EXHIBIT D

ENVIRONMENTAL CLEARANCE

POLB EIR SCH No. 2009081079

D1 – CEQA 15162 Technical Memorandum

D2 – Mitigation Monitoring and Reporting Program

Technical Memorandum

Finding of the Anaheim Way Heavy Haul Project Coverage Within a Prior EIR

Prepared for:

Port of LONG BEACH
THE PORT OF CHOICE

June 23, 2022

Technical Memorandum

Finding of the Anaheim Way Heavy Haul Project Coverage Within a Prior EIR

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TABLE OF CONTENTS

Section Page

Figures

1 INTRODUCTION

1.1 INTRODUCTION AND OVERVIEW

As part of the Port of Long Beach (POLB or Port) Pier B On-Dock Rail Support Facility (Pier B) Project, POLB is proposing to reconstruct the intersection of Anaheim Way and Farragut Street to widen and realign portions of the roadways to accommodate turning movements of oversized trucks along Anaheim Way from Pier B Street to Farragut Avenue as part of a proposed new Heavy Haul Route. The City of Los Angeles (COLA) requires a general plan amendment to reclassify Anaheim Way and Farragut Street from local streets to collector streets and include both streets in the City of Los Angeles Overweight Vehicle Special Permit Routes, which is a discretionary project pursuant to the California Environmental Quality Act (CEQA).

The proposed improvements to the Anaheim Way and Farragut Street intersection have been previously identified and evaluated within the Final Environmental Impact Report (EIR) for the Pier B Project, certified by the Long Beach Board of Harbor Commissioners (Board) in January 2018[1] (State Clearinghouse# 2009081079). COLA is a responsible agency under CEQA and may use the certified EIR along with any subsequent CEQA documentation to make appropriate findings and approve the project. CEQA procedures for responsible agencies are described further below.

As part of COLA's general plan amendment process, COLA requested that POLB prepare a CEQA analysis to demonstrate that the proposed project was already addressed and is, therefore, within the scope of the certified EIR. This technical memorandum has been prepared to evaluate potential environmental effects associated with the proposed Heavy Haul Route. Specifically, this technical memorandum addresses whether there are any new significant environmental impacts that were not addressed in Pier B EIR, or whether there would be an increase in the severity of any significant impacts addressed in the EIR.

As stated in CEQA Guidelines Section 15162(c):

> Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any.

CEQA Guidelines Sections 15162 through 15164, which sets forth criteria to be used to determine appropriate CEQA compliance when considering a project after an EIR has been certified. The analysis within this Technical Memorandum confirms that the environmental effects of the project were covered in the previous EIR with no new significant environmental effects nor any substantially more severe significant effects. Additionally, the analysis identifies mitigation measures that were adopted that are applicable and will be implemented as part of the proposed roadway improvements.

1.2 BACKGROUND OF PIER B ON-DOCK RAIL SUPPORT FACILITY

The Pier B Rail Yard is an important component of overall goods movement handling within the POLB because it is the only rail-serving facility within the Port Complex that can assist the on-dock terminals with the task of assembling trains and dispatching them onto the Alameda Corridor and then, subsequently, to the Class I railroad main lines. The purposes of the Pier B On-Dock Rail Support Facility are to: (a) provide a sufficient facility to accommodate the

[1] Port of Long Beach, 2018. Final Pier B On-Dock Rail Support Facility Project Environmental Impact Report and Application Summary Report. January. Long Beach, CA

expected demand of cargo to be moved via on-dock rail into the foreseeable future; (b) maximize on-dock intermodal operations to reach the long-term goal of 30 to 35 percent of cargo containers to be handled by on-dock rail; (c) provide a facility that can accept and handle longer container trains; and (d) provide a rail yard that is cost effective and fiscally prudent. The Pier B Project would respond to three areas of need: (a) more efficient and rational rail operations, both within and to/from the San Pedro Bay Ports complex; (b) address the physical deficiencies and shortcomings of the existing Pier B Rail Yard with respect to supporting on-dock rail operations; and (c) address local roadway deficiencies and enhance utilities and aging infrastructure.

To maximize the use of on-dock rail, the following are the objectives of the Pier B Project: Support the transition to a more efficient, more economically competitive and less polluting freight transport system as envisioned in the 2016 California Sustainable Freight Action Plan; support the shared goals of local and regional transportation agencies to increase Port, rail and highway capacities; promote a mode shift, from containers shipped by truck to near-dock and/or off-dock facilities to containers shipped by rail from the on-dock and supporting rail yards; provide additional Port rail capability to support and maximize on-dock intermodal operations to a targeted goal of 30 to 35 percent of containers handled by on-dock rail; receive and depart, within the confines of the rail yard, up to 10,000-foot-long trains.

The Pier B Project includes reconfiguring, expanding, and enhancing the capacity of the existing Pier B Rail Yard Facility. The Project will provide a marshaling area to receive and manage the intermodal rail volume growth, provide a destination for westbound trains that currently are not able to enter the port when on dock track space is unavailable, and allow multiple marine terminals to send small cuts of rail cars to be assembled into destination trains.

The EIR identified and analyzed four alternatives offering different configurations and levels of expansion, including a 12th Street Alternative, 10th Street Alternative, 9th Street Alternative, and the No Project Alternative. The 12th Street Alternative was selected by the Port as the Proposed Project and is therefore synonymous and used interchangeably with the Pier B Project. The Pier B Project was proposed to be constructed in three phases over an estimated 7 years. Components of the proposed Project include:

- Adding 31 yard tracks and five arrival/departure tracks, thereby expanding the yard from an existing 12 tracks (2 main line tracks, 10 yard tracks, and no arrival/departure tracks) to a total of 48 tracks (2 main tracks, 41 yard tracks, and 5 arrival/departure tracks);
- Providing for up to 10,000-foot long receiving/departure tracks;
- Providing storage tracks for empty rail cars required to support on-dock intermodal operations and an assembly area for departing trains;
- Providing staging tracks for non-intermodal cars bound to and from non-container terminals;
- Widening the existing rail bridge over Dominguez Channel to accommodate one additional track;
- Constructing an area for locomotive refueling within the yard using tanker truck locomotive refueling vehicles, loaded with fuel offsite; and
- Realigning and closing some roadways, including closure of the existing at-grade 9th Street railroad grade crossing and removal of the Shoemaker ramps.

1.3 PREVIOUS ENVIRONMENTAL DOCUMENTATION

The City of Long Beach (COLB), acting by and through its Board, prepared the EIR for the Pier B Project to identify and evaluate potential environmental impacts associated with implementation of the Project. POLB, as the public agency project proponent, was the lead agency for compliance with CEQA. A Draft EIR was published on December 16, 2016, for a 90-day public review period which ended on March 13, 2017. POLB prepared a Final EIR which incorporated the Draft EIR as well as responses to comments and minor modifications to the Draft EIR. On January 22, 2018, POLB adopted a resolution to certify the Final EIR for the Pier B Project and approve the project. Mitigation

measures were developed for the project to reduce significant impacts to the extent feasible. These measures were made conditions of project approval and are set forth in the Mitigation Monitoring and Reporting Program adopted as part of the Resolution. POLB made Findings that there are specific overriding economic, legal, technological, and other benefits of the proposed Project that outweigh the significant impacts and provide important reasons for approving the project as proposed; and a Statement of Overriding Considerations was adopted as part of the Resolution. The Final EIR is hereby incorporated by reference.

1.4 CEQA AUTHORITY AND RESPONSIBLE AGENCY REQUIREMENTS

CEQA (Public Resources Code [PRC] Section 21000 et seq.) and its implementing guidelines (CEQA Guidelines; 14 California Code of Regulations [CCR] Section 15000 et seq.) require that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. COLA is a responsible agency pursuant to provisions of the PRC and CEQA Guidelines. Table 1.10-1 on pages 1-56 and 1-57 of the Draft EIR describe the intended uses of the EIR and potential uses of the EIR by other agencies. The potential use by COLA City Council and Municipal Departments is described as follows:

> This agency provides permitting authority for building permits within its jurisdiction. The City Council would need to consider whether to undertake property acquisitions to carry out the proposed Project. The Los Angeles City Planning Department will review construction projects located in the coastal zone and gives final authorization for building permit issuance once State and City coastal requirements are established. The City of Los Angeles Department of Transportation provides approval for street vacations, realignments, or additions. The Department of Building and Safety is the COLA's permitting authority for building permits.

The following provisions are relevant to COLA's obligations as a responsible agency under CEQA:

- **PRC § 21002.1(d). Use of Environmental Impact Reports; Policy.** In applying the policies of subdivisions (b) and (c) to individual projects, the responsibility of the lead agency shall differ from that of a responsible agency. The lead agency shall be responsible for considering the effects, both individual and collective, of all activities involved in a project. A responsible agency shall be responsible for considering only the effects of those activities involved in a project which it is required by law to carry out or approve. This subdivision applies only to decisions by a public agency to carry out or approve a project and does not otherwise affect the scope of the comments that the public agency may wish to make pursuant to Section 21104 or 21153.
- **PRC § 21069. Responsible Agency [definition].** "Responsible agency" means a public agency, other than the lead agency, which has responsibility for carrying out or approving a project.
- **CEQA Guidelines § 15050(b). Lead Agency Concept.** Except as provided in subdivision (c), the decision-making body of each Responsible Agency shall consider the Lead Agency's EIR or Negative Declaration prior to acting upon or approving the project. Each Responsible Agency shall certify that its decision-making body reviewed and considered the information contained in the EIR or Negative Declaration on the project.
- **CEQA Guidelines § 15096. Process For a Responsible Agency**

  (a) General. A Responsible Agency complies with CEQA by considering the EIR or Negative Declaration prepared by the Lead Agency and by reaching its own conclusions on whether and how to approve the project involved. This section identifies the special duties a public agency will have when acting as a Responsible Agency.

  (f) Consider the EIR or Negative Declaration. Prior to reaching a decision on the project, the Responsible Agency must consider the environmental effects of the project as shown in the EIR or Negative Declaration. A subsequent or supplemental EIR can be prepared only as provided in Sections 15162 or 15163.

  (g) Adoption of Alternatives or Mitigation Measures.

(1) When considering alternatives and mitigation measures, a Responsible Agency is more limited than a Lead Agency. A Responsible Agency has responsibility for mitigating or avoiding only the direct or indirect environmental effects of those parts of the project which it decides to carry out, finance, or approve.

(h) Findings. The Responsible Agency shall make the findings required by Section 15091 for each significant effect of the project and shall make the findings in Section 15093 if necessary.

1.5 PURPOSE OF THIS MEMORANDUM

To document whether individual projects are within the scope of a previously certified project EIR prepared in accordance with CEQA Guidelines Section 15080 through 15097, and that no new significant impacts would result, the application is reviewed in accordance with Sections 15162 and 15164 of the State CEQA Guidelines. When necessary, additional environmental analysis is completed consistent with Section 15162, including EIR addendums or subsequent EIRs. Pursuant to Section 15162 of the State CEQA Guidelines, no subsequent EIR may be required for a project unless the City determines, on the basis of substantial evidence, that one or more of the following conditions are met:

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As discussed, a project-level EIR was previously prepared and certified for the Pier B Project, therefore CEQA Guidelines Section 15168 (Program EIR) is not applicable.

2 PROJECT DESCRIPTION

2.1 PROPOSED INTERSECTION AND ROADWAY IMPROVEMENTS

POLB proposes to reconstruct the intersection of Anaheim Way and Farragut Street to widen and realign portions of the roadways to accommodate turning movements of oversized trucks along Anaheim Way from Pier B Street to Farragut Avenue. These improvements would make room for the Port to implement a new Heavy Haul Route, which would replace the 9th Street at-grade crossing route that is scheduled to be permanently closed under the Pier B On-Dock Rail Facility Program. The improvements will enable oversized trucks (approximately 50 annually) to use this route with police escort and the overweight truck route permit from COLA.

The vacant property north of Anaheim Way will be used for the new alignment of the Anaheim Way, and the vacant property east of Farragut Avenue will be used to widen the street (both properties are owned by POLB). Anaheim Way would be widened from the existing 45' to 72' at the intersection with Farragut Avenue. Farragut Avenue would be widened from 44' to 72' just south of the intersection with Anaheim Way. New curbs and sidewalks will be constructed along the new roadways and existing utilities, streetlights, and a catch basin will be reconstructed as a result. A traffic signal pole, streetlight, and their respective infrastructure on the northeast comer of Farragut Avenue/Anaheim Street will also be replaced. The Commercial/Industrial Local Street from COLA's design standard (the Brown Book) will be used for the route design. The route will be striped in a way to match the existing roadway widths and lane assignments, with edge lines and hatched pavement markings to restrict regular traffic from using the excessive pavement/curb-curb width. Figure 2-1 shows the proposed conceptual improvement plan for the intersection and roadways.

2.2 GENERAL PLAN AMENDMENT AND RECLASSIFICATION

As part of the proposed improvements and to implement the new Heavy Haul Route, COLA is proposing a General Plan Amendment to reclassify Anaheim Way and Farragut Street from local streets to collector streets and to include both streets in the City of Los Angeles Overweight Vehicle Special Permit Routes. No changes are proposed to the existing General Plan land use designation of Heavy Manufacturing or the Zoning designation of M3-1VL for the affected properties needed to expand the intersection.

2.3 CONSISTENCY WITH PIER B EIR PROJECT DESCRIPTION

As described in the Pier B EIR, extensive road work would be needed to accommodate the railyard expansion. Specifically, accompanying the description of the "Reconstruction of Anaheim Way on New Alignment" on Page 1-37, which describes realignment of Anaheim Way to make room for proposed construction of rail lines in Phase 2, Figure 1.8-6 on page 1-34 denotes the "Reconstruction of Anaheim Way on New Alignment" (with the number 7), which also shows the realignment of the Anaheim Way/Farragut Street intersection. This figure is presented here as Figure 2-2. Therefore, the proposed intersection and roadway improvements were previously envisioned as part of the Pier B Project and were adequately analyzed in the EIR.

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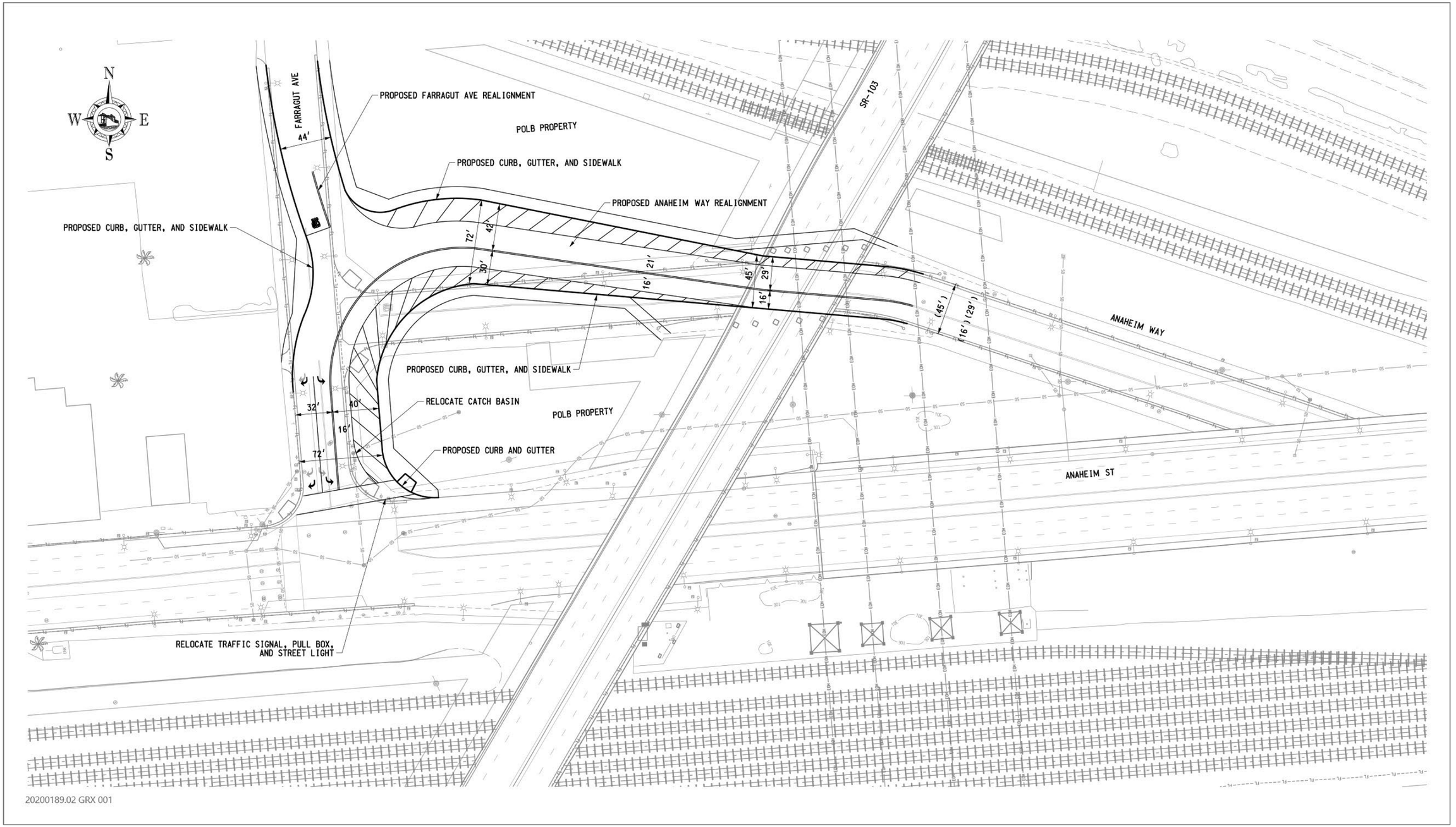
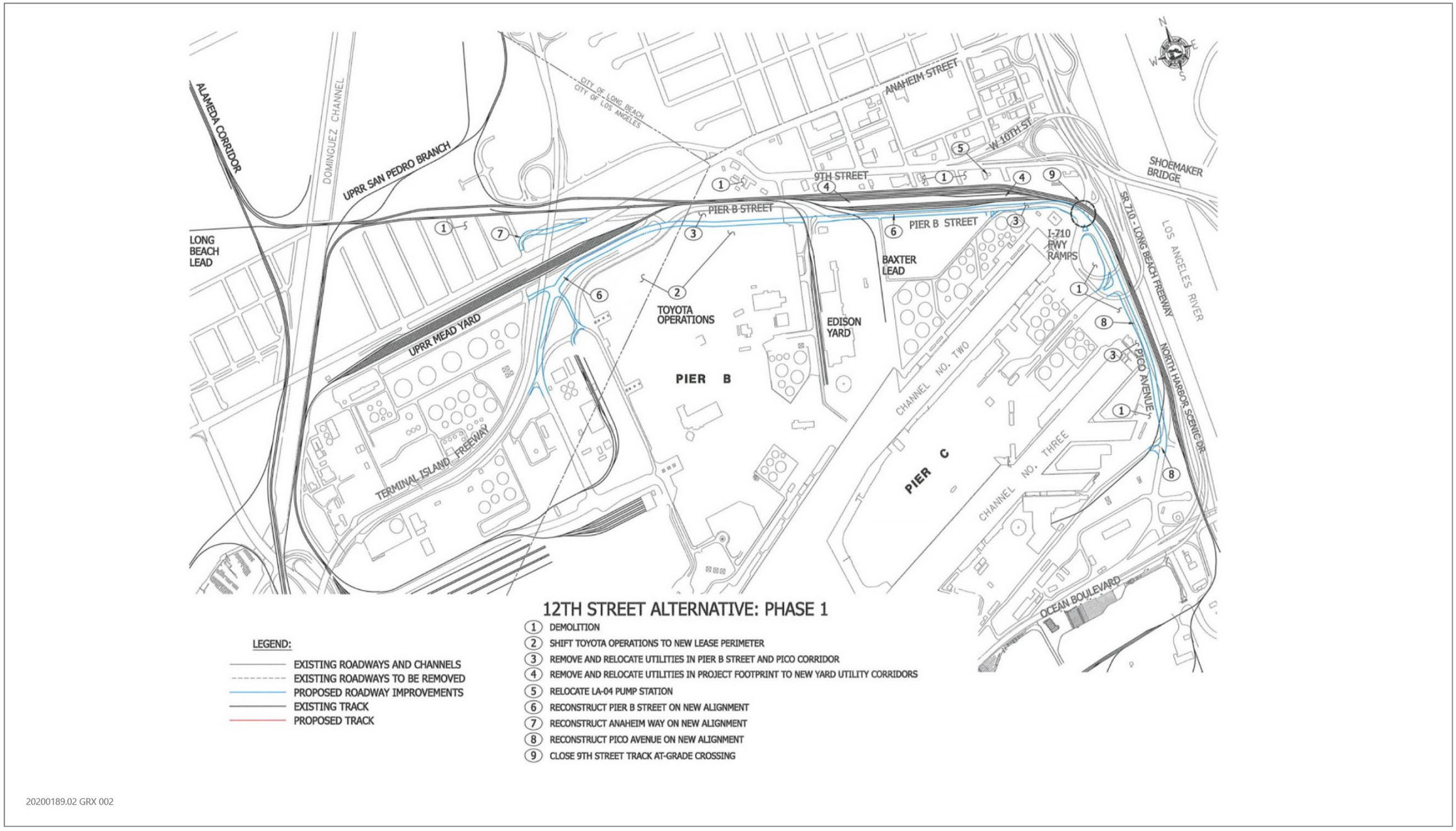


Source: Image prepared by Michael Baker International in 2019, adapted by Ascent Environmental in 2022.

Figure 2-1 Conceptual Intersection Improvement Plan



Source: Image prepared by Parsons in 2016, adapted by Ascent Environmental in 2022.

Figure 2-2 Phase 1 Components of the Pier B Project

3 IMPACT ANALYSIS

The analysis of environmental effects below addresses the same impacts addressed in the Pier B EIR. The environmental analysis evaluates whether, for each environmental resource topic, there are any changes in the project or the circumstances under which it would be undertaken that would result in new or substantially more severe environmental impacts than considered in the EIR. POLB has defined the column headings in the checklist as follows:

- **Impact Examined in the Final EIR?** "Yes" is stated where the potential impacts of the Project were examined in the Pier B Final EIR. This document summarizes and cross references the relevant analysis in the Final EIR.
- **Does the Project Involve New or Substantially More Severe Significant Impacts?** This question is answered with a "yes" or "no," as substantiated by the discussion provided below the table. If the response is "yes," additional CEQA analysis is required.
- **Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?** This question is answered with a "yes" or "no," as substantiated by the discussion provided below the table. If the response is "yes," additional CEQA analysis is required.
- **Do Mitigation Measures in the Final EIR Address/Resolve Impacts, Including Impacts that Would Otherwise be New or Substantially More Severe?** This question is answered with a "yes" or "no," as substantiated by the discussion provided below the table. The applicable Pier B Final EIR mitigation measures are summarized and cross referenced.

3.1.1 Aesthetics

ENVIRONMENTAL CHECKLIST

Aesthetics Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
a) Have a substantial adverse effect on a scenic vista?	Yes	No	No	N/A
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Yes	No	No	N/A
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Yes	No	No	N/A
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Section 3.13 of the Pier B EIR describes the existing visual environment and changes resulting from implementation of the Pier B Project. The certified EIR identified no potentially significant aesthetic impacts, as follows:

- The project area is highly industrial in character and is not located within a scenic vista or other sensitive view location.
- The Project site is not located in any scenic vista that can be viewed from a scenic route identified in the COLB General Plan Scenic Routes Element or Caltrans Scenic Highway Program. In addition, there are no designated state scenic highways within POLB or the COLB. The nearest state designated state scenic highway is SR 91 beginning at SR 55 to east of the Anaheim city limit, which is more than 20 miles to the northeast of the proposed Project site. The nearest eligible state scenic highway is a segment of SR 1, located approximately 4 miles to the northwest of the proposed Project site that follows the coastline through Orange County into Los Angeles County and terminates at SR 19 in the City of Long Beach. The proposed Project site is not visible from either of these state scenic highways due to distance and intervening buildings and topography.
- The proposed Project would not introduce aesthetic or visual elements that would degrade the character or quality of existing views. Project elements that were identified that could produce a permanent change in the visual environment include rail yard enhancements, including increased track, reconfiguration of roadways, removal of the ramps to the Shoemaker Bridge, and demolition and construction of buildings. The majority of the project area is not visible from residential or other sensitive areas outside of the Port, and ground-level views would be obstructed, preventing views of the project area. The proposed development would occur within the visual context of a highly industrial area and would not introduce development that is visually incompatible with, or in contrast to, existing Port industrial uses. Therefore, impacts were determined to be less than significant and mitigation measures were not required.

- The proposed Project would not introduce a source of daytime glare because additional lighting would incorporate modern, anti-glare technology and sensitive receptors are not within sight distance of the Project site. The proposed Project's impact on day or nighttime views were determined to be less than significant and mitigation measures were not required.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction of the Pier B Project and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. The intersection of Anaheim Way and Farragut Street is within the Pier B Project footprint and, similar to the Pier B Project, is located in a highly industrial area and not within a scenic vista or other sensitive view location. This intersection is also not located in any scenic vista that can be viewed from a scenic route identified in the COLB or COLA General Plans or Caltrans Scenic Highway Program. As with the Pier B Project, the nearest state designated state scenic highway is SR 91 beginning at SR 55 to east of the Anaheim city limit, which is more than 21 miles to the northeast of the intersection. The nearest eligible state scenic highway is a segment of SR 1, located approximately 5 miles to the northeast of the intersection. Thus, the intersection of Anaheim Way and Farragut Street is not visible from either of these state scenic highways due to distance and intervening buildings and topography.

Reconstruction of the intersection of Anaheim Way and Farragut Street would also not introduce aesthetic or visual elements that would change or degrade the character or quality of existing views. The proposed improvements would also not introduce a new source of substantial light or glare which would adversely affect day or nighttime views in the area. As with the Pier B Project, the intersection is not visible from residential or other sensitive areas outside of the Port, and ground-level views would be obstructed, preventing views of the project area. Reconstruction of the intersection would also occur within the visual context of a highly industrial area with existing nighttime lighting and would not introduce development or lighting that is visually incompatible with, or in contrast to, surrounding industrial uses. Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures for Aesthetics/Visual Resources were identified in the Pier B Final EIR. No mitigation would be required for the Proposed Project.

3.1.2 Agricultural and Forestry Resources

ENVIRONMENTAL CHECKLIST

Agricultural and Forestry Resources Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
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?	Yes	No	No	N/A
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Yes	No	No	N/A
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Yes	No	No	N/A
d) Result in the loss of forest or agricultural land or conversion of forest land to non-forest or non-agricultural use?	Yes	No	No	N/A
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Section 3.0.4 of the Pier B EIR, Environmental Resources Not Affected by the Proposed Project, notes that the scoping process determined that no agricultural resources occur on or near the project site; therefore, there would be no impacts on such resources. Consequently, no further evaluation of the environmental consequences on agricultural resources is provided in this EIR.

IMPACTS OF THE PROPOSED PROJECT

There are no agricultural or forestry resources within or near the project area. Therefore, the proposed Project would not have the potential to impact these resources.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures for Agricultural & Forestry Resources were identified in the Pier B Final EIR. No mitigation would be required for the Proposed Project.

3.1.3 Air Quality

ENVIRONMENTAL CHECKLIST

Air Quality Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
a) Conflict with or obstruct implementation of the applicable air quality plan?	Yes	No	No	N/A
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Yes	No	No	Yes
c) Expose sensitive receptors to substantial pollutant concentrations?	Yes	No	No	N/A
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Section 3.2 of the Pier B EIR addresses the potential impacts on air quality and human health that could result from implementation of the Pier B Project. The certified EIR identified significant air quality impacts, as follows:

- During a peak day of construction activity, unmitigated proposed Project construction would produce emissions of volatile organic compounds (VOC), carbon monoxide (CO), nitrogen oxides (NOX), and particulate matter less than 2.5 microns (PM2.5) that would exceed SCAQMD daily emission significance thresholds. Additionally, unmitigated proposed Project construction would result in offsite ambient air pollutant concentrations that would exceed SCAQMD thresholds of significance for 1-hour State nitrogen dioxide (NO2), 1-hour federal NO2, annual NO2, and annual particulate matter less than 10 microns (PM10). Mitigation Measures AQ-1 through AQ-5 would require emission controls for off-road construction equipment, on-road construction trucks, and fugitive dust. These measures would reduce VOC and PM2.5 emissions, and annual PM10 ambient concentrations, to below the significance thresholds. However, with mitigation, construction emissions would still exceed the CO and NOX SCAQMD daily emission thresholds; and ambient concentrations during construction would still exceed the SCAQMD ambient air pollutant thresholds for 1-hour State, 1-hour federal, and annual NO2. Therefore, these mitigated emissions and ambient concentrations would remain significant and unavoidable.
- The unmitigated proposed Project would produce peak daily operational emissions of CO and NOX that would exceed the SCAQMD impact significance thresholds. Operational emissions of all other criteria pollutants would be below the significance thresholds. Additionally, unmitigated proposed Project operation would result in offsite ambient air pollutant concentrations that would exceed SCAQMD thresholds of significance for 1-hour federal NO2 and annual NO2. The proposed Project already incorporates many regulations and CAAP measures that reduce air pollutant impacts. There are no additional feasible mitigation measures identified for Project operation at present. However, to keep pace with emerging emission reduction technologies, a mandatory 5-year technology review would be made part of the Project as a Special Condition (see Section 6.3.2).

- Unmitigated proposed Project operational activities would generate air pollutants due to the combustion of diesel fuel with attendant diesel exhaust odor. The mobile nature of most proposed Project emission sources would help to decentralize, disperse, and dilute proposed Project emissions over the relatively large project site. Therefore, the potential is low for the proposed Project to produce objectionable odors. Therefore, impacts would be less than significant, and mitigation would not be required.
- Unmitigated emissions of toxic air contaminants (TAC) from Project construction and operation in comparison to CEQA baseline emissions would exceed the individual significance criterion of 10 in 1 million cancer risk for residential and sensitive receptors. The individual cancer risk for occupational receptors would be less than significant. The population cancer burden would also exceed the significance threshold of 0.5 additional cancer cases. The chronic and acute non-cancer hazard indices would be less than significant for all receptor types. Mitigation Measures AQ-1 through AQ-5 would reduce the individual cancer risks to less than significant levels at all affected residential and sensitive receptors. The population cancer burden would also be reduced to less than the significance threshold. All other predicted health values would remain less than significant. Therefore, with mitigation, the exposure to TAC associated with construction and operation of the proposed Project would be less than significant.
- The proposed Project would not conflict with or obstruct implementation of the Air Quality Management Plan (AQMP). The proposed Project would comply with the AQMP emission reduction measures that are designed to bring the South Coast Air Basin (SCAB) into attainment of the State and national ambient air quality standards. Because the AQMP assumes growth associated with the proposed Project, it would not exceed the future growth projections in the AQMP, and it would neither conflict with nor obstruct implementation of the State Implementation Plan (SIP). Therefore, impacts would be less than significant, and mitigation would not be required.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction of the Pier B Project and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. Table A1.1-8 (Appendix A1 of the Draft EIR) identifies the Anaheim Way alignment reconstruction as part of the Phase 1 emissions, which were applied to the estimates of construction emissions from vehicles and equipment in subsequent emissions tables. These emissions were quantified and consolidated for presentation in Table 3.2-7 of the Draft EIR (page 3.2-32) and included with the analysis of construction emissions in Section 3.2.3.4, Impact AQ-1 (pages 3.2-31 through 3.2-39). No additional construction sources of emissions are anticipated by the proposed Project that have not already been analyzed.

The project would not generate new vehicle trips or substantially increase VMT. Heavy Haul loads currently access POLB, and this project would not result in changes to the nominal number of loads anticipated annually. Thus, the project would not contribute to operational emissions.

Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

While the Proposed Project itself would not result in new significant impacts that require mitigation, it would contribute to construction-related impacts that were previously disclosed and analyzed. Therefore, the following mitigation measures (included in the EIR) would be applicable and required for the proposed Project:

- **Mitigation Measure AQ-1:** On-Road Construction Trucks. All on-road heavy-duty trucks with a fifth-wheel tractor/trailer and a gross vehicle weight rating (GVWR) of 19,500 pounds or more transporting materials to and from the construction site shall meet EPA 2010 on-road heavy-duty diesel engine emission standards.

- **Mitigation Measure AQ-2:** Tier 4 Construction Equipment. All self-propelled, diesel-fueled off-road construction equipment 25 horsepower (hp) or greater shall meet EPA/CARB Tier 4 off-road engine emission standards.
- **Mitigation Measure AQ-3:** Off-Road Construction Equipment. Off-road diesel-powered construction equipment shall comply with the following:
    - Maintain all construction equipment according to manufacturer's specifications.
    - Construction equipment shall not idle for more than 5 minutes when not in use.
    - High-pressure fuel injectors shall be installed on construction equipment vehicles.
- **Mitigation Measure AQ-4:** Increased Watering Frequency for Fugitive Dust Control. Construction site watering, which would be required by SCAQMD Rule 403, shall be increased such that the watering interval is no greater than 2.1 hours.
- **Mitigation Measure AQ-5:** Additional Fugitive Dust Control. Contractors shall:
    - Apply approved nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas or replace groundcover in disturbed areas.
    - Provide temporary wind fencing around sites being graded or cleared.
    - Cover truck loads that haul dirt, sand, or gravel or maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code.
    - 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.
    - 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.
    - Suspend all soil disturbance activities when winds exceed 25 miles per hour (mph) or when visible dust plumes emanate from the site and stabilize all disturbed areas.

3.1.4 Biological Resources

ENVIRONMENTAL CHECKLIST

Biological Resources Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Yes	No	No	Yes
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 Wildlife or US Fish and Wildlife Service?	Yes	No	No	N/A
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?	Yes	No	No	N/A
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?	Yes	No	No	N/A
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Yes	No	No	N/A
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?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Section 3.4 of the Pier B EIR identifies the existing conditions of biota and habitats within the Port and evaluates potential impacts on these resources from the Pier B Project. The certified EIR identified significant biological resources impacts, as follows:

- Construction and operational activities would not substantially affect any rare, threatened, or endangered species or their habitat; interfere with wildlife movement or migration corridors; result in a substantial loss or alteration of marine habitat; substantially affect a natural habitat or plant community, including wetlands; nor substantially disrupt local biological communities.

- There is no habitat within the Project site for State or federally listed threatened or endangered species. The proposed Project area is fully developed and does not facilitate movement of wildlife within the Port/Project area for birds or terrestrial wildlife. The Dominguez Channel would be the same as it is now, during construction, and during future operations of the proposed Project. The proposed Project area does not include any marine habitats.
- The proposed Project area is fully developed. There are no biological communities or natural habitats that occur within the proposed Project area. Species within the proposed Project area are already well adapted to the heavily industrialized conditions of the proposed Project area. Construction and operational activities would not disrupt the existing local biological communities or natural habitats of the proposed Project area.
- There is a potential for bats to be present at the Dominguez Channel rail bridge and migratory birds to be nesting in landscaping, including ornamental trees that would be removed as part of construction. The loss of migratory birds and bats from Project construction would be a potentially significant impact. To avoid potentially significant impacts to bats and migratory birds that could result from construction activities, the two following mitigation measures would be required: (a) a qualified bat specialist will conduct a pre-construction survey, and appropriate subsequent actions would be identified and implemented; (b) construction activities that could remove trees or structures that may support the nests of protected birds would follow the requirements of the Migratory Bird Treaty Act (MBTA). With incorporation of these two mitigation measures, impacts to bats and migratory birds would be considered less than significant.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction of the Pier B Project and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. The intersection of Anaheim Way and Farragut Street is within the Pier B Project footprint and, similar to the Pier B Project, is located in a fully developed highly industrial area and construction and operational activities would not affect any rare, threatened, or endangered species or their habitat; interfere with wildlife movement or migration corridors; result in a substantial loss or alteration of marine habitat; substantially affect a natural habitat or plant community, including wetlands; nor substantially disrupt local biological communities. There are also no biological communities or natural habitats that occur within the area of the intersection and thus construction and operational activities would not result in significant impacts on existing local biological communities or natural habitats.

The intersection is approximately 1.3 miles west of Dominguez Channel and does not involve any activities in or near the channel. Thus, construction and operational activities would not result in adverse effects to marine habitats nor the removal of or other impacts to structures (bridges) or trees that provide habitat for bats or birds.

Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

While mitigation was identified to minimize impacts to bats and migratory birds, the Proposed Project would not result in the removal of or other impacts to structures (bridges) or trees that provide habitat for bats or birds. Therefore, mitigation is not required for the proposed Project.

3.1.5 Cultural Resources

ENVIRONMENTAL CHECKLIST

Cultural Resources Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	Yes	No	No	N/A
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Yes	No	No	N/A
c) Disturb any human remains, including those interred outside of formal cemeteries?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Section 3.12 of the Pier B EIR provides information on known archaeological and historical resources that exist on the Project site and analyzes the potential impacts on known and unknown cultural resources during construction and operation of the Pier B Project. Additionally, Section 3.12 of the Pier B EIR addressed paleontological resources, which are now addressed below in the Geology and Soils Section (Section 3.1.7). The certified EIR identified cultural resources impacts, as follows:

- No known archaeological resources are located within or near the Project site. Pre-field survey research included a cultural resources records search at the South Central Coastal Information Center (SCCIC), as well as review of National, State, and local inventories of cultural resources to identify local historical events and personages, development patterns, and interpretations of architectural styles. No archaeological resources were identified as a result of this survey. Project construction, therefore, would not reasonably be expected to disturb, damage, or degrade archaeological resources, and mitigation measures are not required.
- POLB has undertaken a program of identifying and, where feasible, preserving 1950s transit shed structures (including "smoke houses) that remain, as some were demolished during the advent of containerization in the 1960s. The smoke houses located in the Project area were found to be ineligible for listing in the NRHP and the CRHR. An inventory conducted in 2012 for the proposed Project identified 35 buildings and other structures located within and adjacent to the Project area that were more than 50 years of age. All but one of these structures (the Coca-Cola Building) were determined not to be eligible for either the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). The Coca-Cola Building was located beyond the northern limit of the proposed Project; therefore, the proposed Project would not have a direct impact on the resource. In addition, impacts associated with daily operation of the proposed Project would not have an indirect effect (e.g., noise or vibration) on this resource because the building is located in an urban industrial environment with a neighboring active rail line. Therefore, the proposed Project would not result in an indirect impact, and mitigation measures are not required.
- No known cultural or historical resources would be utilized or destroyed during construction or operation of the proposed Project, and mitigation measures are not required.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction of the Pier B Project and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. The intersection of Anaheim Way and Farragut Street is within the Pier B Project footprint and, similar to the Pier B Project, is located in a fully developed highly industrial area and no known archaeological resources were identified within or near the project site. Therefore, as with the Pier B Project, construction activities would not reasonably be expected to disturb, damage, or degrade archaeological resources, and no mitigation is required. In addition, similar to the Pier B Project, because the potential for damaging unknown prehistoric archaeological resources is remote, damage to or destruction of ethnographic resources considered significant to contemporary Native Americans is also not expected. As with the Pier B Project, the proposed Project would be constructed in accordance with the Pier B EIR Special Condition entitled Discovery of Archaeological Materials or Human Remains.

The Pier B EIR identified one structure, Coca-Cola Building, as "appears eligible for CRHR as an individual property through survey evaluation" under the CRHR 3CS status designation. However, the Coca-Cola Building is located beyond the limits of the proposed Project approximately 0.7 mile east of the project site. Therefore, as with the PEIR B Project, the proposed Project would not have a direct impact on the resource. In addition, impacts associated with daily operation of the proposed Project would not have an indirect effect (e.g., noise or vibration) on this resource because the building is located in an urban industrial environment with a neighboring active rail line. Therefore, the proposed Project would not result in an indirect impact, and no mitigation is required.

Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures for Cultural Resources were identified in the Pier B Final EIR. No mitigation would be required for the Proposed Project.

However, the EIR included Special Conditions for certain resource areas, including cultural resources, which are identified in Section 6.3.6 (page 6-7). Although the potential for disturbing unknown prehistoric remains is remote, standard procedures would apply if unexpected discoveries occur during construction to address potential discovery of subsurface cultural materials, and include the following:

- In the unlikely event that any archaeological material is discovered during construction, Permittee shall halt all work within the vicinity of the archaeological discovery until a qualified archaeologist completes an assessment detailing the significance of the find. If the resources are found to be significant, they shall be avoided or mitigated consistent with State Office of Historic Preservation (OHP) Guidelines. Treatment plans must be developed in consultation with the county, OHP, and local Native Americans.
- If human remains are encountered during earth-moving activities, the Los Angeles County coroner shall be contacted immediately. If the remains appear to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC), which will appoint the Most Likely Descendent. Additionally, if the human remains are determined to be Native American, a plan will be developed regarding the treatment of human remains and associated burial objects. This plan will be implemented under the direction of the Most Likely Descendent.
- Permittee shall immediately notify the Director of Environmental Planning of any discoveries.

3.1.6 Energy

ENVIRONMENTAL CHECKLIST

Energy Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Yes	No	No	N/A
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Section 3.11, Utilities, Service Systems, and Energy Conservation, of the Pier B EIR provides an analysis of the Pier B Project's potential impacts on energy resources (electricity, natural gas, and petroleum fuels) prepared in accordance with Appendix F of the CEQA Guidelines. The certified EIR identified energy impacts, as follows:

- Construction and operation of the proposed Project would be consistent with established energy conservation plans and policies. The improvements proposed would result in greater energy efficiency in the future. Therefore, impacts would be less than significant, and mitigation measures are not required.
- Energy consumption for proposed Project construction would be approximately 180 billion British thermal units (GBtu) over 8 years, or approximately 23 GBtu per year. Energy consumption for proposed Project construction would be used efficiently and would represent a negligible portion of Statewide energy consumption. Therefore, impacts would be less than significant, and mitigation measures are not required.
- Operational energy consumption under the proposed Project would employ state-of-the art methods and equipment, and it would support a substantially greater level of train operations at Pier B, making more efficient use of existing facilities. Onsite refueling and brake testing under the proposed Project would be more efficient than accomplishing these activities offsite. The expanded facilities would allow longer rail car cuts, reducing switching locomotive operations and decreasing the time and energy to assemble and disassemble trains. New equipment would be required to meet California energy efficiency standards. Furthermore, moving containers by rail instead of truck drayage operations would offset at least 90 percent of the increase in energy consumption from expanded rail yard operations by the year 2035. Impacts of the proposed Project on energy resources would be less than significant, and mitigation measures are not required.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction of the Pier B Project and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. Due to the short and temporary nature of construction activities associated with reconfiguration of the intersection and the operational heavy haul traffic associated with rerouting the 9th Street at-grade crossing to the reconfigured intersection, implementation of the proposed project would not result in the unnecessary, inefficient, or wasteful use of energy nor would it conflict with any plan, policy, or regulation adopted for the purpose of avoiding

or mitigating environmental effects related to energy use. As with the Pier B Project, energy consumption for proposed Project construction would be used efficiently and would represent a negligible portion of Statewide energy consumption. Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures for Energy were identified in the Pier B Final EIR. No mitigation would be required for the Proposed Project.

3.1.7 Geology and Soils

ENVIRONMENTAL CHECKLIST

Geology and Soils Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Yes	No	No	N/A
ii) Strong seismic ground shaking?	Yes	No	No	N/A
iii) Seismic-related ground failure, including liquefaction?	Yes	No	No	N/A
iv) Landslides?	Yes	No	No	N/A
b) Result in substantial soil erosion or the loss of topsoil?	Yes	No	No	N/A
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?	Yes	No	No	N/A
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?	Yes	No	No	N/A
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Yes	No	No	N/A
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Yes	No	No	Yes

SUMMARY OF FINAL EIR FINDINGS

Section 3.1 of the Pier B EIR provides information on geology, soils, and seismic hazards that exist on the Project site and analyzes the potential impacts related to geology and soils resources during construction and operation of the Pier B Project. Additionally, Section 3.12 of the Pier B EIR provides information on paleontological resources that exist on the Project site and analyzes the potential impacts on paleontological resources during construction and operation of the Pier B Project. The certified EIR identified geology and soils impacts, as follows:

- Figure 3.1-1 shows the locations of nearby faults, including the Palos Verdes Fault (2.4 miles west of site, capable of M 6.5-7.3 earthquakes). Newport-Inglewood Structural Zone (3.6 miles east-northeast of the site, capable of M 6.5-7.5 earthquakes), and Cabrillo Fault (5 miles southwest of site, capable of M 6.0-6.8 earthquakes).
- The proposed Project is not located on an active fault; therefore, ground rupture at the site and attendant damage to structures is not anticipated. Because there are no known active or potentially active faults crossing the proposed Project area, impacts would be less than significant, and mitigation measures are not required.
- Seismic activity along numerous regional faults could produce ground shaking, liquefaction, differential settlement, or other seismically induced ground failure. Construction in accordance with COLB and COLA Building Code requirements would limit the severity of consequences from severe seismically induced ground movement.
- Impacts from construction and operation of the proposed project on geology, groundwater, soils, and seismic conditions would be less than significant, and mitigation measures are not required.
- Although no previously recorded fossil locality is recorded from the Project area, several are recorded from its vicinity in areas immediately underlain by older and younger alluvium. The Project area of influence is considered to have a high sensitivity for paleontological resources. Project construction could result in the permanent loss of, or loss of access to, paleontological resource that are unearthed at the site. To avoid or minimize the potential for a significant impact to paleontological resources, two mitigation measure will be implemented: (a) paleontological monitoring program should be implemented during earthmoving with excavation at 5 feet or more below ground surface in areas underlain by younger alluvium, or where such activities encounter younger alluvium below any artificial fill; and (b) temporary halting of construction work in the immediate vicinity of a discovery of potentially fossiliferous materials until a qualified vertebrate paleontologist can evaluate the discovery and implement appropriate treatment measures.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction of the Pier B Project and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. The intersection of Anaheim Way and Farragut Street is within the Pier B Project footprint and, similar to the Pier B Project, is not located on an active fault; therefore, ground rupture at the site and attendant damage is not anticipated. In addition, construction would comply with COLB and COLA Building Code requirements to minimize impacts associated with seismically induced geologic hazards including ground shaking, liquefaction, differential settlement, and other seismically induced ground failure. Due to the fully developed and paved condition as well as the flat topography of the project area construction activities would not result in substantial topsoil or wind erosion. Moreover, and consistent with the Pier B Project, the proposed Project would implement best management practices as required by either the General Construction Activity Stormwater Permit or a site-specific Stormwater Pollution Prevention Plan to minimize the amount of soils runoff and wind erosion. Thus, the proposed Project would not result in substantial soil erosion or the loss of topsoil, or trigger or accelerate such processes; alteration of the topography would not occur beyond that resulting from natural erosion and depositional processes.

As with the Pier B Project, the Project area is considered to have a high sensitivity for paleontological resources and project construction could result in the permanent loss of, or loss of access to, paleontological resource that are unearthed at the site. With implementation of Mitigation Measures CR-1 and CR-2, to avoid and minimize the potential for a significant impact to paleontological resources.

Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures are required to address geologic seismic hazards. While the Proposed Project itself would not result in new significant impacts to paleontological resources that require mitigation, it would contribute to construction-related impacts that were previously disclosed and analyzed. Therefore, the following mitigation measures (included in the EIR) would be applicable and required for the proposed Project:

- **Mitigation Measure CR-1.** Paleontological Monitoring. Because of the Project area's potential for containing buried paleontological resources including fossilized remains of Pleistocene land mammals beginning at depths of 5 feet below the surface, a paleontological monitoring program should be implemented during earthmoving with excavation at 5 feet or more below ground surface in areas underlain by younger alluvium, or where such activities encounter younger alluvium below any artificial fill.

- **Mitigation Measure CR-2.** Inadvertent Discovery of Paleontological Resources. In the event that construction activities encounter potentially fossiliferous materials, work in the immediate vicinity will be temporarily halted until a qualified vertebrate paleontologist can evaluate the discovery and implement appropriate treatment measures.

Additionally, the EIR included Special Conditions for certain resource areas, including water resources protection from potential erosion, which are identified in Section 6.3.1 (page 6-4) of the Pier B EIR. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared before, and implemented during, construction activities for all projects undertaken in the Port, which includes the following:

- Prior to the start of construction, Permittee shall obtain coverage under the Los Angeles Regional Water Quality Control Board's General Permit for Storm Water Discharges Associated with Construction and Land Disturbing Activities (CAS000002). A copy of the Notice of Intent (NOI) and SWPPP shall be provided to the Director of Environmental Planning prior to the start of construction.

3.1.8 Greenhouse Gas Emissions

ENVIRONMENTAL CHECKLIST

Greenhouse Gas Emissions Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Yes	No	No	Yes
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose or reducing the emissions of greenhouse gases?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Section 3.14 of the Pier B EIR describes the types of greenhouse gas (GHG) emissions and regulations that would apply to GHG emitted from the proposed Project, as well as the potential impacts from GHG emissions that would result from construction and operation of the proposed Project. The certified EIR identified GHG impacts, as follows:

- The proposed Project would produce greenhouse gas (GHG) emissions during construction and operations. Annual carbon dioxide equivalent (CO2e) emissions operations of the proposed Project would remain higher than the SCAQMD interim significance threshold for industrial projects of 10,000 metric tons (MT) per year of CO2e in all analysis years and would, therefore, constitute a significant impact. The greatest contributor to GHG emissions in all analysis years would be line haul locomotives.
- While not quantified in the analysis, implementation of air quality Mitigation Measures AQ-1 and AQ-3 would also reduce GHG emissions during construction of the proposed Project. Additional mitigation measures GCC-1 through GCC-7 would further reduce GHG emissions. However, because the effectiveness of these mitigation measures was not quantified and cannot be determined, the impacts of GHG emissions from the proposed Project would remain significant and unavoidable.
- The proposed Project would not conflict with applicable climate change-related plans, policies, or regulations. Therefore, this impact is less than significant.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction of the Pier B Project and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. Table A1.1-8 (Appendix A1 of the Draft EIR) identifies the Anaheim Way alignment reconstruction as part of the Phase 1 emissions, which were applied to the estimates of construction GHG emissions as well as GHG amortized over 30 years in subsequent emissions tables. These emissions were quantified and consolidated for presentation in Table 3.14-2 of the Draft EIR (page 3.14-18 and 3.14-19) and included with the analysis of construction emissions in Section 3.14.3.3, Impact GCC-1 (pages 3.14-17 through 3.14-29). No additional construction sources of GHG emissions are anticipated by the proposed Project that have not already been analyzed.

The project would not generate new vehicle trips or substantially increase VMT. Heavy Haul loads currently access POLB, and this project would not result in changes to the nominal number of loads anticipated annually. Thus, the project would not contribute to operational GHG emissions.

Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

While the Proposed Project itself would not result in new significant impacts that require mitigation, it would contribute to construction-related impacts that were previously disclosed and analyzed. Therefore, the following mitigation measures (included in the EIR) would be applicable and required for the proposed Project:

- Mitigation Measure AQ-1. On-Road Construction Trucks. All on-road heavy-duty trucks with a fifth-wheel tractor/trailer and a gross vehicle weight rating (GVWR) of 19,500 pounds or more transporting materials to and from the construction site shall meet EPA 2010 on-road heavy-duty diesel engine emission standards.
- Mitigation Measure AQ-3. Off-Road Construction Equipment. Off-road diesel-powered construction equipment shall comply with the following:
    - Maintain all construction equipment according to manufacturer's specifications.
    - Construction equipment shall not idle for more than 5 minutes when not in use.
    - High-pressure fuel injectors shall be installed on construction equipment vehicles.
- Mitigation Measure GCC-2: Recycling of Construction Materials. Pursuant to the POLB Sustainable Business Practices Administrative Directive, construction debris must be recycled, reused or otherwise diverted from landfills to the maximum extent possible. Recyclable construction waste generated by the Project shall be taken to an accredited recycling center.

Note: Mitigation Measures GCC-1, GCC-3, GCC-4, GCC-5, GCC-6, and GCC-7 do not apply to the Proposed Project because they are related to buildings or operations that are unrelated to the Heavy Haul Route project.

3.1.9 Hazards and Hazardous Materials

ENVIRONMENTAL CHECKLIST

Hazards and Hazardous Materials Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Yes	No	No	N/A
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?	Yes	No	No	N/A
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Yes	No	No	N/A
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?	Yes	No	No	N/A
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 or excessive noise for people residing or working in the project area?	Yes	No	No	N/A
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Yes	No	No	N/A
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Section 3.9 of the Pier B EIR analyzes the potential impacts of hazards and hazardous materials, including contaminated soils and groundwater, associated with the Pier B Project. The certified EIR identified hazards and hazardous materials impacts, as follows:

- Neither construction nor operational activities would adversely affect the public through the routine transport, storage, use, or disposal of hazardous materials. Hazardous substances could potentially be spilled or exposed during Project construction and operations, but implementation of standard BMPs, proper use and storage of hazardous materials and petroleum products, and proper removal of asbestos-containing materials (ACM), lead based paint (LBP), and polychlorinated biphenyls (PCB), in accordance with applicable federal, State, and local regulations, would result in less than significant Project construction and operational impacts on hazards and hazardous materials.

- The proposed Project would be constructed in accordance with applicable federal, State, and local regulations; standard BMP; and proper use and storage of hazardous materials and petroleum products to address onsite hazards, including the presence of contaminated soils or groundwater, during construction. Therefore, proposed Project construction would not adversely affect the public or environment as a result of being located on a site that is known to contain hazardous materials. Impacts would be less than significant, and mitigation measures are not required.
- Although the proposed Project would result in less than significant impacts as a result of being located on a site that is known to contain hazardous materials, special conditions would be imposed on the proposed Project, including establishing a safety plan before work is started; conducting soil and groundwater sampling as necessary; conducting Phase II investigations where appropriate; and performing a risk assessment prior to starting work in possible contaminated areas. Special conditions are discussed in Chapter 6 (Section 6.3.6).
- Project construction and operations would not adversely affect the public or environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Should there be a release of hazardous materials resulting from a rail-related accident during Project construction or operation, established emergency/hazardous materials response procedures would be immediately mobilized. Impacts would be less than significant, and mitigation measures are not required.
- Local agency requirements would be incorporated into construction planning, and appropriate response procedures would be established as required by law. Contractors and the railroads would continue to comply with all emergency response and evacuation regulations. The Project would not impair or interfere with emergency response or evacuation plans. Impacts would be less than significant, and mitigation measures are not required.
- Neither Project construction nor operational activities would result in noncompliance with State guidelines associated with abandoned oil wells. Implementation of standard California Division of Oil, Gas, and Geothermal Resources (DOGGR) measures would reduce adverse health and safety effects to construction and operational personnel and the general public; therefore, effects would be less than significant, and mitigation is not required.
- Hazardous materials would not be handled within 0.25 mile of an existing or planned school, so there would be no impact, and mitigation measures are not required.
- Because hazardous materials used onsite would be handled in accordance with federal, State, and local requirements, impacts would be less than significant, and mitigation measures are not required.
- Project operational activities would not adversely affect the public or environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Rail activity associated with hazardous materials in marine containers would be substantially concentrated at the Project site, which would employ established safety procedures for the handling of rail cars. In addition, a well-defined program of immediate actions, notifications, and onsite responses would be in place, which would substantially minimize the likelihood of an incident with harmful exposure. Should there be a release of hazardous materials resulting from a rail-related accident during Project operation, however, established emergency/hazardous materials response procedures would be implemented. Therefore, impacts would be less than significant, and mitigation measures are not required.
- Onsite hazardous materials and soil and groundwater contamination would be properly managed during construction, so impacts during operations would be less than significant, and mitigation measures are not required.
- The proposed Project would be incorporated into existing emergency response plans; management of emergency response and evacuation systems would continue to be managed. Standard security measures would be implemented during Project operation, and access to JCCC services would not be impeded. Adequate safeguards and appropriate response procedures would be in place during Project operation, so impacts related

to implementation of or interference with an adopted emergency response or evacuation plan would be less than significant, and mitigation measures are not required.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. The intersection of Anaheim Way and Farragut Street is within the Pier B Project footprint and, similar to the Pier B Project, is located in a highly industrial area and would not introduce any new uses to this area of the Pier B Project. The Project would be constructed in accordance with applicable federal, State, and local regulations and requirements.

Construction and operational activities would not adversely affect the public through the routine transport, storage, use, or disposal of hazardous materials. Impacts related to accidental spills, exposure to and handling of hazardous materials would be minimized through the implementation of standard BMPs and proper use and storage of hazardous materials in accordance with applicable federal, State, and local regulations. Consistent with the Pier B EIR, while the Project is expected to result in less than significant impacts related to being in an area that is known to contain hazardous materials, special conditions listed below would be imposed on the proposed Project to minimize potential impacts.

Construction activities would be temporary lasting approximately 6 months and the new Heavy Haul Route would be updated and reclassified as part of the proposed General Plan amendment to the Circulation Element and would not impair or interfere with emergency response or evacuation plans. As with the Pier B Project, the proposed Project would be incorporated into existing emergency response plans and management of emergency response and evacuation systems would continue to be managed.

No known active production, injection or abandoned wells are located within the intersection of Anaheim Way and Farragut Street and thus construction activities would not result in noncompliance with State guidelines associated with abandoned oil wells. Additionally, no schools are located within 0.25 mile of the intersection and no impacts would occur related to handling hazardous materials near an existing or planning school. The Project site is also not located in an area susceptible to wildland fires and thus would not expose people or structures to significant risks involving wildland fires.

Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures for Hazards and Hazardous Materials were identified in the Pier B Final EIR. No mitigation would be required for the Proposed Project.

However, the EIR included Special Conditions for certain resource areas, including hazardous materials, which are identified in Section 6.3.5 (pages 6-6 and 6-7) of the Pier B EIR. Site-specific investigations to identify and appropriately manage hazardous materials are required for projects undertaken in the Port, and include the following:

- Pursuant to the Port requirements and prior to conducting the site investigations, Permittee shall provide to the Director of Environmental Planning the proposed site investigations, including but not limited to soil, risk assessment, safety, aerially deposited lead (ADL), groundwater, asbestos-containing materials (ACM), lead, and treated wood waste (TWW), for review and approval. Permittee shall provide all test results to the Director of Environmental Planning as soon as available.
- A Phase II Site Investigation shall be performed in construction areas where excavation would exceed 5 feet below ground surface (bgs), where groundwater may be encountered, and in areas where underground storage tanks (UST) were removed without closure. The results of the Phase II investigation shall be incorporated into the Safety Plan to protect construction workers against known contamination in construction areas. A Hazardous

Waste Management Plan based on the results of the Phase II investigation shall also be incorporated in the Final Design to ensure proper disposal of contaminated materials and contaminated groundwater found in the construction areas.

- A risk assessment shall be performed prior to construction to determine how construction activities would affect the water-bearing levels and, as applicable, to determine health risks to construction workers.
- A Safety Plan shall be required to address any exposure to hazardous materials. The Safety Plan shall include proper personal protective equipment (PPE) work requirements, soil and air space monitoring requirements, documentation and reporting requirements, and action levels.
- Prior to construction, areas within the proposed Project corridor where soil may be disturbed shall be tested for ADL. If ADL levels meet or exceed the action level set forth by the Hazardous Waste Management Plan for the Project, ADL-contaminated soils would be removed in accordance with federal, State, and local regulations.
- To minimize cross contamination of the water-bearing zones, construction techniques to0 minimize the need for dewatering shall be used.
- Groundwater displaced or extracted by construction activities shall be contained and tested to guide appropriate storage, discharge, or disposal. Laboratory analyses would include petroleum hydrocarbons (full carbon chain range), Title 22 metals, volatile organic compounds (VOC), Semi-volatile organic compounds (SVOC), polycyclic aromatic hydrocarbons (PAH), pesticides, and polychlorinated biphenyls (PCB).
- If unexpected, potentially contaminated soil or groundwater is discovered during construction, work shall stop in the affected area. Sampling and analysis of the soil or groundwater shall be conducted to determine proper handling and disposal methods.
- In all buildings subject to demolition a survey to screen for ACM shall be conducted. ACM shall be removed prior to demolition to mitigate ACM hazards.
- Lead and other heavy metals, such as chromium, may be present within yellow thermoplastic paint markings on the pavement. A Lead Compliance Plan shall be prepared in accordance with California Code of Regulations (CCR) Title 8 Section 1532.1. The Lead Compliance Plan shall be approved by an industrial hygienist certified in comprehensive practice by the American Board of Industrial Hygiene.
- An environmental monitoring program during construction shall include soil testing to identify and monitor soils affected by petroleum hydrocarbons or other oil-field hazardous constituents, such as metals. The extent of the testing and monitoring shall be based on the final disposition of the excavated soil. Laboratory analyses shall include petroleum hydrocarbons (full carbon chain range), Title 22 metals, VOC, SVOC, PAH, pesticides, and PCB.
- Railroad ties shall be managed as TWW. Railroad ties designated for reuse shall be managed in accordance with Alternative Management Standards provided in CCR Title 22 Section 67386. Railroad-tie materials designated for disposal shall be considered potentially hazardous TWW and would be managed and disposed in accordance with Title 22 Section 67386.
- Shallow surface soils within the railroad right-of-way (ROW) may contain arsenic from historic weed control practices and shall be tested for arsenic.

3.1.10 Hydrology and Water Quality

ENVIRONMENTAL CHECKLIST

Hydrology & Water Quality Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?				
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Yes	No	No	N/A
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	Yes	No	No	N/A
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Yes	No	No	N/A
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Yes	No	No	N/A
iv) impede or redirect flood flows?	Yes	No	No	N/A
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Yes	No	No	N/A
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Section 3.3 of the Pier B EIR analyzes potential impacts of the Pier B Project on groundwater, surface water, bedded sediments, floodplains, designated beneficial uses, and water quality. Additionally, Section 3.11 of the Pier B EIR provides information and analysis on potential impacts from seiches or tsunamis. The certified EIR identified hydrology and water quality impacts, as follows:

- Construction and operation of the proposed Project would not result in violation of regulatory standards or guidelines. Project construction and operation would not involve any direct or intentional discharges of wastes to harbor waters. All work would be conducted in accordance with Project-specific permits that include measures to minimize impacts to water quality. Leaks or spills of petroleum products from equipment would be handled by

appropriate waste management Construction Site BMP; therefore, the impacts would be less than significant, and mitigation measures are not required.

- Construction and operation of the proposed Project would not result in exceedances of the Enclosed Bays and Estuaries Plan criteria for sediment-introduced contaminants. Implementation of a Stormwater Pollution Prevention Plan (SWPPP) and Construction Site BMP, and adherence to National Pollutant Discharge Elimination System (NPDES) permit requirements would be required during construction. Because implementation of the proposed Project would result in a reduction of stormwater runoff, Project operations would have little potential to affect harbor water quality in the immediate vicinity of storm drains and other locations where runoff of soils can enter the harbor. As a result, exceedances of the Enclosed Bays and Estuaries Plan criteria would be less than significant, and mitigation measures are not required.
- Construction and operation of the proposed Project would not result in flooding. Construction of the proposed Project would not increase the potential for flooding onsite because drainage would be controlled. The design of the stormwater drainage system would safely and adequately convey flows to ensure that there would be no adverse effects to the area hydrology or floodplain. There are no levees or dams in the vicinity. Impacts would be less than significant, and mitigation measures are not required.
- Construction and operation of the proposed Project would not result in wind or water erosion that would cause substantial soil runoff. Runoff from general construction activities would have short-term, localized less than significant impacts on water quality. Construction and operational activities would not accelerate the natural processes of wind and water erosion and will be controlled onsite through implementation of BMP. Because implementation of the proposed Project would reduce stormwater runoff, Project operations would have little potential to affect harbor water quality in the immediate vicinity of storm drains and other locations where runoff of soils can enter the harbor. Thus, impacts would be less than significant, and mitigation is not required.
- The proposed Project elevation is approximately 10 to 25 feet above mean lower low water (MLLW) and is inland from the shoreline. There would, therefore, be an extremely low risk of coastal flooding due to tsunamis and seiches.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction of the Pier B Project and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. The intersection of Anaheim Way and Farragut Street is within the Pier B Project footprint and, similar to the Pier B Project, due to the fully developed and paved condition of the project site as well as the flat topography would not result in wind or water erosion that would cause substantial soil runoff. All work would be conducted in accordance with Project-specific permits that include measures to minimize impacts to water quality. Leaks or spills from equipment would be handled by appropriate waste management Construction Site BMP. Moreover, and consistent with the Pier B Project, the proposed Project would implement best management practices as required by either the General Construction Activity Stormwater Permit or a site-specific Stormwater Pollution Prevention Plan to minimize the amount of soils runoff and wind erosion. Construction of the project would also not increase the potential for flooding onsite or result in an increase in surface runoff which would exceed the capacity of existing or planning stormwater drainage systems. The project site is located in an area of extremely low risk of coastal flooding due to tsunamis and seiches and would impede or redirect flood flows or result in a release of pollutants due to project inundation. Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures for Hydrology and Water Quality were identified in the Pier B Final EIR. No mitigation would be required for the Proposed Project.

However, the EIR included Special Conditions for certain resource areas, including water resources protection, which are identified in Section 6.3.1 (page 6-4) of the Pier B EIR. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared before, and implemented during, construction activities for all projects undertaken in the Port, which includes the following:

- Prior to the start of construction, Permittee shall obtain coverage under the Los Angeles Regional Water Quality Control Board's General Permit for Storm Water Discharges Associated with Construction and Land Disturbing Activities (CAS000002). A copy of the Notice of Intent (NOI) and SWPPP shall be provided to the Director of Environmental Planning prior to the start of construction.

3.1.11 Land Use and Planning

ENVIRONMENTAL CHECKLIST

Land Use & Planning Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
a) Physically divide an established community?	Yes	No	No	N/A
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Section 3.6 of the Pier B EIR describes the existing and future land uses and zoning in the vicinity of the Project area and evaluates potential land use and zoning impacts of the proposed Project. Section 3.6.4 provides an evaluation of the impacts of potential land acquisitions that would be required if the proposed Project is approved and implemented. The certified EIR identified land use impacts, as follows:

- Project construction and operational activities would be consistent with the adopted goals, objectives and policies of applicable local, regional and State plans. Land use impacts due to Project construction and operational activities would be less than significant, and mitigation measures are not required.
- The proposed Project would be consistent with goals and policies contained within the PMP which seeks to increase primary Port use and encourage more effective use of existing land in the Port. The proposed Project would also be consistent with the COLB Mobility Element which calls for increased on-dock rail support. The proposed Project would address these goals by substantially increasing the efficiency of rail service to and from existing on-dock facilities, thereby increasing economic development. Project operations would not introduce uses or activities incompatible with existing and future land uses. The proposed Project would not physically conflict or interfere with operation of the COLB Multi-Service Center currently 1,270 feet from the existing rail yard. The proposed Project is consistent with the COLA General Plan's Wilmington-Harbor City Community Plan goals and objectives because it represents a continuation of existing land uses. Impacts would be less than significant, and mitigation is not required.
- The proposed Project would not require relocation of any residences; therefore, it would not require replacement housing elsewhere. POLB, COLB, and COLA would be required to follow procedures and legal requirements for relocations of industrial and commercial properties; adequate compensation would be provided for acquisitions. Construction of replacement buildings or structures would not be required because industrial and commercial space is expected to be available in the North Harbor area. Impacts would be less than significant and mitigation measures are not required.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on new alignment was identified within Phase 1 construction for the Pier B Project. The proposed Project would not divide an established community as it represents a minor realignment of an existing roadway within the Port and is not near residential uses. The project would be consistent with the PMP goals and

policies and does not require land use or zoning changes. The General Plan Amendment to reclassify the roadways is an administrative change that would not result in environmental impacts.

Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures for Land Use and Planning were identified in the Pier B Final EIR. No mitigation would be required for the Proposed Project.

3.1.12 Mineral Resources

ENVIRONMENTAL CHECKLIST

Mineral Resources Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
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?	Yes	No	No	N/A
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?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Mineral Resources are addressed in Section 3.1 Geology, Soils, and Seismic Conditions) of the Pier B EIR, which evaluates the potential impact on the availability of mineral resources. The certified EIR identified mineral impacts, as follows:

- The Project site is underlain by the Wilmington Oil Field, and the Pier B Project would preclude future onsite oil or gas extraction from within Project boundaries; however, petroleum reserves beneath the site could be recovered from remote locations, using directional (e.g., slant) drilling techniques.
- No known mineral (including petroleum or natural gas) resources would be rendered inaccessible by the proposed Project. All wells would be abandoned during Project construction in accordance with DOGGR requirements. Although construction activities would remove active and inactive oil-producing facilities from the Project site, petroleum reserves beneath the site could continue to be recovered from nearby active facilities during construction. Accordingly, impacts of the proposed Project related to access to mineral resources would be less than significant, and mitigation measures are not required.
- No known mineral (including petroleum or natural gas) resources would be rendered inaccessible by operation of the proposed Project. Because petroleum reserves beneath the site could continue to be recovered after the proposed Project becomes operational, impacts of the proposed Project related to access to mineral resources would be less than significant, and mitigation measures are not required.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction of the Pier B Project and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. While the project area may overlay oil resources, it would not affect any existing extraction wells, facilities, or operations. The small footprint of the project area would not preclude access to mineral resources. Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures for Mineral Resources were identified in the Pier B Final EIR. No mitigation would be required for the Proposed Project.

3.1.13 Noise

ENVIRONMENTAL CHECKLIST

Noise Would the Project result in…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Yes	No	No	N/A
b) Generation of excessive groundborne vibration or groundborne noise levels?	Yes	No	No	N/A
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 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?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Section 3.8 of the Pier B EIR evaluates the baseline noise and vibration environment and the impacts of the Pier B Project on the noise and vibration environment. The certified EIR identified noise impacts, as follows:

- Predicted construction noise levels at the sensitive receptors would not increase ambient noise by 3 decibels (dB) or greater, nor would this noise exceed the applicable noise limits and restrictions imposed by COLB or COLA. Construction noise from the proposed Project would have a less than significant impact, and mitigation measures are not required.
- Predicted construction vibration levels would not exceed the Federal Transit Administration (FTA) groundborne vibration damage criteria for non-engineered timber/masonry buildings or reinforced concrete, steel, or masonry buildings. The predicted vibration level from construction equipment would not result in building damage beyond a distance of 26 feet from the source. Annoyance from construction vibration would not be perceived beyond a distance of 73 feet from the source. Construction vibration from the proposed Project would have a less than significant impact, and mitigation measures are not required.
- The predicted noise levels at the receptor locations attributable to rail yard operations would be at least 10 dB below baseline ambient noise levels; and the proposed Project maximum noise level (Lmax) is not expected to exceed the measured ambient Lmax or the Long Beach Municipal Code (LBMC) limits; therefore, no impact would result.
- The expected noise levels from railroad operations would be lower than ambient noise levels at all of the sensitive receptors. Because of this, no exceedances of either the COLB or COLA standards would occur. Impacts from rail yard operations would be less than significant, and mitigation is not required.

- The proposed Project would not result in ambient operational noise levels that exceed LBMC limits for the equivalent sound level (Leq) or Lmax. Therefore, impacts to ambient noise from operation of the proposed Project would be less than significant, and mitigation measures are not required.
- Due to the distance of proposed Project operational activities to noise-sensitive receptors in the COLA, the COLA normally acceptable noise levels (50 to 75 A-weighted decibel [dBA] Community Noise Equivalent Level [CNEL]) for this land use category are not expected to be exceeded. Therefore, operational noise impacts in the COLA portion of the Project influence area would be less than significant, and mitigation measures are not required.
- The proposed Project is estimated to result in a less than 1-dB Leq and Day-Night Level (Ldn) increase in noise along the Alameda Corridor; the overall ambient noise level increase is expected to be less than 1 dB. This increase in ambient noise from proposed Project train activity would not exceed FTA severe impact criteria or add 3 dbA or more above baseline ambient conditions. No significant noise impact is expected as a result of this minimal increase in noise level compared to that of the baseline ambient conditions, and mitigation measures are not required.
- Because no changes in interior noise levels are expected and the interior noise limit is not expected to be exceeded, the proposed Project operational noise level would not exceed the COLB allowable limit of 45 dBA for interior noise. The impact from proposed Project operational noise levels would be less than significant, and mitigation measures are not required.
- Vibration generated by proposed Project traffic and rail yard operations would not exceed the FTA acceptability limit of 83 VdB (velocity level in decibels). The impact of the proposed Project on vibration would be less than significant, and mitigation measures are not required.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction of the Pier B Project and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. Noise impacts from Phase 1 of construction was previously analyzed and included the Anaheim Way realignment as part of the construction activities. Classification of the new Heavy Haul Route would add approximately 50 heavy load truck trips on the new alignment annually, which is less than 1 trip per day, and would therefore not result in changes to operational traffic noise. Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures for Noise were identified in the Pier B Final EIR. No mitigation would be required for the Proposed Project.

However, the EIR included Special Conditions for certain resource areas, including noise, which are identified in Section 6.3.4 (page 6-5). In advance of and during construction activities associated with the proposed Project, notification will be provided to those properties and persons located adjacent to construction activities, and includes the following:

- Permittee shall publish notices in the Press Telegram, and provide notification to adjacent property managers, owners, agencies, and schools in advance of the construction schedule. Once known, Permittee shall provide to the Director of Environmental Planning a list of all entities that will be notified for review and approval.

3.1.14 Population and Housing

ENVIRONMENTAL CHECKLIST

Population and Housing Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
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)?	Yes	No	No	N/A
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Section 3.10 of the Pier B EIR identifies the baseline conditions of population, including minorities and low-income populations, and housing near the Project site and evaluates potential impacts to these resources as related to the Pier B Project. The certified EIR identified population and housing impacts, as follows:

- Proposed Project construction and operational activities would not increase population in the Gateway Cities subregion by the established impact significance threshold of 0.5 percent or more. It is likely that most of the required construction workers already reside in the Gateway Cities subregion. The proposed Project would add a maximum of 10 permanent jobs per work shift, which is considered a negligible increase in total employment in the region compared to the baseline. These jobs would likely be filled by existing residents in the area; therefore, impacts on population as a result of Project construction and operations would be less than significant, and mitigation measures are not required.
- Proposed Project construction and operational activities would not increase the demand for housing units in the Gateway Cities subregion by the impact significance threshold of 0.5 percent or more. The construction labor force already in the region would be sufficient to complete construction of the proposed Project without workers migrating to the region. No significant impact to housing is anticipated from the 10 additional jobs per work shift generated by the proposed Project. It is expected that these jobs would be filled by existing residents within the Gateway Cities region; therefore, no new housing units would be necessary. Impacts would be less than significant, and mitigation measures are not required.
- The Pier B EIR included an analysis of disproportionate impacts on minorities and low-income populations, which is not addressed in this Addendum.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction of the Pier B Project and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. Population associated with this construction component was previously analyzed and determined that jobs would be fulfilled from the region thereby not resulting in a significant increase in population growth. Operational impacts from the project would not affect employment or population in any way. Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures for Population and Housing were identified in the Pier B Final EIR. No mitigation would be required for the Proposed Project.

3.1.15 Public Services

ENVIRONMENTAL CHECKLIST

Public Services Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
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:				
i) Fire protection?	Yes	No	No	N/A
ii) Police protection?	Yes	No	No	N/A
iii) Schools?	Yes	No	No	N/A
iv) Parks?	Yes	No	No	N/A
v) Other public facilities?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Section 3.7 of the Pier B EIR addresses the existing infrastructure and levels of service as well as the potential impacts to public services that would result from construction and operation of the Pier B Project. The certified EIR identified Public Services impacts, as follows:

- Project construction activities would not burden police, fire, or other security agency staff levels and acceptable service ratios, response times, and other performance objectives would be maintained.
- Construction activities requiring roadway closures and modifications would be conducted in accordance with the Transportation Management Plan (TMP).
- Construction of the proposed Project would not degrade law enforcement response times, emergency service levels, and MSC performance objectives. The additional traffic control services required by proposed Project construction activities are not expected to have a substantial impact on police or fire service levels. The standard security measures to be implemented during construction of the proposed Project would minimize the burden on police, fire, and other security agency staff levels. Therefore, construction of the proposed Project would have a less than significant impact on public services/health and safety, and mitigation is not required.
- Proposed Project operations would not affect first responder response times, emergency service levels, or performance objectives. The local area street system will be designed such that all required emergency access routes would be made available. Because impacts on public services would be less than significant, mitigation measures are not required. Relocation of fire hydrants, water supply trunk lines, and distribution mains in the proposed Project area would be conducted in consultation with the affected public service agencies and would be appropriately managed so that there would be minimal, if any, disruptions to service. No other impacts to

public facilities are anticipated. All public service locations would continue to be accessible. Operation of the proposed Project would have a less than significant impact on public services and safety; mitigation is not required.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction of the Pier B Project and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. Impacts on public services associated with this construction component were previously analyzed and determined that construction would not degrade service times, staffing ratios, or performance objectives. A TMP would be prepared which would ensure adequate emergency services access. The project would not affect parks, schools, or other public facilities. Operations would maintain the same access routes as identified in the EIR. Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures for Public Services were identified in the Pier B Final EIR. No mitigation would be required for the Proposed Project.

3.1.16 Recreation

ENVIRONMENTAL CHECKLIST

Recreation Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
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?	Yes	No	No	N/A
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?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Section 3.0.4 of the Pier B EIR, Environmental Resources Not Affected by the Proposed Project, notes that the scoping process determined that no recreation resources occur on or near the project site; therefore, there would be no impacts on such resources. Consequently, no further evaluation of the environmental consequences on recreation resources is provided in this EIR.

IMPACTS OF THE PROPOSED PROJECT

There are no recreation resources within or near the project area. Therefore, the proposed Project would not have the potential to impact these resources.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures for Recreation were identified in the Pier B Final EIR. No mitigation would be required for the Proposed Project.

3.1.17 Transportation

ENVIRONMENTAL CHECKLIST

TRANSPORTATION Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
a) Conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Yes	No	No	N/A
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	No	No	No	N/A
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Yes	No	No	N/A
d) Result in inadequate emergency access?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Section 3.5 of the Pier B EIR describes the baseline transportation setting and potential impacts of the Pier B Project. The certified EIR identified Transportation impacts, as follows:

- Construction-related activities are not expected to use rail services, so there would not be a need to increase rail service to accommodate project construction. Therefore, there would be no significant impact on the regional rail network and no delays at regional grade crossings. Some construction traffic may cross the tracks at the following grade crossings in the Port vicinity: Pier B Street/9th Street, Pier B Street/Anaheim Way, Pier B Street/Baker Lead, Pier B Street/Edison Avenue, and Pico Avenue/West Pier D Street. Project construction activities would only have minor impacts on these grade crossings, and mitigation is not required.
- Construction-period increases in auto and truck traffic would not exceed established level of service (LOS) thresholds at study area intersections. Traffic generated by construction activities would not have short-term significant impacts exceeding volume-to-capacity (V/C) ratio thresholds on highway segments in the study area, including the eastbound and westbound roadway segments on Pacific Coast Highway (PCH) at the overpass of the PCH/I-710 interchange, and eastbound and westbound roadway segments on PCH at the Los Angeles River, and mitigation measures are not required. The proposed Project would not have significant impacts at any intersections within the study area, and mitigation is not required.
- Construction would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Pedestrians are not allowed within the Pier B Rail Yard, but they would still have access to all businesses on streets not directly within the proposed Project footprint, including the Multi-Service Center (MSC). The proposed Project would not conflict with any adopted policies, plans, or programs regarding pedestrian facilities, and mitigation is not required.
- There are no bicycle paths within the proposed Project footprint. The nearest bike lane in the City of Los Angeles (Wilmington neighborhood) runs along Anaheim Street from Western Avenue to North Henry Ford Avenue (SR 47) and is part of the COLA backbone bikeway network. This Anaheim Street bike lane continues from Henry

Ford Avenue to 9th Street/I Street. The nearest bike path in the City of Long Beach runs alongside the eastern side of the Los Angeles River. The Mark Bixby Memorial Bicycle Pedestrian Path, a Class I bikeway (bike path), will be included as part of the new Gerald Desmond Bridge connecting from SR 47 to Pico Avenue. Construction of the proposed Project, primarily railroad track improvements north and south of Anaheim Street, would not affect the bike lane because the existing bike paths along Anaheim Street are elevated above the rail yard.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction of the Pier B Project and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. Construction may result in some construction traffic crossing the tracks, particularly at Pier B Street/Anaheim Way. As identified in the EIR, project construction activities would only have minor impacts on these grade crossings, and mitigation is not required. Construction increases in traffic for construction of the roadway improvements were considered in the EIR and determined that the short-term increases would not result in significant impacts. Additionally, no conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities were identified.

Operations would not generate new vehicle trips within the Port. However, an additional approximately 50 heavy haul trucks annually could use the reconfigured intersection. The intersection of Farragut Avenue/Anaheim Way was not evaluated in the EIR. However, the nearby intersections of Farragut Avenue/East Anaheim Street and Pier B Street/Anaheim Way were evaluated. As shown in Table 3.5-5 of the Pier B EIR, both intersections were operating at level of service (LOS) A under baseline conditions. As shown in Table 3.5-13 of the Pier B EIR, with the Pier B project under 2035 conditions both intersections would remain at LOS A. The addition of 50 trucks annually to these intersections would not result in changes to operations of these intersections. Reconfiguring the intersection of Farragut Avenue/Anaheim Way would improve the safety of the intersection for heavy haul trucks and other truck and automobile traffic. Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures for Transportation were identified in the Pier B Final EIR. No mitigation would be required for the Proposed Project.

However, the EIR included Special Conditions for certain resource areas, including Transportation, which are identified in Section 6.3.3 (page 6-5). The Port requires a Transportation Management Plan (TMP) to minimize traffic congestion during project construction, and includes the following:

- Permittee shall prepare a TMP that includes measures to minimize transportation impacts during construction. The TMP shall be prepared in consultation with Port staff and, at a minimum, include the following elements:
    - Public Information Plan
    - Traveler Information
    - Incident Management
    - Construction Strategies
    - Demand Management
    - Alternate Routes (or Detours)
- Prior to the start of construction, Permittee shall provide the TMP to the Director of Environmental Planning for review and approval. The TMP shall be implemented after approval by the Port. The TMP will be updated, as needed, throughout the duration of construction.

3.1.18 Tribal Cultural Resources

ENVIRONMENTAL CHECKLIST

Tribal Cultural Resources Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	Yes	No	No	N/A
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

While Tribal Cultural Resources was recently added to the Appendix G CEQA Checklist and not addressed as a separate section of the Pier B EIR, Section 3.12 addresses potential impacts to Native American resources. The certified EIR identified tribal cultural resources impacts, as follows:

- No known tribal cultural resources are located within or near the Project site, and mitigation measures are not required.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction of the Pier B Project and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. The intersection of Anaheim Way and Farragut Street is within the Pier B Project footprint and, similar to the Pier B Project, is located in a fully developed highly industrial area and no known tribal cultural resources were identified within or near the project site. Therefore, as with the Pier B Project, construction activities would not reasonably be expected to disturb, damage, or degrade tribal cultural resources, and no mitigation is required. In addition, similar to the Pier B Project, because the potential for damaging unknown tribal cultural resources is remote, damage to or destruction of ethnographic resources considered significant to contemporary Native Americans is also not expected. As with the Pier B Project, the proposed Project would be constructed in accordance with the Pier B EIR Special Condition entitled Discovery of Archaeological Materials or Human Remains. No new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures for Tribal Cultural Resources were identified in the Pier B Final EIR. No mitigation would be required for the Proposed Project.

However, the EIR included Special Conditions for certain resource areas, including tribal cultural resources, which are identified in Section 6.3.6 (page 6-7). Although the potential for disturbing unknown prehistoric remains is remote, standard procedures would apply if unexpected discoveries occur during construction to address potential discovery of subsurface cultural materials, and include the following:

- In the unlikely event that any archaeological material is discovered during construction, Permittee shall halt all work within the vicinity of the archaeological discovery until a qualified archaeologist completes an assessment detailing the significance of the find. If the resources are found to be significant, they shall be avoided or mitigated consistent with State Office of Historic Preservation (OHP) Guidelines. Treatment plans must be developed in consultation with the county, OHP, and local Native Americans.
- If human remains are encountered during earth-moving activities, the Los Angeles County coroner shall be contacted immediately. If the remains appear to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC), which will appoint the Most Likely Descendent. Additionally, if the human remains are determined to be Native American, a plan will be developed regarding the treatment of human remains and associated burial objects. This plan will be implemented under the direction of the Most Likely Descendent.
- Permittee shall immediately notify the Director of Environmental Planning of any discoveries.

3.1.19 Utilities and Service Systems

ENVIRONMENTAL CHECKLIST

UTILITIES & SERVICE SYSTEMS Would the Project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Yes	No	No	N/A
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Yes	No	No	N/A
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Yes	No	No	N/A
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Yes	No	No	N/A
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Yes	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

Section 3.11 of the Pier B EIR analyzes potential impacts of the Pier B Project on utilities (electricity, natural gas and water) and service systems (sewer, stormwater, telephone, oil lines and solid waste). The certified EIR identified utilities and services impacts, as follows:

- Proposed Project construction activities would require the relocation and reorganization of various water, wastewater, storm drains, natural gas, electrical utility lines and infrastructure, and oil lines within the Project site. While demolition and construction of utility infrastructure would occur with the proposed Project, there would be no additional demands on the existing utilities. Demolition of existing utility infrastructure and construction of new infrastructure would be conducted in a manner designed to prevent service interruptions for adjacent tenants. Any new construction would be in conformance with current design standards such that effects on utilities and service systems would be less than significant, and mitigation is not required.
- Because it is estimated that a maximum of 10 workers per shift would be required for operation of the proposed Project, the increase in water and sewer demand would be minimal. There would be a minimal increase in electrical consumption.

- Project construction and operational activities would not exhaust or exceed existing water, wastewater, or landfill capacities; therefore, effects on utilities and service systems would be less than significant, and mitigation measures are not required.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction of the Pier B Project and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. Construction of the intersection realignment could require the relocation and reorganization of utilities. However, service interruptions would be prevented, and construction would not increase demands for expanded utility services. Operations would also not require any increase in utility generation demands. Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures for Utilities and Services were identified in the Pier B Final EIR. No mitigation would be required for the Proposed Project.

3.1.20 Wildfire

ENVIRONMENTAL CHECKLIST AND DISCUSSION

Wildfire If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project…	Impact Examined in Final EIR?	Does the Project Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the Final EIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Yes	No	No	N/A
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No	No	No	N/A
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No	No	No	N/A
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No	No	No	N/A

SUMMARY OF FINAL EIR FINDINGS

The Pier B EIR does not address wildfire as it was added to the CEQA Appendix G after the Pier B EIR was certified. However, Section 3.9, Hazards and Hazardous Materials, addresses potential impacts regarding impairment or interference with emergency response or evacuation plans. The certified EIR identified emergency response and evacuation impacts, as follows:

- Local agency requirements would be incorporated into construction planning and appropriate response procedures would be established as required by law. Contractors and the railroads would continue to comply with all emergency response and evacuation regulations. The Project would not impair or interfere with emergency response or evacuation plans. Impacts would be less than significant, and mitigation measures are not required.
- The proposed Project would be incorporated into existing emergency response plans; management of emergency response and evacuation systems would continue to be managed. Standard security measures would be implemented during Project operation and access to the Joint Command and Control Center services would not be impeded. Adequate safeguards and appropriate response procedures would be in place during Project operation, so impacts related to implementation of or interference with an adopted emergency response or evacuation plan would be less than significant, and mitigation measures are not required.

IMPACTS OF THE PROPOSED PROJECT

Reconstruction of Anaheim Way on a new alignment was identified within Phase 1 construction of the Pier B Project and would not result in new or substantially more severe impacts that have not already been addressed in the Pier B EIR. The project area is not located within or near any fire hazard zones and adequate access for emergency services would be maintained. Therefore, no new or substantially more severe impacts would occur as a result of the proposed Project.

APPLICABLE MITIGATION MEASURES AND SPECIAL CONDITIONS

No mitigation measures for Wildfire are required for the Proposed Project.

4 CONCLUSIONS

As described in Chapter 2 of this document, "Project Description," and Chapter 3, "Impact Analysis," none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent document have occurred. As documented throughout the environmental checklist and discussion, the proposed project would:

- not result in any new significant environmental effects, and
- not substantially increase the severity of previously identified significant effects.

In addition, no new information of substantial importance has arisen that shows that:

- the Project would have new significant effects,
- the Project would have substantially more severe effects,
- mitigation measures or alternatives previously found to be infeasible would in fact be feasible, or
- mitigation measures or alternatives that are considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment.

This Technical Memorandum confirms that the proposed intersection and roadway improvements at Anaheim Way and Farragut Street in the City of Los Angeles are within the scope of the certified Pier B Project EIR; the environmental effects of the Project were covered in the previous EIR, no new environmental effects not identified in the previous EIR will occur, no new mitigation measures are required, and all feasible mitigation measures from the previous EIR have been incorporated into the Project.

ATTACHMENT 3

Pier B On-Dock Rail Support Facility Project

Mitigation Monitoring and Reporting Program

Prepared by

The Port of Long Beach
4801 Airport Plaza Drive
Long Beach, CA 90815

January 2018

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Pier B On-Dock Rail Support Facility Project

Mitigation Monitoring and Reporting Program

INTRODUCTION

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Pier B On-Dock Rail Support Facility Project (Project) in the City of Long Beach (COLB) and City of Los Angeles (COLA). This MMRP fulfills the requirements of California Public Resources Code (PRC) Section 21081.6 and California Environmental Quality Act (CEQA) Guidelines Section 15097. As stated in PRC Section 21081.6(a)(1):

> *The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of approval, adopted in order to mitigate or avoid significant effects on the environment.*

The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Final Environmental Impact Report (EIR) for the Pier B On-Dock Rail Support Facility Project are implemented to reduce or avoid identified environmental effects and to appropriately assign the mitigation responsibilities for implementing the proposed Project. If the Project is approved, the mitigation measures listed in this MMRP will be adopted by the Port of Long Beach (POLB or Port) Board of Harbor Commissioners (Board) as a condition of Project approval. The mitigation measures would be a mandatory component of the Harbor Development Permit (HDP) for this Project.

RESPONSIBLE PARTY

The POLB is the lead agency for the Pier B On-Dock Rail Support Facility Project under CEQA; therefore, it is responsible for administering and implementing the MMRP. The Port, or its designee, will be responsible for:

- Implementing and reporting mitigation measures in this program;
- Ensuring that mitigation measures are accomplished in an environmentally responsible manner;
- Ensuring that the status of mitigation measures is reported in accordance with this program;
- Ensuring that the cost of mitigation is included in its budget;
- Ensuring that mitigation measures are properly carried out by designated and qualified personnel, which may include specialty contractors; and
- Program oversight.

Mitigation measures will be included in applicable Requests for Proposals (RFP), specifications, plans, drawings, and procedures issued for construction of the Pier B On-Dock Rail Support Facility and during operation of this facility. When Project work is undertaken by the Port's contractors, the pertinent mitigation measures will be included in the terms and conditions of the contracts. Port construction inspectors will undertake regular inspections of the job site to ensure that contractors are implementing the mitigation measures and complying with their contract. The Port's assigned Project Manager will be responsible for ensuring that mitigation measures that are the responsibility of the Port are carried out. Mitigation measures are summarized on Table 1.

1 **Table 1. Summary of Mitigation Measures**

	Air Quality and Health Risk
1	**Mitigation Measure AQ-1: On-Road Construction Trucks.** All on-road heavy-duty trucks with a fifth-wheel tractor/trailer and a gross vehicle weight rating (GVWR) of 19,500 pounds or more transporting materials to and from the construction site shall meet United States Environmental Protection Agency (EPA) 2010 on-road heavy-duty diesel engine emission standards.
2	**Mitigation Measure AQ-2: Tier 4 Construction Equipment.** All self-propelled, diesel-fueled off-road construction equipment 25 horsepower (hp) or greater shall meet EPA/California Air Resources Board (CARB) Tier 4 off-road engine emission standards.
3	**Mitigation Measure AQ-3: Off-Road Construction Equipment.** Off-road diesel-powered construction equipment shall comply with the following: • Maintain all construction equipment according to manufacturer's specifications. • Construction equipment shall not idle for more than 5 minutes when not in use. • High-pressure fuel injectors shall be installed on construction equipment vehicles. The benefits to be achieved by the above-listed components of this measure were not quantified in the analysis due to the wide range of variables involved. This measure is applied, however, to further reduce combustion emissions.
4	**Mitigation Measure AQ-4: Increased Watering Frequency for Fugitive Dust Control.** Construction site watering, required by SCAQMD Rule 403, shall be increased such that the watering interval is no greater than 2.1 hours. This measure would increase the fugitive dust emissions control from 61 to 74 percent.
5	**Mitigation Measure AQ-5: Additional Fugitive Dust Control.** Contractors shall: • Apply approved nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas or replace groundcover in disturbed areas. • Provide temporary wind fencing around sites being graded or cleared. • Cover truck loads that haul dirt, sand, or gravel or maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code. • 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. • Suspend all soil disturbance activities when winds exceed 25 miles per hour (mph) or when visible dust plumes emanate from the site and stabilize all disturbed areas. The benefits to be achieved by the above-listed components of this measure were not quantified in the analysis due to the wide range of variables involved. This measure is applied, however, to further reduce fugitive dust emissions.
6	**Mitigation Measure AQ-6: Cumulative Air Quality Impact Reduction Program.** To reduce air quality impacts associated with operation, the Port will contribute to the Community Grants Program (CGP). For the proposed Project, the contribution to the CGP would be $149,757 total.
	Biota and Habitats
7	**Mitigation Measure BIO-1: Protection of Bats.** A qualified bat specialist shall conduct a preconstruction survey. If bats are found or determined to be potentially present, construction activity will be stopped if determined to be disruptive to breeding or roosting, and appropriate subsequent actions will be identified and implemented.
8	**Mitigation Measure BIO-2: Protection of Migratory Birds.** Construction activities that could remove trees or structures that may support the nests of protected birds will follow the requirements of the Migratory Bird Treaty Act (MBTA). Specific procedures will be identified by a qualified ornithologist and implemented.
	Cultural Resources
9	**Mitigation Measure CR-1: Paleontological Monitoring.** A paleontological monitoring program shall be implemented during earthmoving that requires excavation at or below 5 feet of depth, or where fossiliferous or older alluvium material is encountered.

1 **Table 1. Summary of Mitigation Measures (Cont'd)**

	Cultural Resources (Cont'd)
10	**Mitigation Measure CR-2: Inadvertent Discovery of Paleontological Resources.** In the event that construction activities encounter potentially fossiliferous materials, work in the immediate vicinity will be temporarily halted until a qualified vertebrate paleontologist can evaluate the discovery and implement appropriate treatment measures.
	Global Climate Change
11	**Mitigation Measure GCC-1: LEED.** If new buildings constructed as part of the proposed Project meet COLB Green Building Policy criteria, Leadership in Energy and Environmental Design (LEED) certification shall be sought. COLB exempts buildings of less than 7,500 square feet of occupied space from its Green Building Policy.
12	**Mitigation Measure GCC-2: Recycling of Construction Materials.** Pursuant to the POLB Administrative Directive (Sustainable Business Practices), construction debris must be recycled, reused or otherwise diverted from landfills to the maximum extent possible. Recyclable construction waste generated by the Project shall be taken to an accredited recycling center.
13	**Mitigation Measure GCC-3: Recycling and Sustainable Business Practices.** During operation, the Port shall follow recycling objectives and measures established by the Port's Administrative Directive (Sustainable Business Practices) (POLB, 2006). In general, products made with recycled materials require less energy and raw materials to produce than products made with unrecycled or raw materials. This mitigation measure also includes energy conservation practices, purchasing of "Green" products, energy-efficient lighting, low-volatile organic compound (VOC) paint and finishes, and use of recycled or remanufactured carpeting and office furnishings. This directive also includes minimizing the use of paper and plastic, reusing materials and equipment, and proper disposal of alkaline batteries. The effectiveness of this mitigation measure was not quantified due to the lack of a standard emission estimation approach.
14	**Mitigation Measure GCC-4: Xeriscaping.** Water conservation features, including drought-tolerant plant materials, are required for all projects undertaken in the Port. Xeriscape landscaping shall incorporate the use of water conservation features including, but not limited to, drought-tolerant plants; hardscape; permeable material such as concrete, asphalt, and pavers; recycled material such as concrete, gravel, granite, and shredded redwood; and drip irrigation systems and timers.
15	**Mitigation Measure GCC-5: Tree Planting.** The Port shall plant shade trees around the main office and maintenance buildings in accordance with species identified in the Green Port of Long Beach Sustainable Landscape Palette and POLB Sustainable Development Guidelines. Although not quantified, implementation of this measure is expected to reduce the Project's GHG emissions by less than 0.1 percent.
16	**Mitigation Measure GCC-6: Tree Planting – Transportation Corridors.** The Port shall plant new shade trees on Port-controlled lands adjacent to the roads that lead into the facility, to the extent practicable, consistent with safety and other land use considerations. The effectiveness of this mitigation measure was not quantified due to the lack of a standard emission estimation approach.
17	**Mitigation Measure GCC-7: Employee Carpooling.** The construction contractor and the Port shall encourage construction and facility employees to carpool or to use public transportation. These employers shall provide incentives to promote the measure, such as preferential parking for carpoolers or vanpool subsidies, and they shall provide information to employees regarding the benefits of alternative transportation methods. The effectiveness of this mitigation measure was not quantified due to the lack of a standard emission estimation approach.
18	**Mitigation Measure GCC-8: Community Grants Program (CGP).** The Port will implement and fund the CGP to partially address the cumulative GHG impacts of the proposed Project. The Port shall provide $1.4 million, as determined by the POLB CGP funding level methodology.

Table 1. Summary of Mitigation Measures (Cont'd)

	Global Climate Change (Cont'd)
19	**Mitigation Measure GCC-9: Indirect GHG Emission Avoidance and Mitigation.** The Port shall minimize indirect GHG emissions through measures that reduce or avoid electricity consumption at the facility. Such measures may include, but are not limited to, the use of low-energy demand lighting (e.g., fluorescent or light-emitting diode [LED]), and use of energy-efficient floodlights. To identify future opportunities to reduce indirect GHG emissions, the Port shall conduct a third-party energy audit every 5 years and install innovative power-saving technologies where feasible, such as power factor correction systems and lighting power regulators. Such systems help to maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use.

APPLICABILITY OF MITIGATION MEASURES TO PROJECT ALTERNATIVES

While it is not known at this time which of the Project alternatives, if any, would be approved by Board of Harbor Commissioners, approval of the Project will be contingent upon a commitment to accomplishing the mitigation measures identified in the Final EIR. While the severity of environmental impacts may vary depending on the alternative to be implemented, all mitigation measures applicable to the proposed Project (12th Street Alternative) are also applicable to the 10th Street Alternative and 9th Street Alternative as well as design variations of the 12th Street and 10th Street Alternatives.

MITIGATION MONITORING AND REPORTING PROGRAM PROCEDURES

The designated POLB Environmental Monitor assigned to the Pier B On-Dock Rail Support Facility Project, or Designee, will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to remedy problems. Specific responsibilities of the POLB Environmental Monitor or Designee are:

- Coordination of all mitigation monitoring activities;
- Management of the preparation, approval, and filing of monitoring or permit compliance reports;
- Maintenance of records concerning the status of all mitigation measures;
- Retaining a file containing documentation of the completion of all mitigation measures;
- Quality control assurance of field monitoring personnel;
- Coordination with regulatory agencies for compliance with mitigation and permit requirements;
- Reviewing and recommending acceptance and certification of implementation documentation;
- Serving as the point of contact for interested parties or surrounding property owners who wish to register complaints; and
- Documenting observations of unsafe conditions or environmental violations, and identifying any necessary corrective actions.

MITIGATION AND MONITORING REPORTING PLAN COMPLETION FORMS

The MMRP includes a Completion Form for each mitigation measure shown on a separate page. For each mitigation measure, the MMRP Completion Form identifies the following:

- Required action;
- When the action is required to be taken;
- Agency responsible for action;
- Agency responsible for tracking the action;
- Specific action(s) to ensure implementation of the mitigation measure;
- Submittal date;
- Person verifying implementation (name and title);
- Attachments required to verify implementation; and
- Comments made by verifying personnel.

The agency responsible for taking the action (i.e., POLB Engineering Services) will submit the appropriate completion form with attachments to the agency responsible for tracking the action (POLB Planning Division). By his or her signature, the POLB Planning Division representative verifies that each mitigation measure has been implemented.

MITIGATION AND MONITORING ANNUAL REPORTING

This MMRP will require an annual report within the first year of Project approval (including during design activities) and then annually thereafter. The MMRP will document compliance with implementing the mitigation measures included in the Final EIR, Project HDP and construction contracts.

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Pier B On-Dock Rail Support Facility Project

Mitigation Monitoring and Reporting Program Completion Forms

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Pier B On-Dock Rail Support Facility Project
Mitigation Monitoring and Reporting Program Completion Form

Mitigation Measure AQ-1: On-Road Construction Trucks

Required Action: All on-road heavy-duty trucks with a fifth-wheel tractor/trailer and a gross vehicle weight rating (GVWR) of 19,500 pounds or more transporting materials to and from the construction site shall meet United States Environmental Protection Agency (EPA) 2010 on-road heavy-duty diesel engine emission standards.

When Required: Daily during all construction activities.

Agency Responsible for Action: POLB Engineering Services.

Agency Responsible for Tracking: POLB Construction Management and Environmental Planning Division.

Action (i): POLB Engineering Services to include this requirement in Project construction specifications and bid process.

Action (ii): POLB Construction Management Division to verify that on-road heavy-duty trucks with a fifth-wheel tractor/trailer and a GVWR of 19,500 pounds or more have current vehicle registration and meet United States Environmental Protection Agency (EPA) 2010 on-road heavy-duty diesel engine emission standards.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Pier B On-Dock Rail Support Facility Project
Mitigation Monitoring and Reporting Program Completion Form

Mitigation Measure AQ-2: Tier 4 Construction Equipment

Required Action: All self-propelled, diesel-fueled off-road construction equipment 25 horsepower (hp) or greater shall meet United States Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 off-road engine emission standards.

When Required: During all construction activities.

Agency Responsible for Action: POLB Engineering Services.

Agency Responsible for Tracking: POLB Construction Management Division and Environmental Planning Division.

Action (i): POLB Engineering Services to include this requirement in Project construction specifications and bid process.

Action (ii): POLB Construction Management Division to verify that self-propelled, diesel-fueled off-road construction equipment 25 hp or greater meet United States EPA/CARB Tier 4 engine emission standards. A copy of each unit's certified tiered specification and any required CARB or South Coast Air Quality Management District (SCAQMD) operating permit will be made available at the time each piece of equipment is mobilized.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Pier B On-Dock Rail Support Facility Project
Mitigation Monitoring and Reporting Program Completion Form

Mitigation Measure AQ-3: Off-Road Construction Equipment

Required Action: Off-road diesel-powered construction equipment shall comply with the following:

- Maintain all construction equipment according to manufacturer's specifications.
- Construction equipment shall not idle for more than 5 minutes when not in use.
- High-pressure fuel injectors shall be installed on construction equipment vehicles.

When Required: Daily during all construction activities.

Agency Responsible for Action: POLB Engineering Services.

Agency Responsible for Tracking: POLB Construction Management Division and Environmental Planning Division.

Action (i): POLB Engineering Services to include requirements in Project construction specifications and bid process.

Action (ii): Construction Management Division to verify that off-road diesel-powered construction equipment are in good maintenance condition, do not idle more than 5 minutes when in use, and that high-pressure fuel injectors are installed.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Pier B On-Dock Rail Support Facility Project
Mitigation Monitoring and Reporting Program Completion Form

Mitigation Measure AQ-4: Increased Watering Frequency for Fugitive Dust Control

Required Action: Construction site watering, required by SCAQMD Rule 403, shall be increased such that the watering interval is no greater than 2.1 hours. This measure would increase the fugitive dust emissions control from 61 to 74 percent.

When Required: During all construction activities involving groundwork (i.e., moving dirt).

Agency Responsible for Action: POLB Engineering Services.

Agency Responsible for Tracking: POLB Construction Management Division and Environmental Planning Division.

Action (i): POLB Engineering Services to include these requirements in Project construction specifications and bid process.

Action (ii): POLB Construction Management Division to verify that contractor is implementing emission reduction measures including construction site watering at the above specified intervals.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Pier B On-Dock Rail Support Facility Project
Mitigation Monitoring and Reporting Program Completion Form

Mitigation Measure AQ-5: Additional Fugitive Dust Control

Required Action: Contractors shall:

- Apply approved nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas or replace groundcover in disturbed areas.
- Provide temporary wind fencing around sites being graded or cleared.
- Cover truck loads that haul dirt, sand, or gravel or maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code.
- 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.
- Suspend all soil disturbance activities when winds exceed 25 miles per hour (mph) or when visible dust plumes emanate from the site and stabilize all disturbed areas.

When Required: During all construction activities.

Agency Responsible for Action: POLB Engineering Services.

Agency Responsible for Tracking: POLB Construction Management Division and Environmental Planning Division.

Action (i): POLB Engineering Services to include each of the above requirements in Project construction specifications and bid process.

Action (ii): POLB Construction Management Division to verify that each of the above requirements are carried out during each construction phase.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Pier B On-Dock Rail Support Facility Project
Mitigation Monitoring and Reporting Program Completion Form

Mitigation Measure AQ-6: Cumulative Air Quality Impact Reduction Program

Required Action: To reduce cumulative air quality impacts associated with operation of the proposed Project, the Port shall require the Project to contribute $149,757 to the Community Grants Program.

When Required: Within 30 days after Project Opening.

Agency Responsible for Action: POLB Environmental Planning Division.

Agency Responsible for Tracking: POLB Environmental Planning Division.

Action: POLB Environmental Planning Division to ensure the timing of the payments determined by the methodology described in the EIR be made by the later of the following two dates: (a) the date that the Port issues a Notice to Proceed (NTP) or otherwise authorizes commencement of construction on the Pier B On-Dock Rail Support Facility Project construction contract, or (b) the date that the Pier B On-Dock Rail Support Facility Final EIR is conclusively determined to be valid, either by operation of California PRC Section 21167.2 or by final judgement or final adjudication.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Pier B On-Dock Rail Support Facility Project
Mitigation Monitoring and Reporting Program Completion Form

Mitigation Measure BIO-1: Protection of Bats

Required Action: To avoid harm to bats from modifications to bridges that may provide roosting or breeding habitat, the following procedure will be followed:

- Prior to the start of construction on the Dominguez Channel rail bridge, a qualified bat specialist shall conduct a pre-construction bat survey of the construction work zone.
- If bats, or evidence of bats, are found or if bats are determined to be potentially present, the bridge will be inspected no more than 7 days before any disturbance to confirm the presence of roosting bats.
- The bat specialist will have authority to stop construction activity likely to be disruptive of breeding or roosting. The bat specialist would identify an appropriate course of action for the POLB to follow. Example actions are: (a) precluding bat access from the existing bridge before work proceeds; (b) establishing an appropriate buffer area; and (c) monitoring work to ensure that bats are not killed or substantially disturbed.
- Weekly reports to the POLB Environmental Planning Division and California Department of Fish and Wildlife (CDFW) shall be provided, describing monitoring actions, relevant observations, and any protective actions taken.

When Required: Prior to, and during (if warranted), construction work on or beneath the Dominguez Channel rail bridge.

Agency Responsible for Action: POLB Engineering Services.

Agency Responsible for Tracking: POLB Construction Management Division and Environmental Planning Division.

Action (i): POLB Engineering Services to include in Project construction specifications and bid process a requirement for a qualified bat specialist (biologist) to conduct a pre-construction bat survey at the Dominguez Channel rail bridge construction zone.

Action (ii): POLB Construction Management Division to verify that a pre-construction bat survey has been carried prior to construction on or beneath the Dominguez Channel rail bridge; and that bat protection measures, if warranted, are carried out during construction at this location.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Mitigation Measure BIO-2: Protection of Migratory Birds

Required Action: To minimize effects on nesting migratory birds, construction activities that include the removal of trees, shrubs, or structures that may support the nests of protected birds will follow the requirements of the Migratory Bird Treaty Act (MBTA). If construction activities occur during the bird breeding season (February 15 through August 31), a qualified ornithologist shall survey trees, shrubs, and structures to be removed, not more than 3 days prior to removal. If the ornithologist detects any occupied nests or nesting behavior, the POLB shall conspicuously flag off the area(s) and provide a minimum buffer of 100 feet (300 feet for raptors) between the nest and limits of construction. Construction crews will be instructed to avoid any activities in this zone. Construction activities could resume within the buffer at the direction of the ornithologist when fledglings have left the nest or if the nest is abandoned.

When Required: For construction activities scheduled to occur between February 15 and August 31 of any year in areas with vegetation that may support nesting of protected birds.

Agency Responsible for Action: POLB Engineering Services.

Agency Responsible for Tracking: POLB Construction Management Division and Environmental Planning Division.

Action (i): POLB Engineering Services to include requirements for a qualified ornithologist to conduct a pre-construction bird survey in construction areas that contain trees, shrubs, and other structures that support nesting birds that would be removed.

Action (ii): In the event occupied nests are identified, or nesting behavior detected, in the construction area, POLB Engineering Services to retain a qualified ornithologist to:

- Establish a buffer zone between the nest(s) and limits of construction;
- Instruct construction crews to avoid any activities in this zone;
- Periodically monitor progress of nesting activities;
- Notify POLB Construction Management Division and the POLB Environmental Planning Division when fledglings have left the nest or if the nest is abandoned so that construction activities may resume in the affected area; and
- Prepare a written report to document monitoring activities.

Submittal Date:	
Verified By:	**Title:**
Attachments:	
Comments:	

Pier B On-Dock Rail Support Facility Project
Mitigation Monitoring and Reporting Program Completion Form

Mitigation Measure CR-1: Paleontological Monitoring

Required Action: A paleontological monitoring program shall be implemented during earthmoving that requires excavation at or below 5 feet of depth, or where fossiliferous or older alluvium material is encountered.

When Required: During any excavation at or below 5 feet of depth or where fossiliferous or older alluvium material is encountered.

Agency Responsible for Action: POLB Engineering Services.

Agency Responsible for Tracking: POLB Construction Management Division and Environmental Planning Division.

Action (i): POLB Engineering Services to determine if any excavation at or below 5 feet of depth is required. POLB Engineering Services to also determine, based on site-specific geotechnical investigation (to be prepared), if any fossiliferous or older alluvium material will be encountered during construction.

Action (ii): For these work zones, POLB Engineering Services will include a requirement for contractor to provide a qualified vertebrate paleontologist contractor to provide paleontological monitoring services. These requirements shall be included in Project construction specifications and bid process.

Action (iii): POLB Construction Management Division to verify that selected contractor has included services of a qualified paleontologist in its contract.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Mitigation Measure CR-2: Inadvertent Discovery of Paleontological Resources

Required Action: In the event that construction activities encounter potentially fossiliferous materials, work in the immediate vicinity will be temporarily halted until a qualified vertebrate paleontologist can evaluate the discovery and implement appropriate treatment measures.

The paleontologist would determine if the paleontological material should be salvaged, identified, and permanently preserved. Any fossils recovered will be cleaned and prepared to the point of identification, sorted, and catalogued. Prepared fossils, along with copies of all pertinent field notes, photos, and maps, will be deposited into an accredited museum repository by a qualified paleontologist, who will also prepare a report of findings for the POLB. If it can be demonstrated that the project will cause damage to these resources, reasonable efforts shall be made to permit any or all of the resource to be scientifically removed, or it shall be preserved in situ (left in an undisturbed state). In situ preservation may include the following options (or equivalent measures): amending construction plans to avoid the resources; setting aside sites containing these resources by deeding them into permanent conservation easements; capping or covering these resources with a protective layer of soil before building on the sites; incorporating green space or other open space into the project to leave these resources undisturbed and to provide a protective cover over them; and avoiding public disclosure of the location of these resources until or unless the site is adequately protected from vandalism or theft.

All fossils shall be documented in a detailed Paleontological Mitigation Report. Fossils recovered from the field or by processing shall be prepared; identified; and, along with accompanying field notes, maps, and photographs, accessioned into the collections of a designated accredited museum such as the Natural History Museum of Los Angeles County or the San Diego Natural History Museum.

When Required: During all earthwork activities and when potentially fossiliferous material is unearthed.

Agency Responsible for Action: POLB Engineering Services.

Agency Responsible for Tracking: POLB Construction Management Division and Environmental Planning Division.

Action (i): POLB Engineering Services to include a requirement for its construction contractor to provide a qualified paleontologist (on-call) in its Project construction specifications.

Action (ii): POLB Construction Management Division to ensure that selected contractor has a qualified paleontologist available as needed.

Action (iii): POLB Engineering Services to ensure that adequate funding is available for curation of fossils recovered from the construction site and preparation of a Paleontological Mitigation Report.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Mitigation Measure GCC-1: Leadership in Energy and Environmental Design

Required Action: If new buildings constructed as part of the proposed Project meet COLB Green Building Policy criteria, Leadership in Energy and Environmental Design (LEED) certification shall be sought. COLB exempts buildings of less than 7,500 square feet of occupied space from its Green Building Policy.

When Required: During Final Design of New Buildings 7,500 square feet or more in size.

Agency Responsible for Action: POLB Engineering Services.

Agency Responsible for Tracking: POLB Engineering Services and Environmental Planning Division.

Action (i): POLB Engineering Services shall include a LEED certification requirement for new buildings 7,500 square feet or more in size in its Project construction specifications and bid processes.

Action (ii): POLB Engineering Services shall participate in efforts to obtain LEED certification for new buildings 7,500 square feet or more in size.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Pier B On-Dock Rail Support Facility Project
Mitigation Monitoring and Reporting Program Completion Form

Mitigation Measure GCC-2: Recycling of Construction Materials

Required Action: Pursuant to the POLB Administrative Directive (Sustainable Business Practices), construction debris must be recycled, reused, or otherwise diverted from landfills to the maximum extent possible. Recyclable construction waste generated by the Project shall be taken to an accredited recycling center.

When Required: During demolition and construction activities.

Agency Responsible for Action: POLB Engineering Services and Construction Management Divisions.

Agency Responsible for Tracking: POLB Construction Management Division and Environmental Planning Division.

Action (i): POLB Engineering Services to include requirements for recycling of construction materials in its Project construction specifications and bid processes.

Action (ii): POLB Construction Management Division to ensure that construction materials are being recycled during demolition and other construction activities.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Mitigation Measure GCC-3: Recycling and Sustainable Business Practices

Required Action: During operation, the Port shall follow recycling objectives and measures established by the Port's Administrative Directive (Sustainable Business Practices). In general, products made with recycled materials require less energy and raw materials to produce than products made with unrecycled or raw materials. This mitigation measure also includes energy conservation practices, purchasing of "Green" products, energy-efficient lighting, low-volatile organic compound (VOC) paint and finishes, and use of recycled or remanufactured carpeting and office furnishings. This directive also includes minimizing the use of paper and plastic, reusing materials and equipment, and proper disposal of alkaline batteries.

When Required: During Operation of the Pier B Rail Yard.

Agency Responsible for Action: POLB and Pacific Harbor Line (PHL).

Agency Responsible for Tracking: POLB Environmental Planning Division.

Action (i): POLB Engineering Services to include requirements for recycling objectives and measures in its Project construction specifications and bid processes.

Action (ii): POLB Environmental Planning Division shall ensure that PHL is practicing recycling objectives and measures, to the extent feasible and practical, in routine operation of the rail yard.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Pier B On-Dock Rail Support Facility Project
Mitigation Monitoring and Reporting Program Completion Form

Mitigation Measure GCC-4: Xeriscaping

Required Action: Water conservation features, including drought-tolerant plant materials, are required for all projects undertaken in the Port. Xeriscape landscaping shall incorporate the use of water conservation features including, but not limited to, drought-tolerant plants; hardscape; permeable material such as concrete, asphalt, and pavers; recycled material such as concrete, gravel, granite, and shredded redwood; and drip irrigation systems and timers.

When Required: During Project Design (prior to acceptance of Final Design).

Agency Responsible for Action: POLB Engineering Services and Construction Management Divisions.

Agency Responsible for Tracking: POLB Engineering Services and Environmental Planning Division.

Action (i): POLB Engineering Services to include xeriscape landscaping in Project construction specifications and bid process.

Action (ii): POLB Construction Management Division to verify that xeriscape landscaping is installed in accordance with construction specifications.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Pier B On-Dock Rail Support Facility Project
Mitigation Monitoring and Reporting Program Completion Form

Mitigation Measure GCC-5: Tree Planting

Required Action: The Port shall plant shade trees around the main office and maintenance buildings in accordance with species identified in the Green Port Long Beach Sustainable Landscape Palette and POLB Sustainable Development Guidelines.

When Required: During Project Design (prior to acceptance of Final Design) and During Construction.

Agency Responsible for Action: POLB Engineering Services and Construction Management Divisions.

Agency Responsible for Tracking: POLB Engineering Services, Maintenance Division and Environmental Planning Division.

Action (i): POLB Engineering Services to include planting of shade trees in Project construction specifications and bid process for main office and maintenance buildings.

Action (ii): POLB Construction Management Division to verify that planting of shade trees is accomplished in accordance with construction specifications.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Pier B On-Dock Rail Support Facility Project
Mitigation Monitoring and Reporting Program Completion Form

Mitigation Measure GCC-6: Tree Planting – Transportation Corridors

Required Action: The Port shall plant new shade trees on Port-controlled lands adjacent to the roads that lead into the facility, to the extent practicable, consistent with safety and other land use considerations.

When Required: During Project Design (prior to acceptance of Final Design) and During Construction.

Agency Responsible for Action: POLB Engineering Services and Construction Management Divisions.

Agency Responsible for Tracking: POLB Engineering Services and POLB Environmental Planning Division.

Action (i): POLB Engineering Services to include planting of shade trees (along roadways) in Project construction specifications and bid process for main office and maintenance buildings.

Action (ii): POLB Construction Management Division to verify that planting of shade trees (along roadways) is accomplished in accordance with construction specifications.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Pier B On-Dock Rail Support Facility Project
Mitigation Monitoring and Reporting Program Completion Form

Mitigation Measure GCC-7: Employee Carpooling

Required Action: The Port and construction contractors shall encourage construction and facility employees to carpool or to use public transportation. These employers shall provide incentives to promote the measure, such as preferential parking for carpoolers or vanpool subsidies, and they shall provide information to employees regarding the benefits of alternative transportation methods.

When Required: During Project construction and operations.

Agency Responsible for Action: POLB Engineering Services and Construction Management Divisions.

Agency Responsible for Tracking: POLB Environmental Planning Division.

Action (i): POLB Engineering Services to include requirements for employee carpooling and use of public transportation in its Project construction specifications and bid processes.

Action (ii): POLB Construction Management Division to ensure that employee carpooling and use of public transportation is encouraged during demolition and construction activities.

Action (iii): POLB Environmental Planning Division shall ensure that PHL is encouraging employee carpooling and use of public transportation, to the extent feasible and practical, in routine operation of the rail yard.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Pier B On-Dock Rail Support Facility Project
Mitigation Monitoring and Reporting Program Completion Form

Mitigation Measure GCC-8: Community Grants Program

Required Action: The Port will implement and fund the Community Grants Program (CGP) to partially address the cumulative greenhouse gas (GHG) impacts of the proposed Project. The Port shall provide $1.4 million, as determined by the POLB CGP funding-level methodology.

When Required: Within 30 days after Project Opening.

Agency Responsible for Action: POLB Environmental Planning Division.

Agency Responsible for Tracking: POLB Environmental Planning Division.

Action: POLB Environmental Planning Division to ensure the timing of the payments determined by the methodology described in the EIR be made by the later of the following two dates: (a) the date that the Port issues a Notice to Proceed (NTP) or otherwise authorizes commencement of construction on the Pier B On-Dock Rail Support Facility Project construction contract, or (b) the date that the Pier B On-Dock Rail Support Facility Final EIR is conclusively determined to be valid, either by operation of California PRC Section 21167.2 or by final judgement or final adjudication.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

Pier B On-Dock Rail Support Facility Project
Mitigation Monitoring and Reporting Program Completion Form

Mitigation Measure GCC-9: Indirect GHG Emission Avoidance

Required Action: The Port shall minimize indirect greenhouse gas (GHG) emissions through measures that reduce or avoid electricity consumption at the facility. Such measures may include, but are not limited to, the use of low-energy demand lightings (e.g., fluorescent or light-emitting diode [LED]), and use of energy-efficient floodlights.

To identify future opportunities to reduce indirect GHG emissions, the Port shall conduct a third-party energy audit every 5 years and install innovative power-saving technologies where feasible, such as power factor correction systems and lighting power regulators.

When Required: During facility engineering and design and prior to acceptance of final design drawings. In addition, an energy audit would be conducted 5 years after operation initiates at new facilities.

Agency Responsible for Action: POLB Engineering Services.

Agency Responsible for Tracking: POLB Engineering Services, Construction Management Division, and Environmental Planning Division.

Action (i): POLB Engineering Services to include requirements for measures that reduce or avoid electricity consumption in Project construction specifications and bid process.

Action (ii): POLB Construction Management Division to verify that energy conservation measures have been installed in accordance with construction specifications.

Action (iii): POLB Engineering Services and Environmental Division to ensure that a third-party energy audit is conducted every 5 years after the start of facility operations, and that innovative power-saving technologies are implanted and installed where feasible.

Submittal Date:

Verified By:	**Title:**

Attachments:

Comments:

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The following attachments are available on the Port of Long Beach website at:

www.polb.com/ceqa

Attachment 4	Final EIR – Pier B On-Dock Rail Support Facility Project
Attachment 5	Draft EIR – Pier B On-Dock Rail Support Facility Project
Attachment 6	Draft EIR – Pier B On-Dock Rail Support Facility Project Appendices