed surfaces, and upgrading onboard restroom facilities. Painting of the interior and exterior surfaces would utilize paints that meet the current standards to prevent corrosion.

### **Berth 87 and Existing Parking Lot**

Berth 87 is currently used periodically for cargo and cruise ship docking. The existing mooring facilities and dredge depth are suitable for the USS *Iowa*. Water, electric, sewer, and telephone utilities needed for operation of the project are located at, or near, the berth. Approximately 500 feet of trenching will be necessary to install the 8-inch sewer line and electrical lines. While the USS *Iowa* is moored at Berth 87, the battleship will be tugged out of the Main Channel annually and turned for even weathering.

The existing lot will accommodate parking in a shared arrangement with other Port attractions. The parking area will include ingress lanes that direct traffic to the parking area past a small entry gate and at least one egress lane to return traffic to a controlled intersection at Harbor



Boulevard. Parking to the north of the USS *Iowa* lot is designated as cruise ship parking and may be used as overflow parking when cruise ship operations are not occurring. Refer to Section 3.3, Traffic and Circulation, for a more detailed discussion regarding parking.

A Visitor's Center is planned for Phase 2 (6 to 8 years post Phase 1 completion). When constructed, the structure will reduce available shared parking within the existing lot. Additional offsite parking will be required at this time to accommodate the shared parking. Existing offsite parking sites have been identified across Harbor Boulevard along with various other sites identified in the Waterfront EIR.

### **Visitor Center**

Only when funding is identified, an approximately two-story 33,800 sq. ft. footprint landside Visitor Center may be constructed as Phase 2 of the project. The anticipated structure will be multi-story conventional building construction. The facility will house the educational exhibits, murals, models, artifacts, audio-visual presentations, food, concessions, gift shop, offices, ticketing, and restroom facilities.

An existing Navy fuel surge line transects the parking area (Exhibit 2.0-4). Currently, construction of permanent structures must not be closer than 8 feet from the pipeline. Future construction of the Visitors Center may require the surge line to be placed outside of the easement or may require the relocation of the surge line if still operative, in cooperation with the U.S. Navy. This will be subject to further CEQA review.

## **Relationship to Existing Plans**

### **San Pedro Waterfront Project**

Berth 87 is located within the San Pedro Waterfront (SPW) project area. The overall purpose of the SPW project is to create an active public waterfront in downtown San Pedro. The SPW project elements include the creation of three new harbors and a public pier at 7th Street; new development, redevelopment, and cultural assets; completion of eight miles of waterfront promenade and open space for public enjoyment and recreation; and a wide variety of transportation options and improvements. The SPW project proposed a North Harbor cut located at Berths 87-90, which would accommodate approximately 12 tugboat vessels and the historic naval ship, the S.S. Lane Victory. The North Harbor cut would displace the occasional, temporary cruise ship docking at these berths. The SPW project proposed surface parking, the docking of the S.S. Lane Victory, and the S.S. Lane Victory Office at Berth 87 (refer to SPW Figure 2-9, San Pedro Waterfront – North Harbor). The LAHD decided to delay the North Harbor Cut as originally proposed, to provide parking for cruise ships. Per LAHD staff recommendation, the final SPW project included an extension of surface parking to Berth 87, and restriping the lot to provide for more efficient use of space.

## **Monitoring and Reporting Procedures**

Mitigation measures will be implemented in accordance with the LAHD Environmental Management Division's (LAHD/EMD) Environmental Compliance Plan program. Prior to release of bid specifications, construction plans shall be provided to LAHD/EMD for review and approval. Operational mitigation measures will be monitored by LAHD/EMD and any specified responsible parties designated by LAHD/EMD.

This MMRP for the proposed Project will be in place through all phases of the project, including design, construction, and operation, and will help ensure that project objectives are achieved. The LAHD shall be responsible for administering the MMRP and ensuring that all parties comply with its provisions. The LAHD may delegate monitoring activities to staff, consultants, or contractors. All construction contractors shall submit an Environmental Compliance Plan for Construction Management and EMD approval prior to beginning construction activities. This plan shall document how the contractor intends to comply with all measures applicable to the contract including application of Best Management Practices (BMPs). All mitigation measures and leasing policy requirements will be included in leases and lease amendments. The LAHD also will ensure that monitoring is documented through periodic reports and that deficiencies are promptly corrected. The designated environmental monitor will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to rectify problems.

## **Mitigation Monitoring and Reporting Program Implementation**

Pursuant to AB 3180, this MMRP was prepared and is accompanied by the associated report forms utilized to verify compliance with individual mitigation measures. This MMRP identifies each mitigation measure by discipline, the entity (organization) responsible for its implementation, the report/ permit/ certification required for each measure, and an accompanying LAHD MMRP form used to certify completion. Certain inspections and reports may require preparation by qualified individuals, and these are specified as needed. The timing and method of verification for each measure is also specified.

## Section 2

# Mitigation Monitoring and Reporting Program Summary

**Table 1:** Mitigation Monitoring and Reporting Program Summary

<i>Mitigation Measure</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
Air Quality: Construction and Operation		
<p><b>AQ-1:</b> All tugboats utilized for transporting the USS <i>Iowa</i> (within the Port of Los Angeles and for the ocean tug used for one-time transport of the battleship from San Francisco Bay to Los Angeles) shall comply with the Port’s Clean Air Action Plan Control Measure HC1, <i>Performance Standards for Harbor Craft</i> (further reduces emissions from engines). Additionally, all tugboats with C1 or C2 marine engines utilized for transport of the USS <i>Iowa</i> within the Port of Los Angeles and for the one time transport of the battleship from San Francisco Bay to Los Angeles shall utilize an EPA Tier-3 engine or cleaner, if available, in accordance with the Los Angeles Harbor Department’s Sustainable Construction Guidelines (revised 2009).</p>	<p><b>Timing:</b> During all construction phases and during maintenance turning of the battleship.</p> <p><b>Methods:</b> This measure shall be incorporated into the PBC contract specifications for all construction work to reduce the impacts of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by PBC prior to beginning any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the PBC project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p> <p>The harbor craft measure shall be met unless one of the following circumstances exists and the contractor is able to provide proof that any one of these circumstances exists:</p> <ul style="list-style-type: none"> <li>• A piece of specialized</li> </ul>	<p><b>Implementation:</b> PBC through Construction Contractor</p> <p><b>Monitoring and Reporting:</b> Environmental Management Division, Construction Management Division</p>

<i>Mitigation Measure</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
	<p>equipment is unavailable in a controlled form within the state of California, including through a leasing agreement.</p> <ul style="list-style-type: none"> <li>• A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application process is not yet approved, or the application has been approved, but funds are not yet available.</li> <li>• A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of equipment to replace the uncontrolled equipment, but that order has not yet been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease.</li> </ul>	
<p><b>AQ-2:</b> The project shall implement the following measures as required by the Los Angeles Harbor Department’s Sustainable Construction Guidelines (revised 2009) during project construction activities. These requirements shall be stipulated in the construction contracts and bid documents.</p> <p><b>Best Management Practices</b></p> <ul style="list-style-type: none"> <li>• Use of diesel oxidation catalysts and catalyzed diesel particulate traps.</li> </ul>	<p><b>Timing:</b> During all construction phases and during maintenance turning of the battleship.</p> <p><b>Methods:</b> This measure shall be incorporated into the PBC contract specifications for all construction work to reduce the impacts of construction diesel emissions. The contractor(s)</p>	<p><b>Implementation:</b> PBC through Construction Contractor</p> <p><b>Monitoring and Reporting:</b> Environmental Management Division, Construction</p>

<i>Mitigation Measure</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
<ul style="list-style-type: none"> <li>• Maintain equipment according to manufacturers' specifications.</li> <li>• Restrict idling of construction equipment and on-road heavy-duty trucks to a maximum of 5 minutes when not in use.</li> <li>• Install high-pressure fuel injectors on construction equipment vehicles.</li> <li>• Maintain a minimum buffer zone of 300 meters between truck traffic and sensitive receptors.</li> <li>• Improve traffic flow by signal synchronization.</li> <li>• Enforce truck parking restrictions.</li> <li>• Provide on-site services to minimize truck traffic in or near residential areas, including, but not limited to, the following services: meal or cafeteria services, automated teller machines, etc.</li> <li>• Re-route construction trucks away from congested streets or sensitive receptor areas.</li> <li>• Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.</li> <li>• Use electric power in favor of diesel power where available.</li> <li>• All construction activities located within 1,000 feet of sensitive receptors (defined as schools, playgrounds, daycares, and hospitals) shall notify each of these sites in writing at least 30 days before construction activities begin.</li> </ul> <p><b>Fugitive Dust Control</b></p> <p>South Coast Air Quality Management District (SCAQMD) Rule 403 requires a Fugitive Dust Control Plan to be prepared and approved for construction sites. Construction contractors are required to obtain a 403 Permit from the SCAQMD prior to construction. The following measures, at minimum, to reduce dust shall be included in the contractor's Fugitive Dust Control Plan:</p> <ul style="list-style-type: none"> <li>• SCAQMD's Best Available Control Technology (BACT) measures shall be followed on all projects.</li> <li>• Active grading sites shall be watered three</li> </ul>	<p>shall submit an Environmental Compliance Plan for review and approval by PBC prior to beginning any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the PBC project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p> <p>The harbor craft measure shall be met unless one of the following circumstances exists and the contractor is able to provide proof that any one of these circumstances exists:</p> <ul style="list-style-type: none"> <li>• A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement.</li> <li>• A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application process is not yet approved, or the application has been approved, but funds are not yet available.</li> </ul> <p>A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of equipment to replace the uncontrolled equipment, but that order has not yet been completed by the manufacturer</p>	<p>Management Division</p>

<i>Mitigation Measure</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
<p>times per day.</p> <ul style="list-style-type: none"> <li>• Contractors shall apply approved non-toxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas.</li> <li>• Contractors shall provide temporary wind fencing around sites being graded or cleared.</li> <li>• Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code. (“Spilling Loads on Highways”).</li> <li>• Construction contractors shall install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off tires of vehicles and any equipment leaving the construction site.</li> <li>• The grading contractor shall suspend all soil disturbance activities when winds exceed 25 miles per hour or when visible dust plumes emanate from a site; disturbed areas shall be stabilized if construction is delayed.</li> <li>• Open storage piles (greater than 3 feet tall and a total surface area of 150 square feet) shall be covered with a plastic tarp or chemical dust suppressant.</li> <li>• Stabilize the materials while loading, unloading and transporting to reduce fugitive dust emissions.</li> <li>• Belly-dump truck seals should be checked regularly to remove trapped rocks to prevent possible spillage.</li> <li>• Comply with track-out regulations and provide water while loading and unloading to reduce visible dust plumes.</li> <li>• Waste materials shall be hauled off-site immediately.</li> <li>• Pave road and road shoulders where available.</li> <li>• Traffic speeds on all unpaved roads shall be reduced to 15 miles per hour or less.</li> <li>• Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.</li> <li>• Schedule construction activities that affect</li> </ul>	<p>or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease.</p>	

<i>Mitigation Measure</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
<p>traffic flow on the arterial system to off-peak hours to the extent practicable.</p> <ul style="list-style-type: none"> <li>Require the use of clean-fueled sweepers pursuant to SCAQMD Rule 1186 and Rule 1186.1 certified street sweepers. Sweep streets at the end of each day if visible soil is carried onto paved roads on-site or roads adjacent to the site to reduce fugitive dust emissions.</li> <li>Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.</li> </ul> <p><b>On-Road Trucks</b></p> <p>The following EPA Standards shall be applicable to import haulers only:</p> <ul style="list-style-type: none"> <li>From January 1, 2012 on: All on-road heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used to move dirt to and from the construction site via public roadways at the Port of Los Angeles shall comply with EPA 2004 on-road emission standards for PM10 and NOX (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively).</li> </ul> <p>The following EPA Standards shall be applicable to earth movers only:</p> <ul style="list-style-type: none"> <li>From January 1, 2012 on: All heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used to move dirt within the construction site at the Port of Los Angeles shall comply with EPA 2004 on-road emission standards for PM10 and NOX (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively).</li> </ul> <p>A copy of each unit’s certified EPA rating and each unit’s CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.</p> <p><b>Off-Road Equipment</b></p> <p>The following Best Management Practices (BMPs) shall be applicable to Construction</p>		

<i>Mitigation Measure</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
<p>Equipment (excluding Vessels, Harbor Craft, and On-Road Trucks):</p> <ul style="list-style-type: none"> <li>• Construction equipment shall incorporate, where feasible, emissions-savings technology such as hybrid drives and specific fuel economy standards.</li> <li>• Idling shall be restricted to a maximum of 5 minutes when not in use.</li> </ul> <p>Equipment Engine Specifications shall adhere to the following:</p> <ul style="list-style-type: none"> <li>• From January 1, 2012, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp, except marine vessels and harbor craft, shall meet Tier-3 off-road emission standards at a minimum. In addition, all construction equipment greater than 50 hp shall be retrofitted with a CARB-verified Level 3 DECS.</li> <li>• From January 1, 2015 on: All off-road diesel-powered construction equipment greater than 50 hp, except marine vessels and harbor craft, shall meet Tier-4 off-road emission standards at a minimum.</li> </ul> <p>The above “Equipment Engine Specifications” measures shall be met, unless one of the following circumstances exists, and the contractor is able to provide proof that any of these circumstances exists:</p> <ul style="list-style-type: none"> <li>• A piece of specialized equipment is unavailable within 200 miles of the Port of Los Angeles, including through a leasing agreement. If this circumstance exists, the equipment must comply with one of the options contained in the Step Down Schedule as shown in Table A in the Sustainable Construction Guidelines. At no time shall equipment meet less than a Tier 1 engine standard with a CARB-verified Level 2 DECS.</li> </ul> <p>The availability of construction equipment shall be reassessed in conjunction with the years listed in the above Tier Specifications (Prior to January 15, 2015) on an annual basis.</p>		



<i>Mitigation Measure</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
<p><u>Sustainable Construction Guidelines</u></p> <p>The LAHD has developed <i>Sustainable Construction Guidelines</i> for reducing air emissions from all LAHD-sponsored construction projects (LAHD 2009). The Guidelines include the use of Best Management Practices (BMP) and control measures. Although no air quality impacts from construction activities would occur, the applicable BMPs and control measures for project construction include the following:</p> <ul style="list-style-type: none"> <li>• Construction equipment shall be properly tuned and maintained in accordance with manufacturer’s specifications.</li> <li>• During construction, trucks and vehicles in loading and unloading queues must be kept with their engines off when not in use for more than 5 minutes to reduce vehicle emissions. Construction activities shall be phased and scheduled to avoid emissions peaks, where feasible, and discontinued during second-stage smog alerts.</li> <li>• Where available, use electricity from power poles rather than temporary diesel- or gasoline-powered generators.</li> <li>• Construction activities that affect traffic flow on the arterial roadways shall be scheduled to off-peak hours to the extent possible. Additionally, construction trucks shall be directed away from congested streets or sensitive receptor areas.</li> <li>• Where possible, enforce truck parking restrictions; provide on-site services to minimize truck traffic in or near residential areas, including services such as meal or cafeteria.</li> <li>• Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions.</li> <li>• Use low-sulfur fuel in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.</li> <li>• On-road heavy-duty trucks shall comply with EPA 2004 on-road emission standards for PM10 and NOx and shall be equipped with a CARB verified Level 3 device. Emission standards will increase to EPA 2007 on-road emission standards for PM10 and NOx by January 1, 2012.</li> <li>• Construction equipment (excluding on-road trucks, derrick barges, and harbor craft) shall meet U.S. EPA Tier-2 nonroad standards. The requirement will increase to Tier 3 by January 1, 2012, and Tier 4 by January 1, 2015.</li> </ul> <p>In addition, construction equipment shall be retrofitted with a CARB certified Level 3 diesel emissions control device.</p>		
<p>Traffic: Construction and Operation</p>		
<p><b>TRA-1:</b> Develop and implement a Traffic Management Plan (TMP) throughout proposed project construction.</p> <p>In accordance with the City’s policy on street closures and traffic diversion for arterial and collector roadways, the construction contractor shall prepare a TMP to be approved by the city and county engineers before construction. The TMP shall include:</p>	<p><b>Timing:</b> Developed prior to construction activities, to be implemented during construction.</p> <p><b>Method:</b> This measure shall be completed by the PBC, with compliance reported to the LAHD.</p>	<p><b>Implementation:</b> PBC</p> <p><b>Monitoring and Reporting:</b> LAHD Environmental Management and Engineering</p>

<i>Mitigation Measure</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
<ul style="list-style-type: none"> <li>• Street layout showing the location of construction activity and surrounding streets to be used as detour routes, including special signage;</li> <li>• Tentative start date and construction duration period for each phase of construction;</li> <li>• Name, address, and emergency contact number for those responsible for maintaining the traffic control devices during the course of construction; and</li> <li>• Written approval to implement traffic control from other agencies, as needed.</li> </ul> <p>Additionally, the traffic control plan will include the following stipulations:</p> <ul style="list-style-type: none"> <li>• Provide access for emergency vehicles at all times.</li> <li>• Avoid creating additional delay at intersections currently operating at congested conditions, either by choosing routes that avoid these locations, or constructing during nonpeak times of day.</li> <li>• Maintain access for driveways and private roads, except for brief periods of construction, in which case property owners will be notified.</li> <li>• Provide adequate off-street parking areas at designated staging areas for construction-related vehicles.</li> <li>• Maintain pedestrian and bicycle access and circulation during proposed project construction where safe to do so. If construction encroaches on a sidewalk, a safe detour will be provided for pedestrians at the nearest crosswalk. If construction encroaches on a bike lane, warning signs will be posted that indicate bicycles and vehicles are sharing the roadway.</li> <li>• Traffic controls may include flag persons wearing Occupational Safety and Health Administration–approved vests and using a “Stop/Slow” paddle to warn motorists of</li> </ul>		Divisions

<i>Mitigation Measure</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
<p>construction activity.</p> <ul style="list-style-type: none"> <li>• Maintain access to Metro, LADOT, LAHD and MAX transit services and ensure that public transit vehicles are detoured.</li> <li>• Post standard construction warning signs in advance of the construction area and at any intersection that provides access to the construction area.</li> <li>• Construction warning signs will be posted, in accordance with local standards or those set forth in the <i>Manual on Uniform Traffic Control Devices</i> (FHWA 2001) in advance of the construction area and at any intersection that provides access to the construction area.</li> <li>• During lane closures, notify LAFD and LAPD, as well as the Los Angeles County Sheriff's and Fire Departments, of construction locations to ensure that alternative evacuation and emergency routes are designed to maintain response times during construction periods, if necessary.</li> <li>• Provide written notification to contractors regarding appropriate routes to and from construction sites, and weight and speed limits for local roads used to access construction sites. Submit a copy of all such written notifications to the City of Los Angeles Planning Department.</li> <li>• Repair or restore the road right-of-way to its original condition or better upon completion of the work.</li> </ul>		
<p><b>TRA-2: Implement Gaffey Street/1<sup>st</sup> Street intersection improvements.</b> Re-stripe the 1<sup>st</sup> Street eastbound approach and departure, to shift the shared through lane to the curb right-turn lane, yielding a dual left-turn lane and a shared through/right-turn lane; and modify the east-west phasing to lead/lag protected left-turn phases. This mitigation would be implemented only if the project year 2042 LOS is reached, if operations continue beyond the term of the</p>	<p><b>Timing:</b> Before completion of Phase 1 of the proposed project, prior to 2015.</p> <p><b>Method:</b> This measure shall be completed by the LAHD, with compliance reported to the Board of Harbor Commissioners.</p>	<p><b>Implementation:</b> LAHD</p> <p><b>Monitoring and Reporting:</b> LAHD Environmental Management and Engineering Divisions</p>

<i>Mitigation Measure</i>	<i>Timing and Methods</i>	<i>Responsible Parties</i>
lease, and only if LADOT accepts such an improvement at that time. This mitigation would reduce long-term operational impacts to V/C ratios and levels of service for this intersection.		