RECIRCULATED DRAFT
INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION
Avalon Boulevard, Fries Avenue, and "A" Street
Roadway Segments Closure Project
Port of Los Angeles
SCH# 2014041019



October 2019

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THE PORT OF LOS ANGELES

Avalon Boulevard, Fries Avenue, and "A" Street Roadway Segments Closure Project

Draft
Recirculated Initial Study and
Mitigated Negative Declaration

SCH No. 2014041019

Los Angeles City Harbor Department
Environmental Management Division
425 S. Palos Verdes St.
San Pedro, California 90731

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1. INTRODUCTION

The City of Los Angeles Harbor Department (LAHD) prepared this Recirculated Draft Initial Study/Mitigated Negative Declaration (IS/MND) to address the environmental effects of proposed roadway segment closures along Fries Avenue, Avalon Boulevard, and "A" Street (Project). The proposed Project would involve the immediate closure of these roadway segments using fencing and k-rails (i.e., modular concrete or plastic barriers) followed by permanent closure through physical street modifications including the installation of cul-de-sacs, curbs and gutters, driveways, sidewalks, and signage. The proposed Project is intended to comply with California Public Utilities Commission (CPUC) General Order 135, which limits road-crossing blockages due to stopped or switching train cars to 10 minutes (see Section 2.2, *Project Background and Objectives*).[1]

1.1 CEQA PROCESS

This document has been prepared in accordance with California Environmental Quality Act (CEQA), Public Resources Code (PRC) Section 21000 *et seq*. and the CEQA Guidelines, California Code of Regulations (CCR) Section 15000 *et seq*. Under CEQA, the lead agency is the public agency with primary responsibility over approval of a project. Pursuant to CEQA Guidelines Section 15367, the lead agency for the proposed Project is the LAHD. The LAHD will consider the information in this environmental analysis and determine whether to approve and issue the required permits necessary to implement the proposed Project.

One of the main objectives of CEQA is to disclose to the public and decision-makers potential environmental effects of proposed activities. CEQA requires that the potential environmental effects of a project be evaluated prior to implementation. Preparation of an IS is guided by CEQA Guidelines Section 15063, whereas CEQA Guidelines Sections 15070-15075 describe the process for the preparation of a Negative Declaration (ND) or Mitigated Negative Declaration (MND). Where appropriate and supportive to an understanding of the issues, reference will be made to the statute, the CEQA Guidelines, or appropriate case law. This Recirculated Draft IS/MND includes a discussion of the proposed Project's potential impact on the existing environment and identifies standard construction-related best management practices (BMPs). The LAHD has determined that an IS/MND is the appropriate level of CEQA-compliant documentation for the proposed Project because potential environmental impacts resulting from implementation of the proposed Project would be below significance thresholds with mitigation.

In accordance with the CEQA Guidelines, this Recirculated Draft IS/MND will be made available for a period of 30 days for public review and comment. The public review period is scheduled to begin on October 31, 2019 and end on December 2, 2019. This Recirculated Draft IS/MND will be distributed to responsible public agencies, other interested or involved agencies,

[1] CPUC General Order 135, *Regulations governing the Occupancy of Public Grade Crossings by Railroads*, is available at: http://docs.cpuc.ca.gov/PUBLISHED/GENERAL_ORDER/59573.htm.

organizations, and private individuals for review and will be made available for general public review online at the Port of Los Angeles (Port or POLA) website at http://www.portoflosangeles.org and in hardcopy at the LAHD Environmental Management Division at 222 W 6th Street, Suite 900, San Pedro; Los Angeles City Library San Pedro Branch at 931 Gaffey Street, San Pedro; and Los Angeles City Library Wilmington Branch at 1300 North Avalon, Wilmington.

In reviewing the Recirculated Draft IS/MND, affected public agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing the potential impacts of the proposed Project on the environment. Comments on the Recirculated Draft IS/MND should be submitted in writing either through mail or email prior to the end of the 30-day public review period on December 2, 2019. All correspondence, through mail or email, should include the Project title "Avalon Boulevard, Fries Avenue, and 'A' Street Roadway Segments Closure Project" in the subject line. For additional information, please contact the LAHD Environmental Management Division at (310) 732-3675.

Written comments submitted by mail must be postmarked on or before December 2, 2019 and addressed to:

Christopher Cannon, Director
City of Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes St.
San Pedro, California 90731

Written comments sent via email on or before December 2, 2019 should be addressed to ceqacomments@portla.org.

Responses to all public comments on the Recirculated Draft IS/MND will be included in the Final IS/MND and considered by the LAHD prior to making a decision as to whether necessary approvals should be granted for the proposed Project. All comments received on the original Draft IS/MND are included in Appendix A. The Final IS/MND would only be adopted if the LAHD "finds that there is no substantial evidence that the project will have a significant effect on the environment and that the Final IS/MND reflects the lead agency's independent judgment and analysis."

1.2 DOCUMENT FORMAT

This IS/MND contains eight sections.

Section 1. **Introduction.** This section provides an overview of the proposed Project and the CEQA environmental documentation process.

Section 2. Project Description. This section provides a detailed description of the proposed Project objectives and components.

Section 3. Initial Study Checklist. This section presents the CEQA checklist for all environmental resource areas and mandatory findings of significance.

Section 4. Potential Impacts and Mitigation Measures. This section presents the impact analysis for each issue environmental resource area identified on the CEQA checklist. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected.

Section 5. Proposed Finding. This section presents the proposed finding regarding environmental impact analyses.

Section 6. Preparers and Contributors. This section provides a list of key personnel involved in the preparation of the IS/MND.

Section 7. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used throughout the IS/MND.

Section 8. References. This section provides a list of reference materials used during the preparation of the IS/MND.

The environmental impact analyses included in Section 4 are consistent with the IS/MND format presented in Section 3. Impacts are separated into the following categories:

Potentially Significant Impact. This category is only applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures could be identified to reduce impacts to a less than significant level. Upon completion of the IS, no impacts were identified that fall into this category.

Less than Significant After Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level.

Less than Significant Impact. This category is identified when the proposed Project would result in effects that would be below the threshold of significance, and no mitigation measures would be required.

No Impact. This category applies when the proposed Project would not create an effect on the specific environmental resource area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency.

2. PROJECT DESCRIPTION

This IS/MND has been prepared to evaluate the potential environmental impacts that may result from the proposed permanent roadway segment closures along Fries Avenue between "A" Street and Water Street at the Union Pacific railroad tracks, Avalon Boulevard between Harry Bridges Boulevard and Water Street at the Union Pacific railroad tracks, and "A" Street between Avalon Boulevard and the driveway located to immediately west of Avalon Boulevard (see Figure 2-2). The implementation of the Project would eliminate vehicle delays at the existing railroad crossings along these roadway segments, which often last for more than 45 minutes, improve overall circulation at the Port, and enable compliance with CPUC General Order 135, which limits road-crossing blockages due to stopped or switching train cars to 10 minutes (see Section 2.2, *Project Background and Objectives*).

Short-term closure of these roadway segments would include the installation of fencing and k-rails (i.e., modular concrete or plastic barriers). Long-term physical roadway improvements would include the construction of cul-de-sacs, curb and gutters, driveways, sidewalks, and the installation of signage. The proposed roadway closures may also involve re-striping for lane reconfiguration as well as relocation and/or replacement of existing ancillary structures (e.g., power poles, streetlight, fire hydrant) and removal of ornamental trees (see Section 2.3, *Proposed Project*).

Upon completion of the proposed Project, all vehicles would be permanently re-routed via the South Wilmington Grade Separation, which was evaluated under a separate environmental assessment and opened in April 2015. As described in Section 2.2, *Project Background and Objectives*, the South Wilmington Grade Separation also includes pedestrian sidewalks. Additionally, a new pedestrian access bridge – providing more direct access to the waterfront – is a component of the Wilmington Waterfront Development Project (WWDP), which was previously evaluated in a separate Environmental Impact Report (EIR) certified in 2009.[2] This pedestrian bridge is funded and is scheduled to be opened to the public in 2023.

2.1 PROJECT LOCATION

Regional Location

The Port is located at the southernmost portion of the City of Los Angeles (City) and comprises 43 miles of waterfront and 7,500 acres of land and water, with approximately 300 commercial berths. The Port is located approximately 23 miles south of Downtown Los Angeles and is surrounded by the community of San Pedro to the west, the community of Wilmington to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south (see Figure 2-1). Port

[2] The Program EIR for the Wilmington Waterfront Development Project is available at: https://www.portoflosangeles.org/environment/environmental-documents.

operations are predominantly centered on shipping activities, including containerized, break-bulk, dry-bulk, liquid-bulk, automobile, and intermodal rail shipping. In addition to the large shipping industry, the Port also supports a cruise ship industry, commercial fishing fleet, and boat repair yards. The Port provides slips for approximately 3,950 recreational vessels, 150 commercial fishing boats, 35 miscellaneous small service crafts, and 15 charter vessels that handle sportfishing and harbor cruises. Retail shops and restaurants are also located at the Port, primarily along the west side of the Main Channel. Additionally recreation, community, and educational facilities are also located within and immediately around the Port, including Wilmington Waterfront Park and Banning's Landing Community Center. The freeway network in the vicinity of the Port consists of the Harbor Freeway (I-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), and the Seaside Freeway (SR-47).

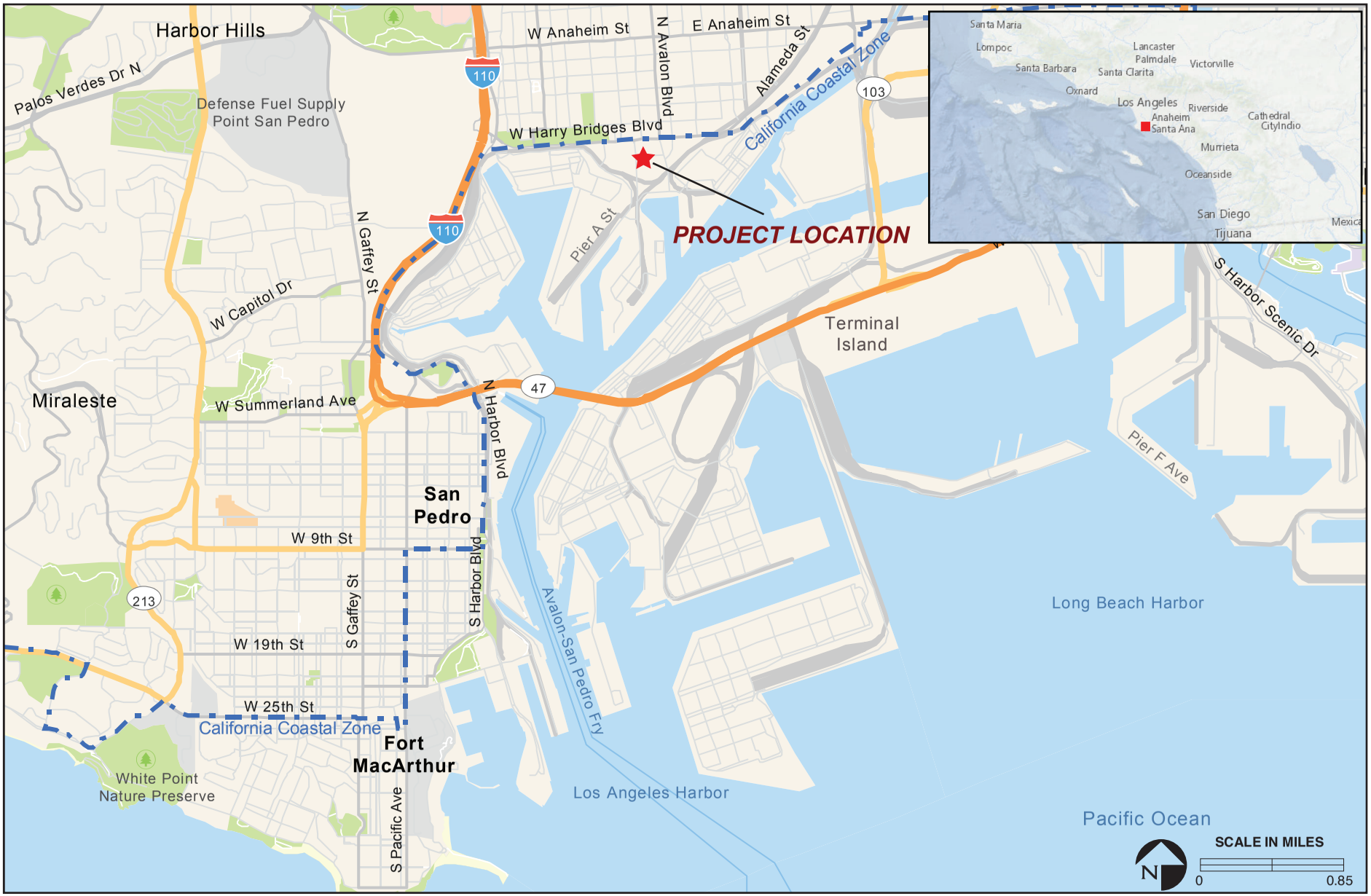


Photograph 1. The Port of Los Angeles is located adjacent and to the south of the community of Wilmington.

Project Setting

The Project site is located at the northern end of the Port, at its border within the community of Wilmington (refer to Figure 2-1). Berths 136-147 (TraPac) are located to the west while Berths 196-200A (Wallenius Wilhemsen Logistics [WWL] Auto Terminal) are located to the east. The Project site refers to and encompasses: 1) the segment of Fries Avenue between "A" Street and Water Street at the Union Pacific railroad tracks (1,337 linear feet of roadway); 2) the segment of Avalon Boulevard between Harry Bridges Boulevard and Water Street at the Union Pacific railroad tracks (920 linear feet of roadway); and 3) the segment of "A" Street between Avalon Boulevard and the driveway located immediately to the west of Avalon Boulevard (280 linear feet of roadway). Figure 2-2 shows the proposed road segment closures within the local context.

The Project site is also located within the footprint of the 94-acre WWDP, which was previously approved for development in 2009. The Project site is located immediately south of the Wilmington Waterfront Park, which was completed as part of the WWDP in 2011. This park provides a 30-acre largely contiguous landscaped area, between Harry Bridges Boulevard and "C" Street to the north, from Figueroa Street to Lagoon Avenue to the east.



wood.

Regional Location

FIGURE 1

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Path: Q:\3551_Planning\AvalonFries_1755100207\MXD\ReportFigures\MND\Figure_2-2_ProjectSite.mxd Chris Dixon 10/4/2019

wood.

Project Site

FIGURE 2-2



Photograph 2. The Project site includes segments of the Fries Avenue, Avalon Boulevard (left), and "A" Street. Avalon Boulevard and Fries Avenue cross the Union Pacific railroad tracks and right-of-way (right). "A" Street is located north of the railroad tracks and provides a connection between Fries Avenue and Avalon Boulevard.

Land Use and Zoning

The applicable land use plans for the Port include the City of Los Angeles General Plan, the Port of Los Angeles Community Plan, and the Port Master Plan. The General Plan designates the Project site as Public Facilities. The adjacent properties are designated as Non-Hazard Industrial, Commercial, and Community Commercial. The Project site is zoned for Public Facilities (PF). The adjacent properties are zoned for Public Facilities (PF), Commercial Use (C2), and Heavy Industrial Use (M3). The Project site is partially located in Planning Area 2, which extends to the southern boundary of the Los Angeles Department of Water and Power (LADWP) and is designated for container land use within the *Port Master Plan* (September 2018) (refer to Figure 2-2). The proposed Project would not require a change to the current zoning, General Plan, or the existing land use designation of the Project site within the Port Master Plan.

2.2 PROJECT BACKGROUND AND OBJECTIVES

Project Background

The proposed Project was initiated in 2013 to comply with CPUC General Order 135, which limits road-crossing blockages due to stopped or switching train cars to 10 minutes. Currently, vehicles traveling along the Fries Avenue, Avalon Boulevard, and "A" Street can experience delays of approximately 45 minutes.

Future rail operational changes are anticipated to improve service efficiency for the TraPac, Yang Ming, China Shipping terminals, and other Port rail customers, but are expected to result in greater train switching and staging delays across Fries Avenue and Avalon Boulevard. Previously, train movements entering and exiting the terminal rail yard were pulled continuously across Fries Avenue and Avalon Boulevard to the west and would then continue into the terminal rail yard via

the west leg of the Pier A Wye track. To improve rail operational efficiency in serving Port terminal customers and reduce rail traffic congestion along the West Basin Branch mainline track, the following mainline rail improvements and operational changes are anticipated (separate from the Project):



Photograph 3. The Port's rail infrastructure consists of more than 65 miles of on-dock track for building and sorting double-stack trains. The average train is made up of 30 double-stack cars, eliminating approximately 400 truck trips and related air pollution while optimizing the movement of cargo.

- Two additional mainline tracks and associated track connections are proposed to be constructed across Avalon Boulevard to improve rail switching and staging flexibility in serving the West Basin area rail customers.
- POLA and Pacific Harbor Line (PHL), the Port's short line rail operator, plan to improve the operational efficiency of providing rail access to the new TraPac on-dock rail yard. The improved operating plan involves priority staging of arriving and departing trains along the direct lead track into the terminal, which crosses Fries Avenue and Avalon Boulevard at-grade, as opposed to the current plan of staging the trains along the west leg of the Pier A Wye track. This will reduce congestion on the West Basin Branch single main track, allowing simultaneous moves of unit container trains destined for the Yang Ming and TraPac container terminals.

The addition of three tracks south of the existing track on Avalon Boulevard included in the Berths 136-147 (TraPac) Terminal Project; approved in 2007 and 2012 Addendum to the Environmental Impact Report (EIR) (TraPac Project) would be unaffected by the proposed Project and are accounted for in the engineering design for the proposed Project.

While the Project would have no direct effect on existing rail operations, the implementation of the Project would eliminate existing and future vehicle delays at the railroad crossings along Fries Avenue, Avalon Boulevard, and "A" Street, improve overall circulation at the Port, and enable compliance with CPUC General Order 135.

Project Objectives

Pursuant to CEQA Guidelines Section 15124(b), the following objectives have been established for the proposed Project and will aid decision-makers in their review of the proposed Project and its associated environmental impacts:

- Comply with the CPUC General Order 135, which limits road-crossing blockages due to stopped or switching train cars to 10 minutes;

- Implement a response to anticipated rail operational changes for the West Basin Terminal;
- Improve rail switching and staging flexibility in serving the West Basin area rail customers;
- Reduce congestion on the West Basin Branch single main track, allowing simultaneous moves of unit container trains destined for the Yang Ming, China Shipping and TraPac container terminals;
- Maintain sufficient access and circulation – via private driveways or other means – to adjacent parcels; and
- Provide safe and clear segment closures through the use of innovative street closure techniques such as cul-de-sacs, curbs and gutters, and signage designed to slow and/or re-direct existing traffic.

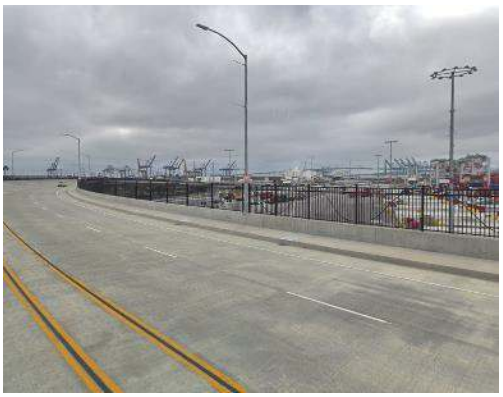
Previous Public Involvement

In 2013, the LAHD prepared a preliminary engineering design to close roadway segments along Fries Avenue and Avalon Boulevard. As originally proposed, the preliminary design included the closure of a 1,337-linear-foot segment of Fries Avenue and a 920-linear-foot segment of Avalon Boulevard.

As a first step in complying with CEQA, the LAHD prepared an IS to determine if the preliminary engineering design could cause a significant effect on the environment. The IS determined that with the implementation of mitigation measures, as appropriate, all potential impacts resulting from the implementation of the proposed Project could be reduced to a less than significant level. The Draft IS/MND was released for a 30-day public review, as required under CEQA Guidelines Section 15073, which began on April 4, 2014 when a Notice of Completion (NOC) for the Draft IS/MND was filed with the State Clearinghouse and the Los Angeles County Clerk. The Draft IS/MND was distributed to interested or involved public agencies, organizations, and community residents for review. Approximately 115 notices were sent to community residents, stakeholders, and local agencies. Additionally, while not required by the CEQA Guidelines, the LAHD hosted a public meeting at the Banning's Landing Community Center on April 22, 2014 to present the proposed Project and to receive public comments on the Draft IS/MND. The 30-day public review period was initially scheduled to conclude on May 5, 2014; however, due to the substantial public interest regarding the proposed Project, the LAHD extended the public review period by an additional 30 days, to conclude on June 4, 2014.

During the public review period, the LAHD received extensive public comments predominately stating that the proposed Project would prohibit adequate access and circulation within the vicinity of the Project site, particularly access from the community of Wilmington to the waterfront and to the Banning's Landing Community Center. The Draft IS/MND specified that the roadway closures would not occur until after the construction of the South Wilmington Grade Separation Project, a

separate project intended to provide improved vehicle and pedestrian access to the waterfront. Many commenters still expressed concern that the proposed closure of Avalon Boulevard would effectively cut Banning's Landing and other waterfront areas off from the community of Wilmington, including pedestrian access. As a result of these comments, LAHD withdrew the Final IS/MND prior to adoption by the LAHD Board of Harbor Commissioners. (Please see Appendix A for a complete record of public comments on the Draft IS/MND released on April 4, 2014 as well as initial LAHD responses to comments, which were prepared as part of the Final IS/MND.)



Photograph 4. The South Wilmington Grade Separation was opened in April 2015 and provides an overpass with four lanes of traffic (35 miles per hour) as well as pedestrian sidewalks.

The South Wilmington Grade Separation Project was completed in April 2015 and is accessible from Harry Bridges Boulevard, Fries Avenue, and North Access Road (formerly Neptune Avenue). The bridge eliminates the conflict between vehicular traffic and two railroad crossings along Fries Avenue and Avalon Boulevard, and provides uninterrupted vehicular access to the South Wilmington area. The new grade separation facilitates emergency vehicle access, eliminates truck queues and traffic delays, and increases pedestrian safety with pedestrian sidewalks. The project also eases access to facilities south of Harry Bridges Boulevard, including a new entrance to the Port's TraPac Terminal.

With the South Wilmington Grade Separation constructed and operational, and with funding secured for a pedestrian bridge as a part of the WWDP, LAHD has determined that it is now appropriate to move forward with the preparation of a Recirculated Draft IS/MND for the Avalon Boulevard, Fries Avenue, and "A" Street Roadway Segments Closure Project.

2.3 PROPOSED PROJECT

Following the completion of the South Wilmington Grade Separation Project, the LAHD is now continuing with its original proposal to close the 1,337-linear-foot segment of Fries Avenue and the 920-linear-foot segment of Avalon Boulevard. Additionally, the LAHD has proposed additional minor roadway closures along Avalon Boulevard and "A" Street. The proposed Project would close the following roadway segments: 1) the segment of Fries Avenue between "A" Street and Water Street at the Union Pacific railroad tracks (1,337 linear feet of roadway); 2) the segment of Avalon Boulevard between Harry Bridges Boulevard and Water Street at the Union Pacific railroad tracks (920 linear feet of roadway); and 3) the segment of "A" Street between Avalon Boulevard and the driveway located to the west of Avalon Boulevard (280 linear feet of roadway). In total, the proposed Project would result in approximately 2,537 linear feet of roadways closures.

As an immediate first step, the subject roadway segments would be closed to vehicular, bicycle, and pedestrian access with fencing and k-rails (i.e., modular concrete or plastic barriers). The roadway segments, while not in use, would remain in place until the construction of long-term physical roadway improvements to permanently close vehicular, bicycle, and pedestrian access.

Cul-de-sacs would be constructed on the north and south side of the railroad crossings to close off the roadway segments. Minor grading and paving would be required to join existing conditions at each location. Additionally, installation of signage, re-striping, and relocation and/or replacement of existing ancillary structures (e.g., power poles, streetlight, fire hydrant) would be required to support the proposed road segment closures. Two large trees (i.e., one mature bottlebrush tree on north Fries Avenue and one large palm tree immediately north of the existing tracks on Avalon Boulevard) would require removal as a part of the proposed Project. Access to the Port Archives Building, as well as emergency vehicle access, would be maintained with a secure gate. Vehicular and truck access along the vacated streets would be re-routed to the recently completed South Wilmington Grade Separation, located to the west of Fries Avenue.

The following Project elements are included as a part of the proposed Project:

- Install chain link fencing and/or k-rails per City of Los Angeles Bureau of Engineering (BOE) standards to close access to the vacated portions of Fries Avenue, Avalon Boulevard, and "A" Street.

- Re-stripe roadways and install signage, as necessary, to re-route vehicle traffic as well as bicycle and pedestrian traffic.

- Install a gate along Fries Avenue on the north side of the railroad track at a distance of more than 13 feet per American Railway Engineering and Maintenance-of-Way Association (AREMA) standards.

- Install a gate along Fries Avenue on the south side of the railroad track, consistent with AREMA standards, that would be used infrequently for emergency purposes only.

- Provide primary access to the Port Archives Building from the proposed north gate along Fries Avenue, near "A" Street.

- Permanently close Fries Avenue from "A" Street to Water Street on the south side by constructing two "elbow closures." Additional physical improvements would include a curb and gutter, sidewalk, fencing, and two driveways.

- Remove one mature bottlebrush tree on north Fries Avenue, necessary to construct the "elbow closures."

- Construct two, 35-foot radius cul-de-sacs on Avalon Boulevard at the north and south side of the railroad crossings to close the street to vehicular traffic as well as bicycle and pedestrian traffic, compliant with City of Los Angeles BOE standards, emergency access standards.

- Remove a large palm tree immediately north of the existing tracks on Avalon Boulevard, within the footprint of the proposed cul-de-sacs.

- Remove and replace a portion of the fencing along the LADWP property line that boarders Avalon Boulevard.

- Remove and relocate two LADWP power poles, one streetlight, and one fire hydrant on Avalon Boulevard.

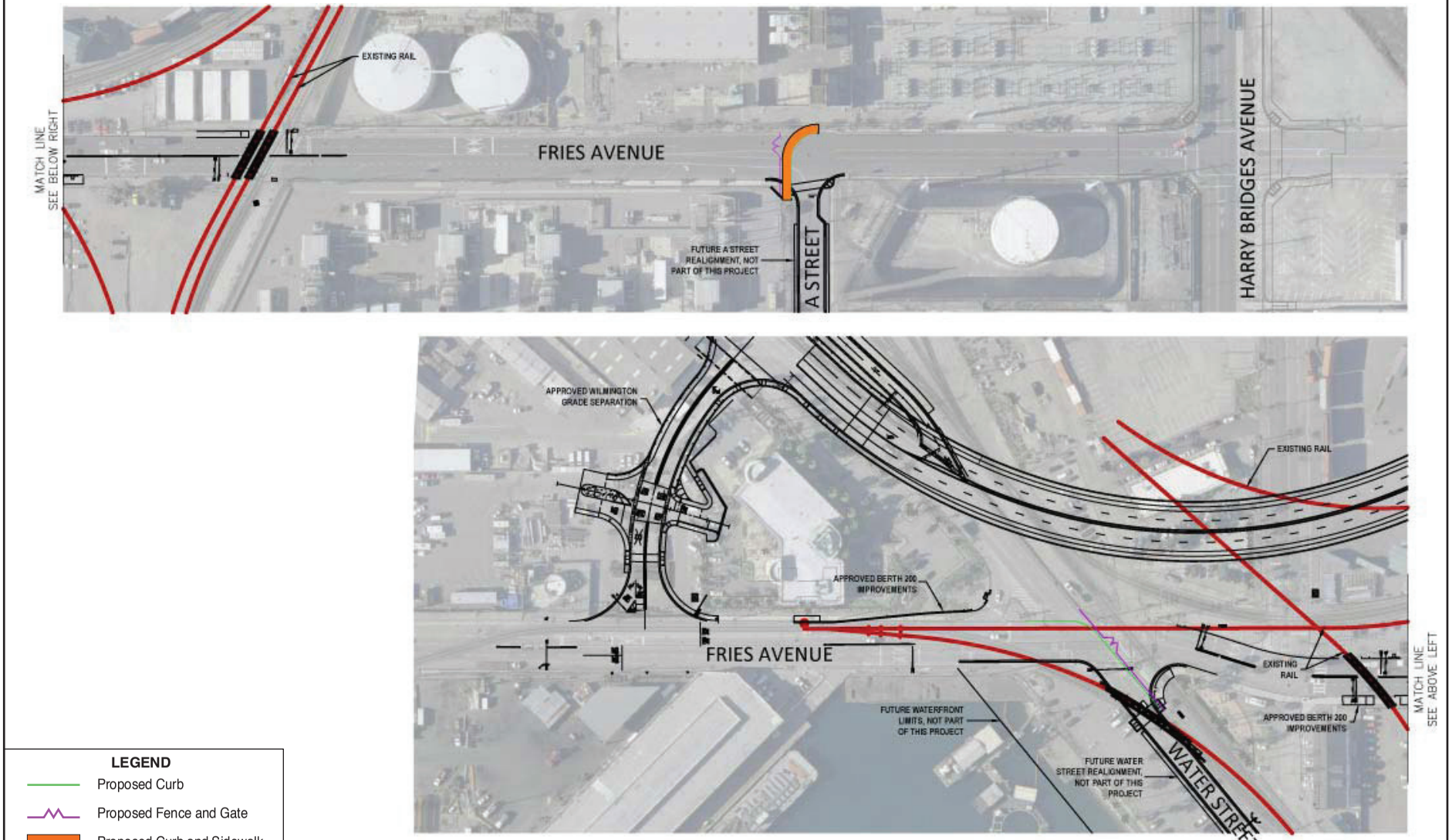
- Change the Harry Bridges Boulevard & North Access Road intersection configuration to provide dual left turn lanes in the westbound direction (refer to Figure 2-2 and Figure 2-5); and

- Provide dual right turn lanes southbound at the intersection of Viaduct & North Access Road (refer to Figure 2-2 and Figure 2-5).

Project Construction

Construction activities would occur over a 12-month period and would be expected to begin in late 2019 or early 2020. Table 1 shows the approximate projected duration of each construction activity for the proposed Project. No extensive detours would be anticipated, as the majority of vehicle traffic has already been re-routed to the South Wilmington Grade Separation, which provides vehicle and pedestrian access and circulation to the surrounding vicinity, including Banning's Landing Community Center.

Construction would be performed up to 6 days per week (i.e., Monday through Saturday) with no construction occurring on Sundays or national holidays. Consistent with LAHD policy and City of Los Angeles Noise Ordinance (Ordinance No. 144.331; Los Angeles Municipal Code [LAMC] Section 41.40, *Noise Due to Construction, Excavation Work – When Prohibited*) the hours of construction would be restricted to 7:00 AM to 9:00 PM on weekdays and 8:00 AM and 6:00 PM on Saturdays. Construction equipment would include trucks, earth moving equipment, welding equipment, and related road improvement equipment, such as pavers, concrete trucks, and backhoes.

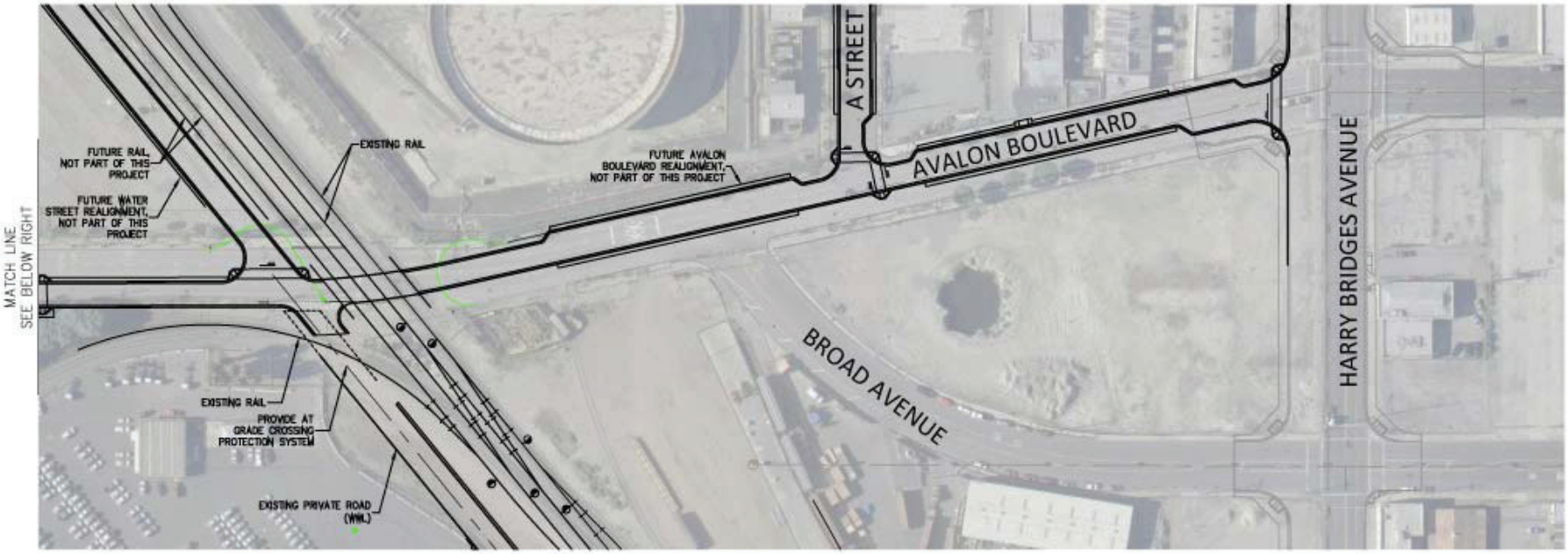


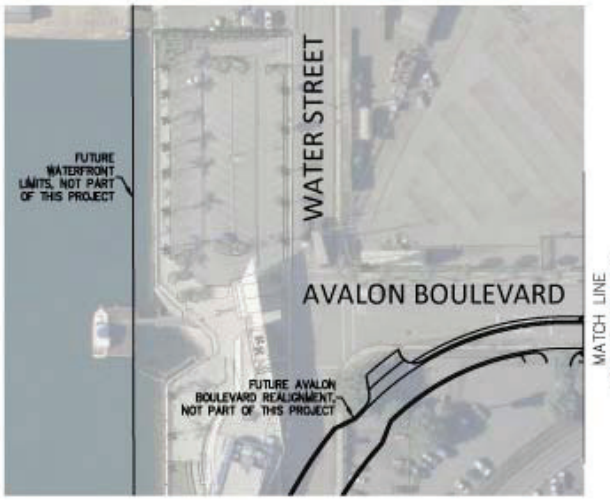
Source: Psomas 2013.

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Preliminary Design for Fries Avenue Segment Closure

FIGURE 2-3





LEGEND

Proposed Curb

New Rail

Source: Psomas 2013.

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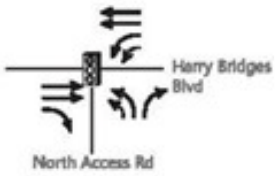
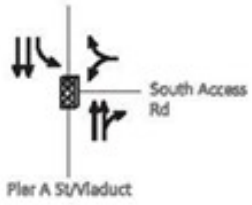
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Preliminary Design for Avalon Boulevard Segment Closure

FIGURE 2-4

Source: Fehr & Peers 2013

	EXISTING CONDITIONS	FUTURE WITH PROJECT CONDITIONS
1. Broad Ave & Harry Bridges Blvd		Same as Existing
2. Avalon Blvd & Harry Bridges Blvd		Same as Existing
3. Fries Ave & Harry Bridges Blvd		Same as Existing
4. North Access Rd & Harry Bridges Blvd		
5. North Access Rd & TraPac Access/Viaduct		
6. Pier A St/Viaduct & South Access Rd		Same as Existing
7. Fries Ave & South Access Rd		Same as Existing

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wood.

Intersection Lane Configurations

FIGURE 2-5

Table 1 Construction Duration

Construction Activity	Duration
Mobilization (i.e., Delivery of Construction Equipment and Materials)	1 month
Demolition	5 days
Civil Improvements	1 month
LADWP Power System and LADWP Water System Relocations	6 months

Phase I

- Construct street improvements as shown in Figures 2-3 and 2-4;
- Install chain link fencing and/or k-rails per City of Los Angeles BOE standards;
- Re-stripe roadways and install signage, as necessary, to re-route vehicle traffic as well as bicycle and pedestrian traffic;
- Install a gate along Fries Avenue on the north side of the railroad track at a distance of more than 13 feet per American Railway Engineering and Maintenance-of-Way Association (AREMA) standards;
- Install a gate along Fries Avenue on the south side of the railroad track, consistent with AREMA standards, that would be used infrequently for emergency purposes only; and
- Provide primary access to the Port Archives Building from the proposed north gate along Fries Avenue, near "A" Street.

Phase II

- Close Fries Avenue at "A" Street on the north side and Water Street on the south side. Road improvements include the construction of curb and gutter, sidewalk, fencing and two driveways with the majority of Fries Avenue to remain in place (refer to Figure 2-3);
- Remove one mature bottlebrush tree on north Fries Avenue, necessary to construct the "elbow closures;"
- Maintain access to the Port Archive Building, as well as emergency vehicle access, as private with a secure gate;
- Construct two, 35-foot radius cul-de-sacs on Avalon Boulevard at the north and south side of the railroad crossings to close the street to vehicular traffic as well as bicycle and pedestrian traffic, compliant with City of Los Angeles BOE standards, emergency access standards;
- Remove a large palm tree immediately north of the existing tracks on Avalon Boulevard, within the footprint of the proposed cul-de-sacs;
- Remove and replace a portion of the fencing along the LADWP property line that boarders Avalon Boulevard;
- Remove and relocate two LADWP power poles, one streetlight, and one fire hydrant on Avalon Boulevard; and
- Perform minor grading and paving on Avalon Boulevard.

Phase III

- Change the Harry Bridges Boulevard & North Access Road intersection configuration to provide dual left turn lanes in the westbound direction; and
- Provide dual right turn lanes southbound at the intersection of Viaduct & North Access Road.

It should be noted that Phase II and Phase III can start simultaneously following the completion of Phase I.

Project Operations

Following the proposed roadway segment closures along Fries Avenue, Avalon Boulevard, and "A" Street, all vehicle traffic as well as bicycle and pedestrian traffic would be re-routed to the recently completed South Wilmington Grade Separation, located west of Fries Avenue.

Operation of the physical roadway improvements would be limited to maintenance of the proposed hardscape, fencing, signage, gates, and other safety barriers. Maintenance would be undertaken as necessary consistent with ongoing maintenance practices for infrastructure facilities around the Port and would not require additional workers or facilities.

Construction Best Management Practices (BMPs)

Below is a list of construction BMPs and standard conditions that are requirements of all permits issued by LAHD and would be implemented during Project construction. These are Project elements built into the analysis for potential adverse environmental impacts. BMPs are different from "mitigation measures," which are defined as project-specific requirements and necessary to reduce identified potentially significant adverse environmental impacts to less than significant levels from a specific project.

Aesthetics:

- Construction hours would be consistent with LAHD policy and City of Los Angeles Noise Ordinance (Ordinance No. 144.331; Los Angeles Municipal Code [LAMC] Section 41.40, *Noise Due to Construction, Excavation Work – When Prohibited*). However, no nighttime construction lighting would be permitted during the construction of the roadway closures.

Air Quality:

- All trucks would be required to cover their loads as required by California Vehicles Code Section 23114 and consistent with the *LAHD Sustainable Construction Guidelines for Reducing Air Emissions* (LAHD 2009).

- Construction equipment idling time would be limited to 5 minutes when not in use, consistent with the California Air Resources Board (CARB) Airborne Toxic Control Measure to limit idling of diesel-fueled commercial motor vehicles (13 CCR Section 2485).

- Implementation of all applicable requirements for On-Road and Off-Road Trucks consistent with the *LAHD Sustainable Construction Guidelines for Reducing Air Emissions* (LAHD 2009).

- Fugitive dust would be controlled in compliance with SCAQMD Rule 403.. All excavated material, backfill material, exposed soil areas would be treated to prevent fugitive dust. Treatment would include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization material, and/or roll-compaction. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.

- Consistent with SCAQMD Rule 403, during periods where winds exceed 25 miles per hour or greater (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties) or at the direction of the LAHD, all excavation operations would be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site.

Biological Resources:

- Removal of the mature bottlebrush tree along Fries Avenue and the large palm tree along Avalon Boulevard would comply with City of Los Angeles Bureau of Street Services requirements.

Noise:

- The proposed project would comply with City of Los Angeles Noise Ordinance (Ordinance No. 144.331; LAMC Section 41.40, *Noise Due to Construction, Excavation Work – When Prohibited*).

- The proposed Project would comply with LAMC Section 112.05, *Maximum Noise Level of Powered Equipment or Powered Hand Tools*.

Hazardous Materials:

- To reduce the potential for construction worker exposure to hazardous contamination associated with the former contamination sites in the vicinity of the Project site (see Section 4.8, *Hazards and Hazardous Materials*), a Site-Specific Health and Safety Plan would be implemented for any ground disturbing activities associated with vacation of the proposed roadway segments. The Health and Safety Plan would be designed to evaluate each of the chemicals that could be present within the work area as well as the potential

pathways for exposure. Based on this evaluation, the Health and Safety Plan would identify levels of personal protection through personal protective equipment (PPE), engineering mechanisms, and/or construction worker practices. Even if monitoring is not implemented during construction, the Health and Safety Plan would mandate reassessment of the safeguards (i.e., PPE, engineered mechanisms, etc.) if changes at the Project site suspected to be related to hazardous substances occur. This may involve the complete cessation of work and notification of the Environmental Management Division. Any potential hazardous materials or wastes that are unearthed during construction activities would be subject to a hazardous waste determination and would be managed appropriately. All hazardous material would be identified, accumulated and removed in accordance with federal and state regulations and guidelines.

Utilities:

- Underground Service Alert (USA) would be contacted to mark all known utilities on adjacent public property. If utility lines are encountered at any point during excavation, the construction crew would cease the use of heavy machinery and hand dig until the utility is fully located.

Transportation:

- Notices would be posted consistent with LAHD policy to notify Banning's Landing Community Center and interested members of the public of temporary construction activities that could leave to road closures.

2.4 INTENDED USES OF THE INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed Project. Pursuant to Section 15367, the CEQA lead agency for the proposed Project is the LAHD. This IS/MND examines the potential environmental impacts of the proposed Project, including the various actions by LAHD and other agencies that are necessary to implement the proposed Project. It is the intent of this IS/MND to enable the LAHD Board of Harbor Commissioners and other responsible agencies to evaluate the potential environmental impacts of the proposed Project, thereby enabling them to make informed decisions with respect to the requested entitlements.

Under CEQA Guidelines Section 15381, a "responsible agency" means a public agency, which proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or ND. For the purposes of CEQA, the term "responsible agency" includes all public agencies other than the lead agency, which have discretionary approval power over the project.

The list of agencies expected to use this IS/MND and the required discretionary actions include the following:

Table 2 Agencies with Potential Discretionary Authority

Agency	Discretionary Action(s)
Lead Agency	
City of Los Angeles Harbor Department (LAHD)	• Pursuant to its authority as the Lead Agency, the LAHD will consider issuing permits and other approvals (e.g., Coastal Development Permit) for the proposed Project evaluated in this IS/MND. The LAHD has leasing authority for the Port's land; permitting authority for engineering design and construction; responsibility for general regulatory compliance; and authority over Port Master Plan amendments and map changes (if required).
Responsible Agency	
Los Angeles Regional Water Quality Control Board (LARWQCB)	• The proposed Project will be subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) Stormwater Program, which requires obtaining coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity, General Construction Permit 2009-0009-DWQ.
California Coastal Commission	• The California Coastal Commission will be responsible for issuing a Coastal Development Permit for those portions of the Project site that are located outside of the Port Master Plan (may require dual jurisdiction or consolidated permit process with the City of Los Angeles).
Other Local Agencies	
Los Angeles Department of Water and Power (LADWP)	• Approval of any necessary power system and water system relocations.
California Public Utilities Commission (CPUC)	• Approval of grade crossing closures and changes as well as any utility relocation plan.
City of Los Angeles Bureau of Engineering (BOE)	• Permitting authority for storm drain connections and stormwater discharges; permits for water discharges to the wastewater collection system; disposal of materials and haul routes and approval of street vacations.
City of Los Angeles Planning Department	• Approval of street downgrades to a "local street" designation, necessary to allow for vacation.
City of Los Angeles Building and Safety	• Permitting authority for building and grading permits.

2.5 SUBSEQUENT DISCRETIONARY AND MINISTERIAL ACTIONS

In addition to the discretionary actions described above, subsequent approvals by the LAHD and the City of Los Angeles BOE that may rely on this IS/MND may include:

- Regulatory actions or other actions implementing mitigation measures or proposed Project requirements;

- Approval of road closure plans by the City of Los Angeles BOE; the process to vacate a public easement such as street, alley, walk or other public easements within the City of Los Angeles is governed by the provisions of the State Streets and Highways Code and the City of Los Angeles Administrative Code. It is a legislative act of the City Council terminating any stipulated public rights within the area proposed to be vacated; and

- Approval of the following ownership transfers by the City of Los Angles BOE (required after roadway segment vacations).

3. INITIAL STUDY CHECKLIST

This IS has been prepared in accordance with CEQA Guidelines Section 15063 and CEQA Guidelines Appendix G. Please note that the Draft IS/MND was released to the public on April 4, 2014. As such, this Recirculated Draft IS/MND addresses the questions from the CEQA Guidelines Appendix G, as originally issued in 2014.

1. Project Title: Avalon Boulevard, Fries Avenue, and "A" Street Roadway Segments Closure Project
Port of Los Angeles

2. Lead Agency: City of Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes Street
San Pedro, CA 90731

3. Contact Person: Tara Tisopulos, Project Manager
Environmental Management Division
(310) 732-7713

4. Project Location:

The Project site is located in the South Wilmington area and includes: 1) the segment of Fries Avenue between "A" Street and Water Street at the Union Pacific railroad tracks (1,337 linear feet of roadway); 2) the segment of Avalon Boulevard between Harry Bridges Boulevard and Water Street at the Union Pacific railroad tracks (920 linear feet of roadway); and 3) the segment of "A" Street between Avalon Boulevard and the driveway located to the west of Avalon Boulevard (280 linear feet of roadway).

The Project site is located within Planning Area 2 and is designated for container land use in the *Port Master Plan* (September 2018).

5. General Plan Designation:

The General Plan designates the Project site as Public Facilities. The adjacent properties are designated as Non-Hazard Industrial, Commercial, and Community Commercial.

6. Zoning:

The Project site is zoned for Public Facilities (PF). The adjacent properties are zoned for Public Facilities, Commercial Use (C2), And Heavy Industrial Use (M3).

7. Description of Project:

The proposed Project includes segment closures along Fries Avenue, Avalon Boulevard, and "A" Street. The proposed Project would involve immediate closure of these roadway segments using fencing and k-rails (i.e., modular concrete or plastic barriers) followed by permanent closure through physical street modifications including the installation of cul-de-sacs, curbs and gutters, driveways, sidewalks, and signage.

8. Surrounding Land Uses/Setting:

The overall character of the surrounding area is primarily industrial. The properties to the south, east, and west are all zoned for heavy industrial (M3), with limited commercial zoning between Fries Avenue and Avalon Boulevard. However, the community of Wilmington is located north of the Project site. Additionally, the nearest sensitive receptors located include residential areas within the South Wilmington area, located approximately 0.3 mile to the north of the Project site.

9.	**Other Public Agencies Whose Approval is Required:**	• LAHD Road Closure Plan Approval and Coastal Development Permit. • California Coastal Commission Coastal Development Permit (may require dual jurisdiction or consolidated permit process with the City of Los Angeles). • LARWQCB General Construction Permit 2009-0009-DWQ. • LADWP approval of power system and water system relocations. • CPUC approval of grade crossing closures and changes as well as any utility relocation plan. • City of Los Angeles BOE permits for storm drain connections and stormwater discharges; permits for water discharges to the wastewater collection system; disposal of materials and haul routes and approval of street vacations. • City of Los Angeles Planning Department permits for vacation or downgrade of streets. • City of Los Angeles Building and Safety building and grading permits.

3.1 ENVIRONMENTAL RESOURCE AREAS POTENTIALLY AFFECTED

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

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology and Soils
☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☐ Hydrology and Water Quality
☐ Land Use and Planning	☐ Mineral Resources	☐ Noise
☐ Population and Housing	☐ Public Services	☐ Recreation
☐ Transportation and Traffic	☐ Utilities and Service Systems	☐ Mandatory Findings of Significance

3.2 DETERMINATION

Based on this initial evaluation:

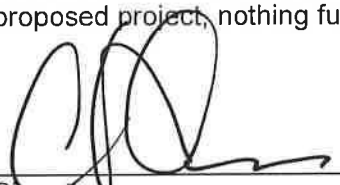
I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

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

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

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

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



Signature

10-17-19

Date

Christopher Cannon, Director
Environmental Management Division
City of Los Angeles Harbor Department

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?				X
e. Create a new source of substantial shade or shadow that would adversely affect daytime views in the area?				X
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, Lead Agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
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?				X
b. Conflict with existing zoning for agricultural use, or a Williamson act contract?				X
c. Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned timberland production?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X	
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?			X	
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
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?			X	

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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?			X	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?			X	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?		X		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d. Disturb any human remains, including those interred outside of formal cemeteries?			X	
6. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
iv) Landslides?				X
b. Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?			X	
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?			X	
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?				X
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?				X
7. GREENHOUSE GAS EMISSIONS: Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
8. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
d. Be located on a site that 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?			X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
9. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?			X	

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?				X
e. Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f. Otherwise substantially degrade water quality?			X	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?			X	
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j. Inundation by seiche, tsunami, or mudflow?			X	
k. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the sea level rise?				X
10. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?			X	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
11. MINERAL RESOURCES. Would the project:				

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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?				X
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?				X
12. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
13. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
14. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X
15. RECREATION.				
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?				X
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X
16. TRANSPORTATION AND TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e. Result in inadequate emergency access?			X	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	
17. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e. Result in a determination by the wastewater treatment provider that 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?				X

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X	
18. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b. Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.			X	
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			X	

4. IMPACTS AND MITIGATION MEASURES

4.1 AESTHETICS

The purpose of this section is to identify and evaluate key visual and aesthetic resources in the Project area and to determine the degree of visual and aesthetic impacts that would be attributable to the proposed Project.

Would the Project:

a) Have a substantial adverse effect on a scenic vista?



Photograph 5. The roadway segments proposed for closure are bordered by industrial uses. Berths 136-147 (TraPac) are located to the west while Berths 196-200A (WWL Auto Terminal) are located to the east.

No Impact. There are no protected or designated scenic vistas from the Project site along Avalon Boulevard, Fries Avenue, and "A" Street. The adjacent properties are zoned for Public Facilities (PF), Commercial Use (C2), and Heavy Industrial Use (M3) and do not provide any protected or designated scenic vistas. The Project site and the immediate vicinity is not designated as scenic routes per the *Wilmington-Harbor City Community Plan* (July 1999) or the *Port Master Plan* (September 2018). Additionally, the current views along Avalon Boulevard and Fries Avenue from the South Wilmington area do not include the waterfront due to their curved alignments. Construction activities associated with the proposed roadway closures would be short-term and temporary. Long-term improvements would be limited to minor physical roadway improvements (e.g., cul-de-sacs, curbs and gutters, driveways, sidewalks, and signage). Because no protected or designated scenic vistas are available from the Project site, no impacts to scenic vistas would occur as a result of the proposed physical roadway improvements.

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

No Impact. One mature bottlebrush tree on Fries Avenue and one large palm tree located immediately north of the existing railroad tracks on Avalon Boulevard would require removal under implementation of the proposed Project. However, the Project site and the surrounding vicinity would not be visible from any state scenic highways that have been designated or determined eligible by the California Department of Transportation (Caltrans). The nearest designated state scenic highway is located approximately 31 miles north of the Project site (Route 2, La Cañada-

Flintridge to the San Bernardino County Line). The nearest eligible state scenic highway (i.e., State Highway 1, State Highway 19 near Long Beach to I-5 south of San Juan Capistrano) is located approximately 10 miles northeast of the Project site (Caltrans 2011). The Project site is located less than 3 miles from Crescent Avenue, a City-designated scenic highway; however, the Project site is not visible from this scenic highway due to the existing topography as well as intervening buildings, structures, and landscaping.

Construction activities associated with the proposed roadway closures would be short-term and temporary. Following the completion of construction activities, the proposed Project improvements would blend with the existing background views of industrial facilities in this area (e.g., TraPac, WWL Auto Terminal, etc.). As described in Section 4.1(b), the infrastructure associated with the proposed Project would be limited to minor physical roadway improvements (e.g., cul-de-sacs, curbs and gutters, driveways, sidewalks, and signage). As such, no impacts related to scenic resources within a state scenic highway or City-designated scenic highway would occur with implementation of the proposed Project.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant. The Project site is characterized by flat, paved asphalt roadway surfaces and adjacent concrete sidewalks, with adjacent fencing, signage, and railway infrastructure along Water Street. Construction activities associated with the proposed Project would temporarily introduce construction equipment that may temporarily disrupt views within the vicinity of the Project site. However, construction activities would not permanently disrupt the existing character or quality of the Project site and its surrounding vicinity, which is typified by industrial and light industrial uses.



Photograph 7. The roadway segments comprising the Project site do not provide views of the Harbor waters or other scenic vistas that could be obstructed or removed as a result of the proposed Project.

Long-term physical roadway improvements would include chain link fencing, k-rails, cul-de-sacs, curbs and gutters, driveways, sidewalks, and signage. These improvements would be consistent with the existing infrastructure in the surrounding vicinity, which includes industrial development surrounded by fencing as well as railroad tracks with crossing arms, gates, signage, etc. As described in Section 4.1(b), two trees would be removed to support the proposed road improvements. Additionally, a portion of the fencing along the LADWP property line along Avalon Boulevard would be removed and replaced. LADWP power poles, streetlights,

fire hydrants, etc., would also be removed and relocated. These minor improvements would not disrupt the existing visual character or quality of the Project site and its surrounding vicinity. Overall, the proposed Project improvements would be consistent with the industrial landscape of the area and would not block views of the Port or the harbor waters of the Port that are available from public vantages, including views from the South Wilmington area and hillside residential areas of San Pedro. Therefore, impacts related to existing visual character and quality of the Project site would be less than significant.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

No Impact. As described in Section 2.3, *Proposed Project Construction Activities*, consistent with the City of Los Angeles (Ordinance No. 144.331; LAMC Section 41.40, *Noise Due to Construction, Excavation Work – When Prohibited*), the hours of construction would be restricted to 7:00 AM to 9:00 PM on weekdays and 8:00 AM and 6:00 PM on Saturdays. However, the 12-month construction schedule would not require nighttime construction work or construction lighting. Therefore, there would be no temporary lighting impacts within the Project site during construction.

One street light would be removed and relocated as a part of the proposed Project. However, the proposed Project would not include any new buildings or structures that could introduce a new source of lighting along either Avalon Boulevard, Fries Avenue, or "A" Street. Rather, implementation of the proposed Project would redirect vehicle traffic along the South Wilmington Grade Separation, thereby eliminating light and glare associated with vehicle headlights along the segments of Avalon Boulevard, Fries Avenue, and "A" Street, comprising the Project site. As such, the proposed Project would result in minor beneficial impacts to light and glare in this area. However, given the industrial nature of the Project site, these beneficial impacts associated with the reduction in vehicle traffic would be negligible.

e) Create a new source of substantial shade or shadow that would adversely affect daytime views in the area?

No Impact. Implementation of the proposed Project would not introduce any new buildings or other structures that could introduce new source of substantial shade or affect surrounding land uses. As such, the proposed Project would have no impacts related to the creation of shade or shadows.

4.2 AGRICULTURE AND FORESTRY RESOURCES

The purpose of this section is to identify and evaluate agricultural and forestry resources within the vicinity of the Project site and to determine the degree of impacts that would be attributable to the proposed Project.

Would the Project:

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?

No Impact. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies categories of agricultural resources that are significant and require special consideration. According to the Farmland Map, the Project site is not located in an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The proposed Project would not involve the conversion of farmland to non-agricultural use. Therefore, there would be no impact to farmland associated with the implementation of the proposed Project.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project site is zoned for public facilities use (PF), commercial use (C2), and heavy industrial use (M3). The Project site is neither zoned for agricultural uses nor under a Williamson Act contract. Additionally, no lands zoned for agriculture are located within the immediate vicinity. Therefore, the proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned timberland production?

No Impact. As described in Section 4.2(b), the Project site is zoned for public facilities use (PF), commercial use (C2), and heavy industrial use (M3). The Project site is limited to existing roadway segments, which are paved and do not support agricultural land, forest land, or timberland uses. Therefore, the proposed Project would not conflict with existing zoning or cause rezoning of forest or timberland. No impact would occur with the implementation of the proposed Project.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project site is not designated as forest land and no loss or conversion of forest land would result from the implementation of the proposed Project.

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?

No Impact. No farmlands exist within or in the immediate vicinity of the Project site. The proposed Project would have no effect on farmlands.

4.3 AIR QUALITY

This section includes a description of existing air quality conditions in the Project area and analyses of construction-related and operational air quality emissions associated with the proposed Project. The methods of analysis for construction, mobile source, odor, and toxic air contaminant (TAC) emissions are consistent with the guidelines of the South Coast Air Quality Management District (SCAQMD). Air quality emissions associated with Project construction activities and vehicles were calculated using the California Air Pollution Control Officers Association (CAPCOA) California Emissions Estimator Model (CalEEMod), Version 2016.3.2. As described in Section 2.2, *Project Background and Objectives*, the Draft IS/MND – including the Air Quality Analysis was released to the public on April 4, 2014. The air analysis below continues to rely on the original Air Quality Analysis; however, the emissions from this technical analysis have been scaled, to include updated data regarding the proposed roadway segment closures along Avalon Boulevard as well as the closure of "A" Street (see Appendix B).

Would the Project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant. The Project site is located within the South Coast Air Basin (Basin), which is currently classified as a nonattainment area for National Ambient Air Quality Standards (NAAQS) 1-hour and 8-hour ozone (O_3) and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). In order to address regional nonattainment issues the SCQAMD develops comprehensive Air Quality Management Plans (AQMPs) that include updates to air quality standards and attainment deadlines. An AQMP serves as a regional blueprint for achieving federal air quality standards. A project would be considered inconsistent with an air quality plan if it is inconsistent with the assumptions regarding land use and emissions in the approved 2016 AQMP, adopted March 3, 2017. The proposed Project is a construction project including vacation and demolition of existing roadway segments over a short construction period, with no additional ongoing operations on the Project site after completion. Therefore, the proposed Project would be consistent with the assumptions regarding land use, motor vehicle trips, and construction equipment emissions within the 2016 AQMP and would not obstruct implementation of the AQMP. Based on the discussion provided above, the proposed Project would have less than significant impacts on applicable air quality plans or clean air programs.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant. Based on criteria set by the SCAQMD, a project would have the potential to violate an air quality standard or contribute substantially to an existing violation if construction emissions would exceed thresholds of significance for daily maximum construction emissions or localized peak day construction emissions. Sources of emissions for the proposed Project include

the following construction equipment and vehicles: heavy-duty haul trucks, earth-moving equipment, welding equipment, and related road improvement equipment, such as pavers, concrete trucks, backhoes, and other miscellaneous air-compressor-powered tools (e.g., jackhammer). The number and type of construction equipment, heavy haul truck trips (e.g., demolition debris hauling, materials delivery, transport of concrete, etc.), and worker trips were evaluated in CalEEMod, which was used to estimate potential emissions resulting from proposed Project.

Table 3 describes the maximum emissions of nitrogen oxides (NO_x), carbon monoxide (CO), particulate matter less than 10 microns in diameter (PM_{10}), and $PM_{2.5}$ that would occur during the excavation and grading/resurfacing activities associated with the proposed Project. As shown therein, construction of the proposed Project would not exceed regional emissions thresholds established by the SCAQMD.

Table 3 Peak Day Construction Emissions (lbs/day)

	PM_{10}	$PM_{2.5}$	NO_x	SO_x	CO	VOC
Project Emissions	1.08	0.66	28.29	0.06	40.14	1.27
Localized Significance Threshold	4	3	57	N/A	585	N/A
SCAQMD Daily Significance Threshold[1]	150	55	100	150	550	75
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Prepared by SRA 2013 and updated by iLanco Environmental, LLC (2019); see Appendix B for CalEEMod output sheets; overall emissions based on rounded totals.

Peak daily emissions calculated within CalEEMod as the maximum daily emissions, considering simultaneous construction activities.

Source: [1]SCAQMD 2015

Based on this analysis, the proposed Project was determined to have less than significant impact on air quality.

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

Less than Significant. The SCAQMD recommends that a project's potential contribution to cumulative emissions should be assessed using the same significance criteria as those for project-specific emissions. As discussed in Section 4.3(b), the proposed Project would not generate construction emissions that would approach or exceed the SCAQMD thresholds of significance. Therefore, the proposed Project would not generate a cumulatively considerable

increase in emissions of the pollutants for which the Basin is in nonattainment and impacts to air quality would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a residence, hospital, school, or convalescent facility where persons could be exposed to substantial pollutant concentrations (SCAQMD 2008). Using this definition, the nearest sensitive receptors to the Project site are single-family residences located approximately 0.3 miles to the north. SCAQMD LSTs aim to protect sensitive receptors within close proximity of a project site from the effects of air pollutants. As shown in Table 3, construction-related emissions would be well below SCAQMD's established thresholds, and would not exceed LSTs at the nearest sensitive receptors (i.e., the single-family residences). There would be no operational emissions associated with the proposed Project following the roadway closures. Therefore, impacts to sensitive receptors would be less than significant.

e) Create objectionable odors affecting a substantial number of people?

Less than Significant. Construction of the proposed Project could produce discernible odors typical of construction sites associated with diesel exhaust from heavy construction equipment operations. Such odors could be a temporary source of nuisance to adjacent users; however, the Project site is located within a major industrial area of the Port. Based on mandatory compliance with SCAQMD Rule 403, *LAHD Sustainable Construction Guidelines for Reducing Air Emissions* and CARB *Airborne Toxic Control Measures* as well as the Project site's distance from sensitive receptors (i.e., approximately 0.3 miles from the nearest single-family residence to the north), construction would not cause substantial odor-related impacts to a substantial number of people in the Project vicinity. Therefore, impacts associated with objectionable odors would be less than significant.

4.4 BIOLOGICAL RESOURCES

The purpose of this section is to identify and evaluate biological resources within the vicinity of the Project site and to determine the degree of biological impacts that would be attributable to the proposed Project.

Would the Project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?



Photograph 8. Potential wildlife habitat located within the Project site is limited to ornamental trees.

Less than Significant. The U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) system and the California Natural Diversity Database (CNDDB) were reviewed to gather information regarding potential special status species that could occur within the vicinity of the Project site (USFWS 2019; California Department of Fish and Wildlife [CDFW] 2019). The following four federally endangered species were identified as potentially occurring with the vicinity of the Project site: California least tern (*Sterna antillarum browni)*, least Bell's vireo (*Vireo bellii pusillus)*; Palos Verdes blue butterfly (*Glaucopsyche lygdamus*), and Pacific pocket mouse (*Perognathus longimembris pacificus*). In addition, there are the following two federally threatened species that have to potential to occur within the Project site: western snowy plover (*Charadrius alexandrines nivosus*), and coastal California gnatcatcher (*Polioptilla californica californica*). Additionally, 25 species of migratory birds are known to occur in the vicinity of the Project site. However, the Project site is entirely paved and is currently used as public roadways. No vegetation or other native habitat areas occur at the Project site, with the exception of ornamental trees along the sidewalks on Fries Avenue, Avalon Boulevard, and "A" Street. No riparian habitat or other sensitive natural communities occur at the Project site.

Given the developed nature of the Project site, the likelihood of any sensitive or special status species is low. The Project site is not a known nesting, roosting, or foraging area for any special status species, and therefore, no adverse effect on these species would be anticipated as a result of the proposed Project. Project-related construction activities would be short-term and temporary and would not result in a loss of individuals or substantial loss of habitat for any federally endangered, threatened, candidate species, state listed species, or other special status species. Further, there are no waterside construction improvements under the proposed Project that would affect any marine wildlife. Therefore, the proposed Project would have a less than significant impact on special status species and their habitats and would not conflict with any regional plans, policies, or regulations.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. As described in Section 4.4(a), the Project site is paved and does not contain riparian habitat or other sensitive natural communities. As such, no impacts would occur as a result of the proposed Project.

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?

Less than Significant. As described in Section 4.4(a), the Project site does not contain any jurisdictional waters or wetlands. The closest recognized saltwater wetland – associated with the harbor waters of the Port – is located approximately 80 feet to the south of the Project site boundary at Water Street. The proposed Project would be subject to the requirements of the NPDES General Construction Permit 2009-0009-DWQ Stormwater Program, which would require the LAHD to comply with the permit for Discharges of Stormwater Associated with Construction Activity. This permit requires the development and implementation of a SWPPP, which would include measures to avoid and minimize potential impacts related to stormwater discharge. Complying with the General Construction Permit and implementation of construction BMPs described in the SWPPP and in Section 2.3, *Proposed Project* is protective of surface water quality. Therefore, no surface water runoff or other indirect impacts to wetland habitats in the vicinity would occur under construction and operation of the proposed Project. The proposed Project would have a less than significant effect on jurisdictional waters.

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?

Less than Significant. As described in Section 4.4(a), there are 25 species of migratory birds known to occur in the vicinity of the Project site. However, the Project site is entirely paved and does not provide suitable nesting or foraging habitat because of the surrounding industrial land uses. Construction activities associated with the proposed roadway segment closures would not interfere with migratory birds. Movement to and from foraging areas in the harbor waters of the Port also would not be affected by any of the proposed Project construction activities. The proposed closure of the existing roadways – which includes the removal of one bottlebrush tree along Fries Avenue and one palm tree along Avalon Boulevard – would be required to comply with the City of Los Angeles Bureau of Street Services requirements. Additionally, there are no proposed waterside improvements associated with the proposed Project that could potentially impact marine wildlife. Implementation of Mitigation Measure BR-1 would further ensure there would be less than significant impacts to the movement of wildlife species or the use of wildlife nursery sites as a result of the proposed Project.

Mitigation Measure BR-1: If tree removal would occur during the avian breeding season (February 1 to August 31 and as early as January 1 for some raptors) a qualified biologist shall

conduct a pre-construction nest survey and carefully inspect the area to be trimmed/removed to ensure that no active nests would be impacted by the proposed tree removal.

With the implementation of the above Mitigation Measure BR-1, the proposed Project would have a less than significant impact on archaeological resources.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. As described in Section 4.4(a), the Project site is entirely paved. One palm tree along Avalon Boulevard would need to be removed as well as one bottlebrush tree along Fries Avenue Removal of these trees would comply with the City of Los Angeles Bureau of Street Services requirements; however, neither of these trees are protected and/or preserved by any City tree ordinance. Implementation of the proposed Project would not conflict with any local policies or ordinances protecting biological resources.

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?

No Impact. As described in Section 4.4(a), special status species and their habitats do not occur within the Project site or in the immediate surrounding vicinity. Additionally, no Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other conservation plan applies to the Project site. The County of Los Angeles has established Significant Ecological Areas (SEAs) to preserve a variety of biological communities for public education, research, and other nondisruptive outdoor uses; however, the proposed Project is not located in a SEA.

4.5 CULTURAL RESOURCES

This section addresses potential impacts on cultural resources that could result from implementation of the proposed Project. Cultural resources customarily include archaeological and ethnographic resources as well as architectural resources. Though not specifically a cultural resource, paleontological resources (i.e., fossils predating human occupation) are also considered in this evaluation, as they are discussed in CEQA Guidelines Appendix G.

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?

Less than Significant. A historical resource is defined in CEQA Guidelines Section 15064.5(a)(3) as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historic

resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for inclusion in the National Register of Historic Places, California Register of Historical Resources, or another local register, and/or otherwise identified as significant in a historic resource survey, are also considered historical resources under CEQA. As further described in Section 4.5(b), the Project site is paved and underlain by urban fill soils, substantially limiting the potential for the proposed Project to uncover buried cultural resources. The proposed physical roadway improvements along Avalon Boulevard, Fries Avenue, and "A" Street would not modify any existing buildings or structures. Additionally, as described in Section 4.5(b), implementation of the proposed Project, including the proposed removal and relocation of LADWP power poles, would not require deep excavations that could disturb native soils and associated buried cultural materials. Therefore, impacts to historical resources would be less than significant.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

Less than Significant After Mitigation Incorporated. According to CEQA Guidelines Section 15064.5(a)(2), a resource "identified as significant in an historical resource survey meeting the requirements [set forth in] PRC Section 5024.1(g), shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant." Individual berths at the Port were constructed by filling previous estuary and low-lying landforms that were historically subject to tidal exposure. These environments were used prehistorically by Gabrieleño Native American tribes for hunting and fishing but were not suitable locations for even temporary habitation. Isolated artifacts could have been casually left behind by individuals during these activities, but they would have limited significance in their ability to inform of past lifestyles. Given that sea level has risen substantially over the past 10,000 years and the end of the Pleistocene Ice Age, there is the potential that deeply buried landforms exist that were subsequently filled over by alluvial sediments. These early Holocene age landforms dating to over 5,000 years ago would reasonably exist well over 10 feet below the existing finished grade of the Project site.

The proposed Project is located on urban fill material (see Section 4.6, *Geology and Soils*) and is entirely paved. Surface disturbance activities associated with construction of the proposed Project would be limited to the proposed roadway segments, which have been extensively disturbed during previous construction. Given the high degree of previous disturbance and the presence of fill materials, there is low potential for discovering archaeological or other cultural materials. Further, the proposed Project would involve physical roadway improvements that would not require deep excavations. Excavation associated with the proposed Project would be limited to 3 to 4 feet in depth along a majority of the Project site, with the exception of excavation to an estimated depth of 10 feet and re-compaction of soil materials to support relocation of the LADWP power poles.

In the highly unlikely event that potentially significant cultural resources would be encountered during construction, Mitigation Measure CR-1 would be implemented. Residual impacts on cultural resources would be adverse, but less than significant.

Mitigation Measure CR-1: Prior to the initiation of any ground disturbing activities, a qualified archeologist shall be retained by the LAHD to respond on an as-needed basis in the event archeological discoveries occur. In the event any cultural resources are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be evaluated and recorded by the archaeologist in accordance with CEQA Guidelines Section 15064.5. The archeologist shall complete any requirements for treatment measures and data recovery prior to the LAHD resuming ground disturbing activities.

With the implementation of the above Mitigation Measure CR-1, the proposed Project would have a less than significant impact on archaeological resources.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant After Mitigation Incorporated. No unique geologic features or paleontological resources are known to exist within the Project site or the immediate vicinity. The Project site is underlain by urban fill and is paved, as described in Section 4.5(a) and 4.5(b). A previous paleontological records search (AECOM 2012) at the Vertebrate Paleontology Division of the Natural History Museum of Los Angeles County indicates that there is one known vertebrate fossil locality in proximity to the Project site boundaries, along Anaheim Street near the intersection of Henry Ford Avenue. However, this vertebrate fossil locality (LACM 1163) is located more than 1.25 miles from the Project site and is associated with older Quaternary Alluvium.

The Project site predominantly consists of artificial fill and surficial deposits composed of younger Quaternary Alluvium resulting from the Dominguez Channel that flows east of the Project site. Surface excavations within the artificial fill or shallow excavations in the younger Quaternary Alluvium would likely not uncover significant vertebrate fossils. However, relatively shallow excavations, which extend down into older Quaternary deposits could encounter significant vertebrate fossils of Late Pleistocene age.

Due to the 10-foot maximum depth of excavation in a localized area to provide relocation of the LADWP power poles, impacts to paleontological would not be anticipated as a result of the proposed Project. However, in the highly unlikely event that potentially significant paleontological resources would be encountered during construction, Mitigation Measure CR-2 would reduce this impact to a less than significant level.

Mitigation Measure CR-2: In the event a potential vertebrate fossil is encountered during ground disturbances, equipment operators shall temporarily cease work. If a potential fossil is encountered, excavation within 10 meters (i.e., approximately 30 feet) of the find shall be

temporarily suspended and redirected elsewhere. A qualified vertebrate paleontologist shall be retained to evaluate the significance of the fossil. If the fossil is determined to be a significant vertebrate specimen, the paleontologist shall systematically remove and stabilize the specimen in anticipation of its preservation. The LAHD shall fund the curation of the significant vertebrate specimen in a qualified professional research facility, such as the Los Angeles County Natural History Museum.

With the implementation of the above Mitigation Measure CR-2, the proposed Project would have a less than significant impact on paleontological resources.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant. The nearest cemetery to the Project site is Wilmington Cemetery, located approximately 1.5 miles to the north. No formal cemeteries or other places of human internment are known to exist within the Project site. However, a lack of surface evidence and the fact that human remains have not been encountered in the area does not preclude the possibility that unknown and unanticipated human remains may be encountered within the Project site.

In the unlikely event that human remains are encountered during construction activities, there shall be no further excavation or disturbance of the Project site or any nearby area and the Los Angeles County Coroner will be contacted in accordance with Health and Safety Code Section 7050.5, PRC Section 5097.98, and CEQA Guidelines Section 15064.5. Work would not continue until the coroner determines that no investigation of the cause of death is required. If the remains are deemed Native American in origin, the Native American Heritage Commission (NAHC) would be contacted to request consultation with a NAHC appointed Most-Likely Descendant pursuant to PRC Section 5097.98 and 14 CCR Section 15064.5. As such, the proposed Project would have a less than significant impact related to the disturbance of human remains.

4.6 GEOLOGY AND SOILS

This section describes the regional and local geologic and soil characteristics within the vicinity of the Project site.

Would the Project:

a) Expose people or structures to 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.

Less than Significant. The Project site is located within the seismically active Southern California region and has the potential to be subject to ground shaking associated with earthquake events on active faults. The Project site is located approximately 1.15 miles east of the Palos Verdes fault zone and 0.35 miles west of the Compton thrust fault zone; however, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone. While the Project site is not located within a fault zone, it is located within a liquefaction zone as defined by the California Department of Conservation (California Department of Conservation 1999).

Construction under the proposed Project would be limited to previously paved and otherwise disturbed areas of the Port. The proposed infrastructure associated with the proposed Project would be limited to fencing, k-rails, cul-de-sacs, curb and gutters, driveways, sidewalks, and the installation of signage, which would not exacerbate existing seismic conditions. The proposed Project would not involve construction of new habitable structures or permanent buildings or facilities. As such, the Project site would have limited potential for damage from seismic activity and impacts due to seismically induced ground failures would be less than significant.

ii) Strong seismic ground shaking?

Less than Significant. Refer to Section 4.6(a)(i).

iii) Seismic-related ground failure, including liquefaction?

Less than Significant. Refer to Section 4.6(a)(i).

iv) Landslides?

No Impact. The Project site is relatively flat with no significant natural or graded slopes. According to the City of Los Angeles General Plan Safety Element, the Project site is not located within an area susceptible to landslides. As such, the Project site would have limited potential for damage from seismic activity or landslides – particularly given that the proposed Project would not involve construction of new habitable structures or permanent buildings or facilities (refer to Section 4.6[a][i]).

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant. Construction of the proposed Project would result in ground disturbance during excavation and grading that could create the potential for erosion. However, exposed ground surfaces would be relatively small and flat areas and exposure would be short term and temporary. Additionally, the proposed Project would be subject to the requirements of the NPDES Stormwater Program, which requires obtaining coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity, General Construction Permit 2009-0009-DWQ (refer to Section 2.3, *Proposed Project*). This permit would require the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP), which would include

additional measures for erosion prevention and control. Following the completion of construction activities, the Project site would be entirely paved, consistent with existing conditions, which would prevent long-term erosion. Therefore, impacts associated with soil erosion would be less than significant.

c) Be located on a geological 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?

Less than Significant. The Project site is located within an area mapped for seismic activity and liquefaction potential, matching a majority of shoreline land throughout Los Angeles County (California Department of Conservation 1999). The Project site is not located within an area mapped for landslide potential (refer to Section 4.6[a][i]). However, construction activities would be minor and would not involve substantial ground disturbing activities (e.g., deep excavations, etc.). Further, given the short-term, temporary nature of the construction activities associated with the proposed Project there would be very little potential for lateral spreading, subsidence, liquefaction, or collapse to affect implementation of the proposed Project. No habitable structures or permanent buildings or facilities, which could be subject to long-term effects, are included within the proposed Project. Therefore, it is highly unlikely that the proposed Project would result in the creation of unstable geologic units or soils or be affected by such conditions and impacts would be less than significant.

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?

No Impact. Expansive soils are often present in liquefaction zones due to the high level of groundwater typically associated with liquefiable soils. As aforementioned, the Project site is located in an area identified as being susceptible to liquefaction (City of Los Angeles 1996). However, the Project site is entirely underlain by urban fill (U.S. Department of Agriculture [USDA] Natural Resources Conservation Service [NRCS] 2018). Additionally, no habitable buildings or permanent buildings or facilities that would be susceptible to expansive soils would be constructed as a part of the proposed Project and human use of the site area due to the Project's closure of transportation accessways would be reduced. As such, no impact to life or property due to expansive soils would occur as a result of the proposed Project.

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?

No Impact. The proposed Project would utilize the existing sewer system for storm water purposes only, as there would be no wastewater related to the proposed Project. Therefore, the proposed Project presents no need for additional capacity or any alternative wastewater disposal

system, and there would be no impacts associated with the use of septic tanks or wastewater disposal systems.

4.7 GREENHOUSE GASES

This section includes a discussion of the potential greenhouse gas (GHG) emission impacts associated with the proposed Project. The methods of analysis for construction and operational emissions are consistent with the guidelines of the SCAQMD and LAHD's standard protocol.

GHG emissions were estimated for the baseline conditions and the proposed Project. Emissions associated with the proposed Project would be primarily limited to temporary use of construction equipment and truck trips associated with materials delivery to and from the Project site. Sources contributing to GHG emissions during construction include construction equipment and vehicles. The construction contractor shall be required to comply with applicable construction BMPs and *LAHD Sustainable Construction Guidelines* (LAHD 2009; refer to Section 2.3, *Proposed Project*).

CEQA Significance Thresholds

CEQA Guidelines Section 15064.4(b) sets forth the factors that should be considered by a lead agency when assessing the significance of impacts from GHG emissions on the environment. These factors include:

- The extent to which a project may increase or reduce GHG emissions compared with the existing environmental setting;
- Whether project emissions exceed a threshold of significance that the lead agency determines applicable to a project; and
- The extent to which a project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions.

The guidelines do not specify significance thresholds and allow the lead agencies discretion in how to address and evaluate significance based on these criteria.

The SCAQMD has adopted an interim CEQA significance threshold of 10,000 metric tons per year of carbon dioxide equivalent (MT/yr CO_2e) for industrial projects where SCAQMD is the lead agency. For the purpose of this IS/MND, this analysis used this threshold to evaluate the proposed Project's GHG emissions under CEQA. If estimated GHG emissions remain below this threshold, they would be expected to produce less than significant impacts to GHG levels.

LAHD has determined the SCAQMD-adopted interim industrial threshold of 10,000 MT/yr CO_2e to be suitable for the proposed Project.

LAHD has set the following threshold for use in this IS/MND to determine the significance of proposed Project-related GHG impacts. The proposed Project would create a significant GHG impact if it:

a) Generates GHG emissions that, either directly or indirectly, may have a significant impact on the environment?

Less than Significant.

Construction

GHG emissions associated with Project construction activities and vehicles were calculated using CalEEMod, Version 2016.3.2. Table 4 below shows the proposed Project's annual GHG emissions in terms of CO_2e.

Table 4 Annual Construction-Related GHG Emissions

	CO_2 (MT/yr)	CH_4 (MT/yr)	N_2O (MT/yr)	CO_2e (MT/yr)
Total Annual Project Construction Emissions	383	0	0	385
SCAQMD Daily Significance Threshold[1]	-	-	-	10,000
Exceeds Threshold?	No	No	No	No

Notes: Prepared by SRA 2013 and updated by iLanco Environmental, LLC (2019); see Appendix B for CalEEMod output sheets; overall emissions based on rounded totals.

1 MT = 1,000 kilograms = 2,205 lbs = 1.1 U.S. (short) tons.

CO_2e = the carbon dioxide (CO_2) equivalent emissions of all GHGs combined. The carbon dioxide equivalent emission rate for each GHG represents the emission rate multiplied by its global warming potential (GWP). The GWPs are 1 for CO_2; 21 for methane (CH_4); and 310 for nitrous oxide (N_2O).

Source: [1]SCAQMD 2015

As shown in Table 4 above, the Project's total GHG emissions would be well below the SCAQMD's significance threshold. Further, since SCAQMD recommends amortizing construction emissions over a 30-year period to account for their contribution to operational impacts from GHGs, the impacts from proposed Project construction would be negligible. Accordingly, the proposed Project construction would not generate GHGs, either directly or indirectly, that may have a significant impact on the environment.

Operational

The proposed Project would not generate new operational traffic at the Project site or on the surrounding streets but would result in localized shifts in the traffic that is forecast to be present with or without the proposed Project (see Section 4.16, *Transportation and Traffic*). Therefore, the proposed Project would not result in an increase in operational GHG emissions. In addition, the proposed roadway closures would eliminate vehicle delays and vehicle queues that results at

Avalon Boulevard and Fries Avenue due to blockages from rail operations (i.e., passing trains). As such, the Project would reduce future GHG emissions associated with vehicle idling and truck queuing. Accordingly, the proposed Project operation would not generate GHGs, either directly or indirectly, that may have a significant impact on the environment. Impacts would be less than significant.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant. The applicable plans, policies, and regulations include the requirements of AB 32; the Green LA Plan; and the Port's Climate Action Plan. Statewide GHG emissions must adhere to the requirements of AB 32, which establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 directed CARB to develop a Scoping Plan, which is the state's plan to achieve the GHG reductions required by AB 32. The latest AB 32 Scoping Plan includes measures that would directly address GHG emission levels associated with the proposed Project construction and operations, such as the phasing-in of cleaner technologies for diesel engine fleets (including construction equipment) and the development of a Low Carbon Fuel Standard. Policies formulated under the mandate of AB 32 that are applicable to the proposed Project, either directly or indirectly, would be implemented by the beginning of proposed construction. Therefore, the proposed Project would not conflict with the AB 32 Scoping Plan.

The Green LA Plan presents a citywide framework for confronting global climate change to create a cleaner, greener, more sustainable Los Angeles. The Green LA Plan directs the Port to develop an individual Climate Action Plan, consistent with the goals of the Green LA Plan, to examine opportunities to reduce GHG emissions from Port operations. In accordance with this directive, the Port has developed a Clean Air Action Plan (CAAP) and measures its GHG reduction progress every year, reviews ongoing programs and seeks opportunities to develop and incorporate new emission reduction strategies into its comprehensive clean air programs. LAHD has been tracking GHG emissions, in terms of CO_2e since 2005 through the LAHD municipal GHG inventory and the annual inventory of air emissions. The Port also maintains a Sustainability Report, Actions to Reduce Green Gas Emissions by 2050, and the Energy Action Management Plan (EMAP). The Port's comprehensive clean air strategies include 23 measures and energy efficiency programs that target GHG emissions from all Port-owned vehicles, equipment, and vessels, and incorporate energy conservation and increasing use of renewable sources and alternative fuels such as solar and natural gas to power Port-owned buildings and operations. The strategies are fully integrated into CAAP measures, zero-emission projects, and other collaborative initiatives at the Port.

As shown in Table 4, construction of the proposed Project would not exceed the SCAQMD's GHG threshold of 10,000 MT/yr CO_2e. Given the minor scope of the proposed Project construction and associated emissions, the Project would not conflict with AB 32, the City's Green LA Plan, or the Port's Climate Action Plan. Accordingly, impacts would be less than significant.

4.8 HAZARDS AND HAZARDOUS MATERIALS

This section discusses the potential for the proposed Project to expose people to hazards and hazardous materials. Hazardous materials are defined as substances with physical and chemical properties of flammability, corrosivity, reactivity, or toxicity, which may pose a threat to human health or the environment. Hazardous materials management is subject to multiple laws, policies, and regulations. Enforcement agencies at the state level include two branches of the California Environmental Protection Agency (CalEPA): the California Department of Toxic Substances Control (DTSC) and the LARWQCB. The federal enforcement agency is the U.S. Environmental Protection Agency (USEPA).

Would the Project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant. General construction activities associated with the proposed Project would not involve the handling of significant amounts of hazardous materials beyond those needed for construction vehicle operations and typical construction activities. Short-term, temporary uses of limited quantities of potentially hazardous materials would be confined to existing paved construction areas and within existing roadways and rights-of-way. Further, the use of potentially hazardous materials would be regulated by USEPA, DTSC, Occupational Safety and Health Administration (OSHA), and the Los Angeles Fire Department (LAFD) health and safety requirements under federal, state, and local regulations, including handling, storage, and disposal of the materials, as well as emergency spill response. As such, all chemicals used during construction of the proposed Project would be used and stored in compliance with applicable requirements. Compliance with all applicable laws and regulations governing the use, storage, and transportation of hazardous materials would minimize the potential for significant safety impacts associated with accidental spill, release, or explosion of hazardous materials.

Operation of the proposed Project would not involve the use, manufacturing, treatment, production, storage, or disposal of hazardous, flammable material, hazardous waste, or other chemicals. With adherence to applicable federal, state, and local regulations and standards, potential impacts would be less than significant.

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?

Less than Significant. Refer to Section 4.8(a) regarding the transportation and use of paints during construction activities associated with the proposed Project.

The Project site is located in close proximity to the several former sites included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., "Cortese List") maintained by the DTSC (see Section 4.8[d] and Table 5). As such, groundwater and soil in the immediate vicinity of the Project site may be impacted with hydrocarbons and heavy metals, and concentrations of these contaminants at some locations could potentially render soil and groundwater as hazardous waste. While construction activities would require ground disturbance to vacate the proposed roadway segments, implementation of the proposed Project would require minimal excavation related to removal of existing road infrastructure. Further, to minimize the potential exposure of on-site construction workers during this ground disturbance, a Health and Safety Plan would be implemented during all construction and temporary installation activities. While highly unlikely, if contaminated materials are encountered or suspected, standard regulatory practices would be applied, and construction workers would adhere to the approved Health and Safety Plan. Therefore, related impacts to the release of hazardous materials would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The Project site is not located within 0.25 miles of an existing or proposed school. The nearest school is George De La Torre Junior Elementary School (500 North Island Avenue), which is located approximately 0.40 miles north of the proposed Project. Additionally, compliance with all appropriate regulations outlined in Section 4.8(a), would ensure that construction activities associated with the proposed Project would not result in impacts to schools.

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?

Less than Significant. The Project site is located in close proximity (i.e., within 0.25 miles) to several cleanup sites, which are included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., "Cortese List") maintained by DTSC:

Table 5 Cleanup Sites in Proximity to the Project Site

Project Name	Status	Project Type	Address	Distance from Project Site
Roehl Disposal Services	Active	Corrective Action	131 North Marine Avenue, Wilmington, CA 90744	0.05 miles
Avalon Triangle	Active	Voluntary Cleanup	101 North Broad Avenue, Wilmington, CA 90744	0.06 miles
Koppers – Los Angeles	NFA as of 1/6/2017	Voluntary Cleanup	210 South Avalon Boulevard, Wilmington, CA 90744	0.02 miles
California Yacht Club	Inactive – Action Required as of 10/3/2018	FUDS	San Pedro, CA 90731	0.11 miles
Catalina Terminal	Inactive – Needs Evaluation as of 7/1/2005	FUDS	Wilmington, CA 90744	0.21 miles
D.W. Russell Co., Inc.	Refer: 1248 Local Agency 2/20/2004	Evaluation	412 West Harry Bridges Boulevard Wilmington, CA 90744	0.21 miles

Notes:
NFA – No Further Action
FUDS – Formerly Used Defense Site

However, the Project site is not included on a list of hazardous materials sites (DTSC 2019). Additionally, there is limited potential for exposure to hazardous materials under implementation of the proposed Project as ground disturbance associated with the proposed construction activities would neither affect subsurface contamination nor ongoing remediation efforts. Nevertheless, if contaminated materials are encountered (e.g., during construction of the 10-foot embedment to support proposed relocation of the LADWP power poles), construction workers would adhere to the approved Health and Safety Plan and all applicable federal, state, local regulations. With adherence to construction BMPs and compliance with all appropriate regulations pertaining to the handling and disposal of hazardous materials, impacts would be less than significant.

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

No Impact. The Project site is not located near an existing public airport. The nearest airports are Torrance Municipal Airport (Zamperini Field), approximately 5 miles northwest of the Project site, and Long Beach Airport, approximately 7 miles northeast of the Project site. Therefore, no impact would occur associated with airport-related hazards.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. A helicopter-landing pad for Island Express is located at the Port of Long Beach approximately 4 miles southeast of the Project site. Only small helicopters operate from this location and transit primarily via the Main Channel. The proximity of the heliport would not result in a safety hazard for construction activities at the Project site. The proposed Project would have no effect related to private airstrips. Accordingly, there would be no impact.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant. The proposed Project would not physically interfere with an adopted emergency response plan as coordination with LAFD, and the Los Angeles Port Police (Port Police) would occur prior to and during all construction activities. The South Wilmington Grade Separation – which was opened in April 2015 – has provided unimpeded grade-separated vehicular access to the South Wilmington area, which is comprised of many businesses and community areas, including TraPac Container Terminal, Wilmington Liquid Bulk, Pasha Terminal, Shell Oil Co., Borax Co., GATX, Union Oil, Banning's Landing Community Center, and Wilmington Waterfront Park. Additionally, implementation of the proposed Project would include the installation of a gate along Fries Avenue on the south side of the railroad track, consistent with AREMA standards, that would be available for emergency vehicles. As such, impacts to any adopted emergency response plan or emergency evacuation plan would be less than significant.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. According to the California Department of Forestry and Fire Protection's (CAL FIRE's) Los Angeles County Fire Hazard Severity Zone Map, the Project site is not located in an area designated as Very High Fire Hazard Severity Zone and there are no wildlands within the vicinity of the Project site (CAL FIRE 2011). Therefore, no impact related to wildland fires would occur with the implementation of the proposed Project.

4.9 HYDROLOGY AND WATER QUALITY

This section describes the existing conditions relating to hydrology and water quality and the potential impacts associated with the proposed Project. In addition, this analysis includes a discussion on the potential sea level rise (SLR) impacts that may result with implementation of the proposed Project.

Would the Project:

a) Violate any water quality standards or waste discharge requirements?

Less than Significant. The implementation of the proposed Project would require the use of heavy-duty construction equipment during construction activities. The proposed Project would be subject to the requirements of the NPDES Stormwater Program, which would require the LAHD to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity, General Construction Permit 2009-0009-DWQ. This permit requires the development and implementation of a SWPPP, which would include measures to avoid and minimize potential impacts related to stormwater discharge during construction. The proposed Project may also require a coastal development permit from the LAHD as well as from the California Coastal Commission for those portions of the Project site that are located outside of the Port Master Plan (refer to Table 2). Each of these coastal development permits would include standard conditions, such as the required use of secondary spill containment during construction. Operationally, implementation of the proposed Project would not result in any direct waste or water discharges, and no wastewater discharge or modifications to discharge systems. Implementation of appropriate BMPs; preparation of a SWPPP; compliance with the requirements of the NPDES Stormwater Program, as necessary, coastal development permit conditions, Los Angeles Municipal Code, and all other applicable federal, state, and local regulations prior to Project approval would reduce potential impacts to water quality to less than significant.

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

No Impact. Implementation of the proposed Project would not substantially deplete or otherwise affect groundwater supplies. Further, given that the Project site is completely paved, the proposed roadway closures would not affect regional groundwater recharge. Therefore, no impacts to groundwater resources would occur with the implementation of the proposed Project.

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

Less Than Significant. The proposed roadway closures would not result in substantial soil erosion or loss of topsoil. As described in Section 4.9(a), the proposed Project would be subject to the requirements of the NPDES Stormwater Program, which requires coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity, which is General Construction Permit 2009-0009-DWQ. The Project site is paved and the proposed

Project would not create additional impervious surface areas that could generate additional surface runoff. As existing rail crossings at the Project site are elevated, surface flows are directed south and north away from the rail tracks. The construction of cul-de-sacs, curbs and gutters, and re-pavement of the segment closures would not substantially alter the drainage pattern of the Project site. Storm water flows would continue to be directed to existing drainage facilities in the vicinity of the Project site, similar to existing conditions. Therefore, impacts to drainage patterns would be less than significant.

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

No Impact. Please refer to Section 4.9(c). The Project site is developed with impervious surfaces, including asphalt roadways and concrete sidewalks. Implementation of the proposed Project would not create new impervious surface areas that could generate additional surface runoff that could cause on- or off-site flooding. Therefore, implementation of the proposed Project would not result in a substantial change to flood conditions or drainage patterns.

e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant. Implementation of the proposed Project would not introduce new uses or new areas of impervious surface that would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. In addition, construction associated with the proposed Project would employ applicable BMPs, as necessary. With implementation of construction BMPs, including temporary erosion control measures, impacts to stormwater runoff and drainage systems would be less than significant.

f) Otherwise substantially degrade water quality?

Less than Significant. Implementation of the proposed Project would not violate any water quality standards or waste discharge requirements. The proposed Project would comply with the Los Angeles Municipal Code and all other applicable federal, state, and local regulations prior to Project approval and would therefore result in less than significant impacts to water quality.

g) Place housing within a 100-year flood hazard area as mapped on a federal flood hazard boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. No housing or other habitable structures are proposed as a part of the proposed street closures. Therefore, no impacts related to housing within a 100-year flood hazard area would occur.

h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

Less than Significant. The entire proposed Project area is located within Zone X, a Special Flood Hazard Area (SFHA) with 0.2% annual chance flood, 1% annual chance of flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, or protected by levees from 1% annual chance flood (Federal Emergency Management Agency [FEMA] 2008). While implementation of the proposed Project would require new curbs and gutters to support the proposed roadway segment closures, the proposed Project would not result in a substantial change to flood conditions or drainage patterns. The proposed Project does not involve construction of structures that would impede or redirect flood flows within a 100-year flood hazard area. Therefore, flood hazard and flood flow impacts would be less than significant.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. The proposed Project would be confined to a relatively small paved area. There are no dams or levees near the proposed Project; therefore, the proposed Project would not have the potential to create or contribute to a risk of a levee or dam failure. Implementation would not expose people or structures to risk involving flooding. Therefore, no impacts to flooding from the failure of a levee or dam would occur as a result of the Project.

j) Inundation by seiche, tsunami, or mudflow?

Less than Significant. According the Tsunami Inundation Map for Emergency Planning (California Department of Conservation 2009), the Project site is located within a tsunami inundation area. However, the proposed Project would be confined to existing paved and previously disturbed areas along Avalon Boulevard, Fries Avenue, and "A" Street. The topography of the proposed Project area, which is essentially flat, lacks sufficient relief to support a mudflow. However, detailed studies of tsunami risk within the Ports of Los Angeles and Long Beach indicate that the Project site is located sufficiently far enough from the open ocean such that waves under various scenarios would not reach above 0.6 meters and would not exceed deck elevations (Moffatt & Nichol 2007). Further, no new permanent buildings or other permanent facilities would be constructed as a part of the proposed Project. Therefore, the proposed Project would have no potential to increase exposure to tsunami inundation areas.

k) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the SLR?

No Impact. Due to its geographic location, the infrastructure and operations of the Port would be vulnerable to long-term SLR by nature. For example, a study by the National Research Council projects a rise in the sea level in the City of Los Angeles of approximately 0.3 to 2 feet from the year 2000 to 2050 (National Research Council 2012). However, the proposed Project would not

involve the construction of any habitable or permanent structures. Further, LAHD and AECOM completed a Sea Level Rise Adaptation Plan for the Port in 2018, which identifies the areas that are projected to be exposed to SLR by 2030, 2050, and 2100, assesses the Port's asset vulnerabilities, and presents adaptation strategies to become more resilient to SLR (AECOM 2018). Inundation mapping within the Plan show the potential for SLR inundation and shoreline overtopping near the Project site under projected worst-case SLR conditions for the years 2050 and 2100. As such, the potential for impacts to Project site from SLR inundation are not anticipated to occur for another 30 years.

Because of the above findings and the fact that the proposed Project would vacate existing road segments and not involve construction of structures, the proposed Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the SLR. Impacts associated with risks from SLR would be less than significant.

4.10 LAND USE AND PLANNING

This section contains a description and analysis of the land use and planning considerations that would result from proposed Project implementation.

Would the Project:

a) Physically divide an established community?

Less Than Significant. The proposed Project includes the closure of segments of Avalon Boulevard, Fries Avenue, and "A" Street. These streets currently provide the community of Wilmington with access to the waterfront and the Banning's Landing Community Center. However, the recently completed South Wilmington Grade Separation – which was opened in April 2015 – provides unimpeded grade-separated vehicular and pedestrian access from Wilmington to recreational uses to the south. This alternative route, while slightly less direct, reduces pedestrian and vehicle safety conflicts as well as wait times associated with railroad crossings on Avalon Boulevard and Fries Avenue.

The construction of the Wilmington Waterfront Promenade – which is programmed, funded, and scheduled for construction as part of the WWDP – will include a pedestrian bridge that will provide the surrounding community with direct pedestrian and bicycle access to the waterfront. Construction of the pedestrian bridge will begin in 2021-2022 and the bridge will be open to the public in 2023, shortly after the proposed roadway segment closures. As such, implementation of the proposed Project would not divide an established community and impacts would be less than significant.

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

No Impact. The proposed Project would not conflict with a specific plan, general plan, or zoning ordinance. The Project site is zoned for public facilities under the City of Los Angeles Zoning Ordinance and would continue to have the same land uses as under existing conditions. The proposed Project would not alter the land use of the Project site or surrounding area and would not conflict with the *Port Master Plan* (September 2018) or any applicable land use plans. As such, the proposed Project is compatible with applicable land use plans, policies, and City regulations, and no impact would occur with the implementation of the proposed Project.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. As discussed in Section 4.4(f), the Project site is not part of any HCP or NCCP. No impact would occur with the implementation of the proposed Project.

4.11 MINERAL RESOURCES

The purpose of this section is to identify and evaluate key mineral resources in the proposed Project area and to determine the degree of impacts that would be attributable to the proposed Project.

Would the Project:

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?

No Impact. The Project site is within the identified boundaries of the Wilmington Oil Field, the third largest oil field in the U.S. (Division of Oil, Gas, and Geothermal Resources [DOGGR] 2018). However, there are no oil drilling rigs or current oil exploration investigations within the proposed Project area, and the proposed Project would not create any obstacles to oil extraction operations associated with subsurface mineral resources at the Wilmington Oil Field or any other historic well location within the vicinity of the Project site. Therefore, no impacts would result to mineral resources.

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?

No Impact. The Project site is not located within a mineral resource recovery site delineated in the *Port Master Plan* (September 2018). As such, no loss of availability to mineral resources would occur and no impact would occur as a result of the proposed Project.

4.12 NOISE

The purpose of this section is to identify sensitive noise receptors in the proposed Project area and to determine the degree of noise impacts that would be attributable to the proposed Project. Noise and vibration levels related to construction activity and changes to mobile source noise associated with re-routed traffic have been analyzed by Terry A. Hayes and Associates Inc. (TAHA) (see Appendix C). As a part of this analysis, TAHA collected existing noise levels at the Project site on November 12, 2013. These measurements were used to establish existing ambient noise conditions to provide a baseline for evaluating construction impacts and operational impacts. As described in Section 2.2, *Project Background and Objectives*, the Draft IS/MND – including the Noise and Vibration Analysis – was released to the public on April 4, 2014. The impact analysis below continues to rely on the original Noise and Vibration Analysis prepared by TAHA. However, the operational analysis has been revised to consider the "Future Without Project (2017)" scenario as the baseline noise conditions, given it accounts for the traffic conditions following the South Wilmington Grade Separation Project, which was completed in April 2015. These baseline conditions are compared against two operational scenarios: 1) "Future with Project (2017)," which represents the potential noise and vibration impacts associated with the proposed Project; and 2) "Future with Project (2038)," which represents the potential cumulative noise and vibration impacts associated with the proposed Project as well as other planned and pending projects (e.g., WWDP).

Would the Project result in:

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

Less than Significant.

Construction

A significant impact related to construction activity would occur if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 A-weighted decibels (dBA) or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use; and/or

- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at anytime on Sunday.

The City has established policies and regulations regarding the generation and control of noise that could adversely affect its citizens and noise sensitive land uses. Los Angeles Municipal Code (LAMC) Section 41.40 indicates that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m. on Monday through Friday, 6:00 p.m. and 8:00 a.m. on Saturdays and national holidays, or on Sundays The provisions of this section do not apply to construction work done within any district zoned for manufacturing or industrial uses. However, as described in Section 2.3, *Proposed Project*, the 12-month construction schedule would not require nighttime construction work. Nevertheless, construction activities would last for more than 10 days in a 3-month period. Therefore, a significant impact would occur if construction noise levels exceed existing exterior ambient noise levels by 5 dBA.

Construction of the proposed Project would occur in accordance with LAMC Section 112.05, *Maximum Noise Level of Powered Equipment or Powered Hand Tools*, which limits the maximum noise level powered equipment may produce within 500 feet from a residential zone to 75 dBA at a distance of 50 feet from the equipment, unless compliance is technically infeasible.

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, and senior care facilities would be considered noise- and vibration-sensitive uses and may warrant unique measures for protection from intruding noise. The nearest sensitive receptors to the Project site are significantly farther than 500 feet and include the following:

- Residents located approximately 0.3 miles (1,630 feet) to the north and northwest of the proposed activity on Fries Avenue; and
- Newmark's Yacht Centre Marina with live-aboard yachts located approximately 2,500 feet (0.47 miles) to the east of the proposed activity on Avalon Boulevard.

Existing noise levels at these locations were recorded on November 12, 2013. These measurements were used to establish existing ambient noise conditions, provide a baseline for evaluating construction impacts, and assess potential Project impacts. As shown in Table 6 below, the daytime existing ambient noise levels were 53.9 dBA L_{eq} in the residential area and 55.6 dBA L_{eq} at the Newmark's Yacht Centre.

Table 6 Existing Noise Levels at Sensitive Receptors

Location	Sound Levels (dBA L_{eq})
Wilmington Residences	53.9
Newmark's Yacht Centre	55.6

Source: TAHA 2013; see Appendix C.

As there has been limited development and population growth in the immediate vicinity of these, existing ambient noise levels at these sensitive receptors are expected to remain relatively the same as they were in 2013. Further, construction of the South Wilmington Grade Separation has likely drawn vehicles away from the residents located closest to the Project site, potentially resulting in a minor reduction in the previously monitored noise levels.

Construction activity would temporarily increase ambient noise levels on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type, duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction activities typically require the use of numerous pieces of noise-generating equipment. Typical noise levels from various types of equipment that may be used during construction are listed in Table 7 below. The table shows noise levels at distances of 50 and 100 feet from the construction noise source. When various activities are aggregated, it is anticipated that roadway construction activity generates a noise level of 82 dBA L_{eq} at 100 feet. This reference noise level was used to estimate noise levels at sensitive receptors by: 1) making a distance adjustment to the construction source noise level; and 2) logarithmically adding the adjusted construction noise source level to the existing ambient noise level.

Table 7 Maximum Noise Levels of Common Construction Machines

Noise Source	Noise Level (dBA L_{eq})	
	50 feet	100 feet
Front Loader	80	74
Trucks	89	83
Jackhammers	90	84
Generators	77	71
Back Hoe	84	89
Tractor	88	82
Scraper/Grader	87	81
Paver	87	81

Note: Machinery equipped with noise control devices or other noise-reducing design features do not generate the same level of noise emissions as that shown in this table.
Source: City of Los Angeles 2006.

Table 8 below presents the estimated incremental increase in noise levels associated with construction activity at sensitive receptor locations.

Table 8 Construction Noise Levels

Sensitive Receptor	Distance (feet)	Existing L_{eq} (dBA)	Projected Construction-Related L_{eq} (dBA)	Incremental Increase
Residences to the North	1,630	53.9	54.8	0.9
Newmark's Yacht Centre	2,500	55.6	57.9	2.3

Note: Prepared by TAHA 2013; see Appendix C for a description of methodology, assumptions, and calculations.

Project construction-related noise at the single-family residences to the north would be reduced by intervening structures between the Project site and the homes. Intervening structures can reduce noise levels by up to between 5 dBA and 10 dBA (FTA 2006). Therefore, projected noise increases are expected to be smaller at the residences than the live-aboard yachts located across the open water. As shown in Table 8, construction noise would not exceed the 5-dBA significance threshold at the analyzed sensitive receptors. Additionally, the Project site is located within an area of the Port that experiences ambient noise levels typical of industrial uses and the railroad. Due to the distance from sensitive receptors and associated noise attenuation as well as the short-term nature of the construction, Project impacts to noise would be less than significant.

Operation

The operational noise analysis assessed mobile and stationary sources. Based on the *City of Los Angeles CEQA Thresholds Guide* (2006), a significant impact related to operational activity would occur if:

- Ambient noise levels measured at the property line of the residences increase by 3 dBA Community Noise Equivalent Level (CNEL) to or within 70 CNEL for "normally unacceptable" or above 70 dBA CNEL for "clearly unacceptable" categories or any 5-dBA or more increase in noise level.

Mobile Noise

Operation of the road segments closure would involve maintenance of the hardscape, fencing, signage, gates, and safety barriers proposed, as necessary consistent with ongoing maintenance practices for infrastructure facilities around the Port. Following the vacation and permanent closure of the proposed segments of Avalon Boulevard, Fries Avenue, and "A" Street, all vehicle traffic along the vacated streets would be re-routed to the recently completed South Wilmington Grade Separation, located west of Fries Avenue. Therefore, implementation of the proposed Project should result in a decrease in noise levels associated with vehicular traffic along these roadway segments, and a minor increase in noise levels along the South Wilmington Grade Separation. However, the South Wilmington Grade Separation already supports vehicular traffic from Harry Bridges Boulevard and is located within an industrial area of the Port. The nearest sensitive receptors to the South Wilmington Grade Separation are located over 800 feet from the grade separation. These residences would not experience increased ambient noise levels by

3 dBA CNEL to or within 70 CNEL for "normally unacceptable" or above 70 dBA CNEL for "clearly unacceptable" categories or any 5 dBA or more. Therefore, proposed Project impacts associated with operational vehicular traffic would be less than significant.

The proposed Project would not generate new vehicle trips but would re-route traffic on the surface street network. The rerouting of traffic is not a significant traffic change (see Section 4.16, *Transportation and Traffic*). The Federal Highway Administration RD-77-108 noise calculation formulas were used to project mobile source noise levels under future and cumulative scenarios (see Table 9). The greatest Project-related noise increase would be 0.8 dBA CNEL and would occur along Harry Bridges Boulevard west of Fries Avenue. The roadway noise increase attributed to the proposed Project would be less than the 3-dBA CNEL increment at all analyzed segments. Therefore, the proposed Project would result in a less than significant impact related to Project-level mobile noise levels.

Table 9 Estimated Community Noise Equivalent Level

Time Period and Roadway Segment	Estimated dBA, CNEL		
	Existing (2017)	Existing (2017) Plus Project	Project Increase
AM Peak Hour			
Harry Bridges west of Fries	74.7	75.5	0.8
Harry Bridges east of Avalon	74.2	74.9	0.7
Fries north of Harry Bridges	61.3	61.3	0
Avalon north of Harry Bridges	65.4	65.4	0
PM Peak Hour			
Harry Bridges west of Fries	77.6	77.9	0.3
Harry Bridges east of Avalon	77.0	77.3	0.3
Fries north of Harry Bridges	63.0	63.0	0
Avalon north of Harry Bridges	65.4	65.4	0
Midday Peak Hour			
Harry Bridges west of Fries	75.1	75.5	0.4
Harry Bridges east of Avalon	74.7	75.1	0.4
Fries north of Harry Bridges	63.0	63.0	0
Avalon north of Harry Bridges	68.9	68.9	0

Notes: Prepared by TAHA 2013; see Appendix C for a description of methodology, assumptions, and calculations.
The operational analysis has been revised to consider the "Future Without Project (2017)" scenario as the baseline noise conditions, given that scenario accounts for the traffic conditions following the South Wilmington Grade Separation Project, which was completed in April 2015 following the original public release of the Draft IS/MND.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant. Heavy-duty truck, concrete truck, jackhammer and backhoe activity during construction would result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Unless heavy-duty construction activities are conducted extremely close (within a few feet) to neighboring structures, vibrations from construction activities rarely reach levels that damage structures. Typical vibration levels associated with construction equipment are provided in Table 10 below. Heavy equipment (e.g., large bulldozer) generates vibrations levels of 0.089 inches per second peak particle velocity (PPV) at a distance of 25 feet.

Table 10 Vibration Velocities for Construction Equipment

Equipment	PPV at 25 feet (inches/second)
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003

Source: Federal Transit Administration 2006.

According to the Federal Transit Administration's (FTA) Traffic Noise and Vibration Impact Assessment document, the primary concern regarding construction vibration relates to potential damage effects. The construction vibration damage criterion for buildings that are extremely susceptible to vibration damage is 0.12 inches per second PPV. This is the strictest PPV vibration threshold established by the FTA. The Port Archives Building would be located nearest to heavy-duty equipment at a distance of approximately 30 feet. The typical vibration level from heavy-duty equipment at this distance would be approximately 0.07 PPV. Regardless of the degree of building sensitivity (e.g., historic or reinforced), heavy-duty equipment vibration would not exceed the FTA damage criteria. Groundbourne vibration would be imperceptible at the nearest residential zones located approximately 0.3 miles from the Project site. As these construction activities would be short-term and temporary, impacts related to groundborne noise levels would be less than significant.

Operation of the proposed Project would not include significant stationary sources of vibration, such as heavy equipment operations. Operational vibration in the Project vicinity would be generated by vehicular travel on the local roadways. According to the FTA Transit Noise and Vibration Impact Assessment, significant vibration impact from rubber tire-fitted vehicles is extremely rare. Vehicle suspension design and rubber tires act as a highly effective barrier to vibration transmission from the vibration-generating carriage and the ground. Therefore, the proposed Project would result in a less than significant impact related to operational vibration.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact. The noise that is anticipated to occur from construction of the proposed Project would be short-term and would not result in a permanent increase in noise levels. Potential permanent increases in ambient noise levels were assessed above for on-road vehicles and stationary sources. Operation of the proposed Project would not result in a substantial permanent increase in ambient noise levels. As discussed above, operational noise level would not exceed the significance threshold. Therefore, the proposed Project would result in a less than significant impact related to substantial permanent increase in ambient noise levels.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant. Please also see Section 4.12(a). Potential temporary increases in ambient noise levels were assessed above for construction activities. As discussed above, temporary construction activities would not increase ambient noise levels by more than 5 dBA, and therefore, would not be considered substantial. Construction noise would be in compliance with LAMC Sections 41.40 and 112.05. As also discussed above, operational noise would be slightly decreased in comparison to ambient noise levels at the Project site as vehicular traffic would be minimized on the vacated street segments. The Project site and surrounding uses are located within an area which does not support residential uses and are characterized by noise levels typical of industrial land uses. Therefore, impacts would be less than significant.

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 pubic use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The nearest airports are Torrance Airport, approximately 5 miles northwest, and Long Beach Airport, approximately 6.8 miles northeast of the site. The proposed Project is not located within an airport land use plan. Therefore, no impacts would occur as a result of the proposed Project.

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

No Impact. A helicopter-landing pad for Island Express is located at the Port of Long Beach approximately 4.3 miles southeast of the Project site. Only small helicopters operate from this location and transit primarily via the Main Channel. The proposed construction activities would be located too far from the helicopter-landing pad to affect or be affected by helicopter noise. Therefore, construction workers would not be exposed to excessive noise levels. Additionally, implementation of the proposed Project would not result in the construction of any habitable

structures that could be affected by helicopter noise over the long-term. Therefore, no impacts would occur as a result of the proposed Project.

4.13 POPULATION AND HOUSING

This section describes potential impacts to population and housing associated with the proposed Project.

Would the Project:

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

No Impact. The proposed Project involves roadway segment closures at Avalon Boulevard, Fries Avenue, and "A" Street. The proposed Project would not establish new housing or develop any infrastructure that could be used to support future permanent growth. Further, the implementation of the proposed Project would not result in the construction of any additional access roads and/or roadway extensions. Construction employment opportunities and/or operational employment opportunity provided by the proposed Project would not result in household relocation due the small scale, temporary nature of the proposed construction activities. Therefore, the proposed Project would not induce substantial population growth either directly or indirectly. The proposed Project would have no impact on regional or local population or housing.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. There is no housing within the proposed Project boundaries that would be displaced as a result of the proposed Project. No impacts would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. Refer to Section 4.13(b).

4.14 PUBLIC SERVICES

This section evaluates public services impacts associated with the implementation of the proposed Project in terms of fire protection, police protection, schools, parks, and other public services.

Would the Project:

a) 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 following public services:

    i) Fire Protection?

Less than Significant. LAFD provides fire protection services as well as emergency medical (i.e., paramedic) services within the City of Los Angeles, including for the Project site. Fire protection capabilities are based on the distance from the emergency to the nearest fire station and the number of simultaneous emergency or fire-related calls. LAFD has a required maximum response time of 9 minutes by land and 14 minutes by water. LAFD facilities in the vicinity of the Project site include land-based fire stations and fireboat companies. In the Harbor area, Battalion 6 is responsible for all of San Pedro and its waterfronts, Terminal Island and all surrounding waters, as well as Wilmington, Harbor City, and Harbor Gateway. There are 10 fire stations within these geographical areas, which consist of fireboats, hazardous material squads, paramedic and rescue vehicles, three-truck companies, an urban search and rescue team, and a foam tender. Station No. 49, located at 400 Yacht Street in Wilmington between Berths 194 and 195, is the closest fire station to the Project site, located 0.35 miles to the southeast (LAFD 2018). Station 49 serves as Battalion 6 Headquarters. LAFD Station 38, located at 124 East I Street in Wilmington, is the second closest station to the Project site, located 0.68 miles to the north (LAFD 2018). The proposed Project would be reviewed by LAFD prior to commencement of construction activities. During construction activities associated with the proposed roadway segment closures, emergency access to the Project vicinity would be maintained for emergency service vehicles.

Following completion of the proposed construction activities, there would be no long-term increase in demand for fire protection services. Since all traffic would be re-routed to the recently constructed South Wilmington Grade Separation located west of Fries Avenue, no measurable impacts to response times would be anticipated. Further, the proposed Project would comply with the Los Angles Municipal Code requirements and all applicable LAFD requirements prior to commencement of construction activities. The proposed Project would not result in any increase in residential population. No housing or employment opportunities would be provided by the proposed Project that would require increased fire protection services. The Project would require neither the expansion of existing facilities nor the construction of new fire facilities. Therefore, impacts to fire protection services would be less than significant.

ii) Police protection?

Less than Significant. The Port Police are the primary law enforcement agency at the Port. The Port Police are responsible for patrol and surveillance of POLA property including 12 square miles of landside property and 43 miles of waterfront. The Los Angeles Police Department (LAPD) provides police protection to the entire City of Los Angeles. The Project site is located within the LAPD Harbor Division Area, which includes a 27.5-square-mile area including Harbor City, Harbor Gateway, San Pedro, Wilmington, and Terminal Island. The LAPD Harbor Community Station is located near the Port entrance at 22175 John S. Gibson Boulevard and supports a staff of approximately 260 patrol officers, detectives, and support staff, including a minimum of 19 officers in the field at all times. The Port Police Headquarters are located at 330 S. Centre Street in San Pedro. The Port Police maintain six patrol areas and the number of officers assigned to these patrols varies depending on events and national security intelligence. The Port Police service levels are considered adequate in the Project site.

Construction of the roadway improvements is not anticipated to result in temporary interruption and/or delays for law enforcement. As described in Section 4.14(a)(i), emergency access would be maintained during all construction and operational activities at the Project site. The proposed Project would be reviewed by the Port Police prior to commencement of construction activities. Further, the proposed Project would comply with the Los Angeles Municipal Code requirements and any Port Police requirements. The proposed Project would not result in any increase in residential population. No housing or employment opportunities would be provided by the proposed Project that would require increased police protection services. The proposed Project would require neither expansion of existing facilities nor construction of new police protection facilities. The proposed Project would not increase demand for law enforcement as no new facilities would be required. Therefore, implementation of the proposed Project would have less than significant on police protection.

iii) Schools?

No Impact. As described in Section 4.13(a), no new housing is included as a part of the proposed Project, and the proposed Project would not result in new permanent populations that require school facilities. Therefore, no impacts to schools would occur from the proposed Project as no new students would be generated and no increase in demand for local schools would result from implementation of the proposed Project.

iv) Parks?

No Impact. The proposed Project does not include development of any residential uses and would not generate any new permanent residents that would increase the demand on local parks. Therefore, no impact related to parks would occur with the implementation of the proposed Project.

v) Other public facilities?

No Impact. As described in Section 4.13(a), the proposed Project does not propose development of housing and would not generate any new permanent residents that would increase the demand on other public services or facilities. As such, no impacts to other public facilities would occur from the implementation of the proposed Project.

4.15 RECREATION

This section evaluates recreation impacts associated with the implementation of the proposed Project. The analysis addresses potential construction-related and operational impacts to surrounding local parks or other recreation facilities that could occur as a result of the proposed Project.

Would the Project:

a) 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?

No Impact. The proposed Project is located within LAHD property and consists of proposed roadway segment closures. Vehicle and pedestrian access to the Banning's Landing Community Center is currently provided by the recently completed South Wilmington Grade Separation. The South Wilmington Grade Separation does not provide a relatively flat and direct route to Banning's Landing as is currently afforded to Wilmington via Avalon Boulevard and Fries Avenue. However, the South Wilmington Grade Separation does avoid potential pedestrian safety conflicts and vehicle delays that occur along these street segments due to the rail crossings. Additionally, as described in Section 2.2, *Project Background and Objectives*, the forthcoming pedestrian bridge is funded and is scheduled to be opened to the public in 2023. The pedestrian bridge will provide the South Wilmington area and surrounding community with open space and improved pedestrian and bicycle access to the waterfront. The proposed Project would not result in direct impacts to parks or recreational facilities as none exist on or immediately adjacent the Project site. Further, the proposed Project does not include development of any residential uses or other forms of habitable use and would therefore not generate any new permanent residents that would increase the demand on local parks or recreation facilities. Therefore, the proposed Project would not result in increased demand on existing parks and recreational facilities such that substantial physical deterioration would occur or be accelerated. The proposed Project would not result in impacts to recreation.

b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. Refer to Section 4.15(a).

4.16 TRANSPORTATION AND TRAFFIC

The purpose of this section is to identify and evaluate transportation and traffic conditions in the vicinity of the Project site and to analyze the potential short- and long-term transportation and traffic impacts of the proposed Project.

Operational traffic impacts have been analyzed by Fehr & Peers (see Appendix D). As a part of this analysis, Fehr & Peers collected traffic counts in November 2012, which were used to describe the existing traffic conditions for evaluating operational impacts as a result of the proposed Project. As described in Section 2.2, *Project Background and Objectives*, the Draft IS/MND – including the Project Traffic Report – were released to the public on April 4, 2014. Therefore, similar to the impact analysis for noise and vibration (refer to Section 4.12, *Noise*), the transportation and traffic impact analysis below continues to rely on the original Project Traffic Report prepared by Fehr & Peers; however, the operational analysis has been revised to consider the "Future Without Project (2017)" scenario as the baseline traffic conditions, given that scenario accounts for the traffic conditions following the South Wilmington Grade Separation Project, which was completed in April 2015. These baseline conditions are compared against two operational scenarios: 1) "Future with Project (2017)," which represents the potential traffic impacts associated with the proposed Project; and 2) "Future with Project (2038)," which represents the potential cumulative traffic impacts associated with the proposed Project as well as other planned and pending projects (e.g., WWDP).

An analysis of Vehicle Miles Traveled (VMT) is not included in the following traffic analysis. The 2014 CEQA and LADOT guidelines in place at the time that the original Draft IS/MND was published did not require the use of VMT thresholds in CEQA documents. Additionally, the LADOT concurred with the methodology for the Project Traffic Study in a Memorandum of Understanding (MOU) signed July 10, 2019. Further, under the current LADOT guidelines, the proposed Project is categorized as a transportation infrastructure project.[3] Since the Project does not increase vehicle capacity, and therefore does not induce additional VMT, and would not reduce capacity on a roadway that exceeds 750 vehicles per hour per lane for even a single hour, it does not trigger the requirement for a transportation assessment using VMT thresholds.

The following seven intersections were identified for analysis by Fehr & Peers:

1. Harry Bridges Boulevard & Broad Avenue (signalized) – Existing
2. Harry Bridges Boulevard & Avalon Boulevard (signalized) – Existing
3. Harry Bridges Boulevard & Fries Avenue (signalized) – Existing

[3] The current LADOT Transportation Assessment Guidelines Section 1.3 states, "The City requires the preparation and submission of a transportation assessment for …Transportation Projects that meet the following criteria: If a Transportation Project is likely to either: (1) induce additional vehicle miles traveled by increasing vehicle capacity; or (2) reduce roadway through-lane capacity on a street that exceeds 750 vehicles per hour per lane for at least two (2) consecutive hours in a 24-hour period after the project is completed, a transportation assessment is generally required…"

4. Harry Bridges Boulevard & North Access Road (signalized) – Future
5. North Access Road & TraPac Access/Viaduct (signalized) – Future
6. South Access Road & Pier "A" Street/Viaduct (signalized) – Future
7. South Access Road & Fries Avenue (all way stop-controlled) – Future

The unsignalized future intersection was analyzed to determine whether it would meet traffic signal warrants in accordance with Los Angeles Department of Transportation (LADOT) policies and procedures.

Would the Project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant. Since all study intersections are within the City, consistent with the *Traffic Study Policies and Procedures* (LADOT 2013), the traffic study used the Critical Movement Analysis (CMA) method of intersection capacity calculation to analyze the Level of Service (LOS) at the existing and future signalized intersections. LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent "free-flow" conditions at LOS A to overloaded "stop-and-go" conditions at LOS F. LOS D is typically considered to be the minimum desirable LOS in urban areas. The CMA methodology determines the volume to capacity (V/C) ratio of an intersection based on the number of approach lanes, the traffic signal phasing and the traffic volumes. The V/C ratio is then used to find the corresponding LOS based on the definitions in Table 1 of the traffic study (see Appendix D).

Under the LADOT guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04, or an increase of 6.0 seconds in delay for intersections projected to operate at LOS C after the addition of project traffic. Stricter thresholds of significance apply to intersections projected to operate at LOS D, E, or F after the addition of project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the project related increase in V/C ratio or delay. Therefore, a project would have a significant impact on the transportation/circulation if it increases an intersection's V/C ratio in accordance with the following impact criteria:

Table 11 LADOT Impact Criteria

LOS	Final V/C Ratio	Project-related Increase in V/C
C	>0.700 – 0.800	equal to or greater than 0.040
D	>0.800 – 0.900	equal to or greater than 0.020
E or F	>0.900	equal to or greater than 0.010
LOS	**Final Delay**	**Project-related Increase in V/C**
C	>20 – 35	equal to or greater than 6.0 seconds
D	>35 – 55	equal to or greater than 4.0 seconds
E	>55 – 80	equal to or greater than 2.5 seconds
F	>80	equal to or greater than 2.5 seconds

Existing Traffic Conditions and Baseline (2017) Plus Project Traffic Conditions

Traffic projections were analyzed to establish baseline operating conditions with and without the Project in 2017. The results of this analysis, presented in Table 12 below, show that the study intersections would continue to operate at acceptable LOS (A or B). The traffic shifts due to the proposed Project would result in minor V/C improvements where Harry Bridges Boulevard intersects with Broad Avenue and where it intersects with the North Access Road (Study Intersections 1 and 4). At the other study intersections, small increases in V/C would occur due to vehicular traffic shifted from the streets that are proposed for closure. All analyzed intersections are currently controlled by traffic signals and are controlled by the City's Automated Traffic Surveillance and Control (ATSAC) system. In accordance with LADOT procedures, a capacity increase of 10% was applied to reflect the benefits of ATSAC and Adaptive Traffic Control Systems (ATCS).

Table 12 Existing (2017) Intersection Level of Service Analysis with and without the Proposed Project

No.	Intersection	Peak Hour	Baseline (2017)		Baseline (2017) Plus Project		Project Increase	Significant?
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	
1	Harry Bridges Boulevard & Broad Avenue *Signalized*	AM	0.240	A	0.198	A	-0.042	NO
		MD	0.261	A	0.193	A	-0.067	NO
		PM	0.481	A	0.403	A	-0.077	NO
2	Harry Bridges Boulevard & Avalon Boulevard *Signalized*	AM	0.218	A	0.276	A	0.058	NO
		MD	0.227	A	0.253	A	0.025	NO
		PM	0.413	A	0.442	A	0.029	NO
3	Harry Bridges Boulevard & Fries Avenue *Signalized*	AM	0.164	A	0.216	A	0.052	NO
		MD	0.198	A	0.212	A	0.014	NO
		PM	0.439	A	0.457	A	0.018	NO
4	North Access Road & Harry Bridges Boulevard	AM	0.303	A	0.336	A	0.034	NO
		MD	0.370	A	0.355	A	-0.015	NO
		PM	0.615	B	0.614	B	-0.001	NO

No.	Intersection	Peak Hour	Baseline (2017)		Baseline (2017) Plus Project		Project Increase	Significant?
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	
	Signalized							
5	North Access Road &	AM	0.113	A	0.349	A	0.236	NO
	TraPac	MD	0.161	A	0.267	A	0.106	NO
	Access/Viaduct	PM	0.153	A	0.298	A	0.145	NO
	Signalized							
6	South Access Road	AM	0.139	A	0.302	A	0.164	NO
	& Pier "A" Street	MD	0.073	A	0.158	A	0.085	NO
	Viaduct	PM	0.071	A	0.179	A	0.108	NO
	Signalized							
7	Fries Avenue &	AM	8.1 secs	A	8.7 secs	A	0.6 secs	NO
	South Access Road	MD	7.7 secs	A	8.0 secs	A	0.3 secs	NO
	All-Way Stop-Controlled	PM	7.9 secs	A	8.3 secs	A	0.4 secs	NO

Note: A V/C credit of 0.1 has been applied to reflect the combined benefits of ATSAC and ATCS at the signalized intersections.
Source: Fehr & Peers 2014 (see Appendix D).

Cumulative Traffic Conditions and Cumulative Plus Project Traffic Conditions

Cumulative traffic projections were analyzed to establish baseline operating conditions without and with the Project in 2038. The results of this analysis, presented in Table 13 below, show that the study intersections would continue to operate at acceptable LOS (A, B, or C). The traffic shifts due to the proposed Project would result in minor V/C improvements where Harry Bridges Boulevard intersects with Broad Avenue and with Fries Avenue. At the other study intersections, small increases in V/C would occur due to shifts in vehicular traffic from the streets that are proposed for closure.

Table 13 Cumulative (2038) Intersection Level of Service Analysis

No.	Intersection	Peak Hour	Cumulative (2038)		Cumulative (2038) Plus Project		Project Increase	Significant?
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	
1	Harry Bridges	AM	0.477	A	0.520	A	0.043	NO
	Boulevard	MD	0.390	A	0.313	A	-0.077	NO
	& Broad Avenue	PM	0.638	B	0.529	A	-0.109	NO
	Signalized							
2	Harry Bridges	AM	0.579	A	0.673	B	0.094	NO
	Boulevard	MD	0.355	A	0.397	A	0.042	NO
	& Avalon Boulevard	PM	0.594	A	0.656	B	0.063	NO
	Signalized							
3	Harry Bridges	AM	0.528	A	0.549	A	0.021	NO
	Boulevard	MD	0.356	A	0.353	A	-0.003	NO
	& Fries Avenue	PM	0.624	B	0.614	B	-0.010	NO

No.	Intersection	Peak Hour	Cumulative (2038)		Cumulative (2038) Plus Project		Project Increase	Significant?
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	
4	*Signalized* North Access Road & Harry Bridges Boulevard *Signalized*	AM	0.827	D	0.718	C	-0.109	NO
		MD	0.631	B	0.549	A	-0.082	NO
		PM	0.797	C	0.792	C	-0.005	NO
5	North Access Road & TraPac Access/Viaduct *Signalized*	AM	0.631	B	0.659	B	0.027	NO
		MD	0.421	A	0.479	A	0.057	NO
		PM	0.270	A	0.486	A	0.216	NO
6	South Access Road & Pier "A" Street Viaduct *Signalized*	AM	0.139	A	0.384	A	0.246	NO
		MD	0.073	A	0.201	A	0.128	NO
		PM	0.071	A	0.336	A	0.266	NO
7	Fries Avenue & South Access Road *All-Way Stop-Controlled*	AM	8.1 secs	A	9.4 secs	A	1.3 secs	NO
		MD	7.7 secs	A	8.3 secs	A	0.6 secs	NO
		PM	7.9 secs	A	9.7 secs	A	1.8 secs	NO

Note: A V/C credit of 0.100 has been applied to reflect the combined benefits of ATSAC and STCS at the signalized intersections.
Source: Fehr & Peers 2014 (see Appendix D).

Project Intersection Impacts

As shown in Tables 12 and 13 above, using the City's criteria for determining significant traffic impacts, the proposed Project would not result in any significant Project-related or cumulative impacts s. Based on good LOS and relatively low projected traffic volumes for the South Access Road & Fries Avenue (Intersection 7), this intersection would not meet traffic signal warrant thresholds for any of the peak hours analyzed.

The proposed Project includes improvements at the intersections of North Access Road & Harry Bridges Boulevard and North Access Road & Trapac Access/Viaduct (refer to Section 2.3, *Proposed Project*). The intersection LOS analysis above includes these proposed intersection improvements. Additionally, the LOS at the intersection of North Access Road & Harry Bridges Boulevard was analyzed for all peak hours in 2019 (see Appendix F). As shown in these worksheets, the LOS at the intersection of North Access Road & Harry Bridges Boulevard is A for all peak hours, and is expected to remain at LOS A following the proposed closure of Avalon Boulevard, Fries Avenue, and "A" Street. Upon completion of the street closures, the LAHD will continue to monitor the LOS of the intersection to determine the appropriate timing for implementing these Project elements.

As such, the proposed Project would not result in significant traffic trip generation and would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. In addition, the proposed Project would not encourage or promote non-motorized transit and would not result in the deterioration of transportation service standards, transportation infrastructure, or transit. Impacts from the construction associated with the proposed Project would be short-term and less than significant.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant. The proposed Project is not expected to generate any new trips but is intended to better accommodate projected future trips in the vicinity of the Project site. It would result in localized traffic shifts, which would not extend to the nearest Congestion Management Plan (CMP) arterial monitoring stations. Those intersections, located approximately 2 miles north of the Project site, are Figueroa Street & Pacific Coast Highway and Alameda Street & Pacific Coast Highway. The proposed Project would not alter traffic volumes or patterns through these arterial monitoring stations, and no further analysis of CMP arterial intersections is required. Therefore, CMP arterial intersection impacts are considered to be less than significant. In addition, the CMP mainline freeway monitoring location nearest to the Project site is I-110 south of "C" Street, approximately 0.5 miles to the west. Similar to the arterial monitoring intersections, the localized traffic shifts that would occur under the proposed Project would not extend to the freeway monitoring location and no further CMP freeway analysis is required. As a result, traffic impacts would be less than significant.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

No Impact. The Project site is not located within 2 miles of a public airport, nor is it located within an airport land use plan. The closest public airport, Long Beach Airport, is located approximately 7 miles to the northeast of the Project site. The closest private airstrip is the Torrance Municipal Airfield, which is located approximately 5 miles from the Project site. Given the distance of the airport and airstrip, the proposed Project would not result in a change in air traffic patterns, including increased air traffic levels or a change in location that results in substantial safety risks. The proposed road segment closures do not include any aerial structures and no changes to air traffic patterns would occur. Therefore, no impacts would occur.

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

Less Than Significant. The proposed Project includes closure of the segments of Avalon Boulevard, Fries Avenue, and "A" Street to vehicular traffic. The proposed Project would not generate new traffic on the surrounding streets but rather would result in localized shifts of the projected traffic that is forecast to be present without the proposed Project. In addition, the proposed Project would install signage and striping to close access to the vacated portions of Avalon Boulevard, Fries Avenue, and "A" Street. The proposed Project would provide primary access to the Port Archives Building from the north gate near "A" Street. The Project would also provide additional crossing protection, including signage and striping, crossing arms, and lights, at an existing at-grade crossing at the completed private road into WWL. Each of these proposed Project components would be designed to comply with standard traffic safety regulations. Therefore, impacts associated with hazards due to a design feature would be less than significant.

e) Result in inadequate emergency access?

Less Than Significant. As stated above, the proposed Project is not expected to generate any new trips on the surrounding roadway systems but is intended to eliminate conflicts with rail operations. Therefore, the proposed Project would not result in inadequate emergency access and impacts would be less than significant.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant. The Project site is within the boundaries of the Port. Primary regional access to the Project site is provided by the Harbor Freeway (I-110), located approximately 0.9 miles west of Fries Avenue. Local access to the Project site is provided by a well-defined grid of arterial and collector roads: Harry Bridges Boulevard, Avalon Boulevard, Broad Avenue, "A" Street, and Water Street. There is no public transit service that operates on the segments of Avalon Boulevard, Fries Avenue, and "A" Street that are proposed for closure.

There are currently sidewalks on Avalon Boulevard, Fries Avenue, and "A" Street. Class II bike lanes are provided along both sides of the Project segment of Avalon Boulevard. Additionally, a small segment (one block) of bike path is currently provided on Fries Avenue, which extends from Harry Bridges Boulevard to "A" Street. There are currently no formally designated bike lanes along "A" Street. The proposed road segment closures would eliminate existing pedestrian and bicycle access to the waterfront and the Banning's Landing Community Center currently available along Fries Avenue and Avalon Boulevard. However, alternate pedestrian and bicycle access is also provided by the South Wilmington Grade Separation Project, which includes a continuous pedestrian sidewalk from Harry Bridges Boulevard to Fries Avenue at the south end of the South

Wilmington Grade Separation. While there are no formal bicycle lanes on the new South Wilmington Grade Separation roadway, consistent with the California Vehicle Code, the roadway is available for use by bicyclists. In contrast to the relatively flat access along Avalon Boulevard and Fries Avenue, the South Wilmington Grade Separation includes an incline for pedestrians and bicyclists to climb. However, the current safety conflicts along these street segments between pedestrians/bicyclists and railroad operations would be avoided by using the South Wilmington Grade Separation. Additionally, the forthcoming Wilmington Waterfront Promenade will provide an extensive paved public pedestrian bridge to connect the community of Wilmington to the waterfront. Therefore, impacts would be less than significant.

4.17 UTILITIES AND SERVICE SYSTEMS

This section evaluates impacts related to utilities and service systems associated with the implementation of the proposed Project in terms of water service, wastewater, solid waste and stormwater management.

Would the Project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The Project site is serviced by the City of Los Angeles Bureau of Sanitation's Terminal Island Water Reclamation Plant (TIWRP). Construction activities associated with the proposed Project would be confined to minor street improvements to support the closure of segments of Avalon Boulevard, Fries Avenue, and "A" Street. Construction would not require a LARWQCB discharge permit and only minor amounts of wastewater would be generated during construction. While implementation of the proposed Project would include replacement/relocation of existing curbs and gutters, no alterations would be made to the existing water drainage systems that would affect wastewater or stormwater facilities. In addition, operation of the proposed Project would not result in any direct waste or water discharges, and no wastewater discharge or modifications to discharge systems would occur with the proposed roadway closures. The proposed Project would be required to comply with requirements of the LARWQCB. Thus, impacts would be less than significant.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. Please refer to Section 4.17(a). No impact would occur with the implementation of the proposed Project.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. As previously described, the Project site is paved with impervious surfaces including asphalt and concrete. Implementation of the proposed Project would include replacement/ relocation of existing curbs and gutters in order to support the proposed roadway segment closures and associated physical improvements. The proposed Project would not require construction of additional stormwater drainage facilities or expansion of existing facilities. No impact would occur with the implementation of the proposed Project.

d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?

Less than Significant. Overall water use would be limited to minimal water supply required for construction activities and would not represent a long-term increase in demand on available water supplies. The proposed Project would not result in a permanent increase in water use. Therefore, impacts would be less than significant.

e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. Refer to Section 4.17(a). No impact would occur with the implementation of the proposed Project.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant. Approximately 120 tons of solid waste would be generated during construction and demolition of the proposed road segment closures. Construction and demolition activities would generate debris that would include concrete, asphalt, metal, and timber solids. The LAHD Construction and Maintenance Division recycles asphalt and concrete demolition debris by crushing and stockpiling the crushed material to use on Port projects. If hazardous materials are encountered and require disposal during demolition/construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for off-site disposal that have adequate capacity. The debris is anticipated to be non-hazardous waste that can be disposed of at available Class III landfills, such as the Scholl Canyon Landfill, which is allowed to receive up to 3,400 tons per day. The minor increase in solid waste generation would not be expected to significantly affect any local landfills' ability to accommodate solid waste and would be temporary in nature. Further, the proposed Project would not result in the generation of solid waste following completion of the street closures. As such, impacts to landfills and solid waste are expected to be short-term and less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant. The proposed Project would comply with applicable federal, state, and local statutes and regulations related to solid waste, including the Solid Waste Integrated Resource Plan, which is the long-range master plan for solid waste management in the City of Los Angeles (City of Los Angeles 2013). Compliance with the Solid Waste Integrated Resource Plan would ensure sufficient permitted capacity to serve the proposed Project. As such, impacts would be less than significant.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

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

Less than Significant. The proposed Project has been determined to have no impacts or less than significant impacts. As discussed in Section 4.4, *Biological Resources*, the Project site is located in an area of the Port that is developed with commercial and industrial uses. There are no rare or endangered habitats or protected plant or wildlife species present. In addition, because the proposed Project has no waterside improvements, it would not cause any fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or wildlife community.

As discussed in Section 4.5, *Cultural Resources*, impacts to cultural resources would be less than significant because the entire Project site has been extensively disturbed by the original construction of the streets and surrounding development. As a result, no known examples of major periods of California history or prehistory would be affected by implementation of the proposed Project. Additionally, the proposed Project does not include the demolition of any historic buildings or structures. Therefore, the proposed Project would not degrade the quality of the environment and impacts would be less than significant.

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

Less than Significant. The proposed Project would result in no impacts or less than significant impacts to a majority of the analyzed resource areas. Due to the limited scope and localized effects of the proposed Project, the potential incremental contribution would not be cumulatively considerable. Implementation of the proposed Project would not result in a change of operations within the Port. Closure of the proposed road segments would result in benefits to pedestrian

safety and vehicle delays. Impacts from construction would be short-term and less than significant and would not contribute substantially to a cumulatively considerable impact.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant. Based on the analysis provided in this IS/MND, the proposed Project would not result in any significant impacts on a project-specific or cumulative level and would not result in any significant adverse effects on human beings. As described in the analyses contained in the IS/MND, the proposed Project would result in less than significant effects on human beings.

5. PROPOSED FINDING

LAHD has prepared this IS/MND to address the environmental effects of the proposed Project. Based on the analysis provided in this IS/MND, LAHD finds that with the implementation of all required mitigation measures, the proposed Project would not have a significant effect on the environment.

6. PREPARERS AND CONTRIBUTORS

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7. ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ATCS	Adaptive Traffic Control Systems
ATSAC	Automated Traffic Surveillance and Control
BMP	Best Management Practice
CAAP	Clean Air Action Plan
CAL FIRE	California Department of Forestry and Fire Protection
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CH_4	Methane
CNEL	Community Noise Equivalent Level
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CWA	Clean Water Act
dBA	A-weighted decibel
DOGGR	Division of Oil, Gas, and Geothermal Resources
DTSC	Department of Toxic Substances Control
EMAP	Energy Management Action Plan
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
GHG	greenhouse gas
GWP	Global Warming Potential
HCP	Habitat Conservation Plan
I-	Interstate
IPaC	Information for Planning and Consultation
IS/MND	Initial Study/Mitigated Negative Declaration
LADOT	Los Angeles Department of Transportation
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAPD	Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
lbs/day	pounds per day
LST	Localized Significance Threshold
MT/yr	metric tons per year
N_2O	nitrous oxide

NAHC	Native American Heritage Council
NCCP	Natural Community Conservation Plan
NRCS	Natural Resources Conservation Service
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
POLA	Port of Los Angeles
Port Police	Los Angeles Port Police
PPE	Personal Protective Equipment
PPV	peak particle velocity
SCAQMD	South Coast Air Quality Management District
SEA	Significant Ecological Area
SFHA	Special Flood Hazard Area
SLR	sea level rise
SR	State Route
TAC	toxic air contaminant
USA	Underground Service Alert
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VOC	volatile organic compound

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