



**C-6**

**Date:** December 8, 2005

**To:** *MR* Gerald R. Miller, City Manager

**From:** *Suzanne Ffick* Suzanne Ffick, Director of Planning and Building

**For:** Councilmember Tonia Reyes Uranga, Chair of I-710 Oversight Committee

**Subject:** Direct Staff to submit City and Community Comments on the Supplemental Notice of Preparation for the Southern California International Gateway (SCIG) to the Port of Los Angeles

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The Los Angeles Harbor Department and Burlington Northern Santa Fe Railroad (BNSF) are co-applicants for a new "near-dock" inter-modal facility. The potential project is located between Sepulveda Boulevard to the north, the Terminal Island Freeway to the east, Pacific Coast Highway to the south, and the Dominguez Channel to the west. The eastern portion of the site, the Southern California Edison (SCE) right-of-way, is located in Long Beach (Attachment A – see map). The proposed SCIG facility is a rail-yard where trucks carrying cargo containers load, unload, or store containers to and from railcars.

This project requires that an Environmental Impact Report (EIR) be prepared, the Port of Los Angeles is the lead-agency. In addition, the project would require a Conditional Use Permit (CUP) and a General Plan change by the City of Long Beach. CUP decisions are made by the Planning Commission and appealable to the City Council. General Plan changes are heard by the Planning Commission and decided by the Council.

The Port of Los Angeles issued a Notice of Preparation (NOP) to begin the EIR process (Attachment B). Subsequently, the Port of LA issued a supplemental NOP, with comments due on December 15, 2005. The NOP generally explains the proposed project, identifies areas of expected environmental impact, and provides a forum for Responsible Agencies (Long Beach is a Responsible Agency) and the public to provide comments about expected environmental impacts of the project. These comments are then included in the EIR and analyzed as part of the EIR process.

Because the proposed use is directly adjacent to residential and institutional uses in the City of Long Beach, the City Council directed staff to prepare internal comments to the NOP and to take additional comments from the public (Attachment C). Public comments were received at a City Council study session on November 22, 2005 and at an I-710 Oversight Committee meeting on November 28, 2005. A court reporter was present and a transcript of the comments received is also included in Attachment C.

Assistant city Attorney Michael J. Mais reviewed this letter on December 5, 2005.

HONORABLE MAYOR AND CITY COUNCIL  
December 8, 2005  
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TIMING CONSIDERATIONS

Comments to the NOP must be transmitted to the Port of LA on or before December 15, 2005 for inclusion in the EIR.

FISCAL IMPACT

No direct fiscal impact to the City.

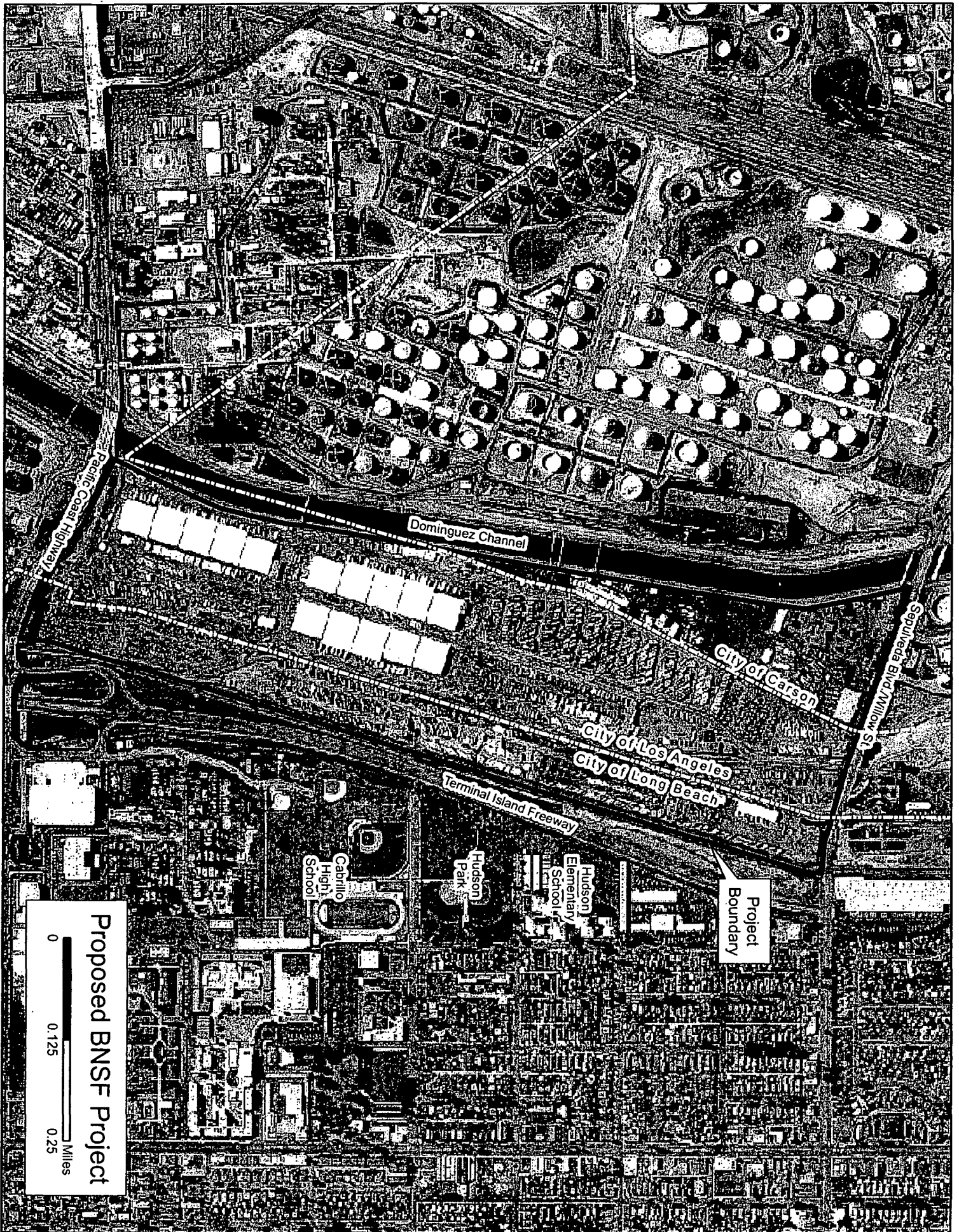
SUGGESTED ACTION:

Direct Staff to Transmit Comments on the Southern California International Gateway (SCIG) Project to the Port of Los Angeles.

SF:AR  
BNSFNOPcomments.doc

Attachments:

- A. Location Aerial with Long Beach Boundary
- B. Supplemental NOP
- C. Comments to NOP



ATTACHMENT "A"

October 31, 2005

**SUBJECT: SUPPLEMENTAL NOTICE OF PREPARATION FOR THE SOUTHERN CALIFORNIA INTERNATIONAL GATEWAY PROJECT**

Antonio R. Villarigosa, Mayor  
City of Los Angeles

Board of Harbor  
Commissioners

S. David Freeman  
President

Jerilyn Lopez Meridaza  
Vice President

Kaylyn L. Kim

Douglas P. Krause

Joseph R. Radisich

Bruce E. Seaton  
Interim Executive Director

The Environmental Management Division of the Los Angeles Harbor Department (LAHD) will be preparing an Environmental Impact Report (EIR) for the following project in the Port of Los Angeles:

**Southern California International Gateway Project (SCIG)**

We are making available a Supplemental Notice of Preparation (NOP) and Supplemental Environmental Assessment Checklist for review in accordance with current City of Los Angeles Guidelines for the Implementation of the Environmental Quality Act (CEQA) of 1970, California Pub. Res. Code Section 21000 et seq. and implementing guidelines.

On September 19, 2005 a NOP for the SCIG Project was submitted for a 45-day agency/public review period. Two Public Scoping Meetings were held on October 6, 2005 and October 13, 2005 in West Long Beach and Wilmington, respectively. During the scoping period, comments were provided that the LAHD believes would be of value towards a more complete project analysis. As a result, and building upon that input, we are making available a Supplemental NOP for your consideration over the next 45 days. The Supplemental NOP is based on the same text as the original NOP, with changes to the original NOP identified as underlines (additions) or strike-throughs (deletions). We continue to request your written comments on the original NOP, but now also seek your written comments on the following supplemental elements of the planned EIR analysis of the SCIG Project:

1. Assessment of alternative non-diesel delivery systems for the movement of containers between the Ports and the proposed SCIG facility.
2. Assessment of alternative access to the proposed SCIG Facility, including possibly a new grade separation from the Terminal Island Freeway directly into the proposed SCIG Site.
3. Assessment of the feasibility of an alternative location for the proposed rail facility including consideration of an on-dock alternative.
4. Assessment of Cal-Cartage operations at an alternative site.



425 S. Palos Verdes Street

Post Office Box 151

San Pedro, CA 90733-0151

Te/TDD 310 SEA PORT

www.portoflosangeles.org

Copies of this Supplemental NOP are available for review at: Los Angeles Central Public Library, 630 West 5th Street, Los Angeles; Los Angeles Public Library, San Pedro Branch, 921 South Gaffey Street, San Pedro; Los Angeles Public Library, Wilmington Branch, 1300 North Avalon, Wilmington; Long Beach Public Library, Main Branch, 101 Pacific Avenue, Long Beach; Bret Hart Neighborhood Library, 1595 West Willow Street, Long Beach; Carson City Library, 23317 Avalon Boulevard, Carson; or Los Angeles Harbor Department, Environmental Management Division, 425 South Palos Verdes Street, San Pedro. Copies of the Supplemental NOP can also be obtained at <http://www.portoflosangeles.org/environmental/publicnotice.htm>, or by sending a request to Ralph G. Appy, Ph.D., Director of Environmental Management, Los Angeles Harbor Department, 425 South Palos Verdes Street, San Pedro, CA 90731, or by calling (310) 732-3675. Written comments (or e-mail at [ceqacomment@portla.org](mailto:ceqacomment@portla.org)) should be sent to the above address no later than December 15, 2005. Please send e-mail comments in letter format as an attachment to the e-mail. Comments should include the project title "Southern California International Gateway" in the e-mail subject line and the commentator's mailing address in the body of the e-mail. Oral or written comments already received on the original NOP are still part of the record and need not be sent a second time.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Appy", with a long horizontal flourish extending to the right.

RALPH G. APPY, Ph.D.  
Director of Environmental Management

Enclosures

31 de octubre de 2005

ASUNTO: AVISO ADICIONAL SOBRE LA PREPARACIÓN PARA EL PROYECTO DE ACCESO INTERNACIONAL DEL SUR DE CALIFORNIA

La División de Manejo Ambiental del Departamento del Departamento de Puertos de Los Ángeles (Los Angeles Harbor Department – LAHD) preparará un Informe de Impacto Ambiental (IIA) para el siguiente proyecto en el Puerto de Los Ángeles.

**Proyecto de Acceso del Sur de California (SCIG)**

Estamos ofreciendo un Aviso Adicional de Preparación (ADP) y una Lista de Medidas para la Evaluación Adicional de Impacto Ambiental, que será revisada en conformidad con las directrices Actuales de la Ciudad de Los Ángeles para la Implementación de la Ley de Calidad Ambiental (CEQA) de 1970, Artículo 21000 et seq. del Código de Resoluciones Públicas de California, como también sus directrices referentes a la implementación.

El 19 de septiembre de 2005, se entregó un ADP del Proyecto SCIG para los propósitos de un período de revisión pública de 45 días. Tuvieron lugar dos reuniones de Sondeo Público el 6 de octubre de 2005 y el 13 de octubre de 2005 en West Long Beach y Wilmington, respectivamente. Durante el período de sondeo, se proporcionaron comentarios que el LAHD cree serían valiosos para la realización de un análisis de proyecto más completo. Como resultado, y sobre la base de tales comentarios, estamos ofreciendo un ADP Adicional para su consideración durante los próximos 45 días. El ADP Adicional se basa sobre el mismo texto que el ADP original, aunque con **cambios realizados sobre el ADP original, los cuales se identifican como texto subrayado (adiciones) o tachado (supresiones)**. Seguimos solicitando sus comentarios escritos en relación al ADP original, aunque ahora también deseamos recibir sus comentarios por escrito sobre los elementos adicionales de la evaluación del IIA para el Proyecto SCIG:

5. Evaluación de los sistemas de entrega alternativos no-diesel para el traslado de contenedores entre los Puertos y la instalación SCIG propuesta.
6. Evaluación de un acceso alternativo a la Instalación SCIG propuesta, incluso la posibilidad de una nueva separación de grado desde la Autopista Terminal Island directamente al Sitio SCIG.
7. Evaluación de la viabilidad de una ubicación alternativa para la instalación de vías propuesta, incluso la consideración de una alternativa sobre la dársena (descargar en el puerto).
8. Evaluación de operaciones Cal-Cartage en un sitio alternativo.

Están disponibles para su revisión las copias del APD Adicional en: Los Angeles Central Public Library, (Biblioteca Central Pública de Los Ángeles) 630 West 5th Street, Los Angeles; Los Angeles Public Library, (Biblioteca Pública de Los Ángeles) San Pedro Branch, 921 South Gaffey Street, San Pedro; Los Angeles Public Library, Wilmington Branch, 1300 North Avalon, Wilmington; Long Beach Public Library (Biblioteca Pública de Long Beach), Main Branch, 101 Pacific Avenue, Long Beach; Bret Hart Neighborhood Library (Biblioteca Vecinal de Bret Hart), 1595 West Willow Street, Long Beach; Carson City Library (Biblioteca de la Ciudad de Carson), 23317 Avalon Boulevard, Carson; o el Departamento de Puertos de Los Ángeles, División de Manejo Ambiental, 425 South Palos Verdes Street, San Pedro. También se podrán obtener copias de la APD Adicional en: <http://www.portoflosangeles.org/environmental/publicnotice.htm>, o enviando una solicitud a Ralph G. Appy, Ph.D., Director de manejo Ambiental, Departamento de Puertos de Los Ángeles, 425 South Palos Verdes Street, San Pedro, CA 90731, o llamando al (310) 732-3675. Los comentarios escritos (o enviar e-mail a [ceqacomment@portla.org](mailto:ceqacomment@portla.org)) se deberán enviar a tal dirección hasta el 15 de diciembre de 2005 a más tardar. Por favor enviar comentarios por email en formato carta como documento adjunto al email. Los comentarios deberían incluir el título del Proyecto "Acceso Internacional de California del Sur" como asunto del email, especificando la dirección de correo del remitente en el cuerpo del email. Los comentarios orales y escritos recibidos en relación al APD original siguen registrados, y no es necesario enviarlos por segunda vez.

Cordialmente,



RALPH G. APPY, Ph.D.  
Director de Manejo Ambiental

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**NOTICE OF PREPARATION**

(Article VI, Section 2 – City CEQA Guidelines)

<b>TO:</b>	RESPONSIBLE OR TRUSTEE AGENCY	<b>FROM:</b>	LEAD CITY AGENCY Los Angeles Harbor Department
	ADDRESS (Street, City, Zip)		ADDRESS (Street, City, Zip)  425 South Palos Verdes Street P.O. Box 151 San Pedro, CA 90733-0151
<b>▶ SUBJECT: Notice of Preparation of a Draft Environmental Impact Report</b>			
PROJECT TITLE Southern California International Gateway		CASE ADP# 041027-199	
PROJECT APPLICANT, IF BNSF Railway Company			
<p>The City of Los Angeles will be the Lead Agency and will prepare an environmental impact report for the project identified above. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by this City when considering your permit or other approval for the project.</p> <p>The project description, location and probable environmental effects are contained in the attached materials.</p> <p><input checked="" type="checkbox"/> A copy of the Initial Study is attached.</p> <p><input type="checkbox"/> A copy of the Initial Study is not attached.</p> <p>Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.</p> <p>Please send your response to <u>Ralph G. Appy</u> Director of Environmental Management at the address of the lead City Agency as shown above. We will need the name of a contact person in your agency.</p> <p>Note: If the Responsible or trustee agency is a state agency, a copy of this form must be sent to the State Clearinghouse in the Office of Planning and Research, 1400 Tenth Street, Sacramento, California 95814. A state identification number will be issued by the Clearinghouse and should be thereafter referenced on all correspondences regarding the project, specifically on the title page of the draft and final EIR and on the Notice of Determination.</p>			
SIGNATURE Ralph G. Appy	TITLE Director of Environmental Management	TELEPHONE (310) 732-3675	DATE Oct. 31, 2005

## Southern California International Gateway Project Description

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### Introduction

This **Supplemental** Notice of Preparation and Initial Study is to inform Responsible, Trustee Agencies, and the public that the City of Los Angeles Harbor Department (LAHD) will be preparing an Environmental Impact Report (EIR) for the planning, design, construction, and operation of a near-dock intermodal rail facility, called the Southern California International Gateway Project (the SCIG Project or the Project) by the BNSF Railway. The proposed SCIG Project would be primarily located on State of California owned property administered by LAHD (LAHD Property) in the City of Los Angeles, though portions of the Project would also be located in the City of Carson and City of Long Beach (see Figure 1).

The EIR for the SCIG Project will be prepared in accordance with the California Environmental Quality Act (CEQA), Cal. Pub. Res. Code Section 21000 et seq, and the State CEQA Guidelines. The LAHD will serve as Lead Agency under CEQA for the EIR. The LAHD seeks comment from the public on the scope and content of the EIR and from Responsible and Trustee Agencies on the scope and content of environmental information relevant to each agency's statutory responsibility in connection with the SCIG Project and the actions and activities to be evaluated in the EIR.

As trade with Pacific Rim countries has continued to increase, the Ports of Los Angeles and Long Beach have worked to support and accommodate the development of rail facilities to expedite the movement of containerized cargo and other freight through the Ports, including development of the Alameda Corridor and four on-dock rail facilities. Recently, the LAHD adopted a Rail Policy to encourage the increased use of rail and provide for on-dock and near-dock rail facilities for movement of both existing and future containerized cargo. Following adoption of the Rail Policy, the Port selected BNSF Railway for the development and operation of the SCIG Project.

The SCIG Project is consistent with the LAHD Rail Policy in that it will provide for the planning, design, construction and operation of a near-dock rail facility to help increase necessary intermodal capacity for movement of cargo between truck and rail. The Project will also increase overall rail usage at the Port and thereby help meet future demand in a competitively balanced manner. BNSF Railway proposes to make the SCIG Project an industry leading facility, both in terms of its capacity per acre to handle cargo and its sensitivity to the environment. BNSF Railway is currently investigating numerous new technologies designed to achieve these ends and expects this investigation to continue through the EIR process. In particular, BNSF Railway is:

- Planning to incorporate an alternative to traditional diesel-powered railroad switch engines for use in the SCIG. Specifically, BNSF is:

## Project Description

- Investigating multiple sequential low-emission engines for use as railroad switch engines;
- Currently operating in Los Angeles the only four LNG-powered switch engines in existence in the United States and BNSF Railway will be evaluating the feasibility of using this technology in SCIG;
- Already operating a battery-powered switch engine known as the “Green Goat” elsewhere in the Los Angeles area and BNSF Railway will be evaluating the feasibility of using this equipment in SCIG;
- Planning to incorporate an alternative to traditional diesel-powered yard hostling trucks for use in the SCIG. Specifically, BNSF is:
  - Investigating LNG-fueled yard hostling trucks for operations within SCIG, as opposed to traditional, diesel-powered trucks, subject to available fuel supply and results of a demonstration project planned for spring 2006 to prove the operational feasibility of this technology;
  - Investigating use of certified on-road heavy duty vehicle engines in yard hostlers;
  - Investigating use of California Air Resources Board verified emission reduction technologies for either alternative (and possibly in addition to either alternative);
- Planning to incorporate all-electric cranes into the facility, as opposed to traditional, diesel-powered cranes;
- Maximizing the use of lower sulfur diesel fuel in locomotives; and
- Incorporating Automatic Idling Reduction Devices in locomotives.

## Site Description

The proposed Project site is located in an area that currently supports a significant amount of Port-related industrial activities. Figure 2 (revised 10/31/05) shows details of the Project site area. The central site area is referred to as the Primary Project Area, and would be utilized for train loading and unloading, overall site management and administrative support activities. This area includes approximately 96 acres of LAHD Property and approximately 57 acres of adjacent non-LAHD Property for a total 153-acres. At present, the Primary Project Area is generally used for cross docking, warehousing, and container and/or trailer maintenance servicing and storage. Cross docking includes cargo transfer from one mode of transportation to another mode, such as from a container to a trailer. The Primary Project Area is generally bounded by Sepulveda Boulevard to the north, Pacific Coast Highway to the south, the Dominguez Channel to the west,



## Project Description

and the Terminal Island Freeway to the east. Street addresses for the Primary Project Area are provided in Appendix A of the Environmental Checklist.

Figure 2 also shows additional project features outside of the Primary Project Area, generally located south of Pacific Coast Highway (approximately 27 acres of non-LAHD owned property). This property is also currently used for container and/or trailer maintenance servicing and storage, and rail service. Portions of this area are proposed by the Project to be used for a corridor for rail lead tracks south of Pacific Coast Highway connecting the Primary Project Area to the Alameda Corridor. In addition, as also shown on Figure 2, the Project proposes to make use of a portion of the existing railroad right-of-way along the eastern edge of the Primary Project Area for rail support tracks, and a small portion of the existing railroad right-of-way north of Sepulveda Boulevard for train operations and possibly for rail support tracks though, as shown, most of the northern most stretch of this track would be subject only to less frequent use by the Project. **If the assessment of Cal Cartage indicates the necessity to do so, the EIR will identify a new area that, among other sites, could be used for operations of Cal Cartage, which presently operates in the Primary Project Area, or other affected property owners/lessees. This new area is presently the site of auto salvage activities, or is vacant.**

Finally, Figure 3 illustrates the current primary local truck routes between Port facilities and BNSF's Hobart facility (red line) and the currently anticipated primary local truck routes between Port facilities and the SCIG Project (yellow line). The potential changes in traffic patterns will be evaluated in the EIR process.

### Project Objectives and Purpose and Need for Agency Action

The Project Objectives for the SCIG, consistent with the LAHD's Rail Policy, are as follows:

- Increase use of the Alameda Corridor, which provides for the efficient transportation of cargo between the San Pedro Bay Ports and the inland destinations in the most environmentally beneficial way.
- Effectively and efficiently help manage the demands of current and anticipated growth in containerized cargo at the San Pedro Bay ports by providing for sufficient near-dock intermodal rail facilities and reducing the distance of truck trips associated with increase in containerized cargo.
- Provide comparable near-dock intermodal rail facilities for Class I railroads, generating benefits for carriers, shippers, and terminal operators.
- Construct a near-dock intermodal rail facility that is sized and configured to provide maximum intermodal capacity for the transfer of marine containers between truck and rail in the most practical and cost effective manner.
- Promote Port infrastructure improvements consistent with the Governor of California's Goods Movement initiative.

## Project Description

As described above and consistent with the Project Objectives, LAHD has expressed a need for increased use of rail in general and increased near-dock rail facilities in particular, as indicated in its Rail Policy, for movement of both existing and future containerized cargo. The purpose of this proposed SCIG Project is to help address the need for increased near-dock facilities and also to provide an efficient connection directly to the Alameda Corridor.

As a new near-dock facility for movement for containerized cargo, the SCIG Project is expected to divert truck traffic that is currently using nearby freeways, such as the 710, to a facility in closer proximity to the Port. This will create shorter truck trips for movement of containers from ships to rail, which is expected to ease traffic conditions on local freeways and reduce air quality impacts. The proposed location for the SCIG Project will provide direct access to the Alameda Corridor and will enable the Alameda Corridor to reach its potential in terms of train capacity, thereby further realizing the significant benefits that already result from using it, such as reduction of traffic congestion and improvement in air quality.

Finally, by providing comparable near-dock rail service for the Class I railroads serving the Port, the SCIG Project would benefit carriers, shippers, and terminal operators, and further contribute to improving the movement of containerized cargo in an efficient manner.

### Project Elements

The SCIG Project is the planning, design, construction and operation of a near-dock intermodal rail facility by BNSF Railway. The following potential elements of the SCIG Project will be evaluated in the Project EIR:

- Demolition of existing site infrastructure which primarily includes: (i) three warehouses, (ii) several small buildings/structures, (iii) pavement currently used for container and trailer maintenance servicing and parking, and (iv) access roads.
- Construction and operation of new tracks for: (i) the transfer of marine containers between truck and rail, (ii) supporting infrastructure for storing and staging railcars, and (iii) supporting infrastructure for train ingress and egress at the facility from Pacific Coast Highway and to connect the facility to the Alameda Corridor.
- Construction and operation of the following facilities: an administrative building, a hostler yard tractor maintenance building, a trailer maintenance building, a crane maintenance area, an air compressor building, fueling areas, and a truck in/out gate.
- Construction and operation of the following site improvements: installation and/or upgrade of storm drains; sewer systems and utilities; grading, paving, striping, landscaping, lighting, and fencing; installation of warning devices at railroad grade crossings; and security, communications, and fire protection systems.

## Project Description

- Construction and operation of the following rail and roadway infrastructure improvements: a new railroad bridge over Sepulveda Boulevard; a grade separation at Pacific Coast Highway; expansion of a rail bridge over the Dominguez Channel; additional BNSF trackage from the SCIG Project to the Alameda Corridor and North of Sepulveda; and modifications to entrances, driveways and traffic signals.
- The operation of the SCIG Project will be an industry leading facility, both in terms of its capacity per acre to handle cargo and its sensitivity to the environment. New technologies designed to achieve these ends will be investigated during the EIR process.

The impact on Port lessees and non-Port property owners and lessees within the project boundaries, whose property would be directly affected as a result of this SCIG Project, will be evaluated in the EIR (see Figure 2 showing potential operations areas for affected property owners/lessees). If the assessment of Cal Cartage indicates the necessity to do so, the EIR will include evaluation of alternative sites that could be available for future Cal Cartage operations.

### Description of Alternatives

Consistent with CEQA, which requires an evaluation of a reasonable range of alternatives that would meet most of the Project Objectives and the Purpose and Need, the following preliminary list of alternatives is presented and will be addressed in the EIR. This list is subject to modification in response to comments received during the public scoping process. The Alternatives consider a range of site configurations with the Preferred Alternative assuming new all-electric crane equipment that has not been previously used by Class I railroads. The LAHD would appreciate comments regarding whether there are additional alternatives that should be considered for this Project.

Preferred Alternative (Proposed Project): Double-ended, Reduced Track Centers Track Design  
Under this alternative, the loading/unloading tracks ("strip tracks") would be double-ended, meaning train operations could occur from either the south end or the north end of the primary project area. The primary operating plan will involve the majority of train operations from the south end. The distance between track-centers for the strip tracks would be reduced as compared to the track design described in Alternative 2. The track design inside the primary project area would have driveways on one side of the strip tracks, allowing trucks and hostling vehicles to deliver/pick-up containers directly to/from trackside; and driveways on the other side of the strip tracks allowing trucks and hostling vehicles to deliver or pick-up containers directly to/from container stacks. The container stacks located next to the strip tracks would be used for containers that are not ready to load to an outbound train or be picked-up by a truck. Under this alternative, all electric cranes would be used to perform both strip track activities and for container stacking activities.

## Project Description

### Alternative 2: Double-ended Track Design

Under this alternative, the loading tracks will be double-ended, meaning train operations could occur from either the south end or the north end of the primary project area. The primary operating plan will involve the majority of train operations from the south end. The track design inside the primary project area will include four pairs of strip tracks with a driveway in between each pair of strip tracks allowing trucks or hostling vehicles to park trackside to deliver or pick-up containers. Under this alternative, rubber tire, diesel-powered gantry cranes will be used for train loading/unloading activities and for container stacking activities.

### Alternative 3: Alternative Site Location.

**A siting study will be performed to determine feasibility of other site locations and these will be assessed as appropriate.**

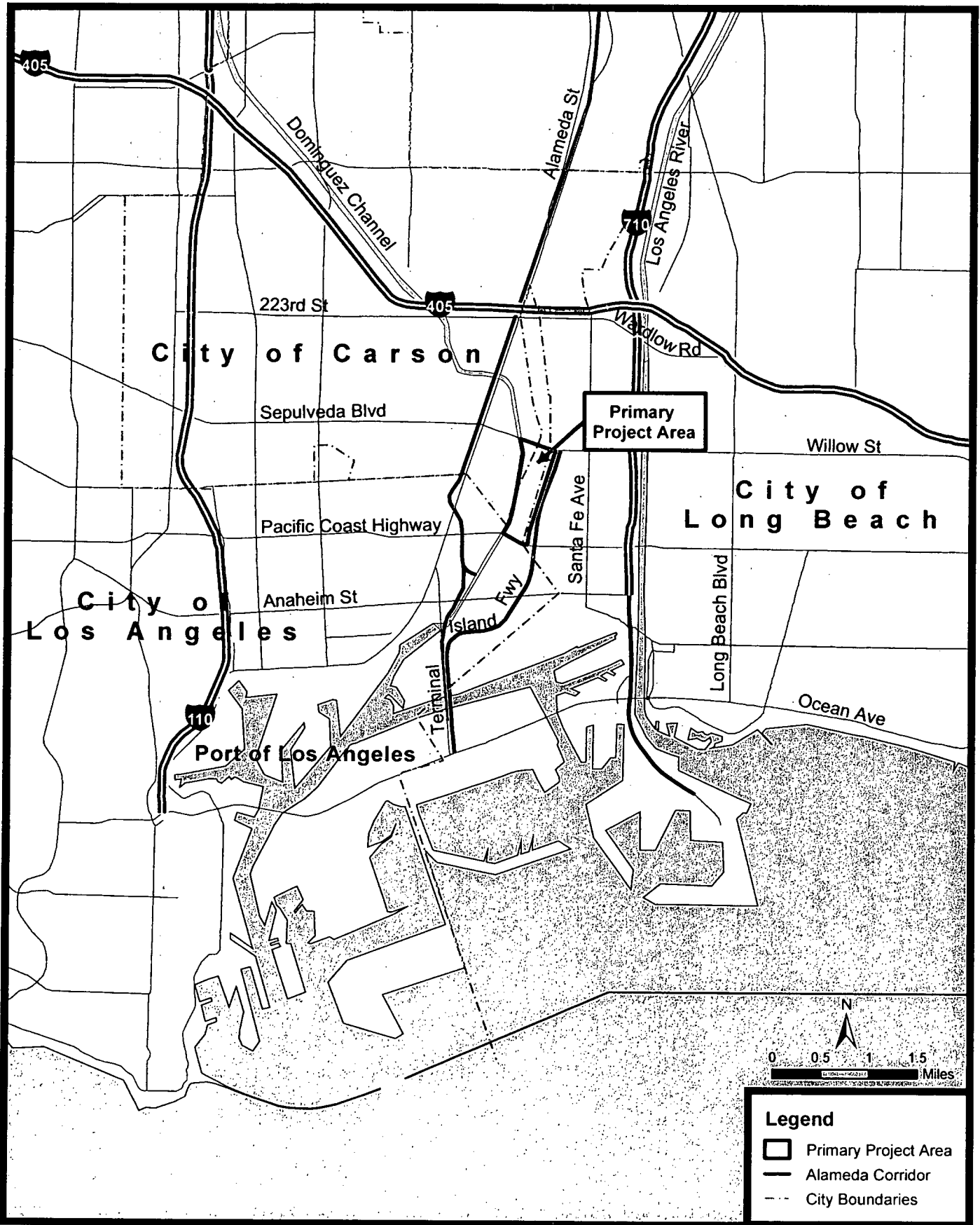
### Alternative 43: No Action – Continuation of Existing Uses

Under the No Project Alternative, the SCIG Project would not be built and existing uses at the site would continue.

### Additional Assessment

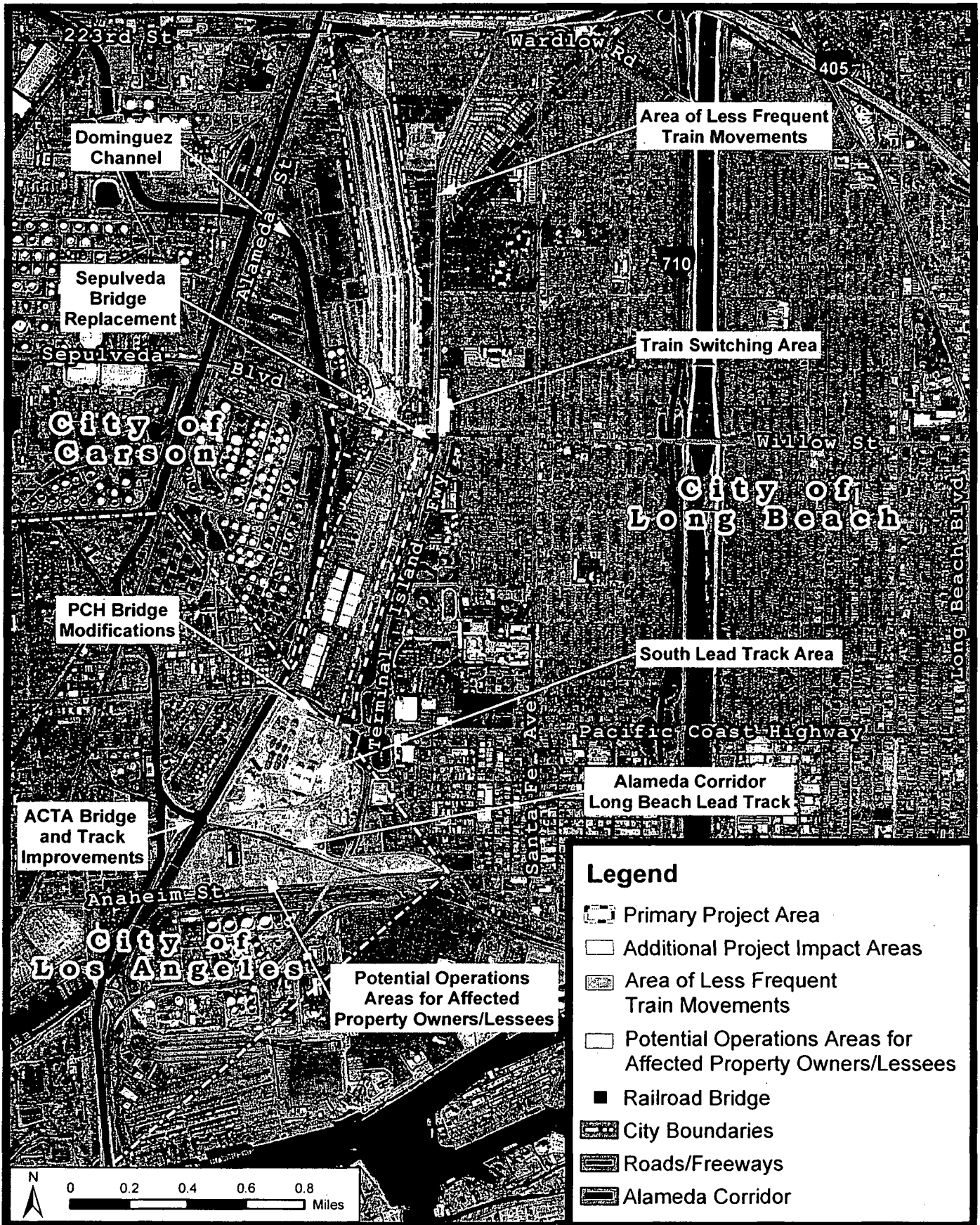
**In addition, based on comments received at the public scoping meetings on October 6 and October 13, 2005, the EIR will evaluate the following:**

- **Alternative non-diesel delivery systems for the movement of containers between the Ports and the proposed rail facility. This would include: alternative fuel/electric delivery trucks and alternative delivery systems such as magnetic levitation, electric, and others.**
- **Optional access to the proposed SCIG Facility, including the feasibility of a new grade separation from the Terminal Island Freeway directly into the proposed SCIG Site to determine if opportunities exist to reduce identified potential traffic impacts to the local community.**

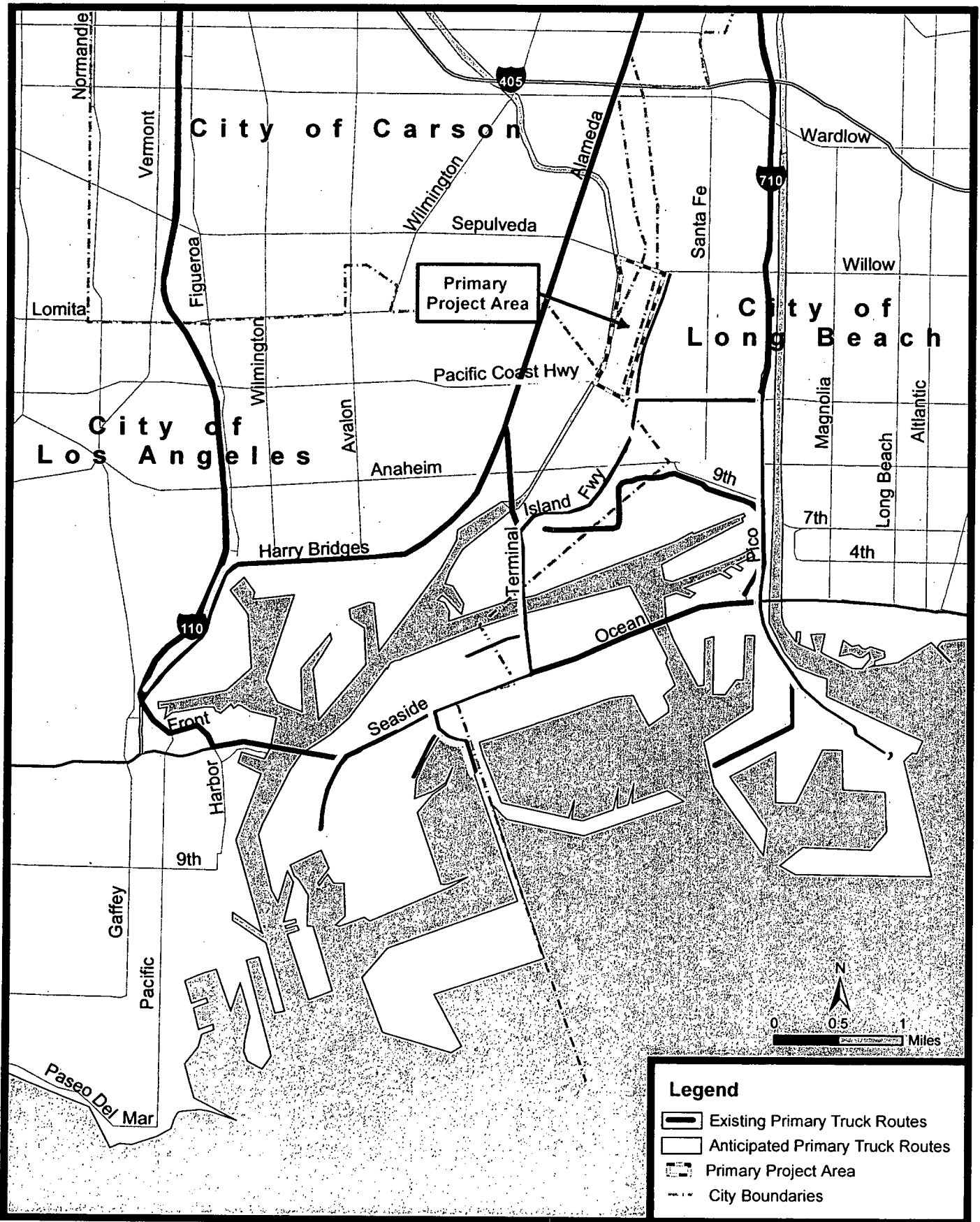


**Figure 1**  
**Regional Location Map**





**Figure 2**  
 Revised 10-31-2005  
**Project Site Area**



**Figure 3**  
**Existing and Anticipated Primary Truck Routes**



# Supplemental Environmental Checklist and Impact Analysis

- 1 Project Title** Southern California International Gateway (SCIG)
- 2 Lead Agency Name and Address** City of Los Angeles Harbor Department (Port of Los Angeles)  
Environmental Management Division  
425 S. Palos Verdes Street  
Post Office Box 151  
San Pedro, CA 90733-0151
- 3 Contact Person and Phone Number** Ralph G. Appy, Ph.D., Director of Environmental Management  
c/o Dennis Hagner 310/732-3675
- 4 Project Location** The Primary Project Area is bounded, generally, by the Terminal Island Freeway on the east, Sepulveda Blvd on the north, the Dominguez Channel on the west, and Pacific Coast Hwy on the south. The South Lead Track Area is bounded, generally, by the Terminal Island Freeway to the east, the PCH Bridge to the north, the Dominguez Channel to the west, and the Alameda Corridor Long Beach lead track to the south. A small portion of the South Lead Track Area extends east of the Terminal Island Freeway near Anaheim Street. The ACTA rail bridge, which connects to the Alameda Corridor, crosses Dominguez Channel approximately one-half mile south of the Pacific Coast Hwy. The Sepulveda Bridge that is to be replaced is located at Sepulveda Blvd. near where the Terminal Island Freeway meets Willow Street. The additional railroad tracks extending from the Sepulveda Bridge to the north to Wardlow Road in Long Beach would also be used by the project and would be upgraded, though this area would be subject to less frequent train movements than the proposed Primary Project Area. The Pacific Coast Hwy interchange to be widened and realigned is west of the Terminal Island Freeway and east of the Dominguez Channel. See addresses in the Primary Project Area, and the South Lead Track Area, and Potential Operations Areas for Affected Property Owners/Lesseees in Appendix A to this Environmental Checklist. An area bounded by the Dominguez Channel to the west, the Alameda Corridor Long Beach lead track to the north, Farragut Avenue to the east, and Anaheim Street to the south could be used for future operations by Cal Cartage or other affected property owners/lesseees.
- 5 Project Sponsor's Name and Address** Los Angeles Harbor Department  
425 S. Palos Verdes Street  
Post Office Box 151  
San Pedro, CA 90733-0151
- 6 General Plan Designation** City of Carson – Heavy Industrial; City of Long Beach – LUD-9R (Restricted Industries); Port of Los Angeles - General/Bulk Cargo & Commercial/Industrial Uses – Non-Hazardous.
- 7 Zoning** City of Carson – Manufacturing, Heavy; City of Long Beach - Light Industrial; Port of Los Angeles - Heavy Industry.
- 8 Description of Project** The proposed project consists of a near-dock rail loading and unloading facility to facilitate the movement of container freight in and out of the Port of Los Angeles by rail. Other project elements include the widening of an existing railroad bridge over the Dominguez Channel, the replacement of an existing railroad bridge over Sepulveda, additional track north of Sepulveda, and alterations to a Pacific Coast Highway interchange. A more detailed description of the Project and its location is provided in the attached Project Description.



**9 Surrounding Land Uses and Setting**

Properties adjacent to the proposed intermodal facility include a rail loading and unloading facility to the north, industrial refining facilities to the west, container and trailer parking and servicing facilities to the south, and multi-family residential land uses, including several schools, churches, a homeless shelter and a veterans facility, across the Terminal Island Freeway to the east in the City of Long Beach. The intermodal facility Project site is currently used for warehousing, container, and trailer parking and servicing.

**10 Other Public Agencies whose Approval Is Required**

City of Long Beach, CA; City of Carson, CA; California Dept. of Transportation; California Department of Fish and Game; U.S. Army Corps of Engineers; California Regional Water Quality Control Board; Los Angeles County Flood Control District.

**Environmental Factors Potentially Affected:**

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

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

**Determination:**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, and there will not be a significant effect in this case because revisions to 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 an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" 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 project, nothing further is required.

Signature

Ralph G. Appy, Ph.D.

Printed Name

Date

Port of Los Angeles City of Los Angeles  
Harbor Department

For

## Evaluation of Environmental Impacts:

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

7. **Supporting Information Sources:** A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to the environmental effects of a project in whatever format is selected.
9. The explanation of each issue should identify:
  - (a) The significance criteria or threshold, if any, used to evaluate each question.
  - (b) The mitigation measure identified, if any, to reduce the impact to a less-than-significant level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS. Would the project:</b>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

**a. Would the project have a substantial adverse effect on a scenic vista?**

**No Impact.** The Project site and surrounding area are not considered a scenic vista for residents in its the immediate vicinity, as the site area currently contains primarily industrial warehousing activities as well as container and trailer parking and servicing in support of the Port of Los Angeles. Surrounding land uses to the north, west and south consist of similar rail, container and trailer storage, or other heavy industrial land uses. As a result, modification of land uses at the site would not constitute a change to a scenic area or vista for local residents in the immediate site vicinity.

In the broader area surrounding the Port, there are no official scenic vistas within the City of Carson, and there are also no state scenic highways that run through Carson (City of Carson, 2001). For the City of Long Beach, the only designated scenic route is Ocean Avenue, from the Los Angeles River extending east to 2<sup>nd</sup> Street (City of Long Beach, 2005). This route is

more than 2 miles to the south of the site and does not have a view of the proposed site area. Several scenic vistas/public view sites are recognized and designated by the City of San Pedro (see locations on the City Website at: <http://cityplanning.lacity.org/complan/specplan/spmaps/Detail/spdspfea.pdf>). Most of these locations have views to the south and west out toward the ocean, and therefore do not have a view of the proposed site area. Where views in the direction of the site are possible, to the extent they can be distinguished from intervening industrial facilities throughout the Port, they are distant and would not be expected to change in character because the proposed Project facilities would be consistent with existing views from these locations. No impacts would occur. This issue will not be addressed in the EIR.

**b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No Impact.** The proposed Project would not have the potential to damage scenic resources because no scenic resources exist onsite, and the Project would not be located near an eligible or designated state scenic highway. As described above, there are no officially designated scenic routes in the City of Carson, and the Ocean Avenue corridor, a designated scenic route in Long Beach, does not have a view of the proposed site area. The closest officially designated state scenic highway is approximately 33 miles north of the Project (State Highway 2, from approximately 3 miles north of Interstate 210 in La Cañada to the San Bernardino County Line). The closest eligible state scenic highway is approximately 7 miles northeast of the Project (State Highway 1, from State Highway 19 near Long Beach to Interstate 5 south of San Juan Capistrano) (California Department of Transportation, 2005). The Project site is not visible from either of these locations. No impacts would occur. This issue will not be addressed in the EIR.

**c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

**Less Than Significant Impact.** The Project site currently contains primarily industrial warehousing activities as well as container and trailer parking and servicing in support of the Port of Los Angeles. Surrounding land uses to the north, west and south consist of similar rail and heavy industrial land uses. The proposed Project would be expected to have similar heavy industrial **and/or** rail activities and would not be expected to substantially alter the existing visual character or quality of the site or its surroundings. Likewise, the visual quality of the widened rail bridge would be the same as the existing bridge and the replacement of the railroad bridge over Sepulveda would appear similar to existing conditions, though with a more modern bridge structure. **Possible operations of Cal Cartage (or other affected property owners/lessees) in the area near the Alameda Corridor Long Beach lead track would result in the introduction of additional heavy industrial land uses in an area that already contains such uses.** For these reasons, impacts would be expected to be less than significant. Nevertheless, in light of the presence of residential land uses immediately to the east of the site across the Terminal Island Freeway, evaluation of the change in the visual character in the **immediate** Project site area will be presented in the EIR in order to confirm that localized impacts would not be adverse. This issue will be addressed in the EIR.

- d. **Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?**

**Potentially Significant Impact.** The proposed Project site is in a heavy industrial area that currently has existing nighttime external (night lighting at existing Cal Cartage is limited primarily to security purposes) and internal illumination. However, implementation of the proposed Project would add substantial new light sources to the Primary Project Area due to the need to provide safety for the proposed rail loading and unloading operation. Exterior operational lighting, including security nighttime lighting, would be provided throughout the **Primary Project Area property** and would be present at varying amounts throughout the day and night. This impact is potentially significant. Sensitive receptors located in the residential areas to the east, across the Terminal Island Freeway could be affected. This issue will be addressed in the EIR. **Possible operations by Cal Cartage (or other affected property owners/lessees) in the area near the Alameda Corridor Long Beach lead track will be studied in the EIR, though impacts are expected to be less than significant due to the primarily industrial character of this area and the lack of adjacent sensitive receptors.**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**II. AGRICULTURAL RESOURCES.** In determining whether impacts on 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. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

**Discussion:**

- a. **Would the project 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 nonagricultural use?**

**No Impact.** The California Department of Conservation Farmland Mapping and Monitoring Program identifies categories of agricultural resources that are significant, and, therefore, require special consideration. The Project site is not located in an area designated as Prime or Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation, 1999). No Farmland or row crops currently exist on the Project site, and, therefore, none would be converted to accommodate the proposed Project. No impacts would occur. This issue will not be addressed in the EIR.

- b. **Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** No agricultural resources or operations exist within the Project's limit or adjacent areas. The Project site is not zoned for agricultural use (City of Los Angeles, 2005), and no Williamson Act contracts apply to the Project site (City of Long Beach 2005; City of Los Angeles 2005; City of Carson 2001a). No impacts would occur. This issue will not be addressed in the EIR.

- c. **Would the project involve other changes in the existing environment that, due to their location or nature, could individually or cumulatively result in loss of Farmland to nonagricultural use?**

**No Impact.** The proposed Project would not disrupt or damage the operation or productivity of any areas designated as Farmland. No Farmland is located within the surrounding area or the Project site that could be affected by changes in land use. No impacts would occur. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY.</b> When 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

**Discussion:**

- a. **Would the project conflict with or obstruct implementation of the applicable air quality plans?**

**Potentially Significant Impact.** Construction of the proposed Project would result in a short-term, Project-related increase in air emissions from construction vehicles and equipment used to construct the proposed Project, and from activities associated with possible Cal Cartage (or other affected property owners/lessees) operations in the area near the Alameda Corridor Long Beach lead track. Operation of the intermodal facility in the Primary Project Impact Area and the possible operations of Cal Cartage (or other affected property owners/lessees) in the area near the Alameda Corridor Long Beach lead track area could also result in permanent increased air emissions at and near the site due to an increase in rail and truck traffic traveling to and from the area, site in connection with the proposed rail loading and unloading activities. These increased emissions ~~might~~ could conflict with implementation of the applicable South Coast Air Quality Management District (SCAQMD) Air Quality Attainment Plan (AQMP). This impact is potentially significant and will be evaluated in the EIR.

It is anticipated that ~~this Project~~ the rail facility would rather quickly divert a substantial amount of truck traffic off of nearby freeways, such as the 710 Freeway, and thereby reduce overall truck vehicle miles traveled and related air emissions in the region. The effect that these regional emissions reductions would have versus increases in local emissions at the site relative to implementation of applicable air quality plans will also be evaluated in the EIR. In addition, non-diesel container delivery system alternatives will be evaluated in an effort to reduce identified regional emissions impacts.

- b. **Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Potentially Significant Impact.** The proposed Project is located in the SCAQMD, which has determined that this area is in extreme non-attainment for ozone and its precursors,



oxides of nitrogen (NOx) and reactive organic gases (ROG). The area has also been identified by SCAQMD as having air toxic emissions in its MATES II study (<http://www.aqmd.gov/matesiidf/matestoc.htm>). As described above, the proposed Project could result in an increase in air emissions at the Project site and in the immediate site area, both during the construction period and once the Project becomes operational. These increases **might could** violate existing air quality standards for ozone and its precursors, and also for air toxic pollutants such as diesel particulate matter. This impact is potentially significant. This issue will be addressed in the EIR, and will include presentation and discussion of a protocol for assessment of public health risks. **In addition, non-diesel container delivery system alternatives will be evaluated in an effort to reduce identified public health risk impacts.**

- c. **Would the project 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 that exceed quantitative thresholds for ozone precursors)?**

**Potentially Significant Impact.** As described above, the proposed Project site is located in the SCAQMD, which has determined that this area is in extreme non-attainment for ozone and its precursors (NOx, ROG), and the area has also been identified by SCAQMD as having air toxic emissions (MATES II). The proposed Project **might could** result in the potential for: (i) a cumulatively considerable net increase in air emissions at the site and immediate surrounding area that have the potential of violating existing air quality standards for ozone and its precursors; and, (ii) a cumulatively considerable net increase in health risks from air toxic pollutants such as diesel particulate matter. This impact is potentially significant. This issue will be addressed in the EIR. **In addition, non-diesel container delivery system alternatives will be evaluated in an effort to reduce identified cumulatively considerable increases in air emissions and public health risks.**

- d. **Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Potentially Significant Impact.** Certain residents, such as the very young, the elderly, and those suffering from certain illnesses or disabilities, are particularly sensitive to air pollution and are considered "sensitive receptors." The potential exists for environmental impacts when sensitive receptors are located next to major sources of air pollutant emissions. For this Project, construction activities could temporarily expose nearby sensitive receptors to increased air pollution concentrations in the form of ozone precursors and diesel particulate exhaust from site construction activities. Project operational activities could also potentially expose sensitive receptors to substantial concentrations of these pollutants. This impact is potentially significant. This issue will be addressed in the EIR. **In addition, non-diesel container delivery system alternatives will be evaluated in an effort to reduce identified impacts to sensitive receptors.**

- e. **Would the project create objectionable odors affecting a substantial number of people?**

**Less Than Significant Impact.** Short-term objectionable odors could occur during Project construction from the use of diesel-powered heavy equipment, and from asphalt operations. Odors produced from actual operation of the intermodal facility are also possible, though they would be expected to be similar to other industrial odors in the area and would not be

expected to affect a substantial area around the Project site. Nevertheless, due to the presence of a residential population adjacent to the Project site, this issue will be addressed in the EIR. In addition, non-diesel container delivery system alternatives will be evaluated in an effort to reduce identified odor impacts.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES. Would the project:</b>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

**Discussion:**

- a. **Would the project have a substantial adverse impact, 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 the U.S. Fish and Wildlife Service?**

**Less Than Significant Impact.** Currently, the vast majority of the Project site itself (including the area identified to be used for possible operations of Cal Cartage or other affected property owners/lessees) is developed and used for heavy industrial activities. Further, the site is located within a developed area, containing mostly industrial facilities and a dense residential/commercial area to the east in the City of Long Beach. As such, the site does not represent high quality native plant or wildlife habitat. No species identified as a candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service, is known to occur on the Project site or railroad rights of ways (National Diversity Data Base, 2005). For these reasons, Project impacts would not be expected to be significant.

Nevertheless, the proposed Project would involve demolition of existing warehouses structures on the site in order to construct the proposed rail loading and unloading facility and in order to provide a new location for possible Cal Cartage operations (or other affected property owners/lessees). It is possible that certain avian species (such as certain types of owls) and bats could be making limited use of the rafters or other portions of the warehouses and other industrial facility structures for nesting. Both of these species would be considered potentially sensitive by the California Department of Fish and Game (2005), though any usage of such warehouses or other structures would be expected to be limited. In addition, the Project site is adjacent to potential water-related habitat (the Dominguez Channel) that may be subject to limited used by foraging or transiting marine-associated sensitive species, though impacts to this channel are expected to be short-term, and limited to the rail bridge widening activities, and therefore less than significant. To determine whether these impacts would be less than significant, existing warehouses will be visited, as will other industrial features in order to evaluate if limited native wildlife usage of the site is occurring. In addition, the Dominguez Channel area will be scrutinized to determine whether marine-associated sensitive species could be impacted by the bridge widening activities. This issue will be addressed in the EIR.

- b. **Would the project have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?**

**Less Than Significant Impact.** There is no riparian habitat present on the Project site. No other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service is present on the Project site. However, the site is adjacent to open water habitat potentially **subject to limited** used by foraging or transiting marine-associated sensitive wildlife species, though impacts to this channel are expected to be short-term, **and** limited to the rail bridge expansion activities, **and therefore less than significant.** To determine whether these impacts would be less than significant, the Dominguez Channel area will be scrutinized to determine whether marine-associated sensitive species could be impacted by the bridge widening activities. This issue will be addressed in the EIR.

- c. **Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marshes, vernal pools, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?**

**Less Than Significant Impact.** Currently, the Project site area is entirely developed and does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. As a result, no direct impacts to wetlands or waters of the United States in these areas would occur. However, the site is adjacent to and would include construction in open water habitat (rail bridge widening in the Dominguez Channel) that may be **subject to limited** used by foraging or transiting marine-associated sensitive wildlife species. This adjacent open water habitat is subject to jurisdiction of the Clean Water Act, and could be impacted by construction activities, though the rail bridge widening activities are expected to be short-term, **and** limited in scope, **and therefore less than significant.** To determine whether these impacts would be less than significant, the Dominguez Channel area will be scrutinized to determine whether adverse impacts would result from the bridge widening activities. This issue will be addressed in the EIR.

- d. **Would the project 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 wildlife nursery sites?**

**Less Than Significant Impact.** The Project site does not contain any wildlife migration corridors. There are no wildlife nursery sites on the proposed site or in the immediate surrounding area. The Project would not involve any activity that could impede the movement of any native resident or migratory fish. However, the proposed Project would involve demolition of existing warehouses on the site that may be subject to limited use as bat maternity roosts. While these impacts would not be expected to be significant because the site (and particularly the warehouses) does not represent high quality native plant or wildlife habitat, existing warehouses and other industrial features will be surveyed in connection with the EIR to confirm that native wildlife is not using the site as a 'wildlife nursery'. This issue will be addressed in the EIR.

- e. **Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**No Impact.** The Project area is designated for industrial uses and there are no policies or ordinances protecting biological resources at the Project site. No impacts would occur. This issue will not be addressed in the EIR.

- f. **Would the project conflict with the provisions of an adopted habitat conservation plan; natural communities conservation plan; or any other approved local, regional, or state habitat conservation plan?**

**No Impact.** Neither the Project site nor any adjacent areas are included as part of an adopted Habitat Conservation Plan (HCP), Natural Communities Conservation Plan (NCCP), or any other approved local, regional or state habitat conservation plan (City of Los Angeles 2001; City of Carson 2001a; City of Long Beach 2005). No impacts would occur. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES. Would the project:</b>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in California Environmental Quality Act (CEQA) Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

**Discussion:**

- a. **Would the project cause a substantial adverse change in significance of a historical resource as defined in California Environmental Quality Act (CEQA) Section 15064.5?**

**Less Than Significant Impact.** The proposed Project would include demolition and removal of various buildings at the site. It is not known whether any of these structures would meet the accepted 50-year threshold for historic buildings, nor is it known whether they have linkages to any significant persons or events that would qualify them for listing on the federal or state historic registers. A previous study at this location by the Port (LAHD,

1999) concluded that no historic structures are present in the Primary Project Area shown in Figure 2 (see Project Description, attached), though as also shown in Figure 2, the scope of this Project would be larger than was anticipated by that study. While most of the structures scheduled for demolition if this Project is approved would be located in the Primary Project Area, all areas potentially impacted by this Project will be surveyed to identify any structures that could be considered for historical registry (e.g. Sepulveda railroad bridge). This issue will be addressed in the EIR.

**b. Would the project cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?**

**Less Than Significant Impact.** The possibility for intact, buried, stratified, archaeological deposits to be located within the zone to be disturbed by the Project is unknown, though highly unlikely due to the amount of disturbance that has occurred in recent years from previous construction. This would include previous construction of the PCH Bridge in the mid-1900s, the recent construction of the rail bridge, and the existing San Pedro Branch track areas. Further, any new track development would be limited to surface disturbances, with little excavation, and for the Project site, it is not anticipated that new building foundations would be built lower than existing foundations and therefore they are not expected to expose undisturbed soil. As a result, impacts would be expected to be less than significant.

Nevertheless, a literature search and survey will be performed for the EIR to confirm the absence of impacts, and a condition of approval can be included that if archeological resources are found during construction that work will be stopped and an archeologist engaged to monitor grading of that area. This issue will be addressed in the EIR.

**c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less Than Significant Impact.** The geologic formation within the Project area consists of Pleistocene terrace deposits and Palos Verdes sand, which could have the potential for fossil resources. However, due to the grading, excavations and backfill related to previous development, the Project site would not be expected to yield significant paleontological resources. And further, because the highway interchange, San Pedro Branch track and rail bridge widening areas have previously been disturbed for prior construction, they are not expected to yield significant resources either, and any new track development would be limited to surface disturbances, with little excavation. Thus, implementation of the Project would not likely disturb any known resources.

Nevertheless, a literature search and survey will be performed for the EIR to confirm the absence of impacts, and a condition of approval can be included that if fossils are found during construction that work will be stopped and a paleontological professional engaged to monitor grading of that area. This issue will be addressed in the EIR.

**d. Would the project disturb any human remains, including those interred outside of formal cemeteries?**

**Less Than Significant Impact.** It is unknown at this time if either prehistoric burials or historic-period cemeteries were located within the proposed Project area that could be

identified during ground disturbing activities. Due to the grading, excavations and backfill related to existing and previous development, the Project site would not be expected to yield human remains. Further, because the PCH highway interchange, San Pedro Branch track and rail bridge widening areas have been previously disturbed due to prior construction, they are not expected to yield significant human remains either, and any new track development would be limited to surface disturbances, with little excavation. Thus, implementation of the Project would not likely disturb any known resources.

Nevertheless, a literature search and survey will be performed for the EIR to confirm the absence of impacts, and a condition of approval can be included that if human remains are found during construction that work would be stopped and a cultural resources professional engaged to monitor grading of that area. This issue will be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS. Would the project:</b>				
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.	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
ii. Strong seismic ground shaking?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

**Discussion:**

**a. Would the project 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 Impact.** Fault rupture could occur from the direct break in the Earth's surface from the movement of a fault either horizontally or vertically. Several earthquake faults are within the Project vicinity and extend through the Port, both on land and in the water channels. None of these faults is designated as a special study zone under the Alquist-Priolo Earthquake Zoning Act (City of Los Angeles, 1994). The Palos Verdes Fault Zone, approximately 4 miles northeast of the site, is the closest active fault to the Project site. This fault is designated as a Fault Rupture Study Area within the City of Los Angeles General Plan Safety Element (City of Los Angeles, 1994). The Project is outside this area and therefore is not expected to be subject to direct onsite fault rupture. Nevertheless, due to the high amount of seismic activity that is common in Southern California, review of geologic data for the Project site area will be performed to confirm that the site would not be subject to fault rupture. This issue will be addressed in the EIR.

- ii) Strong seismic ground shaking?**

**Potentially Significant Impact.** The Los Angeles Basin, including the Port, is an area of known seismic activity. The risk of seismic hazards, such as seismic ground shaking, cannot be avoided. California construction and building design codes are meant to minimize structural damage resulting from a seismic event but cannot constitute a guarantee. The exposure of people to seismic ground shaking is a potential risk regardless of any Project undertaken in Southern California. This impact is potentially significant and will be addressed in the EIR.

- iii) Seismic-related ground failure, including liquefaction?**

**Potentially Significant Impact.** The various elements of the Project occur within an area where historic occurrence of liquefaction, and local geological, geotechnical, and groundwater conditions, indicate a potential for permanent ground displacements.



Further, the City of Los Angeles' Safety Element for its General Plan identifies this area as having the potential for liquefaction (City of Los Angeles, 1994). Precise liquefaction hazards at the site itself are not currently known. This impact is potentially significant and will be addressed in the EIR.

**iv) Landslides?**

**No Impact.** The Safety Element of the Los Angeles General Plan indicates that the Project site is not within the landslide inventory (City of Los Angeles, 1994). Further, the site is within a flat topographical area with few unpaved onsite areas and is not expected to have significant impacts. No impacts would occur. This issue will not be addressed in the EIR.

**b. Would the project result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant.** The proposed Project would involve demolition and removal of buildings and construction of new buildings and infrastructure. During construction activities, there is typically a potential for soil erosion as a result of water runoff from the site. Such runoff would be subject to storm water runoff management requirements of regulatory agencies, including a Storm Water Pollution Prevention Plan (SWPPP). Following construction, exposed areas would mostly be paved or landscaped, reducing erosion potential and making significant impacts unlikely. This issue will be addressed in the EIR to determine the extent to which the site geology could increase the potential for substantial soil erosion or loss of topsoil.

**c. Is the project 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 onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse?**

**Potentially Significant.** As described above, the Project site is located in an area designated as "Areas Susceptible to Liquefaction" by the Safety Element of the Los Angeles General Plan (City of Los Angeles, 1994). Further, in general, geotechnical and groundwater conditions in the Port area indicate a potential for permanent ground displacement. However, the new SCIG facilities would be constructed in compliance with the latest available earthquake-resistant designs and relevant codes making significant impacts unlikely. This issue will be addressed in the EIR to determine the extent to which the Project is located on an unstable or potentially unstable geologic unit.

**d. Is the project located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**Potentially Significant.** Expansive soil may be present in the Project area; however, the exact location is unknown. These soils can significantly impact foundations of buildings or associated structures or improvements. These impacts are minimized through the incorporation of standard geotechnical engineering and/or foundation designs as called for in Los Angeles Harbor Department design guidelines. Additionally, safety regulations and building design measures would also likely reduce impacts. However, review of geologic information for the Project site will be performed to identify the potential for expansive soil to be present at the site. This issue will be addressed in the EIR.

- e. **Would the project have soils that are incapable of supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No Impact.** The Los Angeles Department of Public Works Bureau of Sanitation provides sewer service to all areas within its jurisdiction, including the proposed Project. The facility would connect to this existing sewer system. Therefore, alternative wastewater disposal systems are not necessary and no impacts would occur. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:</b>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

**Discussion:**

- a. **Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less Than Significant.** Trains using the intermodal facility may potentially transport hazardous materials. In addition, the proposed intermodal facility would have fuels, oils and cleaning materials that could qualify as hazardous materials. These types of materials are routinely used or safely transported through the Port of Los Angeles by rail each day using the US Department of Transportation regulations governing the procedures and equipment for handling or transporting such materials. Nevertheless, this issue will be addressed in the EIR to confirm that safety regulations and response plans for this facility will be adequate to reduce the potential for impacts to below a level of significance.

- b. **Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?**

**Less Than Significant.** Two potential sources of upset or accident involving the release of hazardous materials are possible from the proposed Project. First, the demolition of existing buildings on the Project site could result in the release of, or exposure to, potentially hazardous materials such as asbestos or other contaminants. At present, it is not known whether these materials are in the existing buildings. A Phase I Preliminary Site Assessment will be prepared for the site as part of initial site preparation activities. In the event that any such materials are found or thought to be present, proper cleanup procedures would be identified and the materials would have to be safely removed. The adequacy of such cleanup procedures, to the extent any are needed, will be addressed in the EIR. The second potential source of release of hazardous materials into the environment would be an accident or upset associated with the onsite rail and truck operations. An Emergency Response Plan, together with Health and Safety Plans, would be developed for both construction and operation of the proposed facility (and possibly by Cal Cartage or other affected property owners/lessees for any future potential construction or operations near the Alameda Corridor Long Beach lead track). These plans would be expected to handle any dangers associated with an upset or accident. The adequacy of these plans and measures will be addressed in the EIR.

- c. **Would the project emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed**

school?

**Potential Significant Impact.** The proposed Project is directly across the Terminal Island Freeway from Reid High School, Hudson Middle School and Bethune Program for the Homeless, each of which is within a quarter mile of the site (see Figure 2, Project Description). Hazards that are routinely handled in accordance with federal and state law regarding hazardous materials could, nevertheless, potentially adversely affect these schools due to their proximity to the Project site. This impact is potentially significant and will be addressed in the EIR.

- d. **Would the project be located on a site that is included on a list of hazardous material 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?**

**No Impact.** The proposed Project site is not listed on any hazardous site lists and the Project site and surrounding area was not described as such in an environmental analysis of this site performed by the Port in 1999 (LAHD, 1999). This issue will not be addressed in the EIR.

- e. **Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 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 proposed Project is not within the vicinity of a public airstrip and is not within 2 miles of a public airport. The closest airport is Long Beach Airport, approximately 8 miles to the northeast of the Project site. No impacts would occur. This issue will not be addressed in the EIR.

- f. **Would the project be located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** The proposed Project is not within the vicinity of a private airstrip. No impacts would occur. This issue will not be addressed in the EIR.

- g. **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant Impact.** The proposed intermodal Project would include its own internal emergency response plans and personnel. The proposed design will be reviewed to determine how it would operate in compliance with existing emergency response and evacuation plans in the area. This issue will be addressed in the EIR. Possible Cal Cartage (or other affected property owners/lessees) operations would also have emergency response and evacuation plans. The EIR will confirm that any new emergency response and evacuation plans are effective.

**h. Would the project expose people or structures to the 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.** The Project site is located in an urban environment removed from wildland fire areas. As a result, there is no fire hazard relative to wildlands. No impacts would occur. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. HYDROLOGY AND WATER QUALITY.</b>				
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in 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 that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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 that would result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
e. Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
j.	Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

**Discussion:**

**a. Would the project violate any water quality standards or waste discharge requirements?**

**Less Than Significant Impact.** Control of surface water quality and erosion at intermodal facilities similar to this one at the Port is currently being performed successfully in accordance with General Construction Activities Storm Water Permits (GCASP) and National Pollutant Discharge Elimination System (NPDES) permits. The Project would be subject to these same permitting requirements, including the requirement to develop and implement a SWPPP and use of Best Management Practices (BMPs) during construction and operations to prevent pollutants from contacting storm water. For these reasons, the Project would not be expected to violate water quality standards or waste discharge requirements. Nevertheless, due to the proposed size and scope of the Project, its ability to successfully address water quality standards and waste discharge requirements will need to be confirmed by a review of the Project's designs for water quality and storm water control at the site. The Project's and, if appropriate, Cal Cartage's (or other affected property owners/lessees) plans to comply with water quality standards and waste discharge requirements will be addressed in the EIR.

**b. Would the project 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 (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?**

**No Impact.** Groundwater in the area has significant saltwater intrusion, and is therefore unsuitable for use as drinking water. The Project design would use local public works supplies of water for Project usage. As a result, the Project would not deplete groundwater supplies. No impacts would occur.

The Project site is currently developed and most of the site consists of impermeable surfaces. As a result, the site does not support significant surface recharge of groundwater. No impacts would occur.

These issues will not be addressed in the EIR.

- c. **Would the project 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 that would result in substantial erosion or siltation onsite or offsite?**

**Less Than Significant Impact.** The proposed Project would have a similar amount of impermeable surface as currently exists on the site. While nothing associated with the proposed Project design would be expected to alter the pattern of surface runoff in a manner that would result in substantial increased erosion or siltation onsite or offsite, the scope of the proposed Project and the fact that its operations would change from warehousing, container, and trailer parking and maintenance to an active intermodal rail loading and unloading facility would require new types of surface water control systems. Possible Cal Cartage (or other affected property owners/lessees) operations near the Alameda Corridor Long Beach lead track would introduce warehousing, container, and trailer parking and maintenance to an area that has other types of industrial activity at this time. This would also result in the need for new types of surface water control systems in that location. The adequacy of these systems in the Primary Project Area and surrounding impact areas (i.e., track upgrades north of Sepulveda, realignment of the PCH Bridge, and new lead track construction south of the PCH bridge, and the possible new operations area for affected property owners/lessees), including their impacts to existing drainage patterns at the Project site or in the area, will be addressed in the EIR. There is nothing associated with the proposed developments that would alter the course of a stream or river; as no stream or river exists onsite. However, local water flow in the Dominguez Channel, where the rail bridge widening would occur, may be temporarily disrupted during construction and there may be some associated erosion and siltation in the area. This issue will be addressed in the EIR.

- d. **Would the project 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 onsite or offsite?**

**Less Than Significant Impact.** The proposed Project would have a similar amount of impermeable surface as currently exists on the site. While nothing associated with proposed designs would be expected to substantially increase either the rate or amount of surface runoff in a manner that would result in flooding on or off site, the scope of the proposed Project and the fact that its operations would change from warehousing, container, and trailer parking and maintenance to an active intermodal rail loading and unloading facility would require new types of surface water control systems. Possible Cal Cartage (or other affected property owners/lessees) operations to the area near the Alameda Corridor Long Beach lead track would introduce warehousing, container, and trailer parking and maintenance to an area that has other types of industrial activity at this time. This would also result in the need for new types of surface water control systems in that area. The adequacy of these systems in the Primary Project Area and surrounding impact

areas (i.e., track upgrades north of Sepulveda, realignment of the PCH Bridge, **and** new lead track construction south of the PCH bridge, **and the possible new operations area for affected property owners/lessees**), including their impacts to existing drainage patterns and the potential for flooding at the Project site or in the area, will be addressed in the EIR. There is nothing associated with the proposed developments that would alter the course of a stream or river, as no stream or river exists onsite. However, local water flow in the Dominguez Channel, where the rail bridge widening would occur, may be temporarily impacted during construction, but impacts are expected to be short-term and there would be no permanent alteration in the course of the Dominguez Channel that would increase the potential for flooding onsite or offsite. This issue will be addressed in the EIR.

- e. **Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

**Less Than Significant Impact.** The proposed Project would have a similar amount of impermeable surface as currently exists on the site. While nothing associated with proposed designs would be expected to substantially increase either the rate or amount of surface runoff in a manner that would exceed the capacity of existing or planned storm drainage systems or provide substantial additional sources of polluted runoff, the scope of the proposed Project and the fact that its operations would change from warehousing, container, and trailer parking and maintenance to an active intermodal rail loading and unloading facility would require new types of surface water control systems. **Possible Cal Cartage (or other affected property owners/lessees) operations to the area near the Alameda Corridor Long Beach lead track would introduce warehousing, container, and trailer parking and maintenance to an area that has other types of industrial activity at this time. This would also result in the need for new types of surface water control systems in that area.** The adequacy of these systems in the Primary Project Area and surrounding impact areas (i.e., track upgrades north of Sepulveda, realignment of the PCH Bridge, **and** new lead track construction south of the PCH bridge, **and the possible new operations area for affected property owners/lessees**), including their ability to create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff will be addressed in the EIR. If the bridge widening and the realignment and reconstruction of the highway interchange occur during the rainy season, the amount of runoff may increase slightly because more unpaved land will be exposed. This will be a temporary impact. This issue will be addressed in the EIR.

- f. **Would the project otherwise substantially degrade water quality?**

**Less Than Significant Impact.** The proposed Project would have a similar amount of impermeable surface as currently exists on the site. While nothing associated with proposed designs would be expected to substantially increase either the rate or amount of surface runoff in a manner that would substantially degrade water quality, the scope of the proposed Project and the fact that its operations would change from warehousing, container, and trailer parking and maintenance to an active intermodal rail loading and unloading facility would require new types of surface water control systems. **Possible Cal Cartage (or other affected property owners/lessees) operations to the area near the Alameda Corridor Long Beach lead track would introduce warehousing, container, and trailer parking**



**and maintenance to an area that has other types of industrial activity at this time. This would also result in the need for new types of surface water control systems in that area.** The adequacy of these proposed systems in the Primary Project Area and surrounding impact areas, including their ability to avoid substantially degrading water quality, will be addressed in the EIR. Replacement of and additions to the tracks north of Sepulveda and realignment and reconstruction of the PCH highway interchange are not expected to substantially degrade water quality as this type of work occurs throughout the Port area as part of track maintenance. Similarly, new lead track construction south of the PCH Bridge would also not be expected to have impacts that are different than existing track maintenance in the area. The proposed rail bridge widening will require a Clean Water Act Section 404 Permit, and as such will also require a Section 401 Water Quality Certification and adherence to the requirements of the Permit. Appropriate water quality control measures will be in place prior to the start of the rail bridge widening. This issue will be addressed in the EIR.

- g. **Would the project 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.** The project does not propose any housing and this issue will not be addressed in the EIR.

- h. **Would the project place within a 100-year flood hazard area, structures that would impede or redirect flood flows?**

**Less Than Significant Impact.** The Project site is listed by the City of Los Angeles General Plan Safety Element as being located within a 100-year flood plain (City of Los Angeles, 1994). However, given the scope of the proposed Project and the fact that its operations would change from warehousing, container, and trailer parking and maintenance to an active intermodal rail loading and unloading facility would require new types of surface water control systems. **Possible Cal Cartage (or other affected property owners/lessees) operations to the area near the Alameda Corridor Long Beach lead track would introduce warehousing, container, and trailer parking and maintenance to an area that has other types of industrial activity at this time. This would also result in the need for new types of surface water control systems in that area.** These systems would be addressed in the EIR to assure they would not adversely affect 100-year flood flows. In addition, construction of the rail bridge widening for the Project would occur in the Dominguez Channel, which is a 100-year floodplain diversion structure. Review of the rail bridge widening construction plan indicates that its impacts would be temporary, and the resulting new structure would not be expected to impede or redirect flood flows any more than does the existing bridge to which it would be attached. The rail bridge widening activities will be addressed in the EIR to confirm these initial assessments.

- i. **Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam?**

**No Impact.** The Project would not change the risk level for flooding in the surrounding area, as no dams or levees are near the proposed site. According to the FEMA Flood Data Maps for the area, and the City of Los Angeles General Plan Safety Element (City of Los Angeles,

1995), the proposed Project is not within any potential dam inundation areas. No impacts would occur. This issue will not be addressed in the EIR.

**j. Would the project contribute to inundation by seiche, tsunami, or mudflow?**

**No Impact.** The Project would not be expected to contribute to inundation by seiche, tsunami, or mudflow. The proposed Project and track replacement over Sepulveda are located in an upland area 0.25 miles from the main channel of the Port of Los Angeles. The open harbor system would allow seismic forces to travel out to sea rather than contain them in a closed basin subject to increasing oscillations as is characteristic of seiche activity. The City of Los Angeles General Plan Safety Element identifies the Project site as located within areas "potentially impacted by a tsunami" (City of Los Angeles, 1994). However, the Project would not alter the topography or otherwise enhance the potential for adverse affects of a tsunami, if one were to impact the Southern California coast. Finally, the topography of the Project site area, which is essentially flat, lacks sufficient relief to support a mudflow. No impacts would occur. These issues will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. LAND USE AND PLANNING. Would the project:</b>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

**Discussion:**

**a. Would the project physically divide an established community?**

**Less Than Significant Impact.** Implementation of the proposed Project would not physically alter residential areas or physically split an established residential community, though some alteration of the industrial area (including possible altered access) in the South Lead Track Area shown in Figure 2 (Project Description) would occur. Similarly, the possible introduction of Cal Cartage (or other affected property owners/lessees) operations to the area near the Alameda Corridor Long Beach lead track could also

**alter industrial activities in that vicinity.** Potential impacts in this area would not be expected to be significant, as the Project proposes to accommodate any such impacts in its design. These Project designs would be addressed in the EIR to assure that this goal is accomplished, and the extent to which impacts to the South Lead Track Area **or the possible Cal Cartage (or other affected property owners/lessees) operations area** would divide this industrial area will also be addressed in the EIR.

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

**Less Than Significant Impact.** The proposed Project site is regulated by three separate jurisdictions, the City of Los Angeles, the City of Carson, and the City of Long Beach. Each designates the Project site for a form of industrial use: Manufacturing, Heavy for the City of Carson; Light Industrial for the City of Long Beach; and Heavy Industrial for the Port of Los Angeles. Potential impacts could result, though the fact that the Project site would continue as an industrial area with land uses generally consistent with current industrial activities makes these impacts likely to be less than significant. The EIR will address the compatibility of the Project with all three jurisdictions' General Plan Elements, relevant Community Plans, and other relevant policies and regulations governing land use. The Project site is not in the Coastal Zone.

- c. **Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** The site and surrounding area are fully developed at an urban scale and there are no applicable habitat plans. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. MINERAL RESOURCES. Would the project</b>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

**Discussion:**

- a. **Would the project 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 location has been urbanized since the early 20<sup>th</sup> century. The site is in a Mineral Resource Zone (MRZ) area classified as MRZ-1, which is defined as areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence (California Department of Conservation, Division of Mines and Geology, 1994). The South Lead Track Area and the area where Cal Cartage (or other affected property owners/lessees) would possibly operate for the Project is also are located just inside the north edge of the Wilmington Oil Field (City of Los Angeles 1995), though the construction of lead track for the proposed Project in this area would be consistent with existing land uses and would not preclude future use of the area of oil recovery, if that ever occurs. Similarly, the possible Cal Cartage (or other affected property owners/lessees) operations would not limit future access for oil recovery if such access were ever needed. As a result, no impacts would occur. This issue will not be addressed in the EIR.

- b. **Would the project 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.** As discussed above, the Project site is not in any significant mineral resource areas that have been identified by the State or by the Cities of Los Angeles, Carson and Long Beach. No impacts to mineral resources would occur. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. NOISE. Would the project:</b>				
a. Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Expose persons to or generate excessive ground borne vibration or ground borne noise levels?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
project?				
e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f. Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

**Discussion:**

- a. **Would the project result in 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?**

**Potentially Significant Impact.** **Project Construction** activities may generate short-term increases in noise levels in the Project vicinity from such activities as demolition, grading, asphaltting surface areas, railroad track removal and replacement, pile driving, bridge construction, interchange realignment/construction, and building construction. Noise from these activities could exceed local or applicable noise standards. This impact is potentially significant and will be addressed in the EIR. Operation of the proposed intermodal facility would increase truck and rail trip generation in the area, which could change or increase traffic noise in the area. Operation of the proposed intermodal facility could also result in noise from the use of onsite heavy equipment. **Possible operation of a Cal Cartage (or other affected property owners/lessees) facility in the area near the Alameda Corridor Long Beach lead track would also change, and possibly increase noise levels in that location due to increased truck traffic.** Noise from these activities could exceed local or applicable noise standards. This impact is potentially significant and will be addressed in the EIR.

- b. **Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?**

**Potentially Significant Impact.** Construction activities associated with demolition, grading, asphaltting surface areas, railroad track removal and replacement, pile driving, bridge widening, interchange realignment/construction, and building construction could all result in significant ground borne vibration and/or noise levels. Rail loading and unloading activities and rail ingress and egress from operation of the intermodal facility **(and truck operation at a possible Cal Cartage, or other affected property owners/lessees, operations area)** could also result in significant ground-borne vibration or ground-borne noise levels. There would be increased traffic, and concomitant ground borne vibrations and noise levels, on the

widened rail bridge, although it is not adjacent to residences. These impacts are potentially significant and will be addressed in the EIR.

- c. **Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Potentially Significant Impact.** Operation of the proposed intermodal facility, track usage north of Sepulveda, lead track usage south of the PCH Bridge, possible Cal Cartage (or other affected property owners/lessees) operations, and increased vehicular traffic along the PCH interchange realignment area would all generate noise levels above existing levels without the project. Implementation of the Project would result in a short-term and long-term increase in noise levels due to construction and operation of these facilities in these locations. These impacts are potentially significant and will be addressed in the EIR. There would be increased traffic, and concomitant noise, on the widened rail bridge, although it is not adjacent to residences. These issues will also be addressed in the EIR.

- d. **Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Potentially Significant Impact.** The proposed Project site area currently experiences periodic noise from trains (especially along the San Pedro Branch line that extends along the eastern boundary of the site) and trucks associated with existing industrial activities. Demolition of existing buildings and construction of the proposed Project could potentially result in substantial periodic increases in noise levels associated with construction activities and construction deliveries by truck and train in the Primary Project Area, and in connection with the PCH Bridge realignment, South Lead Track Area construction additions, upgrades north of Sepulveda, Cal Cartage activities (or other affected property owners/lessees), and widening of the rail bridge. This impact is potentially significant and will be addressed in the EIR. Further, the planned increase in truck and train activity at the Project site due to operation of the proposed rail loading and unloading facility, together with use of the San Pedro Branch tracks north of Sepulveda, increased activity in the South Lead Track Area and rail bridge area would be expected to cause an increase in periodic noise levels as a result of the Project. These impacts are potentially significant and will be addressed in the EIR.

- e. **Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The proposed Project is not within the vicinity of a public airstrip and is not within 2 miles of a public airport. No impacts would occur. This issue will not be addressed in the EIR.

- f. **Would the project be located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The proposed Project is not within the vicinity of a private airstrip. No impacts would occur. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. POPULATION AND HOUSING. Would the project:</b>				
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

**Discussion:**

- a. **Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and business) or indirectly (e.g., through extension of roads or other infrastructure)?**

**No Impact.** The proposed Project is designed to help manage existing and projected growth in containerized cargo at the San Pedro ports by providing for increased near-dock rail loading facilities. The Project would not induce population growth as it is designed to handle containerized cargo and would have very few employees. No impacts would occur. This issue will not be addressed in the EIR.

- b. **Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** The Project site consists of heavy industrial facilities. The proposed Project would not displace housing. No impacts would occur. This issue will not be addressed in the EIR.

- c. **Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** The Project site consists of existing heavy industrial activities. The proposed Project would not displace people, requiring new housing. No impacts would occur. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. PUBLIC SERVICES. Would the project</b>				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

**Discussion:**

- 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 to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

**Fire protection?**

**Less Than Significant Impact.** The Los Angeles City Fire Department currently provides fire protection and emergency services for the Project area. The department currently provides service to the Project site, and the EIR will include an analysis of whether new uses on the site (including possible operations of Cal Cartage or other affected property owners/lessees) would increase demand on the department. Importantly, the proposed **Project intermodal facility** currently has plans to have its own onsite emergency response **for the facility**, which is expected to make significant impacts unlikely. The proposed **intermodal facility's Project** onsite emergency response plans for fire protection will be addressed in the EIR, as will any modified emergency response plans for Cal Cartage (or other affected property owners/lessees) at its possible new location.



**Police protection?**

**Less Than Significant Impact.** The proposed intermodal facility Project would have its own onsite security and is not anticipated to significantly increase demands on local response activities by the Port Police or the Police Department's in Los Angeles, Carson or Long Beach. The ability of the proposed intermodal facility's Project onsite security to address any potential security issues will be addressed in the EIR, together with any integration of such onsite activities with local police. The impact on police services for Cal Cartage (or other affected property owners/lessees) if it commences operations in the area near Anaheim Street is expected to be negligible, since the operation itself would not change. However, the effect of this operation on police protection will be addressed in the EIR.

**Schools?**

**No Impact.** The proposed Project would not involve any school related activities and would not be expected to cause an increase in nearby residents such that it could impact schools. No impacts would occur. This issue will not be addressed in the EIR. Noise impacts on schools will be analyzed in the noise section of the EIR.

**Parks?**

**No Impact.** The proposed Project does not involve any parks, or residential development that would create a need for new parks. No impacts would occur. This issue will not be addressed in the EIR.

**Other public facilities?**

**No Less Than Significant Impact.** The EIR's analyses will consider, among other things, whether use of different delivery systems for the movement of containers from on-dock locations to the SCIG would require support from various public facilities, including power generation, fueling facilities, and related infrastructure. It is not clear at this time the nature and extent of the type of support that would be needed, though this will be studied in the EIR. The proposed Project would not impact any other public facilities. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. RECREATION. Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

**Discussion:**

- 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?**

**No Impact.** The proposed Project does not involve the use of, or direct impacts to, any existing parks or recreational facilities. No impacts would occur. This issue will not be addressed in the EIR.

- 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?**

**No Impact.** The proposed Project does not include construction of, or impact to, any recreational facilities. No impacts would occur. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XV. TRANSPORTATION/TRAFFIC.** Would the project:

a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause, either individually or cumulatively, exceedance of a level-of-service standard established by the county congestion management agency for designated roads or highways?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections), or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

**Discussion:**

- a. **Would the project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?**

**Potentially Significant Impact.** The proposed Project would cause an increase in traffic load on existing major traffic arteries in the Project Site area, especially associated with increased truck traffic to the proposed intermodal facility (and to the possible operations area for Cal Cartage, or other affected property owners/lessees), during the construction phase of the Project. Increased vehicular movement on these major arteries would further occur during operation of the proposed intermodal facility due to an increase in truck traffic to and from the facility (from possible Cal Cartage or other affected property owners/lessees) operations). These impacts are potentially significant. The EIR will analyze the Project traffic volumes before, during and after construction in relation to road capacities. It will also consider the regional effects of reductions in truck traffic on area Highways, such as the 710, which are anticipated as a result of the Project. **Further, the EIR will evaluate whether an alternative means of access to the intermodal facility would reduce identified potentially significant traffic impacts to the local community.**

- b. **Would the project exceed, either individually or cumulatively, a level-of-service standard established by the county congestion management agency for designated roads or highways?**

**Potentially Significant Impact.** Due to increased surface street traffic on major traffic arteries, the proposed Project could result in traffic exceeding a level-of-service standard for congestion management program intersections in the Port area. This impact is potentially significant and will be addressed in the EIR. **In addition, the EIR will evaluate whether an**

**alternative means of access to the intermodal facility would reduce identified potentially significant traffic impacts to the local community.**

- c. **Would the project result in a change in vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No Impact.** The proposed Project would not result in changes in vessel traffic levels or patterns that could result in substantial safety risks and it is possible that the existence of the proposed Project could cause improved vessel traffic flow due to improved handling of containerized cargo. No impacts would occur. Issues related to vessel traffic will not be addressed in the EIR.

- d. **Would the project substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Less Than Significant.** The proposed Project might result in the increased use of existing streets in the Project site area, which could increase hazards at pedestrian crossings. Impacts are not expected to be significant, as the area already experiences a high level of this kind of traffic. A traffic study will be prepared for the Project that will address traffic hazards (including potential pedestrian impacts) as part of the site access analysis. Design features that may create hazards to vehicle ingress and egress will also be addressed. These issues will be addressed in the EIR.

- e. **Would the project result in inadequate emergency access?**

**Less Than Significant Impact.** Emergency access to the area occurs along major thoroughfares in the Project site area. These thoroughfares would not be permanently altered by the Project. However, construction activities associated with the proposed modifications of the PCH Bridge would result in reduced road volumes due to construction detours for a period of up to one year. While this impact is not expected to be significant due to Caltrans requirements for maintenance of emergency access during construction, this issue will be addressed in the EIR to confirm that significant reductions in emergency access would not occur. Emergency access within the Project site would be provided by the proposed Project. Emergency access plans for the proposed Project will be addressed in the EIR.

- f. **Would the project result in inadequate parking capacity?**

**No Impact.** Construction and operation of the intermodal facility is not expected to result in inadequate parking facilities. Parking spaces would be established onsite for employees and trucks arriving and departing the site. The number of employees working at this facility is expected to number less than 100. Parking impacts will not be addressed in the EIR.

- g. **Would the project conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

**Less Than Significant Impact.** The proposed Project would not conflict with adopted policies supporting alternative transportation. No barriers to pedestrian or bicycle circulation would occur. The Project would comply with all policies regarding alternative transportation. This issue will be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS.</b>				
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
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 projected demand of the project in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the solid waste disposal needs of the project?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

- a. **Would the project exceed wastewater treatment requirements of the applicable regional water quality control board?**

**Less Than Significant Impact.** Water usage and wastewater generation for the proposed Project is still under study. While impacts would not be expected to be significant, because wastewater generation plans have not been finalized for the Project, the Project's plans for compliance with wastewater treatment requirements will be addressed in the EIR. Similarly, any water usage and wastewater generation associated with the possible operations by Cal Cartage or other affected property owners/lessees will also be addressed in the EIR.

- b. **Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less Than Significant Impact.** As described above, water usage and wastewater generation is already occurring at the proposed Project site from existing commercial and industrial activities. Given its purpose as a rail loading and unloading facility, the proposed Project would not be expected to demand a substantial increase in wastewater treatment such that it would exceed the Terminal Island Treatment Plant's available capacity (i.e., 12 million gpd, City of Los Angeles, 2004b). As a result, the proposed Project's contribution of wastewater flows to the plant would not be expected to require construction of new off site facilities. Nevertheless, because wastewater generation plans are still under study and have not been finalized for the Project, water usage, wastewater generation, and available local treatment capacity will be evaluated in the EIR. While it is expected that wastewater generation would be the same for the possible new Cal Cartage operations (or other affected property owners/lessees), the extent to which Cal Cartage or others interface with water and wastewater infrastructure in the new location will be studied to assure that ultimately any proposed operation in that area has sufficient water and wastewater services.

- c. **Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less Than Significant Impact.** The proposed Project would have a large amount of paving, similar to existing uses at the site, and therefore, would be expected to continue to convey a significant amount of surface runoff. While nothing associated with proposed designs would be expected to substantially increase either the rate or amount of surface runoff in a manner that would result in significant environmental effects, the scope of the proposed Project and the fact that its operations would change from warehousing, container, and trailer parking and maintenance to an active intermodal rail loading and unloading facility would require new types of surface water control systems. The Project's proposed plan for storm water control during construction and operations is still being developed. This issue will be addressed in the EIR in order to assure that the Project is capable of compliance. It is possible that Cal Cartage (or other affected property owners/lessees) operations in the area near the Alameda Corridor Long Beach lead track, if they occur, could result in different types of storm water drainage, as some of the existing facilities in that area are not operating on paved surfaces (e.g. auto-wrecking activities). Hence, the EIR will evaluate conceptual storm drainage plans for the relocation area to determine the extent to which drainage facilities would be impacted.

- d. **Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Less Than Significant Impact.** Potable water is provided to commercial and industrial facilities that are present on the proposed Project site by the Los Angeles Department of Water and Power. The department is responsible for supplying, conserving, treating, and distributing water for domestic, industrial, agricultural, and firefighting purposes within the City of Los Angeles. Water demand for the proposed Project is still under study, though it is

not expected to require a substantial increase in water usage. The proposed Project would use existing water lines and construct new lines on site as required to adequately serve the proposed Project. Nevertheless, because water usage plans have not been finalized for the Project, water demand relative to available capacity will be evaluated in the EIR. Provided that the Department of Water and Power provides a "Will Serve" letter guaranteeing delivery of water to the Project, impacts would be less than significant. This issue will be addressed in the EIR. **Similarly, water usage for possible operations of Cal Cartage or other affected property owners/lessees will also be studied to determine if sufficient supplies are available for this area. Impacts are not expected to be significant, as the facility would be expected to use similar amounts of water.**

- e. **Has the wastewater treatment provider, which serves or may serve the project, determined that it has adequate capacity to serve the projected demand of the project in addition to the provider's existing commitments?**

**Less Than Significant Impact.** The Terminal Island Treatment Plant currently treats wastewater generated by existing commercial and industrial facilities located on the proposed Project site. The plant receives 17 to 19 million gpd from the region, which is 60% of its capacity (City of Los Angeles, 2004b). Wastewater generation for the proposed Project is also still under study. However, given its purpose as a rail loading and unloading facility, the proposed Project would not be expected to demand a substantial increase in wastewater treatment that would exceed the Terminal Island Treatment Plant's remaining 40% available capacity (i.e., 12 million gpd). As a result, the proposed Project's contribution of wastewater flows to the plant would not be expected to be significant. Nevertheless, because wastewater generation plans have not been finalized for the Project, wastewater generation and available local treatment capacity will be evaluated in the EIR. **Possible operations of Cal Cartage or other affected property owners/lessees are expected to have little impact on wastewater treatment, as they would be expected to generate the same approximate amount of wastewater in the new location as they do in their current location.**

- f. **Is the project served by a landfill with sufficient permitted capacity to accommodate the solid waste disposal needs of the project?**

**Less Than Significant Impact.** Solid waste generation from this Project is not expected to be significant, as the Project's purpose is for loading and unloading of containers, and significant solid waste generation activities have not been proposed for the Project. Existing solid waste in the Port area is transferred to local landfills and this is expected to be the case for the proposed Project facility. Because solid waste generation and disposal plans have not been finalized for the Project, an evaluation of Project solid waste generation and available capacity in local landfills will be performed for the EIR. Since the Project is not expected to generate significant amounts of solid waste, impacts are not expected to be significant. In addition, during construction, there would be asphalt and other inert wastes from the demolition of roadways, removal of bridge structures, and potential demolition of onsite structures. These wastes would be taken to a construction debris landfill or disposal facility. A recycling program for this material would be required as part of State Assembly Bill 939. Evaluation of solid waste generation and available disposal options during construction **of the intermodal facility and the possible operations of Cal Cartage or other affected property owners/lessees** will be evaluated in the EIR.

**g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

**No Impact.** The proposed Project and the possible operations of Cal Cartage or other affected property owners/lessees would comply with all federal, state, and local regulations pertaining to the disposal of solid waste, including Chapter VI, Article 6, Garbage, Refuse Collection, of the City of Los Angeles Municipal Code; Part 13, Title 42, Public Health and Welfare, of the California Health and Safety Code; and Chapter 39, Solid Waste Disposal. The proposed Project would also comply with the California Solid Waste Management Act (AB939), which requires each city in the state to divert at least 50% of their solid waste from landfill disposal through source reduction, recycling, and composting. Because the proposed Project would implement and be consistent with the procedures and policies detailed in these codes, impacts associated with consistency related to laws pertaining to solid waste disposal would result in no impact. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 project, the effects of other current project, and the effects of probable future project.)	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



**Discussion:**

- 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?**

**Potentially Significant Impact.** The proposed Project and the possible operations of Cal Cartage or other affected property owners/lessees would result in an increase in air and noise emissions in the Project site area. These impacts are potentially significant. The Project would not otherwise 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. The Project and the possible operations of Cal Cartage or other affected property owners/lessees are not expected to eliminate important periods of prehistory, but this will be investigated and confirmed in the EIR. Potential significant impacts to the quality of the environment from increases in air and noise emissions will be evaluated in the EIR and, where feasible, measures will be identified to mitigate these impacts.

- 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 project, the effects of other current project, and the effects of probable future project.)**

**Potentially Significant Impact.** The proposed Project and the possible operations of Cal Cartage or other affected property owners/lessees may result in cumulatively considerable impacts, especially in the areas of air quality and traffic. Several other development projects are currently under construction, are planned, or have recently been completed in the vicinity of the proposed Project. The combined air quality impacts from the combination of construction and operation of these facilities may be cumulatively significant. Similarly, localized traffic impacts in the Project site area could also combine with existing traffic in the area to create potentially significant cumulative impacts. Cumulative impacts will be addressed in the EIR.

- c. **Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?**

**Potentially Significant Impact.** The proposed Project and the possible operations of Cal Cartage or other affected property owners/lessees may cause substantial adverse effects on human beings. Impacts on human beings would be associated with health risk, noise, traffic, aesthetics and hazardous materials. Incorporation of mitigation measures that may be identified in the EIR would minimize potential adverse effects on human beings to the extent feasible. The potential effects of the Project on human beings will be evaluated in the EIR.

## References

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## Appendix A

### List of Addresses for Property Owners in the Primary Project Area, and South Lead Track Area, and Potential Operations Areas for Affected Property Owners/Lessees

Vopak	2000 West Loop South, Ste. 2200	Houston, TX 77027
Praxair	39 Old Ridgebury Road	Danbury, CT 06810
Fast Lane Transportation	2400 E. Pacific Coast Highway	Wilmington, CA 90744
California Carbon	2825 E. Grant St.	Wilmington, CA 90744
Alameda Corridor Maintenance Facility	445 S. Figueroa St., 31 <sup>st</sup> Floor	Los Angeles, CA 90071-1602
California Sulphur	2250 E. Pacific Coast Highway	Wilmington, CA 90744
K&R Transportation, Inc.	3545 Long Beach Blvd., 5 <sup>th</sup> Floor	Long Beach, CA 90807
Three Rivers Trucking, Inc.	2300 W. Willow Street	Long Beach, CA 90810
L.A. Harbor Grain Terminal	2422 E. Sepulveda Blvd.	Long Beach, CA 90810
San Pedro Forklift	1861 N. Gaffey St., Ste. E	San Pedro, CA 90731
California Multimodal Inc.	2875 Temple Avenue	Signal Hill, CA 90755
Total Intermodal Services	2396 E. Sepulveda Blvd.	Long Beach, CA 90810
Flexi-Van	251 Monroe Avenue	Kenilworth, NJ 07033
Genobia Turner	1428 E. Gladwick St.	Carson, CA 90746-3804
Global Oil Production LLC	2209 E. I St.	Wilmington, CA 90744-4037
Gonzalo & Ramiro Venegas	1046 N. Banning Blvd.	Wilmington, CA 90744-4604
Harbor Oil Co., Inc.	342 Madison Avenue	New York, NY 10173-0002
John C. Taylor	P.O. Box 15271	Long Beach, CA 90815-0271
Union Pacific Railroad	1400 Douglas Street	Omaha, NE 68179
LA City	400 S. Main St., 8 <sup>th</sup> Floor	Los Angeles, CA 90013-1314
LA City Harbor Depot	425 S. Palos Verdes Street	San Pedro, CA 90733-0151
LA Co. Flood Control Dist.	500 W. Temple St., Suite 754	Los Angeles, CA 90012-2700
Livingston Graham, Inc.	16080 Arrow Hwy	Irwindale, CA 91706-6601
City of Long Beach	P.O. Box 570	Long Beach, CA 90801-0570
Marcus Mo	2545 Loma Vista Drive	Alhambra, CA 91803-4336
Moises Rugerio	914 Farragut Avenue	Wilmington, CA 90744-4076
Pamela Andrisani	8701 Remick Avenue	Sun Valley, CA 91352-2935
Southern California Edison Co	P.O. Box 800	Rosemead, CA 91770
Watson Land Co	22010 Wilmington Ave., Suite 400	Carson, CA 90745-4372
California Cartage Corporation	3545 Long Beach Blvd., 5 <sup>th</sup> Floor	Long Beach, CA 90807
Mortimer & Wallace, Inc.	2422 E. Sepulveda Blvd.	Long Beach, CA 90810
City of Long Beach	333 West Ocean Boulevard	Long Beach, CA 90802
Alameda Corridor Transportation Authority	One Civic Plaza, 3rd Floor	Carson, CA 90745
Balfour Beatty	1017 Foote Avenue	Wilmington, CA 90744
Berg & Associates	1017 Foote Avenue	Wilmington, CA 90744
<b><u>B &amp; H Fabricators, Inc.</u></b>	<b><u>830 Sampson Avenue</u></b>	<b><u>Wilmington, CA 90744</u></b>
<b><u>Italian Home Marble &amp; Granite</u></b>	<b><u>824 Schley Avenue</u></b>	<b><u>Wilmington, CA 90744-4058</u></b>
<b><u>Corpus Truck Repair</u></b>	<b><u>906 Schley Avenue</u></b>	<b><u>Wilmington, CA 90744-4060</u></b>
<b><u>Lupes Auto Sales</u></b>	<b><u>918 Schley Avenue</u></b>	<b><u>Wilmington, CA 90744-4060</u></b>
<b><u>AJC Sandblasting, Inc.</u></b>	<b><u>932 Schley Avenue</u></b>	<b><u>Wilmington, CA 90744-4060</u></b>
<b><u>Ricardos Auto Dismantling</u></b>	<b><u>815 MacDonough Avenue</u></b>	<b><u>Wilmington, CA 90744-4047</u></b>
<b><u>El Cid Auto Sales</u></b>	<b><u>819 MacDonough Avenue</u></b>	<b><u>Wilmington, CA 90744-4047</u></b>
<b><u>Silva Auto Sales &amp; Wrecking</u></b>	<b><u>818 MacDonough Avenue</u></b>	<b><u>Wilmington, CA 90744-4048</u></b>

**Appendix A (concluded)**

<u>Lovos Auto Dismantler</u>	<u>818 MacDonough Avenue</u>	<u>Wilmington, CA 90744-4048</u>
<u>Olmedo Auto Service</u>	<u>828 MacDonough Avenue</u>	<u>Wilmington, CA 90744-4048</u>
<u>Wilmington Marine Salv &amp; Whl</u>	<u>822 Cushing Avenue</u>	<u>Wilmington, CA 90744-4014</u>
<u>D &amp; R</u>	<u>1040 Cushing Avenue</u>	<u>Wilmington, CA 90744-4018</u>
<u>Berg &amp; Associates. Inc.</u>	<u>1017 Foote Avenue</u>	<u>Wilmington, CA 90744-4004</u>
<u>Marta Track Constructor</u>	<u>1017 Foote Avenue</u>	<u>Wilmington, CA 90744-4004</u>
<u>LG Auto Dismantling</u>	<u>1001 Foote Avenue</u>	<u>Wilmington, CA 90744-4004</u>
<u>Chicos Auto Wrecking</u>	<u>905 Farragut Avenue</u>	<u>Wilmington, CA 90744-4075</u>
<u>G&amp;G Auto Dismantling</u>	<u>905 Farragut Avenue</u>	<u>Wilmington, CA 90744-4075</u>
<u>Delmy U Auto SLS &amp;</u>		
<u>Dismantling</u>	<u>930 Farragut Avenue</u>	<u>Wilmington, CA 90744-4076</u>
<u>Sibrian Trucking</u>	<u>1008 Farragut Avenue</u>	<u>Wilmington, CA 90744-4074</u>
<u>H.J. Baker</u>	<u>1001 Schley Avenue</u>	<u>Wilmington, CA 90744-4077</u>
<u>Occupant</u>	<u>814 Sampson Avenue</u>	<u>Wilmington, CA 90744-4056</u>
<u>Occupant</u>	<u>940 Schley Avenue</u>	<u>Wilmington, CA 90744-4060</u>
<u>Occupant</u>	<u>825 Schley Avenue</u>	<u>Wilmington, CA 90744-4057</u>
<u>Occupant</u>	<u>815 Schley Avenue</u>	<u>Wilmington, CA 90744-4057</u>
<u>Occupant</u>	<u>829 MacDonough Avenue</u>	<u>Wilmington, CA 90744-4047</u>
<u>Occupant</u>	<u>831 MacDonough Avenue</u>	<u>Wilmington, CA 90744-4047</u>
<u>Occupant</u>	<u>820 MacDonough Avenue</u>	<u>Wilmington, CA 90744-4048</u>
<u>Occupant</u>	<u>814 MacDonough Avenue</u>	<u>Wilmington, CA 90744-4048</u>
<u>Occupant</u>	<u>903 MacDonough Avenue</u>	<u>Wilmington, CA 90744-4049</u>
<u>Occupant</u>	<u>915 MacDonough Avenue</u>	<u>Wilmington, CA 90744-4049</u>
<u>Occupant</u>	<u>902 Foote Avenue</u>	<u>Wilmington, CA 90744-4008</u>
<u>Occupant</u>	<u>815 Foote Avenue</u>	<u>Wilmington, CA 90744-4002</u>