






MEMORANDUM

TO: HONORABLE MAYOR & CITY COUNCIL MEMBERS
FROM: CAROLYNN PETRU, AICP, DEPUTY CITY MANAGER 
DATE: FEBRUARY 7, 2012
SUBJECT: BORDER ISSUES STATUS REPORT
REVIEWED: CAROLYN LEHR, CITY MANAGER 
Project Manager: Kit Fox, AICP, Senior Administrative Analyst 

RECOMMENDATION

Receive and file the current report on the status of Border Issues.

EXECUTIVE SUMMARY

This month's report includes:

- A brief report on the most-recent meeting of the San Pedro Facility Restoration Advisory Board (RAB) for the Navy's Defense Fuel Support Point (DFSP) on North Gaffey Street in Los Angeles (San Pedro);
- A brief update on the scheduled release of the Draft Environmental Impact Report (DEIR) for the *Ponte Vista* project in Los Angeles (San Pedro);
- An update on the proposed California Water Service Company pipeline project in Rolling Hills Estates;
- A report on the status of the San Pedro Community Plan update in Los Angeles (San Pedro);
- A report on the release of the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR) for the Berths 302-306 (American Presidents' Line) container terminal project in the Port of Los Angeles;
- A report on the latest community relations meeting for the Rancho LPG butane storage facility in Los Angeles (San Pedro); and,
- An update on Marymount College's plans for its new campuses in Los Angeles (San Pedro).

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BACKGROUND

The following is the regular bi-monthly report to the City Council on various “Border Issues” potentially affecting the residents of Rancho Palos Verdes. The complete text of the current status report is available for review on the City’s website at:

http://palosverdes.com/rpv/planning/border_issues/2012/20120207_BorderIssues_StatusRpt.cfm

DISCUSSION

Current Border Issues

San Pedro Facility Restoration Advisory Board, US Navy/Los Angeles (San Pedro)

The San Pedro Facility Restoration Advisory Board (RAB) held its most recent meeting on December 19, 2011. The RAB now deals only with environmental remediation at the active Defense Fuel Support Point (DFSP) San Pedro, not the former Navy housing sites. Discussion at the most recent meeting again focused primarily on the remediation plans for so-called “Site 32,” which is located in the southeasterly portion of the facility near North Gaffey Street. Planning for the remediation of so-called “Site 31”—which is located in the northwesterly portion of the facility, closer to Western Avenue and the City’s *Peninsula Verde* neighborhood and Green Hills Memorial Park—may begin sometime later this year. Staff will continue to monitor this project in future Border Issues reports.

Ponte Vista Project at Former Navy Housing Site, Los Angeles (San Pedro)

On December 13, 2011, Staff was alerted by the Northwest San Pedro Neighborhood Council (NWSPNC) that the release of the Draft Environmental Impact Report (DEIR) for the 1,135-unit *Ponte Vista* project is anticipated for next month (see attached e-mail). If so, Staff expects to have a more detailed report on the DEIR as a part of the April 2012 Border Issues report.

CalWater Palos Verdes Pipeline Project, Rolling Hills Estates/Los Angeles County/Rancho Palos Verdes

Previously, Staff has monitored and reported on this project under the title “Joint CalWater-West Basin MWD-Edison Infrastructure Project.” That project—as originally envisioned in 2004 and 2005—would have involved a joint proposal to place underground potable water, reclaimed water and electrical lines within the right-of-way of Palos Verdes Drive North along most of its length through the City of Rolling Hills Estates. This proposal generated substantial community concern due to the proposal for extended closures and disruptions of portions of Palos Verdes Drive North over an expected construction period of more than a year. However, it has recently come to Staff’s attention that the scope of the project has

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changed in that it has reduced the amount of construction activity within Palos Verdes Drive North, and no longer involves reclaimed water or electrical lines.

The primary purposes of the CalWater Palos Verdes Pipeline Project are to “increase water system reliability, improve fire-fighting capability, and reduce the risk of property loss or damage on the Palos Verdes Peninsula.” The two-phase project proposes to replace an existing pipeline that currently traverses multiple private properties within the City of Rolling Hills Estates with two (2) new pipelines to be located primarily within street and bridle trail rights-of-way. One of the new pipelines (the so-called “Crenshaw/Ridge Supply Project”) would extend southward along Crenshaw Boulevard (mainly through unincorporated County territory) to a new reservoir and pump station to be constructed at the northwest corner of Crenshaw Boulevard and Silver Spur Road in the City of Rolling Hills Estates. This pipeline would then continue southward along Crenshaw Boulevard through the City of Rancho Palos Verdes to tie into an existing pipeline in Crest Road that supplies CalWater’s reservoir near the intersection of Crest and Highridge roads.

CalWater is currently conducting engineering and technical studies to identify the environmental impacts of the proposed project, as required pursuant to CEQA. Public Works Staff is aware of this proposal and will be working with CalWater on those portions of the project that are located within our jurisdiction. Staff will also continue to monitor this project in future Border Issues reports.

San Pedro Community Plan Update, Los Angeles (San Pedro)

On December 8, 2011, Staff of the City of Los Angeles Planning Department met jointly with the Planning and Land Use committees of the Northwest, Central and Costal San Pedro neighborhood councils to present a status report on the San Pedro Community Plan Update. We had previously commented upon this project in February 2008, requesting that:

- The community plan update should include focused attention on the Western Avenue commercial corridor shared by Rancho Palos Verdes and Los Angeles;
- The community plan update should include the “annexation” of the *Ponte Vista* site and three (3) adjacent condominium projects from the Wilmington/Harbor City Community Plan Area; and,
- The community plan update could provide an opportunity to correct certain “anomalies” in the city boundary between Rancho Palos Verdes and Los Angeles.

As presented at the December 8, 2011, meeting, the City of Los Angeles is proposing changes to a variety of existing zoning and land use regulations throughout San Pedro. In the areas that immediately abut Rancho Palos Verdes, most of these are proposed nomenclature changes, meaning that the names of the zones and land use areas would change, but the existing development standards and permitted uses would not change. At

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a couple of locations along Western Avenue (i.e., the *Garden Village* shopping center and the condominiums next to the *Harbor Cove* shopping center), existing inconsistencies between the actual land use and the designated zoning would be resolved by making the zoning consistent with the existing development at each location. Staff does not anticipate that these nomenclature changes or the resolution of land use/zoning inconsistencies will have an adverse effect upon Rancho Palos Verdes and its residents.

Some of the proposed changes to the community plan include the designation of so-called “opportunity areas,” which are generally seen as “under-utilized” areas of the San Pedro community that may deserve special, focused attention. One of these opportunity areas is identified as the commercial district surrounding the intersection of Western Avenue and West 25th Street, which is located along a major path of travel for residents and visitors entering and leaving Rancho Palos Verdes. As currently envisioned, the development standards in this area would be revised to increase both the density/intensity of development and the maximum height of buildings to create a sub-regional commercial and residential center for the southwesterly portion of San Pedro. Staff has some initial concerns about this proposal and will continue to monitor it in future iterations of the community plan update. We also note that the City of Los Angeles does not intend to “shift” the *Ponte Vista* site into the San Pedro Community Plan Area, even though most people seem to associate that property much more with San Pedro than with Wilmington or Harbor City.

Staff will continue to monitor this project in future Border Issues reports.

Berths 302-306 (APL) Container Terminal, Port of Los Angeles

On December 16, 2011, the Port of Los Angeles released the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR) for the Berth 302-306 (APL) Container Terminal project in the Port of Los Angeles. We had previously commented on the scope of the DEIS/EIR for this project in August 2009, noting that:

- The proposed doubling of the number of existing gantry cranes on the project site might have aesthetic impacts upon the views from residences on the east side of the City;
- The assessment of air quality, noise and transportation/traffic impacts should be expanded to include areas to the west of the Harbor Freeway and Gaffey Streets; and,
- The project alternative should include an additional alternative that incorporated both a reduced project scope and on-dock rail service.

In reviewing the DEIS/EIR, Staff believes that the Port has adequately responded to our scoping comments in the document. As such, Staff does not intend to offer further City

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comments on the DEIS/EIR. It should be noted, however, that the public comment period on the DEIS/EIR is open until February 17, 2012.

Staff will remove this project from future Border Issues reports.

Rancho LPG Butane Storage Facility, Los Angeles (San Pedro)

On January 9, 2012, Staff received an invitation from Rancho LPG Holdings, LLC to attend the latest regular community relations meeting regarding the Rancho LPG facility. The invitation to attend this meeting was extended to elected and appointed community representatives, mostly from San Pedro and its neighborhood councils (Northwest, Central and Coastal).

On January 25, 2012, Staff attended Rancho LPG's community relations meeting in San Pedro. At that meeting, representatives of Rancho LPG provided updates on a number of topics related to the facility for the 2011 calendar year, including:

- Facility security continues to be enhanced with upgraded fencing, anti-vehicle measures and security personnel;
- The facility operators continue to work with the Department of Homeland Security (DHS) and the Los Angeles Police Department (LAPD) on counter-terrorism issues and training;
- Facility operations continue to be upgraded by the addition of personnel, the implementation of system automation and upgrades to the on-site rail spurs;
- Facility personnel completed a total of two hundred one (201) hours of safety training; and,
- The facility passed fourteen (14) audits by various oversight agencies, with no "Notices of Violation" issued.

It was noted that, during 2011, the facility received third-party validation of its regulatory and CEQA compliance from the Los Angeles City Attorney and the State Attorney General, as well as third-party validation of the Quest risk analysis by Michigan Tech under the direction of the Environmental Protection Agency (EPA). Also, the facility operator recently launched a new website (<http://www.RanchoLPG.com>) to provide information about the facility to the general public. During the question-and-answer session at the end of the presentation, however, it was clear that concerned members of the nearby community remain opposed to the presence of the facility on the site due to its proximity to homes, schools and businesses, regardless of how safely it may be operated by Rancho LPG.

Rancho LPG has not yet scheduled its next community relations meeting. However, Staff will continue to monitor this project in future Border Issues reports.

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Marymount College San Pedro Campus Master Plan, Los Angeles (San Pedro)

On January 12, 2012, the *Daily Breeze* reported on the grand opening of Marymount College's new downtown San Pedro "Waterfront Campus" (see attachments). The Waterfront Campus is located in space on West 6th Street that was formerly occupied by Northrop Grumman.

On January 26, 2012, Marymount College representatives met again with the Planning and Land Use Committee of the Northwest San Pedro Neighborhood Council (NWSPNC) to present the draft supplemental traffic impact study for the project (see attachments). This supplemental analysis included five (5) signalized Western Avenue intersections that were not included in the previous study:

- Green Hills Memorial Park entry
- Avenida Aprenda
- Delasonde Drive/Westmont Drive
- Toscanini Drive
- Caddington Drive

The supplemental analysis also included the assessment of mid-afternoon PM peak-hour impacts (2:00 PM to 4:00 PM) and late-afternoon PM peak-hour impacts (4:00 PM to 6:00 PM) in order to account for the large number of public and private schools within the general vicinity of the Western Avenue corridor. The supplemental analysis concluded that, based upon our City's significance thresholds, there would be no significant project-related traffic impacts at any of these additional intersections in Rancho Palos Verdes.

The NWSPNC Planning and Land Use Committee made a motion for forward a recommendation of support for the proposed project to the full Neighborhood Council at its next general stakeholders' meeting on February 13, 2012. At this time, Staff awaits the release of the environmental analysis of the San Pedro Campus Master Plan by the City of Los Angeles. Marymount College President Dr. Michael Brophy stated that he is hopeful that the City of Los Angeles will issue a "negative declaration" for the project. Staff will continue to monitor this project in future Border Issues reports.

New Border Issues

There are no new Border Issues on which to report at this time.

Attachments:

- San Pedro Facility RAB cover letter and agenda (dated 12/6/11)
- E-mail from NWSPNC President Diana Nave regarding release of *Ponte Vista* DEIR (dated 12/13/11)

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Attachments (cont'd):

- CalWater Palos Verdes Pipeline Project update, maps and information (received 12/12/11)
- NWSPNC agenda and handouts regarding San Pedro Community Plan Update (dated 12/8/11)
- Berths 302-306 (APL) Container Terminal Project DEIS/EIR cover letter and reader's guide (dated 12/16/11)
- Invitation letter for Rancho LPG community relations meeting (received 1/9/12)
- *Daily Breeze* article regarding the grand opening of Marymount College's Waterfront Campus (published 1/12/12)
- NWSPNC agenda and handouts regarding Marymount College's San Pedro Campus traffic study (dated 1/26/12)

San Pedro Facility RAB cover letter and agenda



DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING COMMAND SOUTHWEST
1220 PACIFIC HIGHWAY
SAN DIEGO, CA 92132-5190

5090
Ser JE30.GG/2033
December 6, 2011

Restoration Advisor Board (RAB)
Community Members

SUBJECT: 2011 SAN PEDRO FACILITY RESTORATION ADVISORY BOARD
(RAB) MEETING

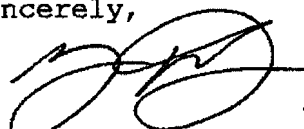
Ladies and Gentlemen:

The Defense Fuel Support Point (DFSP) San Pedro will be holding a RAB meeting on December 19, 2011, from 5:00 to 6:00 p.m., at the DFSP San Pedro Facility, Building 100. The enclosed agenda lists the proposed topics to be discussed and the location and address of the RAB meeting.

Please note that the San Pedro Facility RAB meets to review on-going environmental work on the non-BRAC San Pedro sites. The RAB concerning the BRAC portion of the San Pedro Facility has been adjourned.

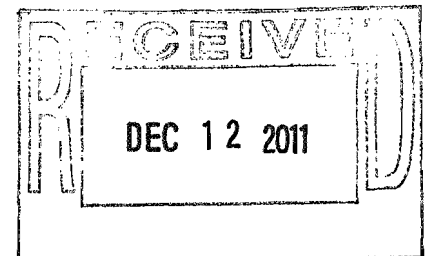
If you have any questions, you may contact me at (619) 532-2296 or grady.gordon@navy.mil

Sincerely,


619.708.0396
GRADY GORDON
Environmental Project Manager
By direction of the
Commanding Officer

Enclosures: 1. Pedro Facility RAB Meeting Agenda
2. Notice of 2011 San Pedro Facility

Distribution List:
Restoration Advisory Board (RAB) Members
Community Members



SAN PEDRO FACILITY
RESORATION ADVISORY BOARD (RAB) MEETING
3171 North Gaffey Street, Building 100
San Pedro, California
Monday, December 19, 2011
5:00 pm to 6:00 pm

AGENDA

- 5:00 PM Welcome and Introductions
Navy Co-Chair: Mr. Grady Gordon
Community Co-Chair: Mr. Gilbert Alberio
- 5:15 PM Installation Restoration (IR) Program Status
Mr. Grady Gordon, Naval Facilities Engineering Command Southwest
- 5:25 PM IR Site 32 Remedial Investigation
Mr. Grady Gordon
- 5:40 PM Open Forum for RAB Members and Members of the Audience
- 6:00 PM Meeting Adjourned

E-mail from NWSPNC President Diana Nave
regarding release of *Ponte Vista* DEIR

Kit Fox

From: diana nave [diananave@earthlink.net]
Sent: Tuesday, December 13, 2011 2:08 PM
To: george thompson; Kristina Smith; laureen vivian; Pat Nave; gabriel rivas; julia parker; pete burmeister; chuck hart; Irene Mendoza; Barbara schach; Phil Nicolay; Mark-Anthony Shoats; katie marrie; Anna Hill; irene almeida; John Stammreich; sheri bliss; david rivera; CYNTHIA Gonyea; John Greenwood; tim mcosker; craig goldfarb; john mavar; Scott Allman; gordon teuber; Kit Fox; jim krause; erin strellich; Anise Goldfarb; bob bryant; charles eldred; Molly Abbatiello; dan dixon; Grieg Asher; Carolyn Grayson; Jennifer Zivkovic; tim golden; John Greenwood; Jim Maclellan; glenn Cornell; mary hamlin
Subject: Fwd: Ponte Vista Update

Begin forwarded message:

From: ana dragin <ana.dragin@lacity.org>
Date: December 13, 2011 2:00:46 PM PST
To: Linda Alexander <lalex@cox.net>, diana nave <diananave@earthlink.net>, June Burlingame-Smith <burling102@aol.com>
Subject: Ponte Vista Update

-- Anticipate an Draft EIR to be released in March 2012 on a plan for 1135 units.

- The EIR will evaluate other options including a reduced unit count (under 1000), a strictly single-family home development, and a no-build option.
- Currently, a screen check EIR has been submitted to City Planning for review
- Once Planning provides comments, the applicant will make the changes – anticipate mid-January/early February
- With changes complete, the City will release the DEIR for a 45 day review of the project
- We expect the community to provide comments on the DEIR, as well as the new Councilmember weighing in on the project
- Best guess is that the Planning Commission will hear the project in the summer of 2012, and final Council approval in late fall/early winter 2012.

--

Ana Dragin, MPA
 Community Advocate
 15th District, City of Los Angeles
 638 S. Beacon Street, Suite 552

San Pedro, CA 90731
(310) 732-4515
(310) 732-4500 fax
E-mail: ana.dragin@lacity.org

CalWater Palos Verdes Pipeline Project update, maps and information

Upgrade

Infrastructure

Increase

Reliability

Improve

Fire Protection

Reduce

Risk



PALOS VERDES PIPELINE PROJECT UPDATE

California Water Service Company



Project Overview

Dear Andy,

As you may know, California Water Service Company (Cal Water) is proposing an important infrastructure improvement project on the Palos Verdes Peninsula: [The Palos Verdes Pipeline Project](#). The Project is vitally important to increase the safety and reliability of the water utility system on the Peninsula.

In order to minimize the impact of the Project on traffic congestion, we are proposing to construct a portion of the new transmission pipelines under the horse trails that run parallel to and about 1,000 feet north of Palos Verdes Drive North. Utilizing these trails will eliminate the need to close one lane of traffic in the section of Palos Verdes Drive North where there is only one lane of traffic in each direction. It is because Cal Water is committed to minimizing the inconvenience of the Project on our customers that we have selected the horse trails as part of the preferred alignment for the Project.

So that we can ensure that the Project does not negatively impact the environment or any pre-historical archaeological sites, Cal Water has been conducting various investigations along the horse trails. One of the final phases of those efforts will be taking place on **Thursday, December 15 and Friday, December 16, 2011**. On those days our contractor, PCR Services Corporation, will be conducting ground-penetrating radar tests along the horse trail between Buckskin Lane and the western border of the Nature Conservancy. These tests will help us determine if there are any historical artifacts buried under the horse trail.

Unfortunately, it will be necessary to close this portion of the horse trail during the tests. However, a short detour is available and will be clearly marked. The testing will be taking place between the hours of 8:00 a.m. and 5:00 p.m. Please know that no construction or digging will be taking place during this phase of the investigation which will minimize any noise or dust created by the tests.

You can download an [aerial overview](#) of the area where we will be conducting the tests by clicking [here](#).

Depending on the findings of our investigation, it may be necessary

C-15

Questions & Comments

to conduct some limited excavations along the horse trails. Any excavations, however, will not take place for several weeks after the initial investigation and not until after we notify our customers.

We sincerely apologize for any inconvenience this trail closure may cause. If you would like additional information about the Project, please [visit our dedicated web page for the Project at www.calwater.com/pv](http://www.calwater.com/pv) or [email us](mailto:PVPipelineinfo@calwater.com) any questions you may have at PVPipelineinfo@calwater.com. You can also submit any comments or questions about the Palos Verdes Pipeline Project through our web based [customer feedback form](#).

We truly appreciate your understanding and patience as we work to ensure the safety and reliability of the water utility system on the Peninsula.



Respectfully,

Justin Skarb
Government & Community Relations Manager
California Water Service Company

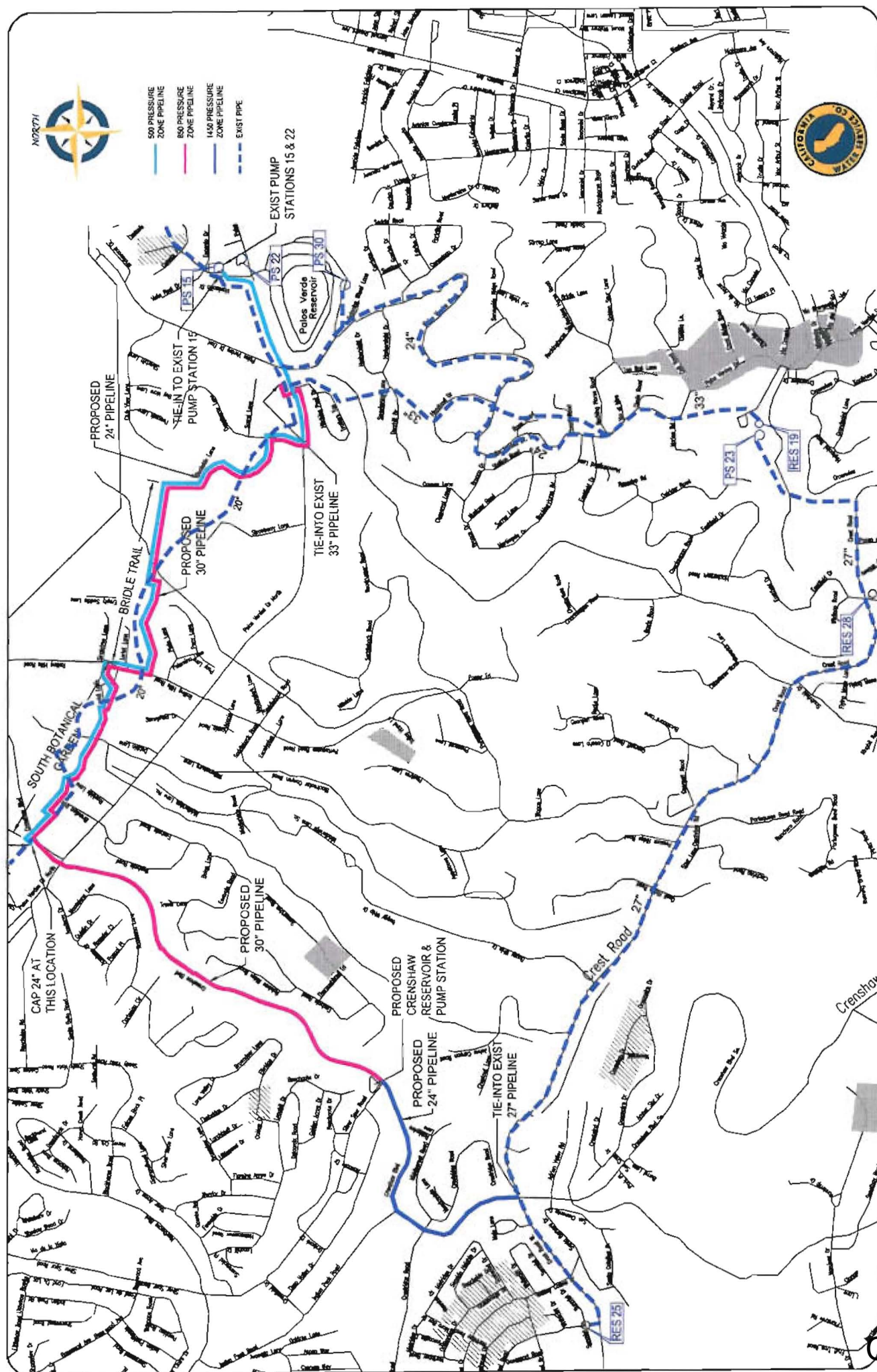


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This email was sent to andyw@rpv.com by pvpipelineinfo@calwater.com | [Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).

California Water Service Group Political Action Committee | 1720 North First Street | San Jose | CA | 91122



Palos Verdes Pipeline Project Information

California Water Service Company (Cal Water) is proposing a two-part infrastructure project that will greatly enhance water system reliability and fire protection for the Palos Verdes Peninsula.

Currently, a single 55-year-old pipeline transports water to 90% of the hill, and a second 60-year-old pipeline supports the remaining 10%. If either of these pipelines were to leak or break due to age, earthquake, or other catastrophe, residents of the peninsula would face lengthy water outages. The system is also vulnerable to extended power outages that can be caused by fire or other catastrophes, because electricity is required to pump water through these pipelines to various elevations.

The Palos Verdes Pipeline Project addresses these risks and is vitally important to increase water system reliability, improve fire-fighting capability, and reduce the risk of property loss or damage on the Palos Verdes Peninsula.

The first part of the project, the "Crenshaw/Ridge Supply Project," will provide a second supply line to serve 90% of the peninsula and includes:

- 18,000 linear-feet (LF) of 30" pipeline from the intersection of Palos Verdes Drive North and Palos Verdes Drive East, along Palos Verdes Drive North to Dapplegray Lane, from Dapplegray Lane to Buckskin Lane, from Buckskin Lane to the Bridle Trail, along the Chandler, Palomino Ranchos and Botanical Gardens Trails, to Crenshaw Boulevard, from Crenshaw Boulevard to Silver Spur Road.
- An additional 3 million-gallon underground storage tank and pump station in a mission-style building at the northwest corner of Silver Spur Road and Crenshaw Boulevard.
- 5,000 LF of 24" pipeline from the new pump station to an existing water main in Crest Road.

The second part of the project, the "D-500 Distribution Project," will replace the second critical pipeline, which is currently located so close to homes that it poses a threat to private property and is extremely difficult to access for repairs and maintenance. It includes:

- 13,000 LF of 24" pipeline in Montecillo Drive from existing Pump Station 15 to Palos Verdes Drive North, from Palos Verdes Drive North to Dapplegray Lane, from Dapplegray Lane to Buckskin Lane, from Buckskin Lane to the Bridle Trail, along the Chandler, Palomino Ranchos, and Botanical Gardens Trails to Crenshaw Boulevard.

For a more detailed view of where construction will take place, see the [project maps](#).

The project cost is estimated at \$46 million. If approved by the California Public Utilities Commission, the costs would be reflected in water rates in 2015 or later. For the average residential customer on the peninsula, the water bill would increase \$22 per month, or 73 cents per day.

To be successful, the project will require community support and Public Utilities Commission approval. Construction is expected to begin in early 2013 and finish in early 2015. It will be broken into phases to minimize traffic impacts and inconvenience to area residents.

If you have any concerns, questions, or issues, please send them to us through the [PV feedback form](#). You can also use the form to sign up for periodic project updates. Updates will also be posted on the [project update page](#). In the meantime, we thank you for your patience as we complete this critical water system improvement.

Sincerely,

Henry Wind
District Manager

(Source: http://www.calwater.com/your_district/pv_pipeline/info.php - Accessed 12/12/2011)

Palos Verdes Pipeline Project FAQ

How will this benefit me?

This project will increase the overall reliability of the water system on the peninsula in the event of a natural disaster or major power outage. It also relocates a key water line, which will improve access for repairs and lessen the risk of damage to private property.

Where will the construction be?

Two pipelines will be laid side-by-side from our existing pump station on Montecillo Drive to Palos Verdes Drive North, from Palos Verdes Drive North to Dapplegray Lane, from Dapplegray Lane to Buckskin Lane, from Buckskin Lane to the Bridle trail, along the Chandler, Rancho Palomino and Botanical Gardens Bridle Trails, to Crenshaw Boulevard, where one of the pipelines will be connected to the existing system. The second line will continue south on Crenshaw Boulevard to Silver Spur Road, where it will tie into a new 3.0 million-gallon underground storage tank and pump station. It will then continue south on Crenshaw Boulevard to Crest Road, where it will be connected to the existing system.

For a more detailed view of where construction will take place, see the [project maps](#).

When will the project be finished?

With the public's support and California Public Utilities Commission approval, Cal Water plans to begin construction in early 2013 and complete the project in early 2015. The project will be broken into phases to minimize inconvenience as much as possible.

Why does this need to happen now?

This project has been in the study and design phase for nearly 10 years, and until it is completed, the peninsula is at risk from serious water service interruptions. The project is vitally important to increase the reliability of the water system, improve fire protection, and lessen the risk of property loss or damage.

What would happen if there were a natural disaster?

If either of the two key pipelines were damaged by an earthquake or other natural disaster, when stored supplies were depleted, peninsula residents would be without water until repairs could be made.

What would happen if there were a power outage?

Cal Water requires electricity to pump water to various elevations on the peninsula, and power outages seriously hinder our ability to provide water. This project will not only increase the storage capacity of the water system on the peninsula, but will also, most likely, utilize a separate power grid to service its proposed pump station to minimize the effect of a power outage on the water system.

How much will it cost?

Current estimates show that, from design to completion, the project will cost approximately \$46 million.

How will it impact my water rates?

The project will not impact water rates until 2015 or later. If current estimates are accurate, the average residential customer on the peninsula would see a monthly water bill increase of \$22 per month, or 73 cents per day, as a result of the project, assuming the project and increase are approved by the California Public Utilities Commission (CPUC), an independent agency responsible for setting rates.

How do we know this is the best approach?

Cal Water has been working with professional engineering consultants on this project for nearly 10 years. A multitude of options were evaluated, and this one was chosen because it was the absolute best alternative for improving water system reliability.

Why has the project changed since 2004?

The project was initially proposed as a pipeline installation primarily on Palos Verdes Drive North, which would have seriously impacted traffic and necessitated the removal of pepper trees. In response to public feedback, we redesigned the project and located it away from heavily-traveled roads.

Why are you putting pipes under the bridle trail and will the trail be open during construction?

Burying pipes under the bridle trail will allow us to minimize traffic interruptions; Cal Water will devise alternate routes so that the trails can be used during construction.

Will the bridle trail be restored to its original condition when construction is complete?

Cal Water is committed to making improvements to leave the bridle trail even better than it was before the project started.

What about my horses?

Cal Water will work with individual horse-owners and local equestrian groups to ensure that all horses are safe during construction. If it is necessary to relocate horses temporarily for their comfort and safety, Cal Water will bear the costs of doing so.

Who will be doing the construction?

Cal Water will seek bids on the project and choose a contractor based on price and qualifications. Regardless of which contractor is chosen for the project, Cal Water will supervise the project closely and require the contractor to meet certain performance standards, such as minimizing noise and dust.

What if I have a concern during construction?

Cal Water will have a dedicated web page, email address, and phone number for customers to use to communicate any concerns or problems they have during construction. Our mission is to provide each of our customers with excellent service, and we will work diligently to resolve any concerns or issues that may arise during construction.

Will there be water outages during construction?

Water outages will be minimal. If it is necessary to interrupt your water service, we will make every effort to notify you in advance.

What about my landscaping and fences?

Cal Water is committed to leaving each property in the same or better condition than it was before the project started. We will work closely with individual property owners, as the need arises, to make sure each is satisfied.

Will the project hinder delivery of emergency services?

Cal Water is working closely with each of the emergency service providers (police, fire, and ambulance) to ensure that emergency services are not hindered by construction.

Where can I get more information?

Cal Water will hold numerous public meetings throughout the course of the project, which will be announced via water bill inserts.

Where can I get updates on the project?

Updates on the project will be posted on the [project update page](#); customers may also sign up to receive regular e-mail updates through the [feedback form](#). (E-mail addresses will be kept confidential and will not be provided to any third party.) At Cal Water, we are committed to being a good neighbor, and we will work hard to address any concerns you may have. If you have any concerns, please send them to us through the feedback form.

(Source: http://www.calwater.com/your_district/pv_pipeline/faq.php - Accessed 12/12/2011)

**Renderings of Proposed Reservoir and Pump Station
Northwest Corner of Crenshaw Blvd. & Silver Spur Rd.**



View from South



View from Southeast



View from East

NWSPNC agenda and handouts regarding
San Pedro Community Plan Update



Northwest San Pedro Neighborhood Council
Planning and Land Use Committee Agenda
JOINT MEETING WITH CENTRAL AND COASTAL
PLANNING AND LAND USE COMMITTEES

Thursday, December 8, 2011, 6:00 p.m.
San Pedro City Hall, Room 452

Agenda

1. Call to Order
2. Introductions
3. Discussion of San Pedro Community Plan Update
4. Public Comment on Non-Agenda Items
5. Adjourn – Next Meeting, 6:30 p.m. January 26, 2012

Note: Anything on this Agenda Could Result in a Motion

To Contact us: www.nwsanpedro.org, board@nwsanpedro.org, or 310-732-4522

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assisted listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services please make your request at least 3 business days (72 hours) prior to the meeting by contacting the Department of Neighborhood Empowerment at 213-485-1360.

SAN PEDRO COMMUNITY PLAN
UPDATE MEETING WITH NC LU SUBCOMMITTEE MEMBERS 12.08.11
AGENDA

- **What has happened since 2008?**
- **Current Efforts**
- **Presentation - Types of Recommendations**
- *Discussion and Next Steps*

North San Pedro Industrial Districts

Primary Land Use: Light industrial uses

- Provide for businesses that contribute to the local port-related employment and economic base in area for “industrial services” (i.e., ship repair companies, customs house brokers).
- Retain industrial land for job base – prohibit stand alone commercial and limit its size to prevent large-scale retail center development
- Accommodate clean manufacturing and emerging green technologies by offering incentive of increased height and FAR
- Prohibit incompatible uses by retaining existing “Q” conditions
- Improve aesthetics with design regulations and buffers
- Address transitions for industrial uses with neighboring residential through height limitations

Neighborhood Commercial Districts

Primary Land Use: Neighborhood local-serving uses, mixed use commercial & residential

- Enhance and protect neighborhood serving uses and encourage small-scaled, local businesses that provide goods and services to the adjacent neighborhoods
- Focus on pedestrian orientation and activity; potentially add PED zone suffix to promote urban design and walkable communities in multiple zones, with regulations pertaining to transparency, pedestrian entrances and other pedestrian features
- Add design guidelines to preserve neighborhood character and improve aesthetics
- Prohibit stand alone residential in order to preserve neighborhood commercial businesses for serving neighborhood needs and providing jobs
- Restrict auto related uses to protect neighborhood character
- Keep height at 30 to 45 feet and retain FAR of 1.5 to retain small-scaled local nature of area
- Replace “Q” conditions along Pacific to allow for more streamlined regulations

Community Commercial Districts

Primary Land Use: Medium-scale Community businesses that serve larger community, such as lodging, small offices, cultural and entertainment facilities, and schools and libraries uses, mixed use commercial & residential

- Enhance and protect community serving uses and encourage medium-scale businesses that provide goods and services to a broader community than neighborhood uses
- Prohibit stand alone residential in order to preserve community serving businesses for serving community needs and providing jobs; potentially add GFC (Ground Floor Commercial) designation for regulations, requiring the ground level street frontage of buildings to contain commercial uses.
- Restrict auto related uses to protect neighborhood character
- Currently unlimited height in some areas, set maximum height at 75 feet and retain FAR of 1.5
- Consider Transfer of Development Rights (TFAR) to protect existing historic structures at current heights and apply development increase to identified historic sites

Opportunity Areas

- Downtown – Regional Commercial, civic and employment center
- Harbor “Gateway” – Beacon Street
- 25th Street and Western – Community Commercial center increase height to 75 feet with transition buffer adjacent to R1
- 7th Street downtown – Hybrid Industrial, with Regulations to promote artists, galleries, adaptive re-use
- Allow highest buildings downtown in Regional Center, (currently unlimited height)(CRA)

North San Pedro Industrial Districts

Sub-area and Location	Land Use Designation	Zoning	Recommendation	Reason for Recommendation
10 N. Gaffey east side	Heavy Industrial	[Q] M2-1VL [Q] M3-1VL No change	-Retain "Q" conditions to prohibit incompatible uses -No change in FAR – 1.5 -Prohibit stand alone commercial, and limit to less than 50,000 square feet -Add design guidelines & regulations, require landscaped buffer along Gaffey	-Light industrial uses -Preserve job base -Improve aesthetics -Restrict incompatible uses
20 N. Gaffey east side	Light Industrial	[Q] M2-1VL [Q] M2-2D incentive	-Incentive for green & clean technology uses allows for increase in height from 45' to 55' height & FAR from 1.5 to 3.0 -Prohibit stand alone commercial and limit to less than 50,000 sq ft -Add design guidelines & regulations, require landscaped buffer along Gaffey	-Light industrial uses -Preserve job base -Community amenity -Zone change consistency
30 N. Gaffey west side	Limited Industrial	[Q] M1-1VL [Q] M1-2D Incentive	-Incentive for green & clean technology uses allows for increase in height from 45' to 55' height & FAR from 1.5 to 3.0 -Limit height to 30' within 100' for R1 zone -Prohibit stand alone commercial and limit to less than 50,000 sq ft -Add design guidelines & regulations, require landscaped buffer along Gaffey	-Preserve Business park use, provide job base -Improve aesthetics -Neighborhood compatibility
40 N, Gaffey - west and east side	Limited Industrial	[Q]CM-1VL, [Q]CM-1XL, [T][Q]M1-1VL, M1-1VL [Q] M1-2D Incentive	-Increase height from 45 to 55' height and FAR from 1.5 to 3 for green/clean technology uses only, other uses 45" and 1.5 FAR; -Limit height to 30' within 100' for R1 zone -Prohibit stand alone commercial and limit to less than 50,000 sq ft -Add design guidelines & regulations, require landscaped buffer along Gaffey	-Industrial services focus -Improve aesthetics -Preserve job base
45 Front St.	Limited Industrial	[Q]M1-1VL no change	-Add design guidelines & regulations; prohibit incompatible uses - FAR remains at 1.5	-Improve aesthetics
55 South of Knoll Dr, Pacific to Front	Limited Industrial	[Q]M1-1VL no change	-Design guidelines and regulations for visible frontage -FAR remains at 1.5	-Improve aesthetics
60 Pacific and Oliver	Limited Industrial	[Q]MR1-1VL No change	-Design guidelines and regulations for visible frontage -FAR remains at 1.5	-Improve aesthetics

Gaffey Street Commercial Corridor

Sub-area and Location	Land Use Designation	Zoning	Recommendation	Reason for Recommendation
70 Gaffey - Oliver to 5th St	Residential, General Commercial To Community Commercial	[Q]C2-1VL, [Q]C2-1XL, [Q]C2-1, and QP1 To [Q] C2-1VL-GFC	-Add design guidelines -Prohibit stand alone residential -FAR remains at 1.5, Height 45' -Ground Floor Commercial (GFC)	-Improve aesthetics -Job opportunities -Address transitions -Provide housing
80 Gaffey - 5th to 13th St, and 9th from Pacific to Meyler	Neighborhood Commercial	[Q]C2-1XL, (T)[Q]C2-1XL, C2-1, C2-1VL To [Q] C2-1VL -CDO-GFC	-Add design guidelines & regulations or extend CDO -FAR remains at 1.5	-Provide housing -Improve aesthetics -Encourage pedestrian use -Preserve character
90 Gaffey - 13th to 19th St	Neighborhood Commercial	[Q]R3-1, C2-1, [Q]C2-1VL, [Q]C2-1XL, (T)[Q]CR-1, [Q]P-1XL To [Q] C2-1XL-PED	-30' height limit no change -FAR remains at 1.5 -Add design guidelines, consider Pedestrian (PED)	-Improve aesthetics -Encourage pedestrian use -Preserve character

Pacific Avenue Commercial Corridor

Sub-area and Location	Land Use Designation	Zoning	Recommendation	Reason for Recommendation
100 Grand - 5th to 8th	Community Commercial	C2-1, (T)[Q]C2-2D To [Q]C2-2D -CDO	-75' height limit (currently unlimited) -Extend CDO -Consider additional FAR if Mixed Use	-Improve aesthetics -Provide housing -Preserve character -Improve pedestrian activity -Provide jobs
120 Pacific Avenue - Oliver to 3rd	Neighborhood Commercial	RD1.5-1XL, [Q]C2-1XL, 1VL To [Q] C2-1VL	-45' height limit - Limit height within 30' of R2 zone or more restrictive zone to 30 feet -Prohibit stand-alone residential -Restrict auto related uses -FAR remains at 1.5	-Improve aesthetics -Serve neighborhood needs
130 Pacific Avenue - 3rd to 10th	Community Commercial	Varies To [Q] C2-2D CDO	-75' height limit (currently 30' to unlimited) -Extend CDO from 4th to 3 rd -Prohibit auto related uses -Consider TFAR, FAR 1.5-6 to 4.5	-Provide housing -Maintain character -Encourage pedestrian use -Provide jobs
145 Pacific Avenue - 10 th to 13th	Community Commercial	[Q]C2-1XL To C2-1VL-GFC-PED	-45' height limit -Add design guidelines, consider PED or GFC -FAR remains at 1.5 (San Pedro Specific Plan)	-Provide housing -Maintain character -Encourage pedestrian use -Provide jobs
150 Pacific Avenue - 13th to Hamilton	Neighborhood Commercial	RD1.5-1XL, [Q]C2-1XL, P-1XL To C2-1XL -GFC-PED	-30' height limit -Add design guidelines, consider PED or GFC -FAR remains at 1.5 (San Pedro Specific Plan)	-Provide housing -Preserve character -Improve pedestrian activity -Preserve job base -Serve neighborhood needs

Opportunity Areas

Sub-area and Location	Land Use Designation	Zoning	Recommendation	Reason for Recommendation
135 Downtown	Regional Commercial	[Q]C2-2D-CDO	-Allow highest buildings, currently unlimited -FAR from 6.0 to 4.5 to 6.0 -Add additional design regulations for preserving views	-Provide housing -Improve pedestrian activity -Employment/civic center
140 7th St. between Mesa and Palos Verdes	Commercial Limited Manufacturing To Hybrid Industrial	[Q]CM-2D-CDO	-75' height limit (currently unlimited) -Studying FAR change from 6.0 to 4.5-6 -Regulations to promote artists, galleries, adaptive re-use and more attractive development	-Retain existing uses -Encourage artists and artisan uses -Preserve character
170 Harbor Boulevard Gateway - Beacon St	Limited Manufacturing To Community Commercial	M1-1VL-CDO To [Q] C2- 2D CDO	-75' height limit/potentially higher for portion -FAR from 1.5 to 4.0 -Prohibit stand alone residential -Add policies for streetscape and gateway improvements	-Provide housing -Improve aesthetics -Improve pedestrian activity -Provide job opportunities
175 Harbor Boulevard Gateway - Beacon St east side	Limited Manufacturing To Community Commercial	[T][Q]RAS 3-1L, RD1.5-1XL, [Q]C2-1XL, MR2-1VL To [Q] C2- 2D-CDO	-75' height limit -FAR from 3.0 to 4.0 -Prohibit stand-alone residential; retain site "Q"s -Add policies for streetscape and gateway improvements -Extend CDO	-Provide housing -Improve aesthetics -Improve pedestrian activity
260 Western and 25th	Neighborhood Commercial To Community Commercial	[Q]C2-1XL To [Q]C2-1L	-75' height limit w/transition buffer adjacent to R1 -Restore R4 density -FAR remains at 1.5 -Prohibit stand alone residential	-Serve neighborhood needs -Provide housing -Provide job opportunities

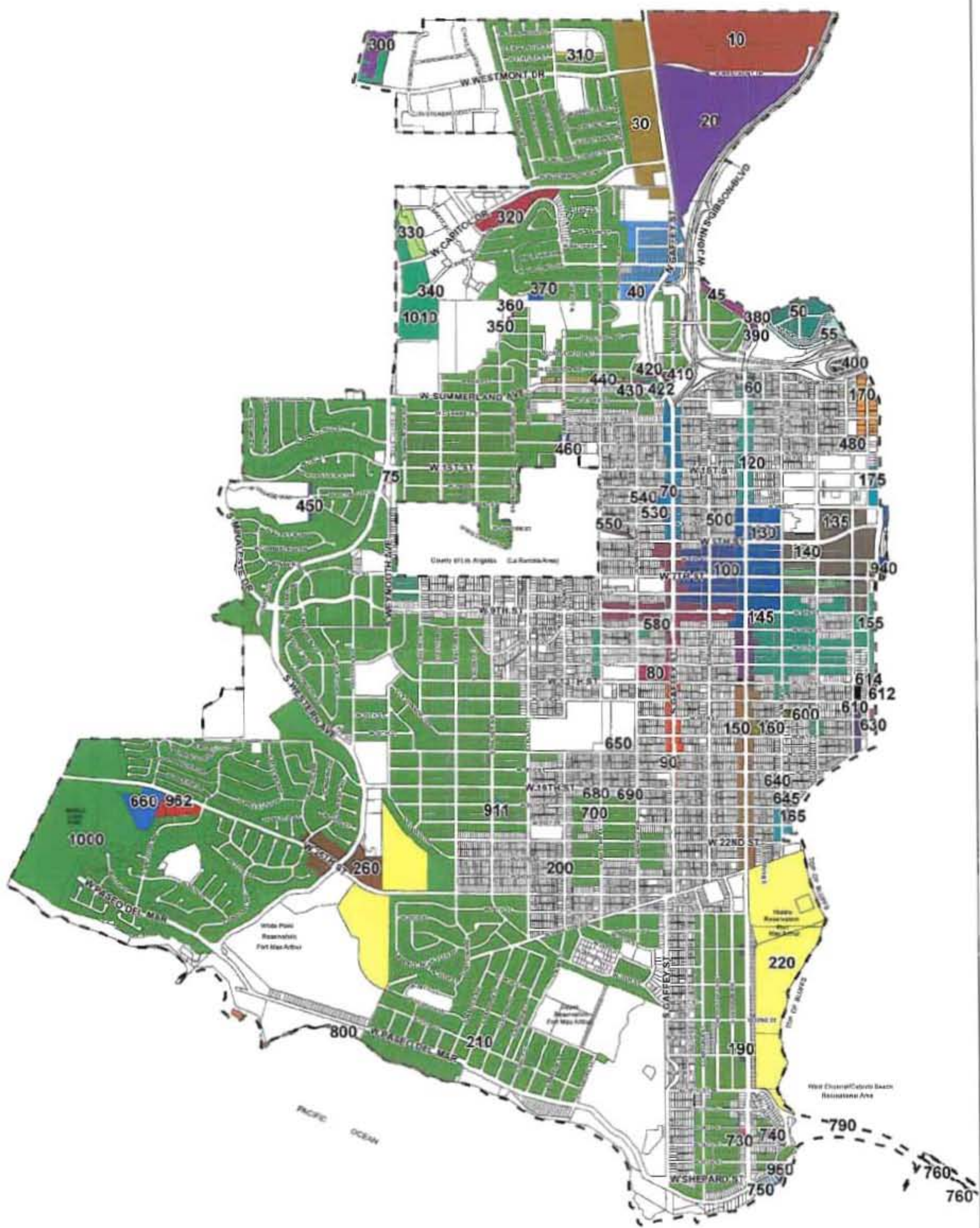
Other Areas

Sub-area and Location	Land Use Designation	Zoning	Recommendation	Reason for Recommendation
50 Knoll Hill	Open Space	R1-1XL, M1-1VL to R1-1XL, OS-1XL	-Knoll Hill -Zone change except for R1-1XL parcel -FAR remains at 1.5	-Provide public amenities -Zone change consistency
155 Vinegar Hill HPOZ proposed expansion area	Community Commercial, Low Med I, Low Med II, Medium, Neighborhood Commercial	(T)(Q)RAS3-1L, C2- 1XL, R2-1XL, R3-1XL, RD1.5-1XL, [Q]C2-1, [Q]C2-1XL	-Proposed for HPOZ -FAR remains at 3.0	-Preserve historical character -Improve aesthetics -Retain existing uses
165 Mesa St. between 20th and 22nd St.	Limited Industrial	[Q]MR1-1XL No change	-30' height limit; FAR remains at 1.5 -Restrict outdoor storage; -Add design guidelines & regulations	-Improve aesthetics -Serve neighborhood needs
220 White Point Reservation- Forth MacArthur	Public Facilities	PF-1XL, A1-1, OS-1XL To PF-1XL	-Zone change to Public Facilities -Add policies for future development -FAR remains at 1.5	-Preserve character -Provide housing -Provide community amenity



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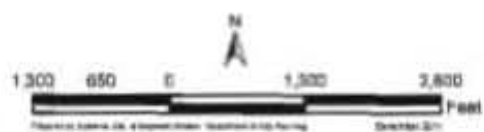
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Legend
 Community Plan Boundary

San Pedro Community Plan Subarea Map

DRAFT
 12/07/2011



Berths 302-306 (APL) Container Terminal Project
DEIS/EIR cover letter and reader's guide



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Geraldine Knatz, Ph.D.

Executive Director

December 16, 2011

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT (EIS/EIR) FOR THE BERTHS 302-306 [APL] CONTAINER TERMINAL PROJECT

The U.S. Army Corps of Engineers, Los Angeles District (Corps) and the Los Angeles Harbor Department (Port) have prepared a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the following project in the Port of Los Angeles:

Berths 302-306 [APL] Container Terminal Project

The Draft EIS/EIR is included for your review, in accordance with current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act (CEQA) of 1970, Article I; the State CEQA Guidelines, Article 7, Sections 15086-15087; and the California Public Resources Code Section 21153.

Availability:

The Draft EIS/EIR is available for review at: L.A. Public Library, Central Branch, 630 West 5th Street, Los Angeles California; L.A. Public Library, San Pedro Branch, 921 South Gaffey Street, San Pedro, California; L.A. Public Library, Wilmington Branch, 1300 North Avalon, Wilmington, California; and the Los Angeles Harbor Department, 425 South Palos Verdes Street, San Pedro, California.

The public notice is available online at the Corps website:

www.spl.usace.army.mil/regulatory/POLA.htm and the entire document is available at the Port of Los Angeles web site: <http://www.portoflosangeles.org>. A limited number of hard copies of the Draft EIS/EIR are also available at the Environmental Management Division offices to purchase. The Draft EIR/EIS is available on CD for no charge.

Public Meeting:

The Corps and the Port will jointly conduct a public meeting to receive public comment on the Draft EIS/EIR for this project on January 19, 2012 in the Board Room of the Harbor Administrative Building, 425 S. Palos Verdes Street, San Pedro, CA at 6:00 p.m. Participation in the public meeting by federal, state and local agencies and other interested organizations and people is encouraged. This meeting will be conducted in English with simultaneous English/Spanish translation services available.

Comments:

Written comments on the Draft EIS/EIR will be received until February 17, 2012 and should be sent to both:

U.S. Army Corps of Engineers, Los Angeles District
Regulatory Division
ATTN: Theresa Stevens, Ph.D.
2151 Alessandro Drive, Suite 110
Ventura, California 93001

and

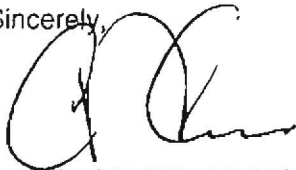
Los Angeles Harbor Department
Christopher Cannon, Director
Environmental Management Division
425 South Palos Verdes Street
San Pedro, California 90731

Comments may also be sent by email to: ceqacomment@portla.org and theresa.stevens@usace.army.mil Remember to:

- Send your comments in letter format as an attachment to the e-mail;
- Include a mailing address in the comment letter; and
- Type "APL Terminal Project" in the e-mail subject line.

For additional information, please contact the Corps' Public Affairs Office at (213) 452-3920 or Jan Green Rebstock, Environmental Project Manager at the Port of Los Angeles at (310) 732-3949.

Sincerely,

A handwritten signature in black ink, appearing to read 'C Cannon', written over a horizontal line.

CHRISTOPHER CANNON
Director of Environmental Management

CC:JGR:myd
ADP No.: 081203-131

BERTHS 302-306 [APL] CONTAINER TERMINAL PROJECT
Draft EIS/EIR Reader's Guide
December 2011



Prepared by:
Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes Street
San Pedro, CA 90731

With assistance from:



**US Army Corps
of Engineers**

BERTHS 302-306 [APL] CONTAINER TERMINAL PROJECT

Draft EIS/EIR Reader's Guide

December 2011

Release of the Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR)

The Los Angeles Harbor Department (LAHD) and the U.S. Army Corps of Engineers (USACE) have released the Draft Environmental Impact Statement/ Draft Environmental Impact Report (Draft EIS/EIR) for the Berths 302 – 306 American President Lines (APL) Container Terminal Project (“proposed Project”). The purpose of this document is to inform the public of the proposed Project, alternatives considered, any potential environmental impacts, key community concerns, and the environmental review process. While this document summarizes the Draft EIS/EIR, is not an official part of the Draft EIS/EIR, which was prepared to comply with the National Environmental Protection Act (NEPA) and California Environmental Quality Act (CEQA) requirements.

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Background Information about General Terminal Operations

The proposed Project is part of the goods movement chain, which is a complex international system that moves goods from their points of production to consumers by different modes of transportation (ship, rail, and truck). As it relates to the Ports of Los Angeles and Long Beach ("Ports", also referred to as the San Pedro Bay Port Complex), the points of production generally are in foreign countries, while consumers are located in the United States.¹ The goods movement chain is a coordinated process that includes shippers, shipping lines, third-party logistics providers, stevedoring companies, port cargo terminal operators, labor, truckers, railroads, and distribution centers. Manufacturers, retailers, or third-party logistics firms often contract with shipping lines to move goods from origin to destination. Shipping lines own and lease container equipment, and typically enter into agreements with trucking companies and railroads for the transport of international cargo between the manufacturers and retailers and the marine terminals. The ability to move the same container between ships, trucks, and rail is called intermodal transport and is accomplished through the use of standardized containers that can be easily moved between modes. Figure 1 illustrates the flow of containers through the various stages of the goods movement chain. The majority of goods coming into the Ports are imported, arriving in shipping containers transported on container ships. Figure 2 shows the general layout of the APL Terminal and container terminal operations with the containers arriving by ship (at the berth) and leaving by truck and rail. For export cargo, this movement of the containers is reversed as containers are brought to the terminal by truck and rail to be placed on ships leaving the Port. The movement of cargo via containers in and out of the terminal occurs simultaneously throughout any given time.

Key Definitions

Goods Movement Chain = A complex international system that moves goods from their points of production to consumers by different modes of transportation (ship, rail, and truck).

Intermodal Transport = The ability to move the same container between ships, trucks, and rail.

¹ Los Angeles is a major gateway for imports, with inbound shipments accounting for 86 percent of the value of the freight it handled in 2008.

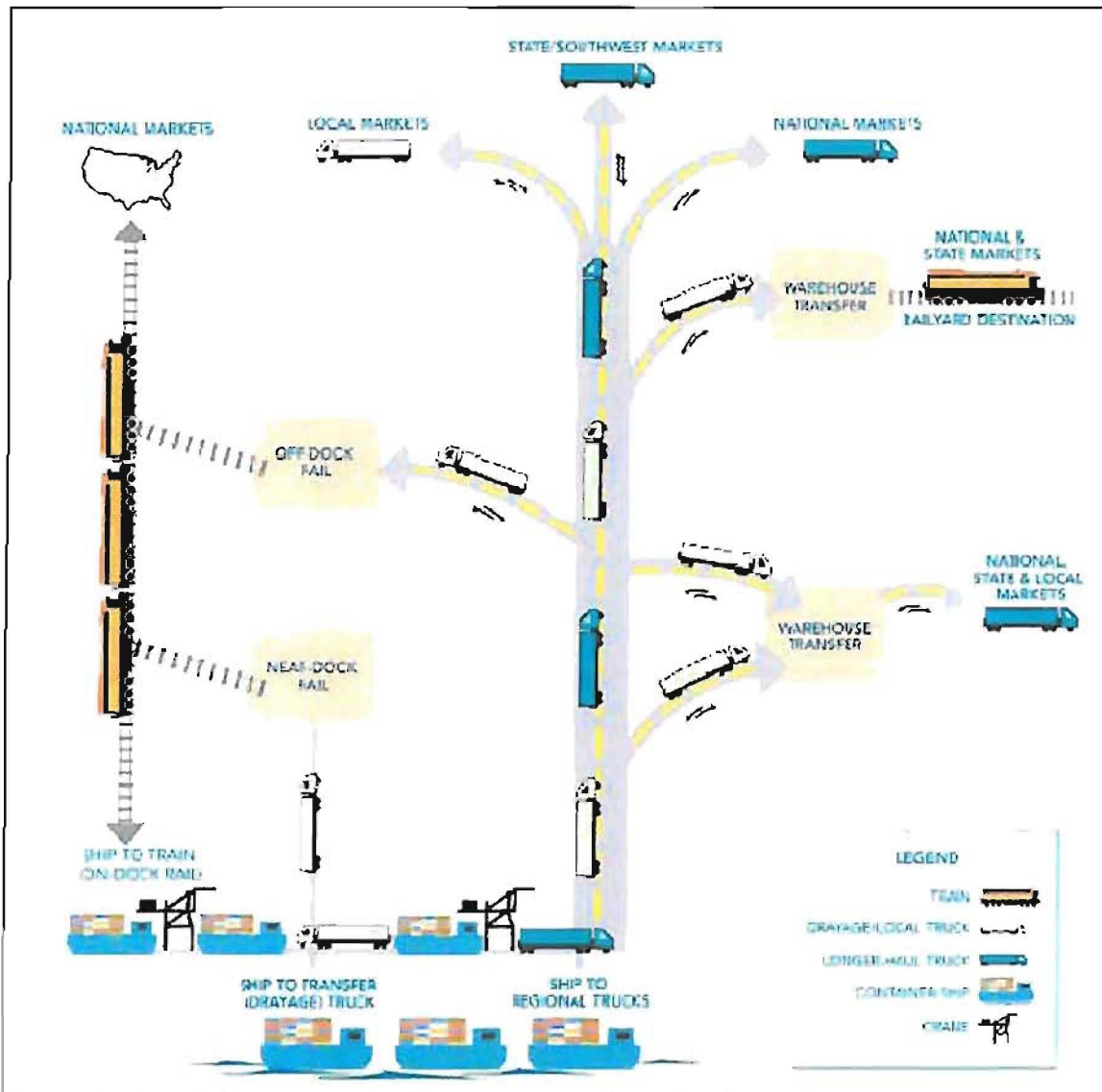
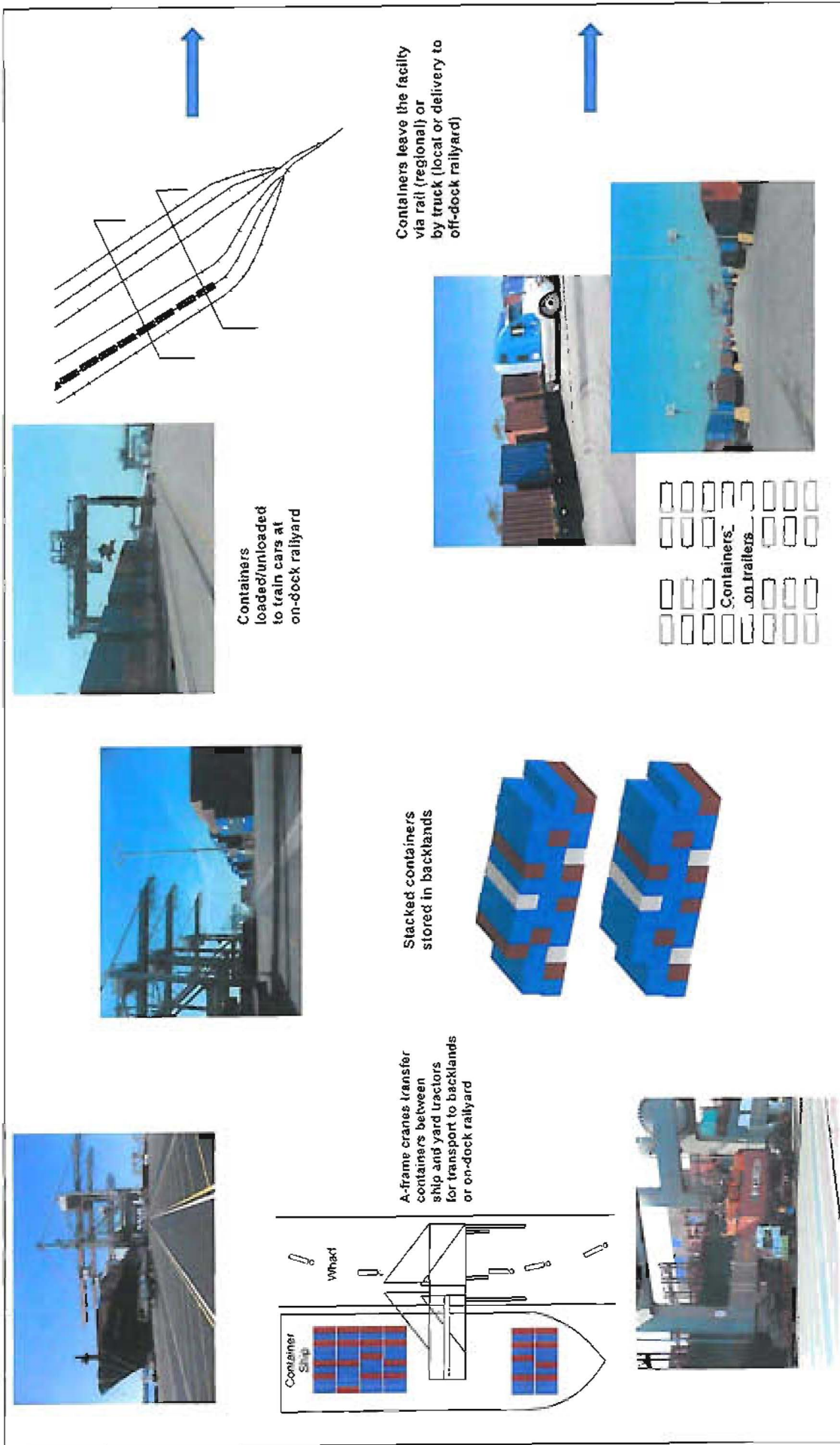


Figure 1: Goods Movement Chain: Transportation Distribution



Port of Los Angeles
Berths 302 - 306 (APL)
Container Terminal Project
General Container Terminal Operations
Figure 2

Project Purpose and Objectives

The overall purpose of the proposed Project is to optimize and expand the cargo-handling capacity at the APL Terminal to provide a portion of the facilities needed to accommodate the long-term growth in the volume of containerized cargo through the Port and at the APL Terminal while implementing the Port's green growth strategy. This purpose would be addressed through expansion and improvement of the existing Berths 302-305 marine terminal from the current 291 acres to approximately 347 acres, including extension of the existing wharf by 1,250 feet (creating Berth 306), to accommodate an annual throughput of up to approximately 3.2 million twenty foot equivalent units (TEUs) by 2027.

Project objectives include:

- Optimize the use of existing land at Berths 302-305, behind the proposed Berth 306, and associated waterways in a manner that is consistent with the LAHD's public trust obligations;
- Improve the container terminal at Berths 302-306 to more efficiently work larger ships and to ensure the terminal's ability to accommodate increased numbers and sizes of container ships;
- Increase accommodations for container ship berthing, and provide sufficient backland area and associated improvements for optimized container terminal operations, at Berths 302-306;
- Incorporate modern backland design efficiencies into improvements to the existing vacant landfill area at Berth 306; and
- Improve the access into and out of the terminal and internal terminal circulation, at Berths 302-306 to reduce the time for gate turns and to increase terminal efficiency.

Key Definitions

Berth = Dock for ship: a place, usually alongside a quay or dock, where a boat ties up or anchors.

TEU = Twenty-foot Equivalent Unit = One 20-foot-long x 8-foot-wide x 8-foot-6-inch-high shipping container. Presently, most maritime containers are 40 feet long or two TEUs



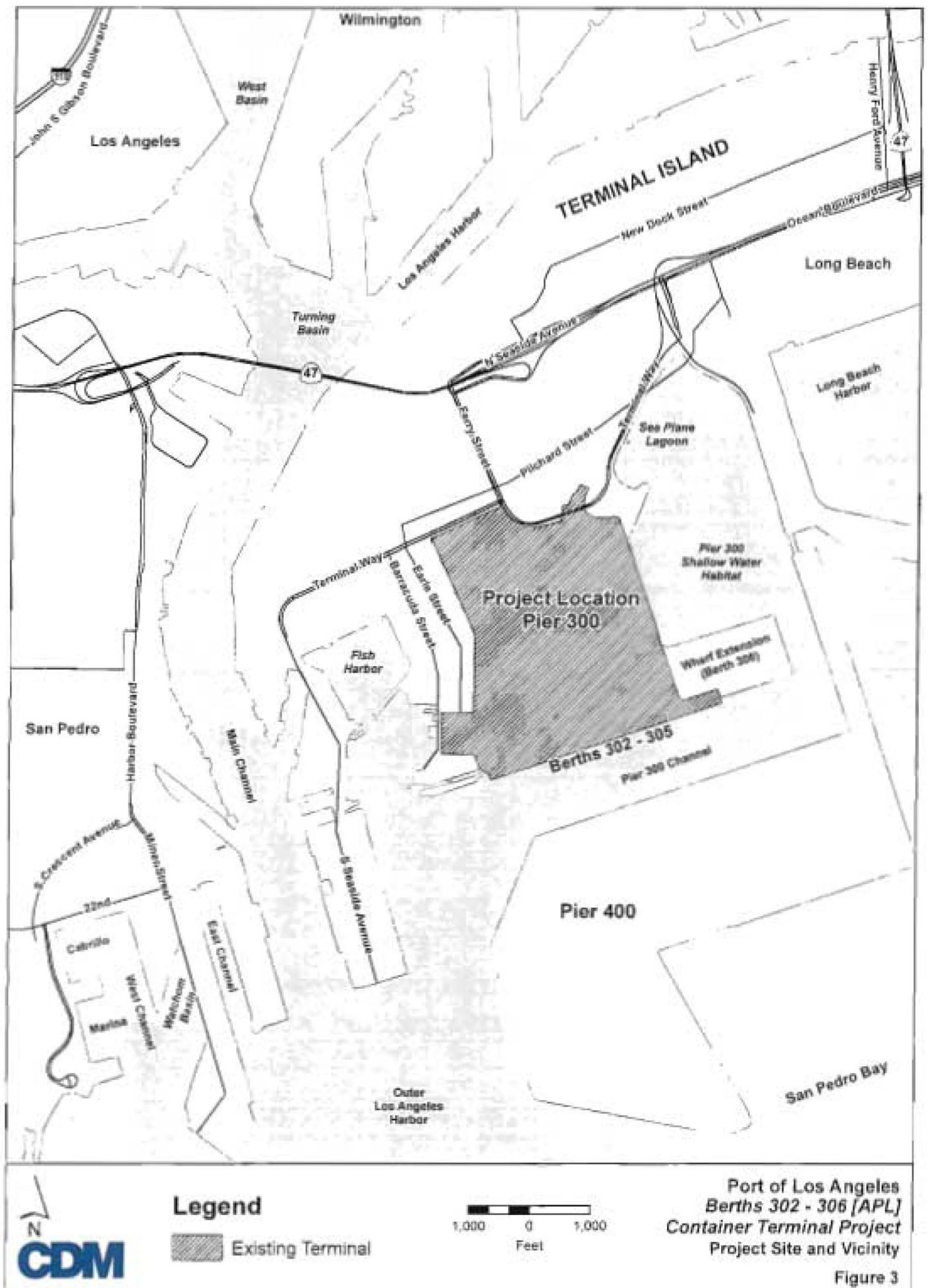
Looking southeast toward the existing APL Terminal (proposed Project site) from Friendship Park

Project Location

The proposed Project site is located within the Port of Los Angeles portion of the San Pedro Bay, which is approximately 20 miles south of downtown Los Angeles (Figure 3). The Port of Los Angeles is adjacent to the communities of San Pedro and Wilmington. Within the Port of Los Angeles, the Project site is on Terminal Island (a mostly man-made island in the heart of the Port). Four bridges provide vehicular and rail access to Terminal Island from the mainland: the Vincent Thomas Bridge, the Schuyler Heim Bridge, the Gerald Desmond Bridge, and the Badger Avenue Railroad Lift Bridge.

Existing Setting

The existing APL Terminal is located on Pier 300. It occupies approximately 291 acres and includes: 4,000 feet of wharf with four labeled berths (Berths 302 through 305); an on-dock railyard that can accommodate up to 64 five-platform double-track railcars (equivalent to nearly three full trains); two dedicated lead rail tracks with flexible entrance/exit points off the main rail line within the Alameda Corridor; a transloading dock; a gate complex that includes an intermodal control tower; 15 inbound and 8 outbound lanes; automobile parking facilities; two marine buildings; 600 refrigerated container plugs; a washdown facility for refrigerated container units (also known as “reefers”) and trucks; and maintenance and repair facilities consisting of a chassis shop (approximately 30,000 square feet) and a Power Shop (approximately 22,000 square feet). Existing equipment and facilities on the proposed Project site include: 12 A-frame 100 foot-gauge cranes along the south-facing wharves, along with mobile equipment used to handle containers.



Current cargo handling equipment consists of approximately 36 forklifts, 7 side picks, 19 top handlers, 8 Rubber Tire Gantry (RTG) cranes, 10 Rail Mounted Gantry (RMG) cranes, and 195 yard tractors. Figure 4 shows key features of the existing container terminal.



RMG at the existing on-dock railyard

Proposed Project

The proposed Project would expand and redevelop the existing APL Terminal at Berths 302-305 (the expansion would extend to Berth 306) located on Pier 300 of Terminal Island. During the period of July 2008 to June 2009, the APL Terminal handled approximately 1,128,080 TEUs. At full capacity, expected to occur by 2027, the APL Terminal would support an annual throughput capacity of approximately 3,206,000 (or 3.2) TEUs. The proposed Project encompasses approximately 347 acres and includes improvements to the existing 291-acre APL Terminal and an expanded area of 56 acres. The following summarizes the improvements that would occur within each area. Please refer to Figure 5 for a visual representation of the major elements of the proposed Project.

Proposed improvements to the existing terminal would:

- Modify the Main Gate (convert existing outbound lanes to inbound lanes);
- Modify the terminal entrance lanes;
- Modify the Earle Street gate;
- Install up to 4 new cranes at Berths 302-305;
- Convert a portion of the existing dry container storage unit area to a storage area equipped with plug-in electric power for reefer unit storage;
- Demolish and re-construct the Roadability facility;
- Expand the Power Shop facilities by constructing and operating a separate two-story Power Shop Annex building (just north of the existing Power Shop), which would include tractor maintenance bays (first floor) and Marine Offices (second floor); and
- Install utility infrastructure at various areas in the backlands (including the removal and installation of new light poles, utilities for a new "Meet and Greet" booth on backlands behind Berth 301, etc).

Key Definitions

Throughput = The number of containers that pass through a terminal over a given time.

Roadability Facility = A facility where loaded trucks are inspected to check their operational condition prior to leaving the terminal



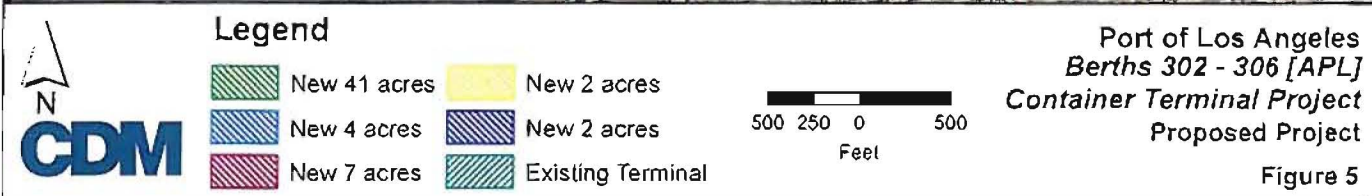


Figure 5

Proposed expansion-area project elements would:

- Construct approximately 1,250 linear feet (4 acres) of concrete wharf to create Berth 306;
- Install up to 8 new cranes on the new wharf of Berth 306;
- Install Alternative Maritime Power (AMP) along the new wharf at Berth 306;
- Dredging at Berth 306; the dredged material (approximately 20,000 cubic yards) would be beneficially reused (as fill), or disposed of at an approved confined disposal facility site. If these options are unavailable or impracticable, an existing ocean disposal site could be considered;
- Improve approximately 41 acres of already constructed fill as container terminal backland with infrastructure for traditional as well as potential future automated operations at Berth 306;
- Redevelop approximately 2 acres of the former LAXT conveyor right of way and approximately 7 acres of former LAXT backland behind Berth 301 into container terminal backland; and
- Develop approximately 2 acres of existing land northeast of the current main gate for a new out gate location.

Key Definitions

AMP (Alternative Maritime Power) = A method of providing power to a ship from an external source.

Dredging = An operation to excavate material from the bottom of a shallow sea or freshwater area, disposing of the material at a different location.

In addition, within the existing backlands behind Berths 302-305, the proposed Project includes the installation of a new Los Angeles Department of Water and Power (LADWP) industrial station (adjacent to the existing industrial station and new AMP substation, which is located near the existing Roadability Canopy/Genset Building), as well as various substations to support either traditional or electric-powered automated operations on the 41 acres of backlands adjacent to proposed Berth 306. If the new Berth 306 backlands are used to support an automated operation in the future, an area approximately 12 acres in size within the existing backland area adjacent to the new backlands would need to be converted to a Landside Transfer Area (a delineated area where drivers and trucks wait for containers held within the Berth 306 backlands).

41-acre Backland Development and Operation

Development of the backlands on the 41-acres of undeveloped fill adjacent to the existing terminal and proposed Berth 306 would include grading, paving and striping, underground electrical lines; water lines; light poles; conduits to support electrical, data and phone connections; sewers; gas lines; and drainage infrastructure. The infrastructure would be adequate to support either traditional or automated (electric-powered) operations.

Automated Backlands

The existing APL Terminal operates using "traditional" methods for container terminal operations. Under the traditional operations, 1 to 10 cranes operating simultaneously unload or load one ship. Once containers have been off-loaded from the ship or received through the gates on trucks and trains, the containers are stored and moved around the backlands area of the terminal using cargo handling equipment. All of the unloading/loading and handling equipment used in the traditional backland operations is performed and operated by workers. A majority of the equipment used in traditional operations is diesel-powered.

Key Definitions

Traditional operations = A manual operated handling system.

Automated operations = An automated container handling system.

The Ports of Los Angeles and Long Beach have developed a roadmap for moving forward with the identification, evaluation, and integration of zero emission technologies for goods movement. It is foreseeable that a technology change could result in replacement of some of the traditional backland operations at the APL Terminal through the use of an automated container handling system on the proposed 41-acre backland area adjacent to the proposed Berth 306. If installed, such a system would involve the use of semi-automatic dual hoist electric shore side gantry cranes, Automated Guided Vehicles (AGVs), electric ASCs, and semi-automated electric Landside Transfer Cranes (LTCs). Figures 6 and 7 show a preliminary conceptual design associated with the potential automated container operations.

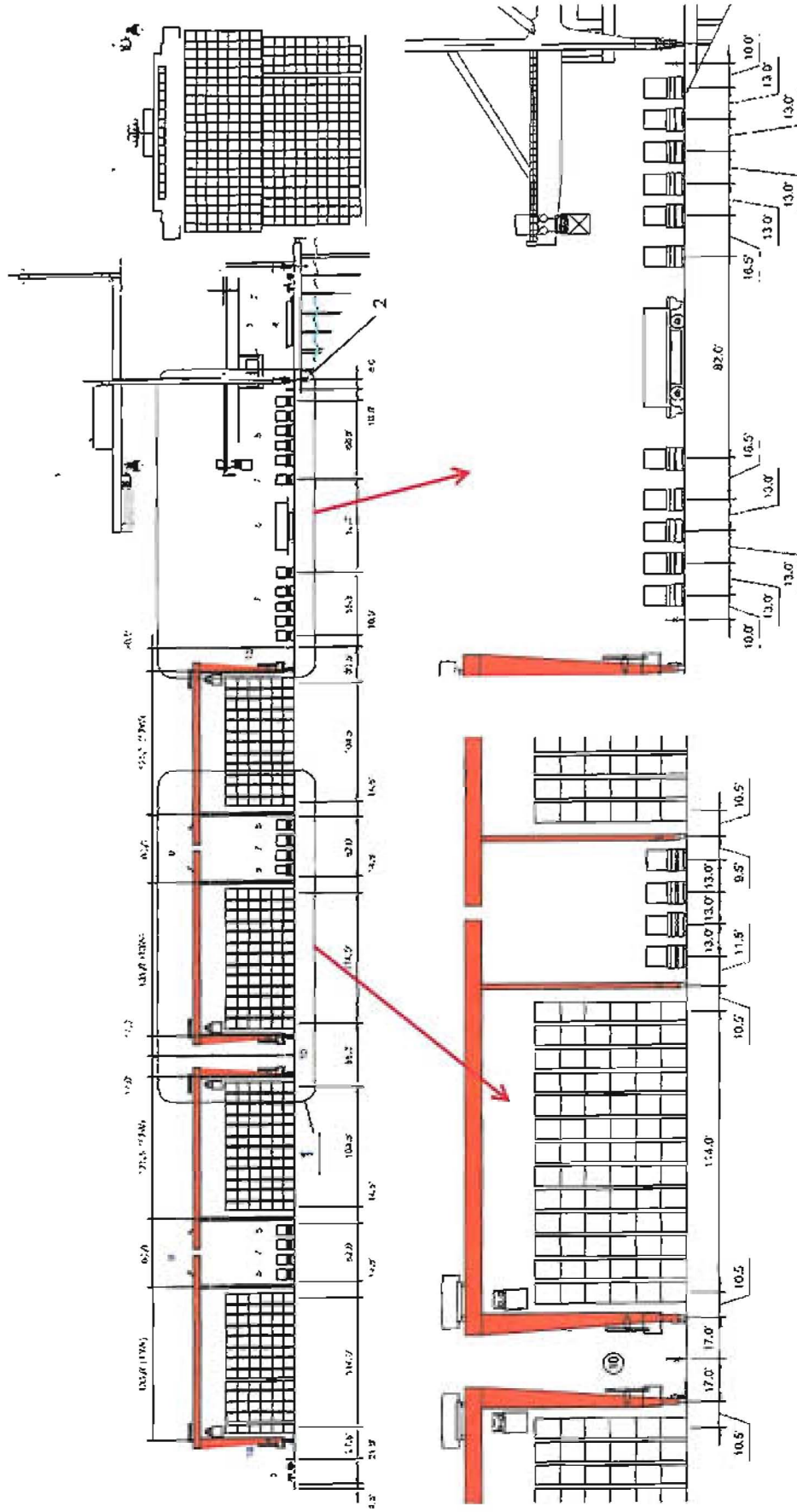
Once the vessel arrives at the berth, the cranes would begin unloading containers from the vessel. The crane would lift the container from the vessel to a platform on the crane and then lift the container from the platform to an AGV that is positioned directly to the rear of the crane. The AGV would receive wireless instructions and proceed through the use of sensors below the ground surface to a pre-assigned location in the backlands area. Once the AGV arrives at the correct location, an ASC would lift the container from the AGV and place it in the appropriate location.

Import and export containers will be processed in the Landside Transfer Area, which will be located adjacent to the backlands area. To move a container from the backlands to a waiting truck, an AGV is guided to the location of the container and an ASC lifts the container onto the AGV. The AGV then proceeds to the stall where the truck is parked on the Landside Transfer Area and an LTC lifts the container from the AGV onto the truck chassis. The process for handling and loading export containers would be the same but in the reverse direction. With the exception of the operator of the A-frame/shore side gantry crane, operation of the automated backlands would be unmanned and fully automated. The automated system would be operated from a remote facility (such as the remodeled/expanded Power Shop). With the exception of the diesel/electric AGVs, all or part of the equipment used would be electric.

While infrastructure to support electric and automated equipment would be installed as part of the initial proposed Project improvements by 2013, the timing of the installation, integration, and operation of the automated equipment on the 41-acre backlands area would depend largely on market demand and cost. If automated operations occur in the 41-acre backland area adjacent to the proposed Berth 306, the TEU volumes for the APL Terminal in 2027 would be the same as they would be under traditional container terminal operations. There are a number of factors which constrain the overall capacity of the 41-acre backland as well as the operation of the 41-acres with the existing APL Terminal. These constraints including limits on berth capacity, container yard capacity and landside transfer capacity. Therefore, automation of the backland would not increase the overall cargo throughput of the terminal.

If EMS determines that automated operations are feasible and cost effective for the Berth 306 backlands, additional infrastructure specific to the automated operation would need to be installed. Future installation of the automated equipment would be less complex than installation of the supporting infrastructure that has been included in the initial construction plans for the backland area. This additional work would include some asphalt grinding to flatten the finished grade and to expose the concrete beams, installation of steel rails, and installation of reefer racks (foundations with plug-in electric power) along the edge of the 41-acre area (these racks would allow refrigerated container units to be stored). Improvements to delineate and support operation of the Landside Transfer Area would also be installed adjacent to the Berth 306 backlands, including some excavation and installation of concrete rail beams to support the LTCs, pavement striping, waiting booths for drivers, and concrete curbing.

Although no date is certain, for this environmental analysis, the construction effects of the installation of additional infrastructure and equipment necessary for automated operations on the 41-acre are assumed to occur around 2020. However, it is unknown whether installation and use of such equipment would be cost-effective in 2020 or at any other time.

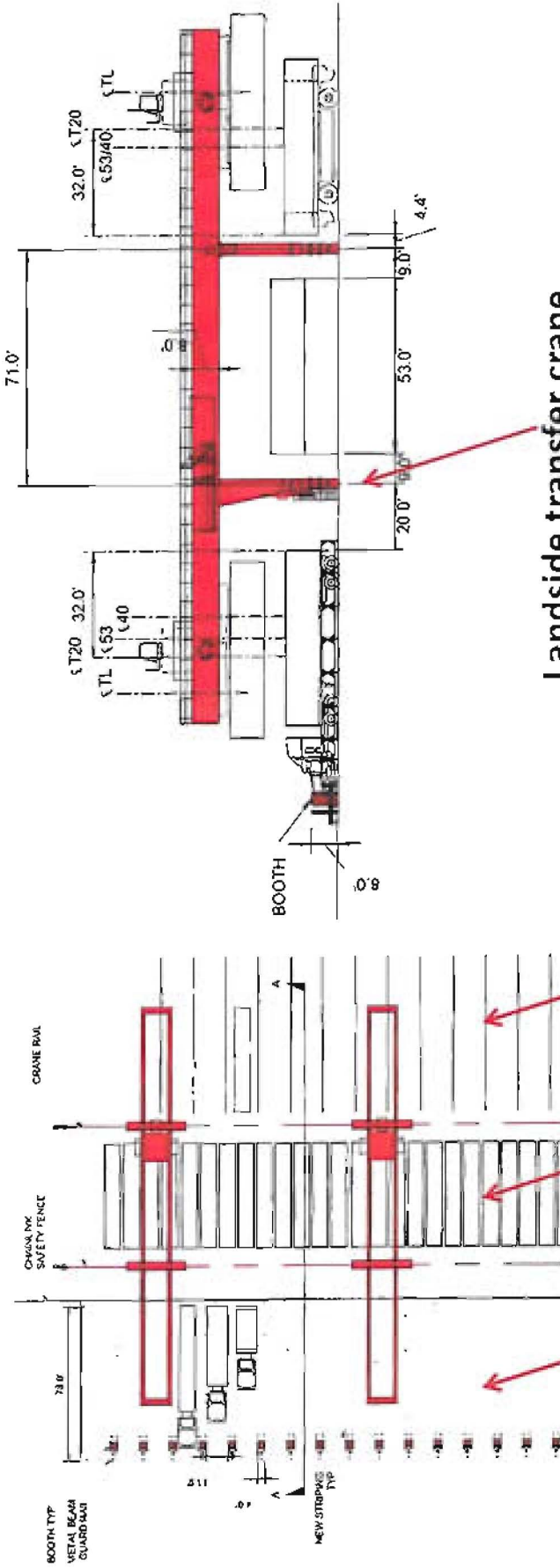


Storage yard cross section

Waterside transfer and transport area

Source: APL/Moffat & Nickel, 2011

Note: These elements and their size and arrangement are for discussion purposes only



Landside transfer crane

AGV transfer lanes

Container buffer

AGV transfer lanes

Source: APL/Moffat & Nicket, 2011

Note: These elements and their size and arrangement are for discussion purposes only

The potential environmental impacts associated with the operations of the Berth 306 backlands as a traditional container terminal are quantified under each environmental resource area. This is the most conservative approach for estimating the environmental impacts associated with the proposed Project operations. Where impacts associated with automated operations could differ from impacts associated with traditional operations, the impacts of automated operations at the backland area adjacent to Berth 306 also are addressed at full build-out in 2027, based on the information available from the conceptual designs.

What are NEPA and CEQA?

NEPA was enacted by Congress in 1969 and requires federal agency decision-makers to document and consider the environmental consequences of their actions or decisions on the quality of the human environment. NEPA applies only to activities proposed by the federal government, or where a local project, whether public or private, involves federal funding, loan guarantees or approval. NEPA requires preparation of an EIS only for proposals for legislation and other major federal actions significantly affecting the quality of the human environment. CEQA was enacted by the state legislature in 1970 and was patterned after NEPA. CEQA requires public agency decision makers to document and consider the environmental implications of their actions. CEQA applies to all government agencies at all levels in California, including local agencies, regional agencies, and state agencies, boards and commissions.

Key Definitions

Lead Agency = The Public Agency that has the primary responsibility for carrying out or approving a project that may have a significant effect on the environment.

The USACE is the federal lead agency responsible for preparation of the EIS for this Project. The LAHD is the state lead agency responsible for preparation of the EIR for this Project and is the project applicant. Both agencies have determined that there is the potential for significant environmental impacts and; therefore, a joint EIS/EIR has been prepared to avoid duplication of effort. Several other agencies have special roles with respect to the proposed Project and will use this EIS/EIR as the basis for their decisions to issue any approvals and/or permits that might be required. This environmental review process includes the preparation of the following documents (*More details on the EIS/EIR process are provided in Figure 8*):

- An **Initial Study**, which is a preliminary analysis prepared by the CEQA Lead Agency to determine whether an EIR or Negative Declaration must be prepared and, if necessary, identify the significant environmental effects to be analyzed in an EIR. The NEPA Lead Agency prepares an **Environmental Assessment (EA)** that provides sufficient evidence and analysis to determine whether an EIS is required.
- A **Notice of Intent/Notice of Preparation/ (NOI/NOP)**, which is a brief notice sent to interested parties requesting input on establishing the scope (environmental issues addressed) of an environmental document. It is the first step in the EIS/EIR process.
- A **Draft EIR**, which fully analyzes the proposed Project, project alternatives, and environmental impacts. The **Draft EIS** analysis is limited to the scope of the federal project (i.e. the parts of the project that could not be built without a federal permit). Upon completion, the Draft EIS/EIR is made available for public review.
- A **Final EIS/EIR** is prepared after comments on the draft are received and reviewed. The Final EIS/EIR must contain the lead agency's response to all comments reviewed and must discuss any opposing views on the issues raised. The USACE prepares a **Record of Decision (ROD)** to support approval for federal permits for the project.

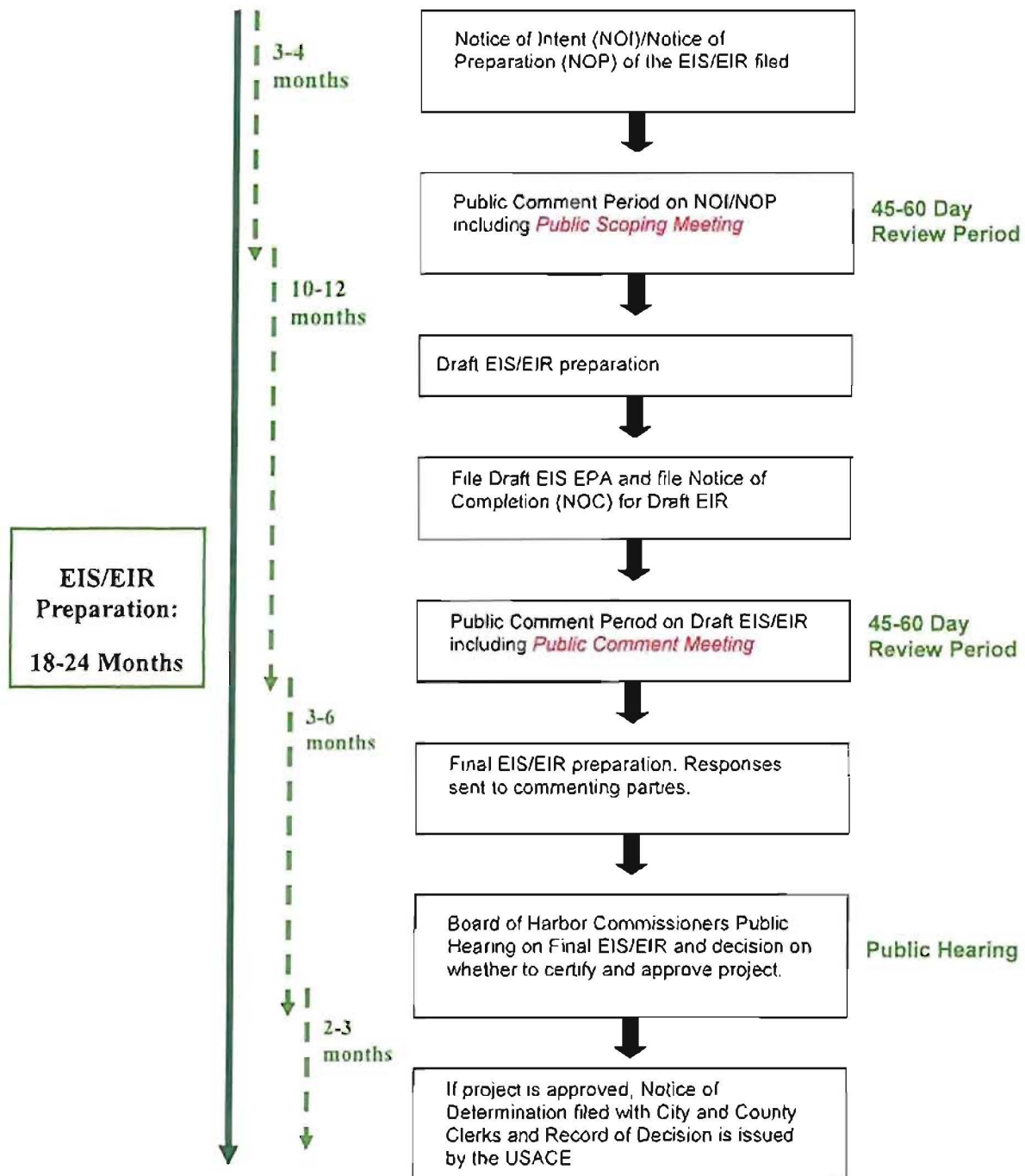


Figure 8: EIS/EIR Timeline

During the Draft EIS/EIR, the Port will gather comments from the public and other agencies about the analysis and content of environmental impacts as a result of the construction and operations of the proposed Project.

The Draft EIS/EIR will undergo a 60-day comment period from December 16, 2011 through February 17, 2012. During this time, the LAHD/USACE will accept written comments and will host a public meeting on January 19, 2012 to present its findings and provide opportunity for public comment. The public meeting will be held at 6:00 p.m. in the Board Room of the Harbor Administration Building, 425 S. Palos Verdes Street, San Pedro, CA 90731. All comments will be responded to in the Final EIS/EIR.

The public may request a free electronic copy or hard copy version (for a fee) of the Draft EIS/EIR by calling (310) 732-3675.

A copy of the Draft EIS/EIR may also be downloaded at www.portoflosangeles.org or hard copies may be viewed at the following locations:

- L.A. Public Library, Central Branch, 630 West 5th Street, Los Angeles California;
- L.A. Public Library, San Pedro Branch, 921 South Gaffey Street, San Pedro, California;
- L.A. Public Library, Wilmington Branch, 1300 North Avalon, Wilmington, California; or
- LAHD, 425 South Palos Verdes Street, San Pedro, California.

How are Impacts Determined?

The purpose of the environmental review process is to:

- Inform government officials and the public of the environmental impacts of a proposed project
- Identify impacts of a proposed project on the environment
- Review a range of reasonable alternatives that would avoid or lessen any significant environmental impacts
- Indicate ways to avoid or mitigate, if possible, significant impacts

Key Definitions

Statement of Overriding Considerations = A statement that specifies specific reasons why the Lead Agency found that the project's benefits outweigh its unavoidable adverse impacts environmental effects.

In instances where significant impacts cannot be avoided or mitigated to less than significant levels, the project could still be approved if there are economic, legal, social, technological, or other benefits that outweigh unavoidable significant environmental effects (referred to as overriding considerations).

In EIS/EIRs, environmental impacts are determined in a step-wise process:

1. Analyze the environmental conditions when the review began (called baseline conditions). Normally, baseline conditions are the physical environmental conditions in the vicinity of a project that exist at the time of the NOI/NOP is provided to the public. The NOI/NOP for the proposed Project was released in July 10, 2009.
2. Analyze the environmental conditions over the life of a proposed Project. The proposed Project operates at full build-out and optimal capacity by 2027.

3. Compare baseline and Project conditions. The difference between baseline and Project conditions (the delta) is compared to thresholds. The Port uses the City of Los Angeles CEQA Thresholds Guide (*L.A. CEQA Thresholds Guide*).
4. If the difference between the Project and baseline conditions exceeds the threshold, the impact is considered **significant**. If the difference does not exceed the threshold, the impact is considered **less than significant**.

If the analysis finds that there are significant impacts, feasible mitigation measures, if available, are applied to reduce the impacts. If mitigation is not able to reduce impacts below the threshold, the impacts are defined as **significant and unavoidable**. The following is a summary of the environmental impacts that would be created by the construction and operation of the proposed Project.

Summary of Proposed Project Impacts

Unavoidable Significant Impacts

- Air Quality, Meteorology and Greenhouse Gases
- Biological Resources

Less-than-Significant Impacts after Mitigation

- Ground Transportation
- Noise

Less-than-Significant Impacts

- Aesthetics and Visual Resources
- Cultural Resources
- Geology
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Marine Transportation
- Recreation
- Public Services and Utilities
- Water Quality, Sediments and Oceanography

Project Mitigation Measures

CEQA requires public agencies to adopt a reporting or monitoring program for the changes to the project that have been adopted to mitigate or avoid significant effects on the environment (Public Resources Code Section 21081.6). The mitigation monitoring and reporting program (MMRP) must be adopted by the public agency at the time findings are made regarding the project. These mitigation measures (MM) described are supplemental to those standard conditions of approval (SC) and lease measures (LM) that will be included in the MMRP and are as follows:

Air Quality, Meteorology, and Greenhouse Gases

- **MM AQ-1:** Harbor Craft Used During Construction
- **MM AQ-2:** Cargo Ships
- **MM AQ-3:** Fleet Modernization for On-Road Trucks
- **MM AQ-4:** Fleet Modernization for Construction Equipment
- **MM AQ-5:** Best Management Practices
- **MM AQ-6:** Additional Fugitive Dust Controls
- **MM AQ-7:** General Mitigation Measure
- **MM AQ-8:** Special Precautions Near Sensitive Sites
- **MM AQ-9:** Alternative Maritime Power (AMP)
- **MM AQ-10:** Vessel Speed Reduction Program
- **MM AQ-11:** Cleaner Ocean-going Vessels (OGV) Engines
- **MM AQ-12:** OGV Engine Emissions Reduction Technology Improvements
- **MM AQ-13:** Yard Tractors at Berths 302-306 Terminal
- **MM AQ-14:** Yard Equipment at Berths 302-306 Railyard
- **MM AQ-15:** Yard Equipment at Berths 302-306 Terminal
- **MM AQ-16:** Truck Idling Reduction Measure
- **MM AQ-17:** Compact Fluorescent Light Bulbs
- **MM AQ-18:** Energy Audit
- **MM AQ-19:** Recycling
- **MM AQ-20:** Tree Planting

- **LM AQ-1:** Periodic Review of New Technology and Regulations
- **LM AQ-2:** Substitution of New Technology

Biology

- **MM BIO-1:** Conduct nesting bird surveys.
- **SC BIO-1:** Avoid marine mammals.

Cultural Resources

- **SC CR-1:** Stop work in area if prehistoric and/or archaeological resources are encountered.

Geology

- **LM GEO-1:** Emergency Response Planning Lease Requirement

Ground Transportation

- **MM TRANS-1:** Navy Way and Reeves Avenue

Groundwater and Soils

- **LM GW-1:** Site Remediation
- **LM GW-2:** Contamination Contingency Plan

Noise

- **MM NOI-1:** Noise Reduction during Pile Driving.
- **MM NOI-2:** Erect Temporary Noise Attenuation Barriers Adjacent to Pile Driving Equipment, Where Necessary and Feasible

Public Service and Utilities

- **SC PS-1:** Recycling of Construction Material
- **SC PS-2:** Use of Materials with Recycled Content

Alternatives Considered

This Draft EIS/EIR must evaluate a reasonable range of alternatives to the proposed Project. A total of 23 alternatives were considered during preparation of this Draft EIS/EIR, which included alternative terminal configurations, alternative uses, and alternative locations for the terminal and various Project components. Six of these alternatives (in addition to the proposed Project) with the potential to meet most of the proposed Project objectives have been carried forward for detailed analysis (*See Chapter 3 of the Draft EIS/EIR for more information*)

The following section includes description of the six alternatives carried forward for further detail analysis. For more analysis on these alternatives and the alternatives that were considered but eliminated from further evaluation can be found in *Chapter 2, Project Description, of the Draft EIS/EIR*.

Alternatives Analyzed in this Draft EIS/EIR

The six alternatives to the proposed Project that are considered in this Draft EIS/EIR are:

- 1) Alternative 1 – No Project
- 2) Alternative 2 – No Federal Action
- 3) Alternative 3 – Reduced Project: Four New Cranes
- 4) Alternative 4 – Reduced Project: No New Wharf
- 5) Alternative 5 – Reduced Project: No Space Assignment
- 6) Alternative 6 – Proposed Project with Expanded On-Dock Railyard

Each alternative includes an illustration that details the particular elements of the alternative that are evaluated in the Draft EIS/EIR and Table 1 provides a summary of the differences in the construction and operation of the proposed Project and each of those alternatives at build-out (2027). *Chapter 2 of the Draft EIS/EIR contains a more detailed discussion of the Project alternatives.*

Table 1: Summary of Proposed Project and Alternatives at Full Build-out (2027)

	Terminal Acres	Annual Ship Calls	Annual TEUs (in millions)	Cranes	Total Dredging in Waters of the U.S.	New Wharves	Other*
Proposed Project	347	390	3,206,000	12 new cranes 12 existing cranes 24 total	20,000 cubic yards (cy) (along Berth 306)	Berth 306 (1,250 linear feet, or 4 acres)	<ul style="list-style-type: none"> Reefer area & Berth 306 AMP +41 acres Upland Improvements
CEQA Baseline	291	247	1,128,080	12 existing cranes	No dredging	No new wharf	
Alternative 1 – No Project	291	286	2,153,000	12 existing cranes	No dredging	No new wharf	
Alternative 2 – No Federal Action	291	286	2,153,000	12 existing cranes	No dredging	No new wharf	<ul style="list-style-type: none"> Reefer area
NEPA Baseline							
Alternative 3 – Reduced Project: Four New Cranes	291	338	2,583,000	4 new cranes 12 existing cranes 16 total	No dredging	No new wharf	<ul style="list-style-type: none"> Reefer area
Alternative 4 – Reduced Project: No New Wharf	302	338	2,783,000	6 new cranes 12 existing cranes 18 total	No dredging	No new wharf	<ul style="list-style-type: none"> Reefer area +41 acres - 30 acres Upland Improvements except for Main Gate modifications and 9 acres behind Berth 301
Alternative 5 – Reduced Project: No Space Assignment	317	390	3,206,000	12 new cranes 12 existing cranes 24 total	20,000 cy (along Berth 306)	Berth 306 (1,250 linear feet, or 4 acres)	<ul style="list-style-type: none"> Reefer area & Berth 306 AMP +41 acres - 30 acres Upland Improvements
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	347	390	3,206,000	12 new cranes 12 existing cranes 24 total	20,000 cy (along Berth 306)	Berth 306 (1,250 linear feet, or 4 acres)	<ul style="list-style-type: none"> Reefer area & Berth 306 AMP +41 acres Upland Improvements On-dock rail (expanded)

Alternative 1 – No Project

Under the No Project Alternative, the existing APL Terminal would continue to operate as an approximately 291-acre container terminal. Based on the throughput projections, Alternative 1 would handle approximately 2.15 million TEUs by 2027, which would result in 286 annual ship calls at Berths 302-305. In addition, this alternative would result in up to 7,273 peak daily one-way truck trips (1,922,497 annual), and up to 2,336 annual one-way rail trip movements. Under Alternative 1, cargo ships that currently berth and load/unload at the Berths 302-305 terminal would continue to do so.

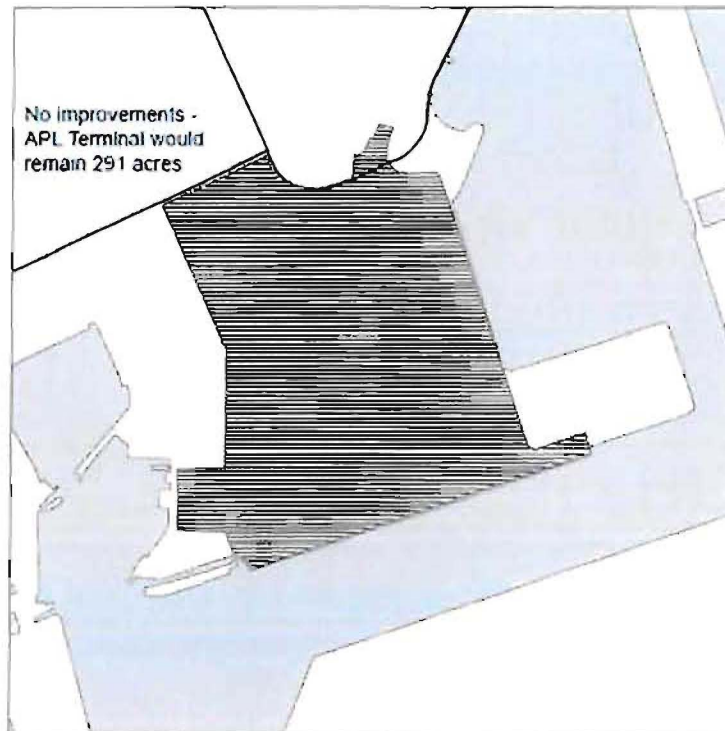
Under Alternative 1, no further Port action or federal action would occur. The Port would not construct additional backlands, wharves, or terminal improvements. No new cranes would be added, no gate or backland improvements would occur, and no new infrastructure would be provided. This alternative would not include any dredging, new wharf construction, or new cranes. The No Project Alternative would not include development of any additional backlands because the existing terminal is berth-constrained and additional backlands would not improve its efficiency.

The No Project Alternative would not preclude future improvements to the APL Terminal; however, any change in future use with the potential to significantly impact the environment or improvement would need to be analyzed in a separate environmental document.

When compared against the CEQA baseline (see Table 1), the No Project Alternative would result in fewer environmental impacts than the proposed Project at the final out-year because its operational capacity and level of capital development would be lower. However, Alternative 1 would result in one significant unavoidable ground transportation impact at the intersection of Navy Way and Reeves Avenue that would not occur under the proposed Project. Although it would generate less traffic than the proposed Project, Alternative 1 would have a significant and unavoidable impact at the intersection because mitigation cannot be applied as there would be no discretionary action subject to CEQA.

The No Project Alternative is not the same as the CEQA Baseline. The existing terminal is not operating at its optimal capacity, meaning it could accommodate certain levels of increasing throughput demand, resulting in higher impacts compared to the CEQA Baseline period of July 2008 through June 2009.

When compared against the NEPA baseline, the No Project Alternative similarly would result in fewer environmental impacts than those experienced under the proposed Project. This result occurs because the NEPA baseline would assume a small amount of construction activity on the existing terminal would occur. As a note, the No Project Alternative is not evaluated under NEPA because NEPA requires an evaluation of the No Federal Action alternative.



Any future legally enacted Port-wide CAAP measures, such as a tariff change or emissions impact fee, would be applied to this alternative, although generally applicable tariff changes that conflict with the terms of an individual operating lease would not apply. Those CAAP measures that would be implemented through a lease modification or mitigation measure also would not apply.

Summary of Alternative 1 Impacts (NEPA not applicable)

Unavoidable Significant Impacts

- Air Quality, Meteorology and Greenhouse Gases
- Biological Resources
- Ground Transportation

Less-than-Significant Impacts after Mitigation Not applicable

Less-than-Significant Impacts

- Aesthetics and Visual Resources
- Cultural Resources
- Geology
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Marine Transportation
- Noise
- Recreation
- Public Services and Utilities
- Water Quality, Sediments, and Oceanography

Alternative 2 – No Federal Action

This alternative includes only the activities and impacts likely to occur absent further USACE federal approval but could include improvements that require a local action. For purposes here, this alternative includes only the following Project elements, which would not affect the throughput capacity:

- The conversion of a portion of the dry container storage unit area to storage for an additional 200- unit reefer area and associated electrical infrastructure.
- Installation of utility infrastructure at various areas in the backlands (e.g., relocation of light pole and electrical line extensions to accommodate the converted reefer areas).

The site would continue to operate as an approximately 291-acre container terminal where containers are loaded on and unloaded from vessels, are temporarily stored on backlands, and where containers are transferred to and from trucks and rail cars. Based on the throughput projections the No Federal Action Alternative would handle up to approximately 2.15 million TEUs by 2027, which would result in 286 annual ship



calls at Berths 302-305. In addition, this alternative would result in up to 7,273 peak daily truck trips (1,922,497 annual), and up to 2,336 annual one-way rail trip movements. Cargo ships that currently berth and load/unload at the Berths 302-305 terminal would continue to do so.

The No Federal Action Alternative would result in fewer environmental impacts than the proposed Project at the final out-year because its operational capacity and level of capital development would be lower. The reduced environmental impacts relative to the proposed Project would include fewer aesthetic impacts (no new cranes), less air quality impacts (no construction of a new berth and less operational emissions), less impact to biological or water resources (no wharf construction or dredging and fewer vessel calls), less impacts from ground traffic (lower throughput) and lower noise impacts (related to reduced truck trips and reduced construction).

The NEPA baseline and the No Federal Action Alternative are equivalent in this case, and represent project site conditions without federal action. Therefore, the impacts under the No Federal Action Alternative would be the same as the NEPA baseline scenario in every case, and this Alternative would result in no new impacts under NEPA.

Any future legally enacted Port-wide CAAP measure, such as a tariff change or emissions impact fee, would be applied to this alternative, although generally applicable tariff changes that conflict with the terms of an individual operating lease would not apply. Those CAAP measures that would be implemented through a lease modification or mitigation measure also would not apply.

Summary of Alternative 2 Impacts (No impacts under NEPA)

Unavoidable Significant Impacts

- Air Quality, Meteorology and Greenhouse Gases
- Biological Resources

Less-than-Significant Impacts after Mitigation

- Ground Transportation

Less-than-Significant Impacts

- Aesthetics and Visual Resources
- Cultural Resources
- Geology
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Marine Transportation
- Noise
- Recreation
- Public Services and Utilities
- Water Quality, Sediments, and Oceanography

Alternative 3 – Reduced Project: Four New Cranes

Under Alternative 3, four new cranes would be added to the existing wharf along Berths 302-305 and the following terminal improvements would be made:

- The conversion of a portion of the dry container storage unit area to storage for an additional 200-unit reefer area and associated electrical infrastructure.
- Installation of utility infrastructure at various areas in the backlands (e.g., relocation of light poles and electrical line extensions to accommodate the converted reefer areas).

Under Alternative 3, the total terminal size would remain at approximately 291 acres, which would be less than the proposed Project. Aside from the above improvements, this alternative would not include the addition or improvement of backland facilities, the construction of a new wharf, or the relocation and improvement of various gates and entrance lanes.

Based on the throughput projections under Alternative 3 would be less than the proposed Project, with an expected throughput of approximately 2.58 million TEUs by 2027. This would translate into 338 annual ship calls at Berths 302-305. In addition, this alternative would result in up to 8,725 peak daily truck trips (2,306,460 annual), and up to 2,544 annual one-way rail trip movements. Configuration of all other landside terminal components would be identical to the existing terminal.



When compared against the CEQA baseline, Alternative 3 would result in fewer environmental impacts than the proposed Project because this alternative's operational capacity would be lower and its level of capital development would be less. The reduced environmental impacts would include fewer aesthetic impacts (16 cranes compared to 24 for the proposed Project), fewer air quality impacts (less operational emissions), fewer biological or water resource impacts (no wharf construction and fewer vessel calls), fewer ground traffic impacts (fewer truck trips), and fewer noise impacts (related to fewer truck trips and no pile driving).

Relative to the NEPA baseline, Alternative 3 would result in fewer environmental impacts than those projected for the proposed Project. The decreased environmental impacts would result from reduced construction activities, this alternative envisions crane installations only, and reduced operational activity associated with the lower TEU throughput and corresponding direct ship, truck, and rail emissions.

Alternative 3 assumes implementation of existing and future legally required measures, such as the installation of AMP and associated infrastructure in compliance with CARB requirements. CAAP measures under the terms of the modified lease that would accompany this alternative, along with any mitigation measure legally imposed under CEQA and NEPA.

Summary of Alternative 3 Impacts

Unavoidable Significant Impacts

- Air Quality, Meteorology and Greenhouse Gases
- Biological Resources

Less-than-Significant Impacts after Mitigation

- Ground Transportation

Less-than-Significant Impacts

- Aesthetics and Visual Resources
- Cultural Resources
- Geology
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Marine Transportation
- Noise
- Recreation
- Public Services and Utilities
- Water Quality, Sediments, and Oceanography

Alternative 4 – Reduced Project: No New Wharf

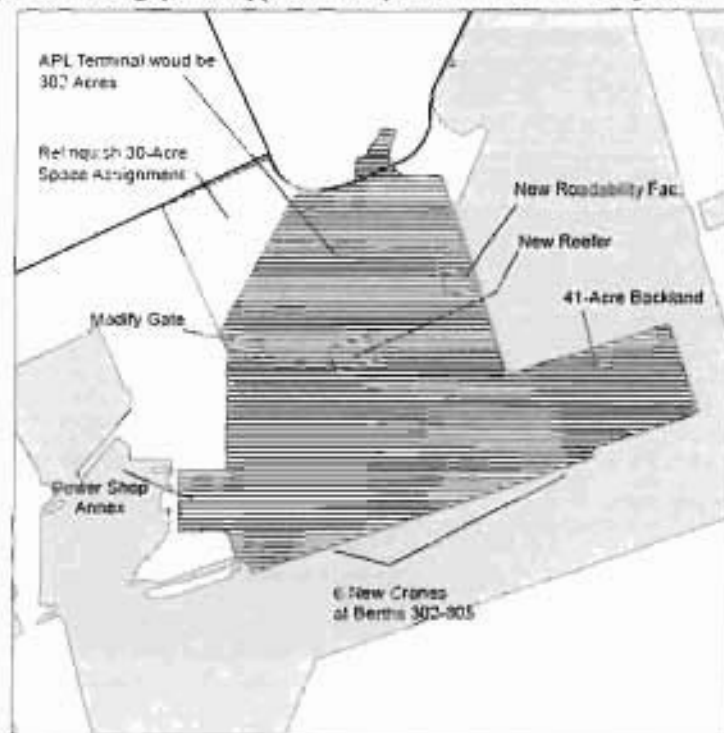
Under Alternative 4, the total acreage of backlands under this alternative would be 302 acres, which is less than the proposed Project. Based on the throughput projections, the TEU throughput would be less than the proposed Project, with an expected throughput of approximately 2.78 million TEUs by 2027.

This would translate into 338 annual ship calls at Berths 302-305. In addition, Alternative 4 would result in up to 9,401 peak daily truck trips (2,485,050 annual), and up to 2,563 annual one-way rail trip movements.

Under this alternative, six new cranes would be added to the existing terminal and the 41-acre fill area adjacent to the APL Terminal would be developed as container yard backlands. However, the 30 acres of backlands currently under a space assignment agreement would be relinquished. The nine acres of land behind Berth 301 or the two acres at the main gate would not be added to the lease. Configuration of all other landside terminal components (i.e., Main Gate improvements) would be identical to the proposed Project.

No dredging would occur and no new wharf would be constructed at Berth 306.

Relative to the CEQA baseline, Alternative 4 would result in fewer environmental impacts than the proposed Project because its operational capacity and level of capital development would be less. These reduced environmental impacts include fewer aesthetic impacts (18 cranes compared to 24 for the proposed Project), fewer air quality impacts (less operational emissions), fewer biological or water



resource impacts (no wharf construction and fewer vessel calls), fewer ground traffic impacts (fewer truck trips), and fewer noise impacts (related to fewer truck trips and no pile driving).

When compared against the NEPA baseline, Alternative 4 would result in fewer environmental impacts than those experienced under the proposed Project. The decreased environmental impacts would occur from fewer construction activities (e.g., no new wharf at Berth 306); reduced operational activity associated with the lower TEU throughput; and direct ship, truck, and rail emissions. These reduced environmental impacts include fewer aesthetic impacts (18 cranes compared to 24 for the proposed Project), fewer air quality impacts (less operational emissions), fewer biological or water resource impacts (no wharf construction), fewer ground traffic impacts (fewer truck trips), and fewer noise impacts (related to fewer truck trips).

Alternative 4 assumes implementation of existing and future legally required measures, such as the installation of AMP and associated infrastructure in compliance with CARB requirements, CAAP measures under the terms of the modified lease that would accompany this alternative, as well as any mitigation measure legally imposed under CEQA and NEPA. Under this alternative, mitigation measures would be applied to reduce emissions from ships, trucks, rail, yard tractors, and yard equipment.

Summary of Alternative 4 Impacts

Unavoidable Significant Impacts

- Air Quality, Meteorology and Greenhouse Gases
- Biological Resources

Less-than-Significant Impacts after Mitigation

- Ground Transportation

Less-than-Significant Impacts

- Aesthetics and Visual Resources
- Cultural Resources
- Geology
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Marine Transportation
- Noise
- Recreation
- Public Services and Utilities
- Water Quality, Sediments, and Oceanography

Alternative 5 – Reduced Project: No Space Assignment

Under Alternative 5, the gross terminal acreage of backlands under this alternative would be 317 acres, which is less than the proposed Project. TEU throughput would be the same as the proposed Project, with an expected throughput of approximately 3.2 million TEUs by 2027. This would translate into 390 annual ship calls at Berths 302-305. In addition, this alternative would result in up to 11,361 peak daily truck trips (3,003,157 annual) including drayage, and up to 2,953 annual one-way rail trip movements. Configuration of all other landside terminal components would be identical to the existing terminal.

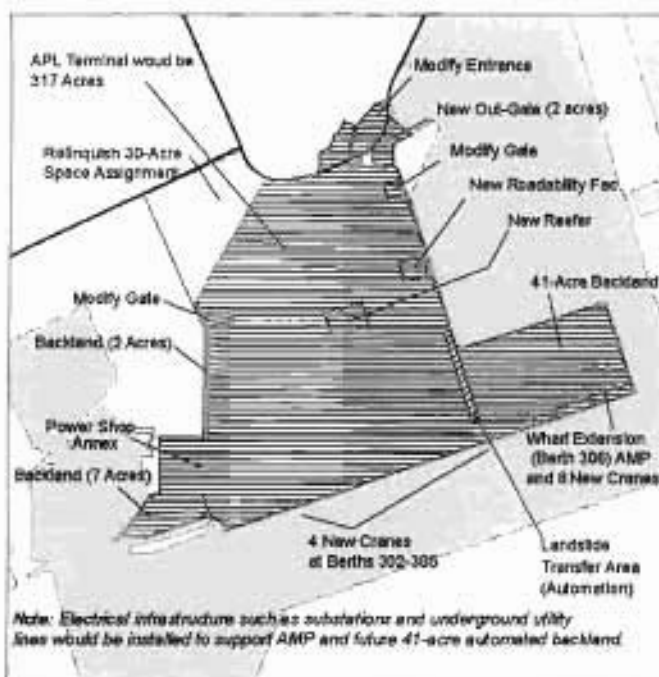
Alternative 5 would improve the existing terminal, construct a new wharf (1,250 linear feet) creating Berth 306, add 12 new cranes to Berths 302-306, add 56 acres for backlands, wharfs, and gates improvements, construct electrification infrastructure in the backlands behind Berths 305-306, and relinquish the current 30 acres on space assignment. As with the proposed Project, the 41-acre backlands and Berth 306 under Alternative 5 would utilize traditional container operations initially and then over time phase into use of an automated container handling system. Dredging of the Pier 300 Channel along the new wharf at Berth 306 (approximately 20,000 cy) would occur, with the dredged material beneficially

reused, and/or disposed of at an approved disposal site (such as the CDF at Berths 243-245 and/or Cabrillo shallow water habitat) or, if needed, disposed of at an ocean disposal site (i.e., LA-2).

Relative to the CEQA baseline, Alternative 5 would result in similar environmental impacts to the proposed Project because its operational capacity would be the same. These environmental impacts include similar aesthetic impacts (24 cranes for Alternative 5 and the proposed Project), similar air quality impacts (the same operational throughput emissions), similar biological and water resource impacts (similar terminal footprint and the same throughput), similar ground traffic impacts (similar operational truck trips), and similar noise impacts (similar truck trips).

When compared against the NEPA baseline, Alternative 5 would result in approximately the same, or slightly higher, environmental impacts as those experienced under the proposed Project, as the terminal operations would be similar. These environmental impacts include similar aesthetic impacts (24 cranes for Alternative 5 and the proposed Project), slightly higher air quality impacts (related to higher number of workers, equipment and truck trips needed to efficiently process the throughput), similar biological and water resource impacts (similar terminal footprint and the same throughput), slightly higher ground traffic impacts (higher number of workers, equipment, and truck trips to efficiently process the throughput), and similar noise impacts (similar truck trips and construction).

Alternative 5 assumes implementation of existing and future legally required measures, such as the installation of AMP and associated infrastructure in compliance with CARB requirements, CAAP measures under the terms of any modification to the lease that would accompany this alternative, as well as any mitigation measure legally imposed under CEQA and NEPA. Under this alternative, mitigation measures would be applied to reduce emissions from ships, trucks, rail, yard tractors, and yard equipment.



Summary of Alternative 5 Impacts

Unavoidable Significant Impacts

- Air Quality, Meteorology and Greenhouse Gases
- Biological Resources

Less-than-Significant Impacts after Mitigation

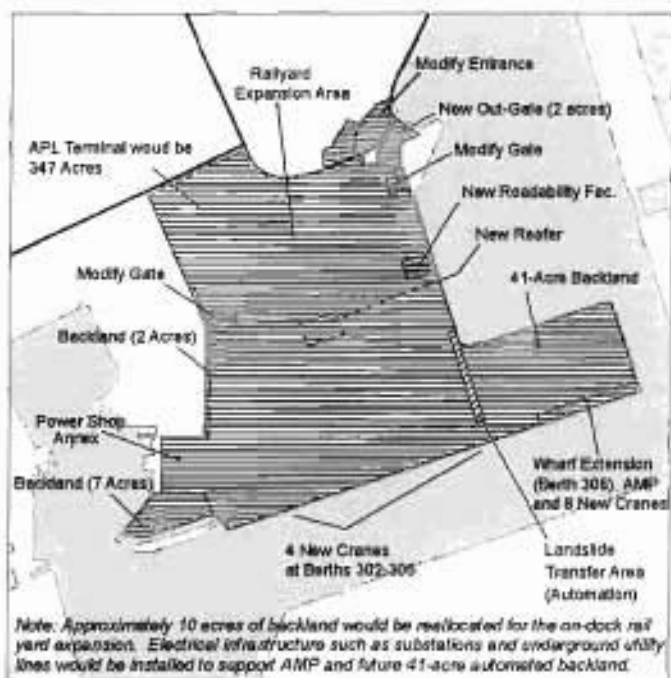
- Ground Transportation
- Noise

Less-than-Significant Impacts

- Aesthetics and Visual Resources
- Cultural Resources
- Geology
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Marine Transportation
- Recreation
- Public Services and Utilities
- Water Quality, Sediments, and Oceanography

Alternative 6 – Proposed Project with Expanded On-Dock Railyard

Alternative 6 would improve existing terminal, develop the existing 41-acre fill area as backlands, construct electrification infrastructure in the backlands behind Berths 305-306, add 1,250 linear feet of new wharf at Berth 306, and dredge the Pier 300 Channel along Berth 306 (up to 20,000 cubic yards in total could be dredged). Under this Alternative, 12 new cranes would be added to the wharves along Berths 302-306, for a total of 24 cranes. As with the proposed Project, the 41-acre backlands and Berth 306 under Alternative 6 could utilize traditional container operations, electric automated operations, or a combination of the two over time. Dredging of the Pier 300 Channel along Berth 306 would occur (removal of approximately 20,000 cy of material), with the dredged material beneficially reused and/or disposed of at an approved disposal site (such as the CDF at Berths 243-245 and/or Cabrillo shallow water habitat) or, if needed, disposed of at an ocean disposal site (i.e., LA-2).



This alternative would be the same as the proposed Project; however, LAHD would redevelop and expand the existing on-dock railyard. The current on-dock railyard can accommodate up to 64 five-platform double-track railcars (equivalent to nearly three full trains) and consists of 8 sets of double tracks. Maximum throughput capacity through the facility is estimated to be approximately 1.04 million TEUs per year. The expansion of the on-dock facility under Alternative 6 would involve the addition of a ninth set of double tracks, and expand this component's throughput capacity to approximately 1.15 million TEUs per year. Under this alternative, approximately 10 acres of backlands would be removed from

container storage for the railyard expansion. Under Alternative 6, the total gross terminal acreage would be 347 acres and the TEU throughput would be the same as the proposed Project.

Based on the throughput projections, TEU throughput would be the same as the proposed Project, with an expected throughput of approximately 3.2 million TEUs by 2027. This would translate into 390 annual ship calls at Berths 302-306. In addition, Alternative 6 would result in up to 10,830 peak daily truck trips (2,862,760 annual), and up to 2,953 annual rail trip movements. Configuration of all other landside terminal components would be identical to the existing terminal.

Relative to the CEQA baseline, Alternative 6 would result in similar or slightly less environmental impacts to the proposed Project because its operational capacity would be the same. These environmental impacts include similar aesthetic impacts (24 cranes for Alternative 6 and the proposed Project), similar but slightly less air quality impacts (due to increased use of on-dock rail facilities and less truck trips for drayage), equal biological or water resource impacts, and similar but slightly reduced ground traffic impacts (slightly less operational truck trips).

When compared against the NEPA baseline, Alternative 6 would result in approximately the same environmental impacts as those experienced under the proposed Project, as the terminal operations would be similar. These environmental impacts include similar aesthetic impacts (24 cranes for Alternative 6 and the proposed Project), similar but slightly less air quality impacts (from fewer truck trips associated with drayage due to increased on-dock rail usages), the same biological or water resource impacts, and similar but slightly fewer ground traffic impacts (slightly less operational truck trips).

Alternative 6 assumes implementation of existing and future legally required measures, such as the installation of AMP and associated infrastructure in compliance with CARB requirements, CAAP measures under the terms of any modification to the lease that would accompany this alternative as well as any mitigation measure legally imposed under CEQA and NEPA. Under this alternative, mitigation measures would be applied to reduce emissions from ships, trucks, rail, yard tractors, and yard equipment.

Summary of Alternative 6 Impacts

Unavoidable Significant Impacts

- Air Quality, Meteorology and Greenhouse Gases
- Biological Resources

Less-than-Significant Impacts after Mitigation

- Ground Transportation
- Noise

Less-than-Significant Impacts

- Aesthetics and Visual Resources
- Cultural Resources
- Geology
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Marine Transportation
- Recreation
- Public Services and Utilities
- Water Quality, Sediments, and Oceanography

The following key issues have been identified as potential areas of interest or concern to the local community based on previous Port activities. The issues covered are:

- Air Quality
- Ground Transportation
- Economic Benefits

Key Community Issue: Air Quality

The criteria pollutants² of greatest concern in the air quality assessment are ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), respirable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}). Nitrogen oxides (NO_x) and sulfur oxides (SO_x) are the generic terms for NO₂ and SO₂, respectively, because NO₂ and SO₂ are naturally highly reactive and may change composition when exposed to oxygen, other pollutants, and/or sunlight in the atmosphere. These oxides are produced during combustion.

The Port uses the South Coast Air Quality Management District's (SCAQMD) thresholds to determine significance. For the air quality analysis, the CEQA baseline (July 1, 2008 to June 31, 2009) is subtracted from the project emissions at different years and the difference is compared to the SCAQMD thresholds for emissions. Table 2 shows the thresholds applied to determine CEQA and NEPA significance for construction emissions and operational emissions.

Also shown are the thresholds used to determine significant cancer, acute non-cancer, and chronic non-cancer health risk impacts from toxic air contaminant (TAC) emissions of concern, which are components of VOC and PM₁₀ emissions. Health risk assessments were completed for each alternative to estimate if current or future exposures to TACs could result in health risks to a broad population. The calculated risk levels were then compared to the risk levels provided in Table 2 to determine the health risk impacts.

Table 2: Construction and Operational Emissions Thresholds

	VOC	NO _x	SO _x	PM ₁₀	PM _{2.5}	CO	Cancer Risk	Acute Non-Cancer	Chronic Non-Cancer
Operation	55 lbs/day 10 tons/year	55 lbs/day	150 lbs/day	150 lbs/day	55 lbs/day	550 lbs/day	10 in a million	1.0	1.0
Construction	75 lbs/day 10 tons/year	100 lbs/day	150 lbs/day	150 lbs/day	55 lbs/day	550 lbs/day			

Baseline Emissions

The CEQA baseline includes emissions from sources that were operating in the baseline year of July 1, 2008 to June 31, 2009. During the baseline period, the proposed Project area included a container throughput of 1,128,080 TEUs and 247 annual ship calls that occurred on the 291-acre APL Terminal. Emission sources during the baseline period include ships and tugboats, locomotives, trucks, cargo-handling equipment, and worker commute trips.

The NEPA baseline includes the full range of construction and operational activities the applicant could implement and is likely to implement absent a federal action, in this case the issuance of a USACE permit. The NEPA baseline includes minor terminal improvements in the upland area, operation of the 291-acre APL terminal, and assumes that by 2027, the terminal handles up to approximately 2.15 million TEUs annually and accommodates 286 annual ships calls and up to 572 associated tug boat trips. Because the NEPA baseline is dynamic, it includes different levels of terminal operations without the Project at each study year (2012, 2015, 2020, 2025, and 2027).

² These pollutants are called "criteria pollutants" by the USEPA because they are regulated by human health-based and/or environmentally-based criteria (science-based guidelines).

Construction-Related Emissions

Unmitigated Project

Construction-related emissions are assumed to begin in 2012 and continue for two years. Figure 9 presents the maximum daily criteria pollutant emissions associated with construction of the proposed Project without mitigation. As shown below, the proposed Project unmitigated peak daily emissions minus the CEQA baseline would be above CEQA thresholds and thus significant under CEQA and NEPA for VOC, CO, NO_x, PM₁₀ and PM_{2.5} during the 2012 peak year of construction, as well as during 2013.

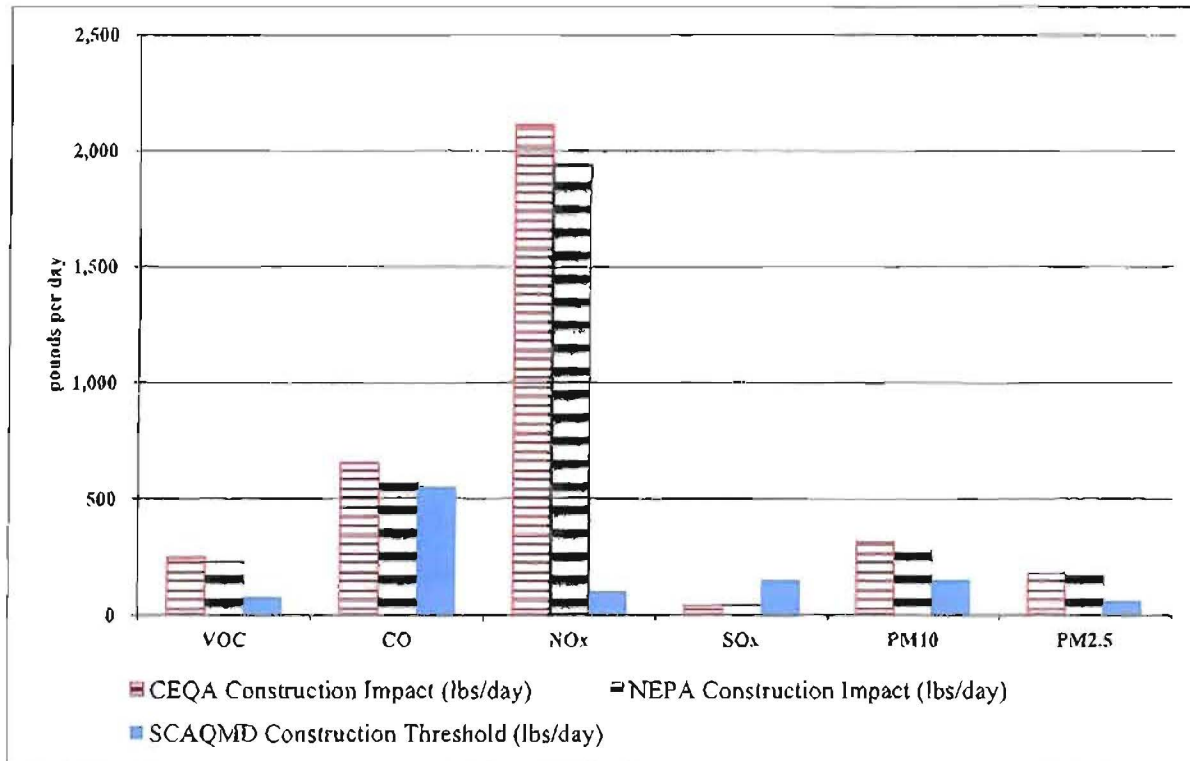


Figure 9: Peak Daily Construction Emissions: Unmitigated Project.

Mitigated Project

The mitigation measures included for construction and operations were based on Port-recommended measures, the Port of Los Angeles Sustainable Construction Guidelines, and the San Pedro Bay Ports Clean Air Action Plan (CAAP). The mitigation measures briefly described below would reduce criteria pollutant emissions associated with Project construction. These mitigation measures would apply to all construction activities (*See Section 3.2.4 in Section 3.2, Air Quality, Meteorology, and Greenhouse Gases, of the Draft EIS/EIR, for a full analysis.*).

- **MM AQ-1 *Harbor Craft Used during Construction.*** As of January 1, 2011, all harborcraft with USEPA designated Category 1 (C1) or Category 2 (C2) marine engines must utilize a USEPA Tier 3 engine, or cleaner; however a few exceptions may apply to this mitigation.
- **MM AQ-2 *Cargo Ships Used During Construction.*** All ships and barges used primary to deliver construction-related materials to a LAHD-contractor construction site shall comply with the expanded Vessel Speed Reduction Program (VSRP) of 12 knots between 40 nautical miles (nm) from Point Fermin and the Precautionary Area.
- **MM AQ-3 *Fleet Modernization for On-Road Trucks Using During Construction.*** Trucks hauling materials such as debris or any fill material will be fully covered while operating off Port property, idling will be restricted to a maximum of 5 minute when not in use, and the trucks shall follow an acceleration of the USEPA emission standards.
- **MM AQ-4 *Fleet Modernization for Construction Equipment (except Vessels, Harbor Craft and On-Road Trucks).*** Construction equipment will incorporate, where feasible, emissions-saving technology such as hybrid drives and specific fuel economy standards; idling will be restricted to a maximum of 5 minutes when not in use; and, equipment must meet specific engine specifications.
- **MM AQ-5 *Construction Best Management Practices (BMPs).*** BMPs would be implemented to reduce air emissions from construction activities.
- **MM AQ-6 *Additional Fugitive Dust Controls.*** Applicable Rule 403 measures/BMPs to reduce dust should be included in the contractor's Fugitive Dust Control Plan, at a minimum.
- **MM AQ-7 *General Mitigation Measure.*** For any of the above mitigation measure (MM AQ-1 through MM AQ-6), if a CARB-certified technology becomes available and is shown to be as good as or better in terms of emission performance than the existing measure, the technology would replace the existing measure pending approval by the Port. Measures will be set at the time a specific construction contract is advertised for bids.
- **MM AQ-8 *Special Precautions near Sensitive Sites.*** All construction activities located within 1,000 feet of sensitive receptors (defined as schools, playgrounds, daycares, and hospitals) shall notify each of these sites in writing at least 30 days before construction activities begin.

After application of mitigation, construction emissions under both CEQA and NEPA would continue to exceed the thresholds for VOC, CO, NO_x, and PM_{2.5}; construction emissions would continue to be significant for PM₁₀ under NEPA. After application of mitigation, the proposed Project would continue to exceed the VOC threshold for operational emissions in 2025 and 2027 under CEQA. From a NEPA perspective, the proposed Project peak daily emissions after mitigation would remain significant and unavoidable for VOC, CO, NO_x, and PM_{2.5} in 2015, 2020, 2025, and 2027 and PM₁₀ in 2025 and 2027. Figure 10 illustrates the mitigated criteria pollutant emissions associated with the construction of the proposed Project. *Please see the discussion in Section 3.2 of the Draft EIS/EIR for a complete discussion of criteria pollutants.*

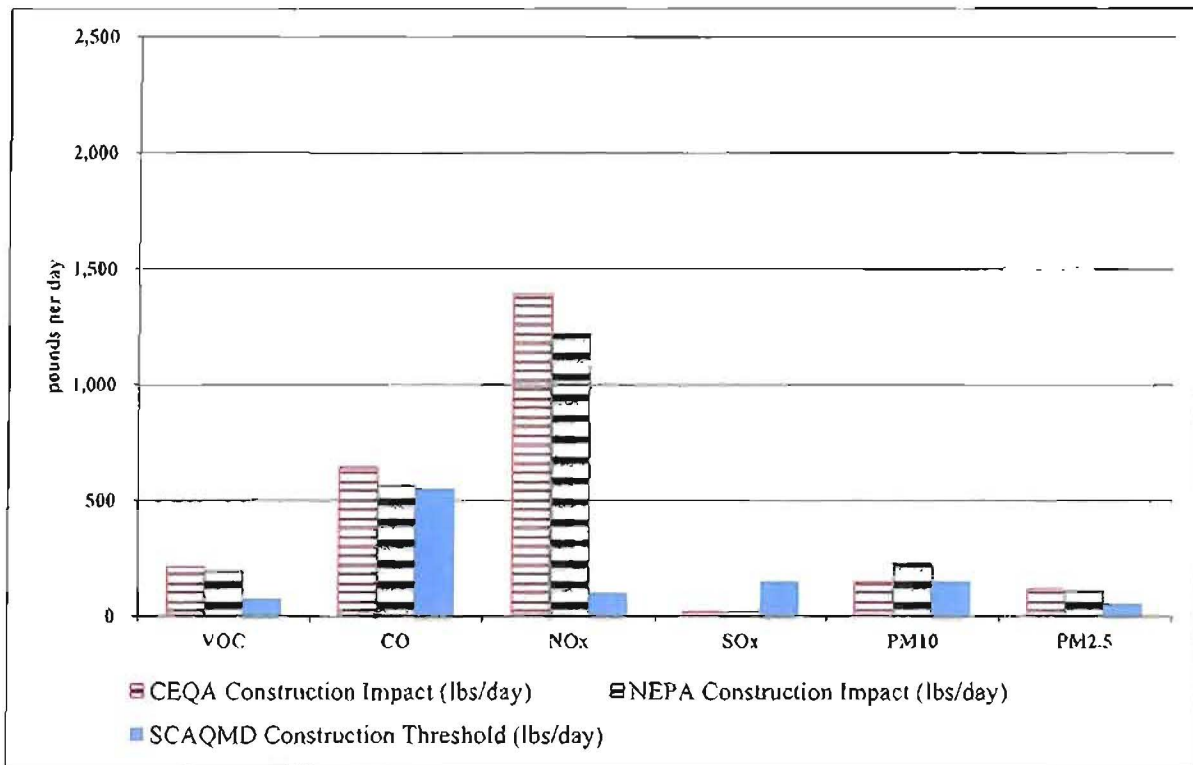


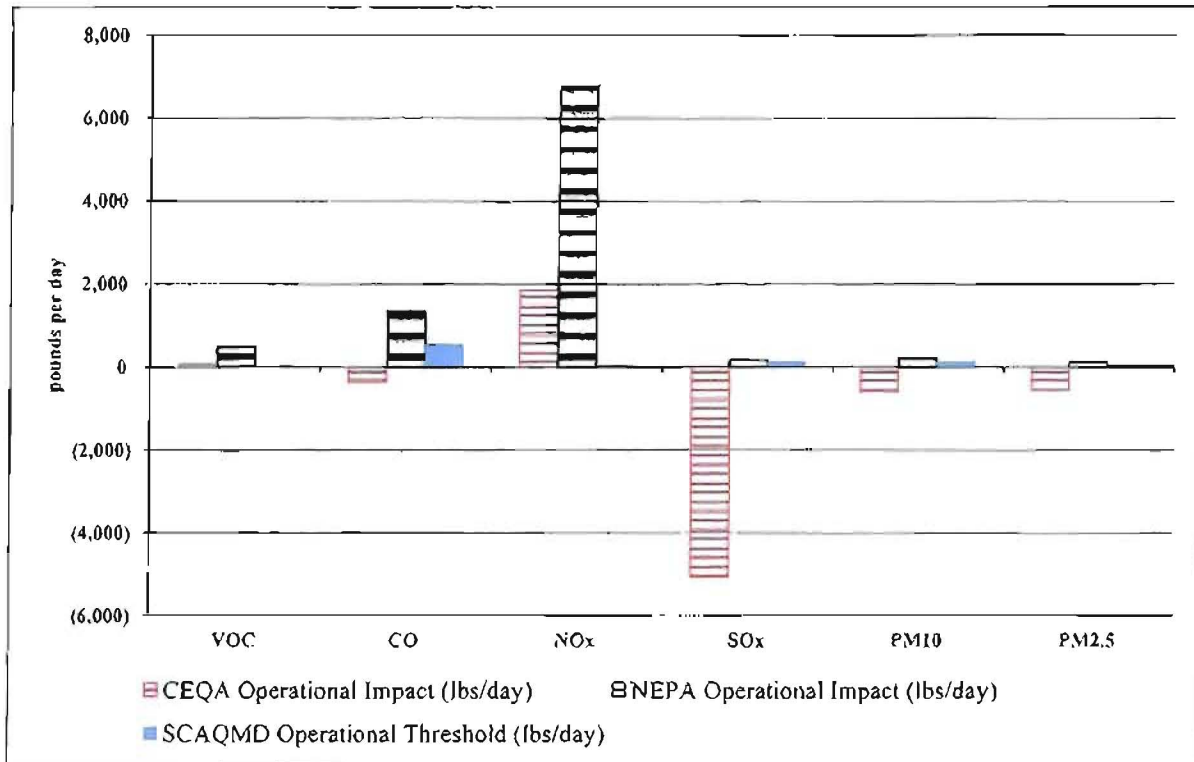
Figure 10: Peak Daily Construction Emissions: Mitigated Project.

The proposed Project construction would overlap with operational activities during study year 2012. Therefore, the unmitigated combined total of operational and construction emissions for 2012, during which construction and operational activities would occur simultaneously, were evaluated in the air quality analysis. For the year 2012, the combined total of construction and operational proposed Project unmitigated impacts is expected to be less than significant for all pollutants under CEQA, and significant under NEPA for VOC, CO, NO_x, PM₁₀ and PM_{2.5}.

Operational-Related Emissions

Unmitigated Project

Operational emissions are assessed in 2012, 2015, 2020, 2025, and 2027. The proposed Project operational unmitigated peak daily emissions minus the CEQA baseline would be significant for NO_x in study years 2015, 2025 and 2027 and VOC in 2027. From a NEPA perspective, the unmitigated air quality impacts associated with proposed Project operations would be significant for VOC, CO, NO_x, PM₁₀ and PM_{2.5} in 2015, 2020, 2025, and 2027 and for SO_x in 2025 and 2027. Figure 11 illustrates the unmitigated CEQA and NEPA impacts for proposed Project operations.



Notes: Negative CEQA or NEPA impacts occur when the CEQA or NEPA baseline emissions are greater than the proposed Project.

Figure 11: Peak Daily Operational Emissions: Unmitigated Project.

Mitigated Project

The following mitigation measures would reduce criteria pollutant emissions associated with the proposed Project operations. *These mitigation measures would be implemented by the responsible parties identified in Section 3.2.5 of the Draft EIS/EIR.*

- **MM AQ-9** *Alternative Maritime Power (AMP)*. APL ships calling at Berths 302-306 must use AMP for 70 percent of total ship calls in 2017 and 95 percent of total ship calls in 2026 while hoteling in the Port.
- **MM AQ-10** *Vessel Speed Reduction Program (VSRP)*. By 2014 and thereafter, 95 percent of all ships calling at Berths 302-306 shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area.
- **MM AQ-11** *Cleaner Ocean-Going Vessel (OGV) Engines*. The Tenant shall seek to maximize the number of vessels calling at the Berths 302-306 terminal that meet the International Maritime Organization (IMO) NOx limit of 3.4 grams per kilowatt-hour (g/kW-hr).
- **MM AQ-12** *OGV Engine Emissions Reduction Technology Improvements*. When using or retrofitting existing ships bound for the Port of Los Angeles, the Tenant shall determine the feasibility of incorporating all emission reduction technology and/or design options.
- **MM AQ-13** *Yard Tractors at Berths 302-306 Terminal*. By the end of 2013, all yard tractors operated at the terminal shall meet USEPA Tier 4 non-road or 2007 on-road emission standards.

- **MM AQ-14** *Yard Equipment at Berths 302-306 Railyard.* All diesel-powered equipment operated at the Berths 302-306 terminal railyard shall implement the requirements discussed below in **MM AQ-15**.
- **MM AQ-15** *Yard Equipment at Berths 302-306 Terminal.* By the end of 2012, all terminal equipment equipped with Tier 1 and 2 engines less than 750 horsepower (hp) must meet 2010 on-road or Tier 4 standards, and the highest available Verified Diesel Emissions Controls (VDECs) shall be installed on all Tier 3 equipment. By the end of 2015, all terminal equipment equipped with Tier 3 engines shall meet USEPA Tier 4 non-road engine standards.
- **MM AQ-16** *Truck Idling Reduction Measures.* Within six months of the effective date and thereafter for the remaining term of the Permit and any holdover, the terminal operator shall ensure that truck idling is reduced to less than 30 minutes in total or 10 minutes at any time while on the terminal.

The following Air Quality, Meteorology, and Greenhouse Gases lease measures would be required by the Port for the proposed Project and Alternatives 2 through 6:

- **LM AQ-1** *Periodic Review of New Technology and Regulations.* The Port shall require the Berths 302-306 tenant to review, in terms of feasibility and benefits, any Port-identified or other new emissions-reduction technology, and report to the Port. Such technology feasibility reviews shall take place at the time of the Port's consideration of any lease amendment or facility modification for the proposed Project site. If the technology is determined by the Port to be feasible in terms of cost, technical and operational feasibility, the tenant shall work with the Port to implement such technology.

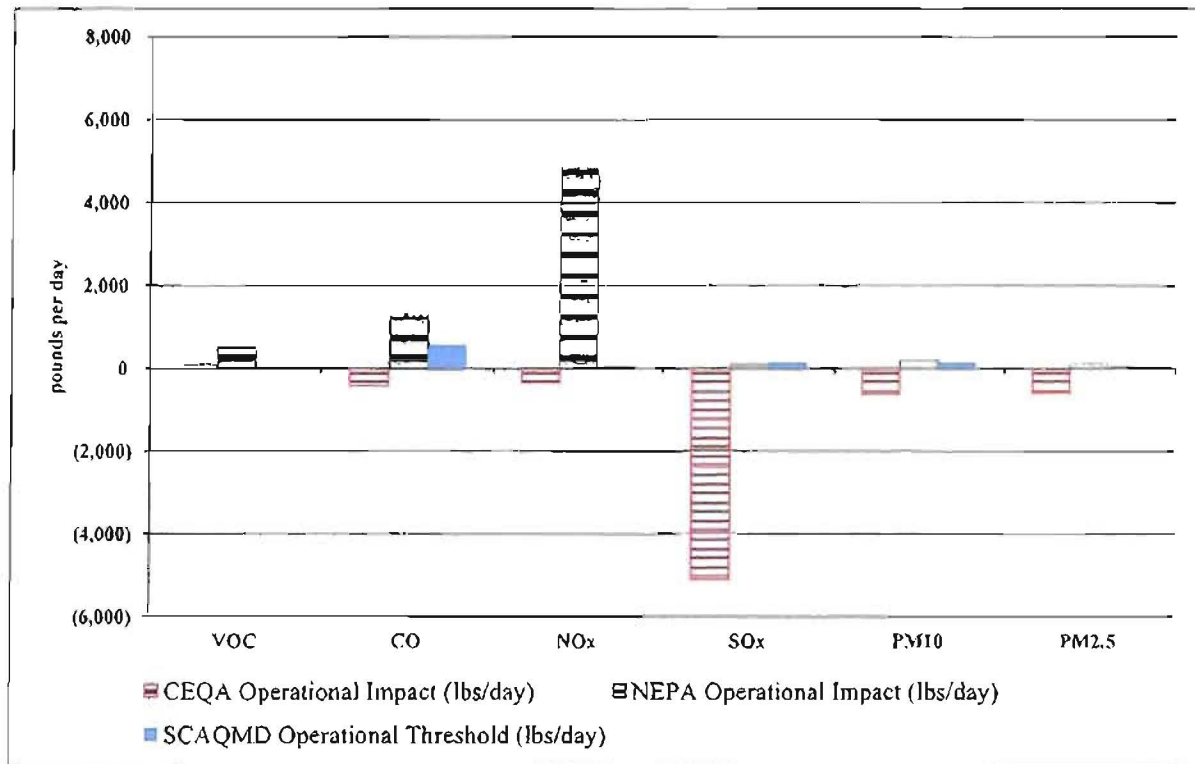
Potential technologies that may further reduce emission and/or result in cost-savings benefits for the tenant may be identified through future work on the CAAP, Technology Advancement Program, Zero Emissions Technology Program, and terminal automation. Over the course of the lease, the tenant and the Port shall work together to identify potential new technologies. Such technology shall be studied for feasibility, in terms of cost, technical and operational feasibility, and emissions reduction benefits.

As partial consideration for the Port agreement to issue the permit to the tenant, the tenant shall implement not less frequently than once every 7 years following the effective date of the permit, new air quality technological advancements, subject to mutual agreement on operational feasibility and cost sharing, which shall not be unreasonably withheld.

The effectiveness of this measure depends on the advancement of new technologies and the outcome of future feasibility or pilot studies. As discussed in Section 3.2.4.1, if the tenant requests future Project changes that would require environmental clearance and a lease amendment, future CAAP mitigation measures would be incorporated into the new lease at that time.

- LM AQ-2: *Substitution of New Technology.* If any kind of technology becomes available and is shown to be as good or as better in terms of emissions reduction performance than the existing measure, the technology could replace the existing measure pending approval by the Port of Los Angeles. The technology's emissions reductions must be verifiable through USEPA, CARB, or other reputable certification and/or demonstration studies to the Port's satisfaction.

After application of mitigation and lease measures, the proposed Project would continue to exceed the VOC threshold for operational emissions in 2027 under CEQA. From a NEPA perspective, the proposed Project peak daily emissions after mitigation would remain significant and unavoidable for VOC, CO, NO_x, and PM_{2.5} in 2015, 2020, 2025, and 2027 and PM₁₀ in 2012, 2020, 2025 and 2027. Figure 12 illustrates the mitigated CEQA and NEPA impacts for proposed Project operations.



Notes: Negative CEQA or NEPA impacts occur when the CEQA or NEPA baseline emissions are greater than the proposed Project.

Figure 12: Peak Daily Operational Emissions: Mitigated Project.

Health Risk Impacts

Health risk assessments (HRAs) discuss average risks over time from all types of environmental pollution and lifestyle choices. An HRA is a quantitative analysis of TAC emission levels as compared to accepted thresholds for health risk impacts by pollutant. For example, emissions of a specific pollutant would need to exceed certain published emission levels before emissions would be found to have a negative health effect. The California Office of Environmental Health Hazard Assessment (OEHHA) assists with the scientific evaluation of risk and publishes the thresholds and guidelines for completing HRAs. HRAs are tools used by regulators to predict the risk related to a certain level of exposure and base decisions, often land use planning and consumption advisories, on the estimated risk.

HRAs are not diagnosis studies and they will not determine whether a current health problem or symptom was caused by exposure to a pollutant. Epidemiological studies look at past exposure and try to link that exposure, often in a population, to a disease. HRAs estimate if *current* or *future* exposures will result in health risks to a broad population. HRAs commonly report cancer risk as some additional risk in a large population. For example, risk expressed as 1 in a million means that there is a chance of one in a 1,000,000 people of an event occurring. Regulators set acceptable risk values for TACs. These risk numbers are derived from conservative assumptions meant to protect the most vulnerable of a community's citizens. For example, to estimate a residential receptor's risk from air contaminants, the standard model assumes the resident (person) is exposed to the air contaminants while breathing at the 80th percentile³ breathing rate for 24 hours a day, 350 days a year, over a 70 year period.

The Port of Los Angeles has adopted the threshold of less than 10 in a million as being an acceptable increased cancer risk level for new projects. HRAs also examine the risks from acute and chronic non-cancer exposure. For acute and chronic non-cancer exposure, we use the reference exposure levels (RELs) developed by the California Office of Environmental Health Hazards Assessments (OEHHA). A REL is the concentration level at or below which no adverse health effects are anticipated for specific exposure duration. A Hazard Index (HI) of 1.0 or less indicated that the exposure would present an acceptable or insignificant health risk (i.e., no adverse health impact).

Baseline

The SCAQMD published the third Multiple Air Toxics Exposure Study (MATES-III) in September 2008. MATES III characterizes the ambient air concentrations (i.e., air concentrations present in the immediate surroundings, or the background) and potential human exposures in the South Coast Air Basin (SCAB). MATES-III developed an updated TAC inventory and conducted air dispersion modeling to estimate ambient levels and the potential health risks of TACs. The study identified the area covering the two ports, including the proposed Project site, were predicted to have cancer risk values ranging from 1,100 to 2,900 in a million. The highest modeled risk in the SCAB was at the Ports.

Unmitigated Project

Table 3 shows that the maximum CEQA cancer risk increments for residential and occupational receptors would exceed the SCAQMD thresholds of significance. The locations identified for the peak residential impact are at the liveaboards (people who live on boats) for boats docked west of Terminal Island Freeway at Anchorage Road. The cancer risk increment would also exceed the significance threshold at the liveaboards docked in Fish Harbor west of the Project site. However, residential incremental cancer risk would not exceed the significance threshold at any residential areas on the mainland.

The maximum NEPA cancer risk increments for all receptors are less than the significance thresholds for all receptor types. The peak impact location is the same as for the CEQA increment – the liveaboards anchored just west of Terminal Island Freeway at Anchorage Road. The major source of diesel particulate matter emissions which determines cancer risk are container trucks traveling on the roadways

³ A percentile is the value of a variable at which a certain percentage of observations fall. For example, the 80th percentile breathing rate means that 80 percent of the population is expected to have a certain breathing rate.

to and from the terminal. The unmitigated risk impacts take into account the emission reductions associated with Federal and state regulations and parts of the CAAP currently being implemented such as the Clean Truck Program (CTP); which will improve emissions in future study years.

As shown in Table 3, chronic risk increments associated with the unmitigated proposed Project are predicted to be less than the CEQA baseline. In addition, the NEPA incremental chronic risks would be below the SCAQMD thresholds of significance.

The acute risk under both CEQA and NEPA is driven mainly by construction activity. Construction activity has higher emissions on a short-term basis than proposed Project operations. Therefore, because the construction emissions under NEPA are minimal (the No Federal Action construction includes only minor terminal improvements), the CEQA and NEPA acute risk impacts are approximately the same. The acute risk therefore under both CEQA and NEPA associated with residential and occupational receptors would exceed the SCAQMD significance criterion hazard index of 1.0. The maximum residential impacts occur near the Federal prison to the west of the proposed Project boundary. The maximum occupational impact occurs on Pier 400 approximately 400 meters (1,300 feet) south of the proposed Project boundary.

Mitigated Project

The mitigated proposed Project HRA results are shown in Table 4 for those risks that were significant in the unmitigated scenario. The mitigation measures would reduce the maximum CEQA cancer risk increments associated with the proposed Project; however, the incremental cancer risks at the maximum exposed residential and occupational receptors would remain significant and unavoidable. The maximum acute risk at residential receptors would be reduced to less than significant levels. The maximum acute risk at occupational receptors remains significant and unavoidable. *Please refer to Appendix E3, Health Risk Assessment, for a more detailed discussion.*

Table 3: Maximum Health Impacts Associated With The Proposed Project Without Mitigation, 2012 - 2081

Health Impact	Receptor Type	Maximum Predicted Impact ^{a,d}		Significance Threshold
		CEQA Increment ^{b,c}	NEPA Increment ^{b,c}	
Cancer Risk ^f	Residential ^e	25 x 10⁻⁶ (25 in a million)	7 x 10⁻⁶ (7 in a million)	10 x 10⁻⁶ 10 in a million
	Occupational	16 x 10⁻⁶ (16 in a million)	7 x 10⁻⁶ (7 in a million)	
	Sensitive	7 x 10⁻⁶ (7 in a million)	2 x 10⁻⁶ (2 in a million)	
	Student	0.2 x 10⁻⁶ (0.2 in a million)	0.2 x 10⁻⁶ (0.2 in a million)	
	Recreational	3 x 10⁻⁶ (3 in a million)	0.9 x 10⁻⁶ (0.9 in a million)	
Chronic Hazard Index	Residential	< 0^g	0.1	1.0
	Occupational	< 0^g	0.2	
	Sensitive	< 0^g	0.0	
	Student	< 0^g	0.0	
	Recreational	< 0^g	0.0	
Acute Hazard Index	Residential	1.2	1.2	1.0
	Occupational	1.8	1.8	
	Sensitive	0.4	0.4	
	Student	0.4	0.4	
	Recreational	0.5	0.5	

Notes:

- Exceedances of the significance criteria are in bold. The significance thresholds apply to the CEQA and NEPA increments only.
- The maximum increments might not necessarily occur at the same receptor locations as the maximum impacts. This means that the increments cannot necessarily be determined by simply subtracting the baseline impacts from the Project impact. The example given in the text, before the CEQA Impact Determination, illustrates how the increments are calculated.
- The CEQA increment represents Project minus CEQA baseline. The NEPA increment represents Project minus NEPA baseline.
- Data represent the receptor locations with the maximum impacts or increments. The impacts or increments at all other receptors would be less than these values.
- The cancer risk values reported in this table for the residential receptor are based on the 80th percentile breathing rate.
- Construction emissions were modeled with the operational emissions for the determination of cancer risk.
- When the predicted impact is less than zero, the Project risk is less than the respective baseline.

Table 4: Maximum Health Impacts Associated With The Proposed Project With Mitigation, 2012 - 2081

Health Impact	Receptor Type	Maximum Predicted Impact ^{a,d}		Significance Threshold
		CEQA Increment ^{b,c}	NEPA Increment ^{b,c}	
Cancer Risk ^f	Residential	23 x 10⁻⁶ (23 in a million)	6 x 10⁻⁶ (6 in a million)	10 x 10⁻⁶ 10 in a million
	Occupational	11 x 10⁻⁶ (11 in a million)	6 x 10⁻⁶ (6 in a million)	
Acute Hazard Index	Residential	0.9	0.9	1.0
	Occupational	1.1	1.1	

Notes:

- Exceedances of the significance criteria are in bold. The significance thresholds apply to the CEQA and NEPA increments only.
- The maximum increments might not necessarily occur at the same receptor locations as the maximum impacts. This means that the increments cannot necessarily be determined by simply subtracting the baseline impacts from the proposed Project impact. The example given in the text, before the CEQA Impact Determination, illustrates how the increments are calculated.
- The CEQA increment represents proposed Project minus CEQA baseline. The NEPA increment represents proposed Project minus NEPA baseline.
- Data represent the receptor locations with the maximum impacts or increments. The impacts or increments at all other receptors would be less than these values.
- The cancer risk values reported in this table for the residential receptor are based on the 80th percentile breathing rate.
- Construction emissions were modeled with the operational emissions for the determination of cancer risk.
- When the predicted impact is less than zero, the Project risk is less than the respective baseline.

Greenhouse Gas Emissions

The air quality analysis for the proposed Project and alternatives includes estimates of greenhouse gas (GHG) emissions. The emission sources for which baseline GHG emissions were calculated include ships and tugboats, locomotives, cargo-handling equipment (CHE), trucks, worker vehicles, on-terminal electricity usage, and on-terminal refrigerant usage. The proposed Project includes emissions from electricity usage from AMP. Construction and operational GHG emissions would exceed the baseline; therefore, emissions of the Project-related to GHGs would be significant. Figure 13 illustrates the various construction activities associated with the proposed Project and the percentage of GHG emissions associated with each phase. *Please refer to Section 3.2.4.3 in Section 3.2, Air Quality, Meteorology, and Greenhouse Gas, of the Draft EIR, for a more detailed discussion of the GHG impact analysis.*

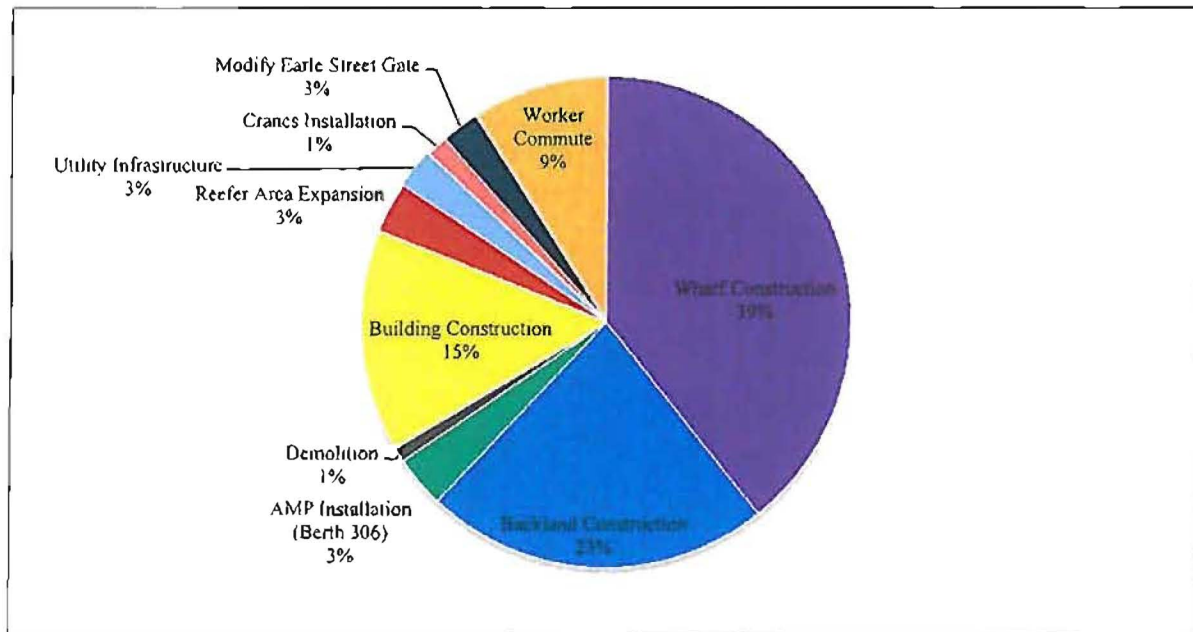


Figure 13: Total GHG Emissions from Berths 302-306 Terminal Construction Activities – Proposed Project.

Mitigated Project

The following mitigation measures would reduce GHG emissions associated with the proposed Project operations.

- **MM AQ-17 Compact Fluorescent Light Bulbs.** All interior buildings on the premises shall exclusively use fluorescent light bulbs, compact fluorescent light bulbs, or a technology with similar energy-saving capabilities, for ambient lighting within all terminal buildings. The tenant shall also maintain and replace any Port-supplied compact fluorescent light bulbs.
- **MM AQ-18 Energy Audit.** The tenant shall conduct an energy audit by a third party of its choice every 5 years and install innovative power saving technology (1) where it is feasible, and (2) where the amount of savings would be reasonably sufficient to cover the costs of implementation.
- **MM AQ-19 Recycling.** The tenant shall ensure a minimum of 40 percent of all waste generated in all terminal buildings is recycled by 2014 and 60 percent of all waste generated in all terminal buildings is recycled by 2016.
- **MM AQ-20 Tree Planting.** The applicant shall plant shade trees around the main terminal building, and the tenant shall maintain all trees through the life of the lease.

After application of mitigation, the proposed Project would continue to exceed the baseline GHG emissions and would be significant and unavoidable. Figure 14 illustrates the unmitigated and mitigated impacts for proposed Project operations.

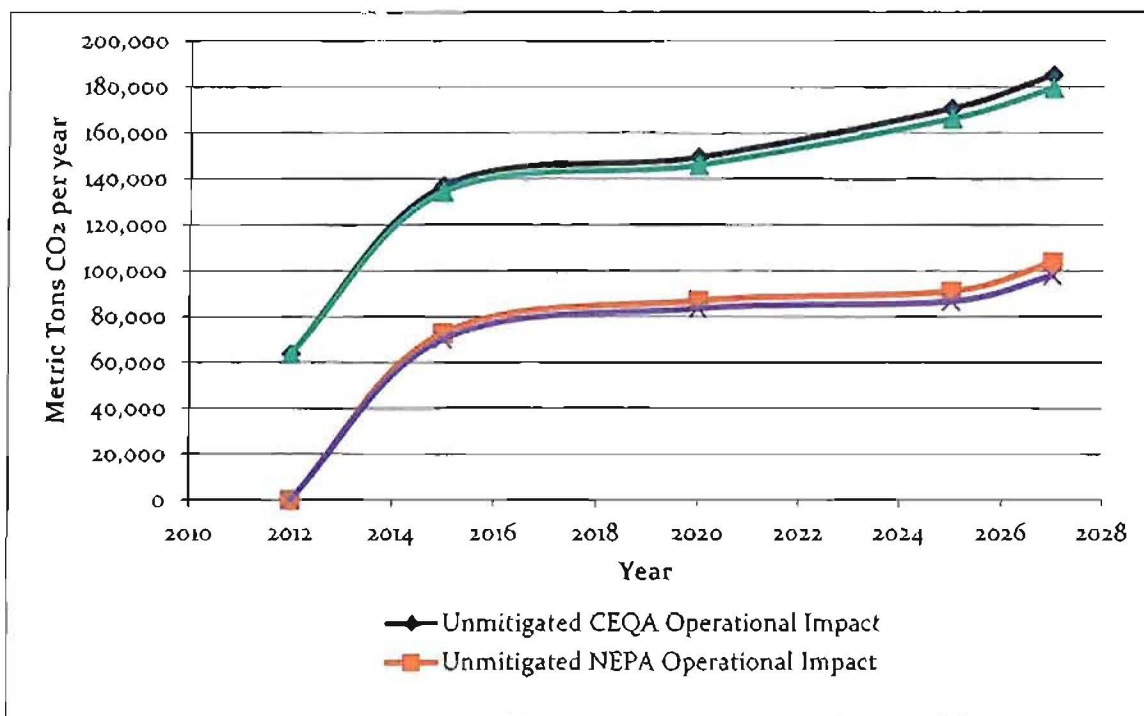


Figure 14: Maximum Annual Operational Emissions: Unmitigated and Mitigated Project.

Ultrafine Particles

Research is being done on ultrafine particles (UFPs), particles classified as less than 0.1 micron in diameter. UFPs are formed usually by a combustion cycle, independent of fuel type. UFPs are emitted directly from the tailpipe as solid particles (soot-elemental carbon and metal oxides) and semivolatile particles (sulfates and hydrocarbons) that coagulate to form particles.

The research regarding UFPs suggests the UFPs might be more dangerous to human health than the larger PM₁₀ and PM_{2.5} particles (termed fine particles) due to size and shape. Because of the smaller size, UFPs are able to travel more deeply into the lung (the alveoli) and are deposited in the deep lung regions more efficiently than fine particles. Recent studies have found that UFPs may also pose a risk to cardiovascular health, particular in at-risk individuals, and may be a risk-factor for heart arrhythmias.

CARB is currently measuring and studying UFPs at the Port Complex. The University of California, in collaboration with CARB and Cal/EPA, released a study in April 2011 investigating UFP concentrations within communities in Los Angeles, including the port area of San Pedro and Long Beach (USC, 2011). The study found that UFP concentrations vary significantly near the Ports (a major UFP source) and therefore substantiated concerns about the applicability of using centrally-located UFP concentrations for estimating population exposure.

Current UFP research primarily involves roadway exposure. Preliminary studies suggest that over 50 percent of an individual's daily exposure is from driving on highways. Levels appear to drop off rapidly as one moves away from major roadways. Work is being done on filter technology, including filters for ships, which appears promising. The Port began collecting UFP data at its four air quality monitoring stations in late 2007 and early 2008. In addition, the Port actively participates in the CARB testing at the Port and will comply with all future regulations regarding UFPs. Measures included in the CAAP aim to reduce all emissions Port-wide. *Please refer to Section 3.2 of the Draft EIS/EIR for a more detailed discussion on Ultrafine Particles.*

Key Community Issue: Ground Transportation

A transportation analysis was conducted to determine if current infrastructure surrounding the proposed Project is suitable and can accommodate the increased volume of vehicular traffic anticipated by the proposed Project. The transportation analysis included 5 freeway/roadway segments and 15 key intersections that would be used by trucks and automobiles for access to and from the proposed Project site. To meet CEQA and NEPA requirements, the transportation analysis must review all potential traffic impacts of the proposed Project at expected build-out and optimal full capacity by 2027. Currently there are no intersections operating at a failing Level of Service (LOS) in the Project area; however, there are a number of freeway monitoring stations operating at a failing LOS. *Please refer to Section 3.6 of the Draft EIS/EIR for a more detailed discussion on ground transportation.*

CEQA Impacts

Under the CEQA baseline, the proposed Project is not expected to cause any significant traffic impacts from construction activities. However, the proposed Project would adversely impact one intersection based on comparison to the CEQA baseline. The Navy Way and Reeves Avenue intersection will be significantly impacted during AM and mid-day peak hours in 2020, 2025, and 2027. Therefore, the proposed Project would create a significant traffic impact under CEQA. Also, based on the 2027 train projections, there would not be significant delays of vehicular traffic at any impacted grade crossing.

NEPA Impacts

The proposed Project is not expected to cause any significant traffic impacts under NEPA from construction activities. However, the proposed Project would adversely impact one intersection based on comparison to the NEPA baseline. The Navy Way and Reeves Avenue intersection will be significantly impacted during AM and mid-day peak hours in 2020, 2025, and 2027. Therefore, the proposed Project would create a significant traffic impact under NEPA.

Key Definitions

Level of Service = A grading system used to measure the average delay motorists experience at an interested, which is measured in seconds.

Mitigation Measure

The following mitigation would be implemented to mitigate the impacts associated with the proposed Project on Navy Way and Reeves Avenue intersection to a less than significant level:

- **MM TRANS-1: Navy Way and Reeves Avenue.** Re-stripe the southbound (and eastbound approach to accommodate the southbound dual right-turns) to provide a right-turn lane, a shared through/right turn lane, and a through lane on the southbound approach.

This mitigation would only be constructed when the intersection operates at LOS E or worse. As such, the Port would monitor LOS after the project is completed. No mitigation is recommend until LOS E or F as LOS D or better is an acceptable traffic operating condition locally.

Key Community Issue: Economic Benefits

The economic contributions from the Port of Los Angeles to the regional and national economy are substantial. The Port creates tens of billions of dollars in industry sales each year in the southern California region. These sales translate into jobs, wages and salaries, and state and local taxes. The *Trade Impact Study* prepared for the Alameda Corridor Transportation Authority estimated that the Port supports, directly and indirectly, 1,100,997 full- and part-time jobs throughout California and 3,300,000 jobs nationwide.

Marine terminals generate a number of jobs such as: trucking, freight forwarders/customs house brokers, warehousing, steamship agents, chandlers, surveyors, etc. In 2006, the Port of Los Angeles supported 1,075,176 jobs in the State of California. Of these jobs, 43,398 jobs are directly generated by activities at the marine terminals. *Please refer to Chapter 7 of the Draft EIS/EIR for a more detailed discussion on socioeconomics.*

Changes to the Local Employment or Labor Force

As shown in Table 5, construction of the proposed Project would generate approximately 1,169 direct jobs and 1,601 secondary (i.e., indirect and induced) jobs over the two-year construction period. With the ramp-up and ramp-down and the completion of different tasks at different times, the construction workforce at any one time would vary. The construction workforce would primarily come from people already living in the Los Angeles Basin, given the large existing construction industry workforce and the highly integrated nature of the southern California economy, as well as the prevalence of cross-county and inter-community commuting by workers between their places of work and places of residence. Therefore, the proposed Project is not anticipated to result in either immigration or relocation of construction employees to satisfy the need for increased temporary, construction-related employment.

Key Definitions

- **Direct Jobs** = Jobs that would not exist if activity at Port were to stop.
- **Secondary jobs** = A combination of indirect and induced jobs:
 - **Indirect jobs** = Jobs created throughout the region as the result of purchases for goods and services by the firms directly impacted by the Port's cargo activity.
 - **Induced jobs** = Jobs created in the region by the purchases of goods and services by those individuals directly employed by the Port's cargo activity.

Table 5: Proposed Project – Direct and Secondary Construction Employment Over the Two-Year Construction Period

	Employment (Number of Jobs)
Direct	1,169
Secondary	1,601
Total	3,370

The proposed Project would generate permanent direct and secondary jobs. As shown in Table 6, the proposed Project is estimated to create 2,756 net permanent direct jobs attributable to operations in 2015, and increase to 3,885 direct jobs in 2027. Most of the direct jobs generated by operations at the terminal would be in the transportation and public utilities industrial sector of the regional economy. Secondary jobs, however, would occur in all industrial sectors. The proposed Project would provide new job opportunities to support the local economy; however, when compared to the overall regional economy, the proposed Project would not cause substantial change in the local employment or labor force. As with the construction jobs, given the large labor pool in the region, it is anticipated that the majority of new positions would be filled by people already living in the Los Angeles Basin. Consequently, no measurable change in population distribution would occur, and the proposed Project is not expected to change residential property trends or property values in the area.

Table 6. Proposed Project – Net Direct and Secondary Long Term Operations Employment

	Employment (Number of Jobs)				
	2012	2015	2020	2025	2027
Direct	-	2,756	3,226	3,697	3,885
Secondary	-	2,914	3,412	3,910	4,108
Total	-	5,670	6,638	7,607	7,993

Similarly, the proposed Project would result in an increase in wages, income, and state and local taxes, which would provide a benefit to local business and government agencies by increasing revenues. However, as one component of large regional economy, it would not represent substantial change in revenue for local businesses or government.

Public Participation Guide

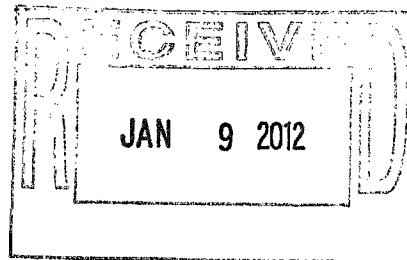
During the Draft EIS/EIR review phase, we urge you to take advantage of the many opportunities to participate.

<p>Attend a Public Meeting</p>	<p>A public meeting on the Draft EIS/EIR will be held to provide input and learn more about the <i>APL Terminal Project</i>. Comments made at the public meeting will be addressed in the Final EIS/EIR.</p> <p style="text-align: center;">Thursday, January 19, 2012 6:00 p.m. Harbor Administration Building – Board Room 425 S. Palos Verdes Street San Pedro, CA 90731</p>
<p>Submit Comments via Mail</p>	<p>Comments sent by mail must be postmarked by February 17, 2012 and should be sent to both of the following address:</p> <p style="text-align: center;">Mr. Christopher Cannon Director of Environmental Management Los Angeles Harbor Department 425 S. Palos Verdes Street San Pedro, CA 90731</p> <p style="text-align: center;">And</p> <p style="text-align: center;">U.S. Army Corps of Engineers, Los Angeles District Regulatory Division, Ventura Field Office ATTN: Theresa Stevens, Ph.D. 2151 Alessandro Drive, Suite 110 Ventura, California 93001</p>
<p>Submit Comments via E-mail</p>	<p>Comments sent by e-mail should be sent by February 17, 2012 to: ceqacomment@portla.org and theresa.stevens@usace.army.mil</p> <ul style="list-style-type: none"> · Send your comments in letter format as an attachment to the e-mail. · Include a mailing address in the comment letter. · Type "APL Terminal Project" in the e-mail subject line.
<p>Visit our website</p>	<p>Project information provided by the Port of Los Angeles can be found at: www.portoflosangeles.org</p>
<p>Call with Questions</p>	<p>For questions on the <i>APL Terminal Project</i>, please contact the following:</p> <ul style="list-style-type: none"> • U.S. Army Corps' Public Affairs Office at (213) 452-3920 • Port of Los Angeles, Jan Green Rebstock at (310) 732-3949

Invitation letter for Rancho LPG community relations meeting

RANCHO

LPG Holdings LLC



January 05, 2012

Mr. Kit Fox
Associate Planner
City of Rancho Palos Verdes
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275-5391

Dear Mr. Fox,

Since May 2009 Rancho LPG Holdings, LLC (Rancho) has held a number of regular meetings with community and neighborhood leaders in an effort to maintain an open dialogue regarding our Gaffey Street LPG facility. Rancho remains committed to continue meeting with the community to keep the channels of communication open. This letter is an invitation for you to attend our next meeting scheduled for **6:00pm on Wednesday January 25, 2012** at the Crown Plaza Hotel at 601 South Palos Verdes Street, San Pedro.

Rancho wishes to limit the meeting to no more than four representatives from each neighborhood council, community group, or public agency/office. The meeting is by invitation only. Please RSVP by phone, e-mail, or letter. Invitees are asked to check in at the door prior to the meeting to confirm contact information for any follow-up letters that may be sent out as a result of the meeting; Rancho will in turn provide contact information for the meeting presenters.

We look forward to hearing from you.

Please RSVP to Isabel Viramontes at iviramontes@rancholpg.com or 310-833-5275.

Sincerely,

Ron Conrow
Rancho LPG Holdings, LLC

Daily Breeze article regarding the grand opening
of Marymount College's Waterfront Campus

Marymount opens San Pedro campus

By Sandy Mazza, Staff Writer

Posted: 01/11/2012 06:53:25 PM PST

Updated: 01/11/2012 10:03:12 PM PST



Congresswoman Janice Hahn, speaks to a crowd gathered for the grand opening of the Marymount College Waterfront Campus in San Pedro. (Brittany Murray / Staff Photographer)

San Pedro leaders on Wednesday called the port-side, working-class community something it has never before been called - a "college town."

Marymount College celebrated the opening of its Waterfront Campus with tours of its new classrooms, conference rooms and offices on the first floor of the 11-story Pacific Place office building. The floor was most recently occupied by Northrop Grumman offices.

San Pedro leaders heralded the campus arrival as evidence that the city is on the upswing.

"It doesn't get any better than being a college town," said San Pedro Chamber of Commerce President Betsy Cheek.

Peter Rothe, cofounder of San Pedro Arts &

Academic Alliance, acknowledged the community's blue-collar roots and its struggle to enhance the downtown area.

"I'm sure there remain detractors and doubters to this marriage between Marymount College and San Pedro," Rothe said. "They think this relationship between an uptown girl and downtown boy can never last. But we wish them prosperity and a long life."

This is the small Catholic liberal arts college's first new campus since it opened in Rancho Palos Verdes in 1968. In 2010, it was accredited to expand from a two-year to a four-year degree program. That caused a jump in enrollment from 561 students in the fall of 2009 to more than 900 today, college officials said.

The new San Pedro campus provides classroom space and offices to accommodate upper division business

majors and students majoring in global studies, college officials said.

Los Angeles Mayor Antonio Villaraigosa and U.S. Rep. Janice Hahn, D-San Pedro, attended the grand opening celebration outside the newly renovated floor, at 222 W. Sixth Street.

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"This new waterfront campus will add to the vitality of San Pedro's historic waterfront district," Villaraigosa said. "The extension of this learning community will enrich its culture."

The building is about a block away from



Community members tour the facility at the grand opening of the Marymount College Waterfront Campus in San Pedro. (Brittany Murray / Staff Photographer)

Hahn's newly opened district office. It also is within earshot of the busy Port of Los Angeles, and will be just down the street from the USS Iowa when it arrives in March or April. The 900-foot-long Navy battleship that once carried President Franklin D. Roosevelt across the Atlantic Ocean will be docked and toured as a museum.

College spokeswoman Kelly Curtis said the institution is next focused on expanding its Rancho Palos Verdes campus with additional parking, and new and renovated facilities. Also in the works is an application for a conditional-use permit to build classrooms at its student housing facility in San Pedro. Those residences, which are converted town houses formerly used for Navy housing, are at 1600 Palos Verdes Drive North.

"This would allow them to live and attend classes at the same location," Curtis said. "The Central San Pedro Neighborhood Council has asked for additional traffic studies, and we're continuing to get community feedback and input."

Hahn offered her support to Marymount College expansion projects, and lauded the new campus.

"This is so much about how great San Pedro is and how it will be in the future," Hahn said. "To have this campus here is just a great sign and message to everyone that this is a place to open. This is one of the most charming oceanfront communities in California."

sandy.mazza@dailybreeze.com

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NWSPNC agenda and handouts regarding
Marymount College's San Pedro Campus traffic study



Northwest San Pedro Neighborhood Council
Planning and Land Use Committee Agenda

Thursday, January 26, 2012, 6:30 p.m.
San Pedro City Hall, Room 452

Agenda

1. Call to Order
2. Introductions
3. Review of Marymount College Supplemental Traffic Study
4. Report from the Council office
5. Western Avenue Traffic Grant
6. Public Comment on Non-Agenda Items
7. Adjourn – Next Meeting, 6:30 pm February 23, 2012

Note: Anything on this Agenda Could Result in a Motion

To Contact us: www.nwsanpedro.org, board@nwsanpedro.org, or 310-732-4522

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assisted listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services please make your request at least 3 business days (72 hours) prior to the meeting by contacting the Department of Neighborhood Empowerment at 213-485-1360.

TECHNICAL MEMORANDUM

To: Mr. Jim Krause
Non-Profit Ventures
4007 Coogan Circle
Culver City, CA 90232-3704

From: Mr. Jonathan Louie

Date: December 14, 2011

Subject: Supplemental Traffic Impact Study for Marymount College San Pedro Campus
[KOA Job Number JBI 1045]

INTRODUCTION

KOA Corporation prepared a Traffic Impact Study dated October 25th, 2011 for the proposed Marymount College San Pedro Campus Project located at 1600 Palos Verdes Drive North in the City of Los Angeles. That traffic study analyzed project traffic impacts at 17 study intersections. The San Pedro Northwest Neighborhood Council (hereinafter referred to as 'Neighborhood Council') has reviewed the traffic study for this project and has requested a supplemental analysis be prepared that evaluates traffic impacts at additional study intersections located to the south of the project site. In particular, the Neighborhood Council noted that eight additional signalized intersections located along Western Avenue and Gaffey Street should be analyzed for the weekday mid-afternoon and p.m. peak periods. KOA has prepared this technical memorandum summarizing the results and findings of the traffic impacts associated with the project at the eight additional intersections.

PROJECT DESCRIPTION

Marymount College is proposing to construct a sustainable private expanded undergraduate/graduate campus at the San Pedro Campus site. The proposed campus would accommodate 1,500 students, 800 of whom would be residents living on campus including eight (8) faculty apartments. The project site currently has 86 dwelling units that serve as off-campus housing for students matriculating at the Marymount College Rancho Palos Verdes (RPV) campus.

The San Pedro Campus will be a multi-phased project with a build out conditioned upon updated traffic studies to coincide with major phases of the build out. For the purpose of analyzing traffic impacts for this project, a 20-year build out horizon (Year 2031) is assumed.

SUPPLEMENTAL STUDY INTERSECTIONS

The intersections included as part of this supplemental analysis are:

1. Green Hills Drive and Western Avenue
2. Avenida Aprenda and Western Avenue

3. Westmont Drive/Delasonde Drive and Western Avenue
4. Toscanini Drive and Western Avenue
5. Caddington Drive and Western Avenue
6. Westmont Drive and Gaffey Street
7. Capitol Drive and Gaffey Street
8. Channel Street and Gaffey Street

The study intersections located on Western Avenue (#1 through #5) are located in the City of Rancho Palos Verdes. Intersections #6 through #8 are located in the City of Los Angeles.

ANALYSIS METHODOLOGY

The traffic impact analysis at the eight intersections was conducted for the following scenarios:

- Existing 2011
- Existing Plus Project
- Future 2031 Without Project
- Future 2031 With Project

The analysis methodology that was used in the original project traffic study was also used to analyze the eight study intersections. The Critical Movement Analysis (CMA) methodology was used to analyze intersections located in the City of Los Angeles. The intersections located in the City of Rancho Palos Verdes were analyzed using the Intersection Capacity Utilization (ICU) methodology.

According to LADOT, the three study intersections located within the City of Los Angeles are currently operating with ATSAC/ATCS. As such, a 0.10 reduction in volume-to-capacity ratio was assumed at these locations per LADOT traffic study policies and procedures.

EXISTING CONDITIONS

KOA conducted traffic counts at the study intersections on Tuesday, November 15th, 2011. The traffic counts were collected from 2:00 p.m. to 4:00 p.m. (mid-afternoon peak period) and from 4:00 p.m. to 6:00 p.m. The intersection traffic count sheets are included in Attachment A. The counts were utilized to determine existing mid-afternoon and p.m. peak-hour traffic conditions. The existing intersection turn volumes are shown in Figure 1 for the mid-afternoon peak hour and in Figure 2 for the p.m. peak hour.

In addition, KOA conducted fieldwork at each of the study intersections to identify their roadway characteristics including traffic control, approach lane configuration, parking restrictions and bus stop locations. The existing intersection lane configurations are shown in Attachment B.

The existing level of service conditions were calculated based on the traffic count levels and intersection geometrics and signal phasing characteristics. The level of service calculation worksheets are in Attachment E. As shown in Table 1, the study intersections are currently operating at LOS D or better during both the mid-afternoon and p.m. peak hours, except for the intersection of Western Avenue and Caddington Drive which is currently operating at LOS E during the p.m. peak hour.

Table 1 – Existing Intersection Level of Service

Study Intersections	City	Existing (2011)			
		Midday		PM Peak Hour	
		Afternoon Peak Hour			
		V/C	LOS	V/C	LOS
1 Western Ave & Green Hills Dr	Rancho Palos Verdes	0.602	B	0.667	B
2 Western Ave & Avenida Aprenda	Rancho Palos Verdes	0.617	B	0.711	C
3 Western Ave & Delasonde Dr/Westmont Dr	Rancho Palos Verdes	0.828	D	0.843	D
4 Western Ave & Toscanini Dr	Rancho Palos Verdes	0.686	B	0.757	C
5 Western Ave & Caddington Dr	Rancho Palos Verdes	0.777	C	0.907	E
6 Gaffey St & Westmont Dr	Los Angeles	0.486	A	0.703	C
7 Gaffey St & Capitol Dr	Los Angeles	0.529	A	0.678	B
8 Gaffey St & Channel St	Los Angeles	0.509	A	0.661	B

PROJECT TRAFFIC

Project Trip Generation

The project's trip generation for the p.m. peak hour is discussed in detail in the October 25th, 2011 traffic study that was prepared for this project. Similar to the p.m. peak hour, the project trip generation for the mid-afternoon peak hour was also based on empirical trip rates derived from surveys conducted at the Marymount College RPV Campus and at the existing Palos Verdes Drive North residential facility site (proposed San Pedro Campus site), as well as trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition* book. In addition, trip generation reductions were applied to take into account trip discounts due to students living on campus and other trip reducing measures that will be implemented by the project. Table 2 shows the trip generation rates that were utilized, and the trip generation for the project. The empirical trip rates and trip generation discounts are discussed in the footnotes at the bottom of Table 2.

As shown in Table 2, the project upon build out is estimated to generate about 244 mid-afternoon peak hour trips (118 inbound trips and 126 outbound trips) and 279 p.m. peak hour trips (99 inbound trips and 180 outbound trips). The project site currently generates about 41 trips (21 inbound trips and 20 outbound trips) during the mid-afternoon peak hour and 48 trips (25 inbound trips and 23 outbound trips) during the p.m. peak hour. The project would generate an increase of 203 net trips (97 inbound trips and 106 outbound trips) during the mid-afternoon peak hour, and 231 net trips (74 inbound trips and 157 outbound trips) during the p.m. peak-hour.



Table 2 - Project Trip Generation

Land Use	Intensity	Unit	Mid-Afternoon Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Trip Rates								
College [1]	-	Student	0.22	47%	53%	0.24	25%	75%
Off-Campus Housing [2]	-	Student	0.29	51%	49%	0.35	52%	48%
Apartment [3]	-	DU	0.62	65%	35%	0.62	65%	35%
Trip Generation								
Proposed Project								
College	1,500	Student	330	155	175	360	90	270
Internal Trip Reduction [4]	53%		-176	-83	-93	-192	-48	-144
Subtotal			154	72	82	168	42	126
Resident Student Trip Reduction (75% AM) [5]			0	0	0	0	0	0
Total Non-Residential College Trips			154	72	82	168	42	126
Residence Halls for Students	800	Student	232	118	114	280	146	134
'Limited Cars for Residents' Trip Reduction (56%) [6]			-130	-66	-64	-157	-82	-75
Subtotal			102	52	50	123	64	59
Internal Trip Reduction (64% Mid-afternoon, 62% PM) [7][8]			-65	-33	-32	-76	-40	-36
Total Non-RPV Campus Trips			37	19	18	47	24	23
Trips to/from RPV Campus [9]	400	Student	116	59	57	140	73	67
'Limited Cars for Residents' Trip Reduction (56%) [6]			-65	-33	-32	-78	-41	-37
Total Trips to/from RPV Campus			51	26	25	62	32	30
Faculty Apartments	8	DU	5	3	2	5	3	2
Internal Trip Reduction (64% Mid-afternoon, 62% PM) [7]			-3	-2	-1	-3	-2	-1
Total Faculty Apartment Trips			2	1	1	2	1	1
Total Trip Generation (Proposed Project Uses)			244	118	126	279	99	180
Existing Uses								
Housing Facility [10]	86	DU	41	21	20	48	25	23
Net Total Trip Generation			203	97	106	231	74	157

- [1] Trip generation rates are based on trip surveys conducted at the Marymount College RPV Campus on March 22 and 30, 2011.
- [2] The mid-afternoon and PM peak hour trip rates are based on trip generation surveys conducted at the Palos Verdes Drive North residential facility on November 15 and March 24, 2011, respectively.
- [3] Trip generation rates are from ITE Trip Generation, 8th Edition.
- [4] Based on percentage of students who will be living on the San Pedro Campus (800 resident students/1,500 total students).
- [5] Marymount College would schedule the morning peak period classes on the San Pedro Campus exclusively for resident students. A trip reduction of 75% is assumed for the AM peak hour as commuter students are not expected to generate vehicle trips during this period. Resident student trip reduction is not assumed for the mid-afternoon and PM peak hour periods.
- [6] About 44% of the 800 San Pedro Campus residents would have a vehicle on campus based on a limited lottery system. The remaining 56% of residents would not have a vehicle on campus and therefore would not generate vehicle trips.
- [7] Based on internal trip capture empirical rates for the apartment dormitory component per the Marymount College Facilities Expansion Project Traffic Impact Analysis, RBF Consulting, July 31, 2007. The empirical data showed that 64% of the vehicles during the mid-afternoon peak and 62% of the vehicles during the PM peak are traveling to/from the RPV campus.
- [8] The internal trip reduction for the PM was assumed for daily.
- [9] Based on information provided by Marymount College representative, about 400 of the 800 residents would take classes at the Marymount College RPV Campus on a typical weekday.
- [10] The mid-afternoon and PM peak hour trips are based on raw trip generation survey data conducted at the Palos Verdes Drive North Facility on November 15 and March 24, 2011, respectively.

Project Trip Distribution and Assignment

Trip distribution is the process of assigning the directions from which traffic will access a project site. Trip distribution is dependent upon the land use characteristics of the project and the general locations of other land uses to which project trips would originate or terminate. The project trip distribution was developed based on our knowledge of development trends in the area, local and sub-regional traffic routes, regional traffic flows, and license plate survey data. In addition, the project trip distribution was based on existing student and faculty/staff zip code information that was provided by Marymount College. Two trip distribution patterns were determined. The first distribution is for trips generated by the project but excludes those trips generated by resident students going to/from the RPV Campus. The second distribution is for trips generated by the resident students traveling to/from the RPV Campus. The trip distribution assumptions that were used in the October 25th, 2011 traffic study was also used for the analysis of the eight study intersections.

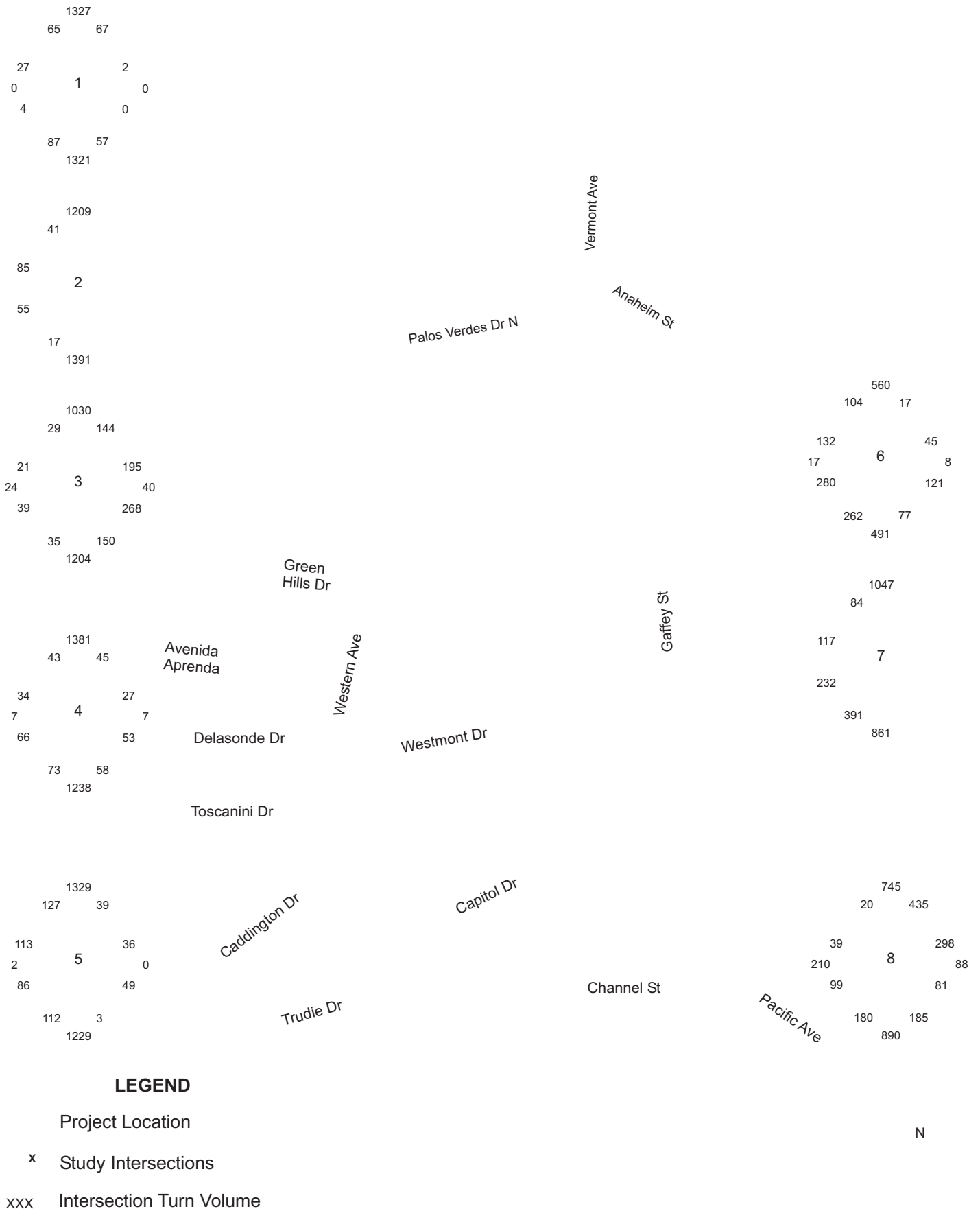
The project trips were assigned based on the trip distributions that were determined for the project. Attachment C illustrates the net project trips for the weekday mid-afternoon and p.m. peak hours.

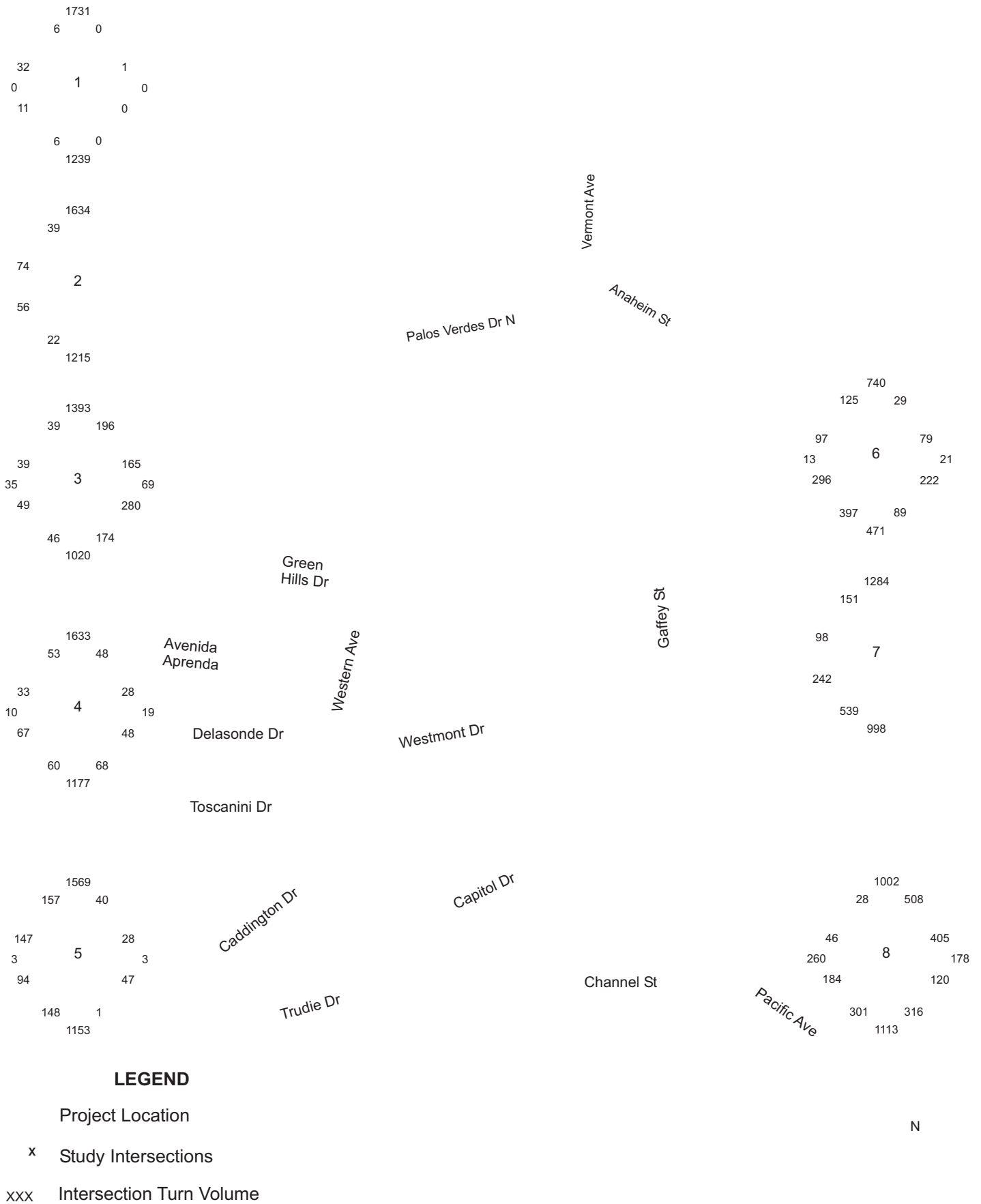
EXISTING PLUS PROJECT TRAFFIC CONDITIONS

The estimated net project trips shown in Attachment C were superimposed onto the existing traffic volumes to estimate the existing plus project traffic volumes. Figures 3 and 4 show the existing plus project traffic volumes for the mid-afternoon and p.m. peak hours, respectively. The existing plus project level of service analysis results are summarized in Table 3. As shown in this table, the eight study intersections are projected to continue to operate at the same level of services during the mid-afternoon and p.m. peak hour periods as compared to the existing conditions. All of the study intersections are projected to operate at LOS D or better during both the mid-afternoon and p.m. peak hours, except for the intersection of Western Avenue and Caddington Drive which is projected to operate at LOS E during the p.m. peak hour. The level of service calculation worksheets are in Attachment E.

Table 3 – Existing Plus Project Intersection Level of Service

Study Intersections	City	Existing Plus Project			
		Midday Afternoon Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1 Western Ave & Green Hills Dr	Rancho Palos Verdes	0.606	B	0.673	B
2 Western Ave & Avenida Aprenda	Rancho Palos Verdes	0.622	B	0.718	C
3 Western Ave & Delasonde Dr/Westmont Dr	Rancho Palos Verdes	0.833	D	0.848	D
4 Western Ave & Toscanini Dr	Rancho Palos Verdes	0.691	B	0.763	C
5 Western Ave & Caddington Dr	Rancho Palos Verdes	0.781	C	0.914	E
6 Gaffey St & Westmont Dr	Los Angeles	0.488	A	0.705	C
7 Gaffey St & Capitol Dr	Los Angeles	0.530	A	0.680	B
8 Gaffey St & Channel St	Los Angeles	0.511	A	0.662	B





FUTURE WITHOUT PROJECT TRAFFIC CONDITIONS

Ambient Growth

For the analysis of background traffic for year 2031, a traffic growth factor of 7.1% for the 20-year period was utilized to provide for increases in traffic from the existing traffic volumes. This growth rate is based on the 2010 Los Angeles County Congestion Management Program (CMP) traffic growth projections for the study area and was also used for the October 25th, 2011 traffic study.

Area/Related Projects Growth

Based on discussions with staff from the cities of Los Angeles, Rancho Palos Verdes, Rolling Hills Estates and Lomita, 77 area/related projects were identified for this analysis. These area/related projects were considered to potentially contribute measurable traffic volumes to the study intersections during the future analysis periods. A description of the related projects and the trip generation of each are summarized in Attachment D.

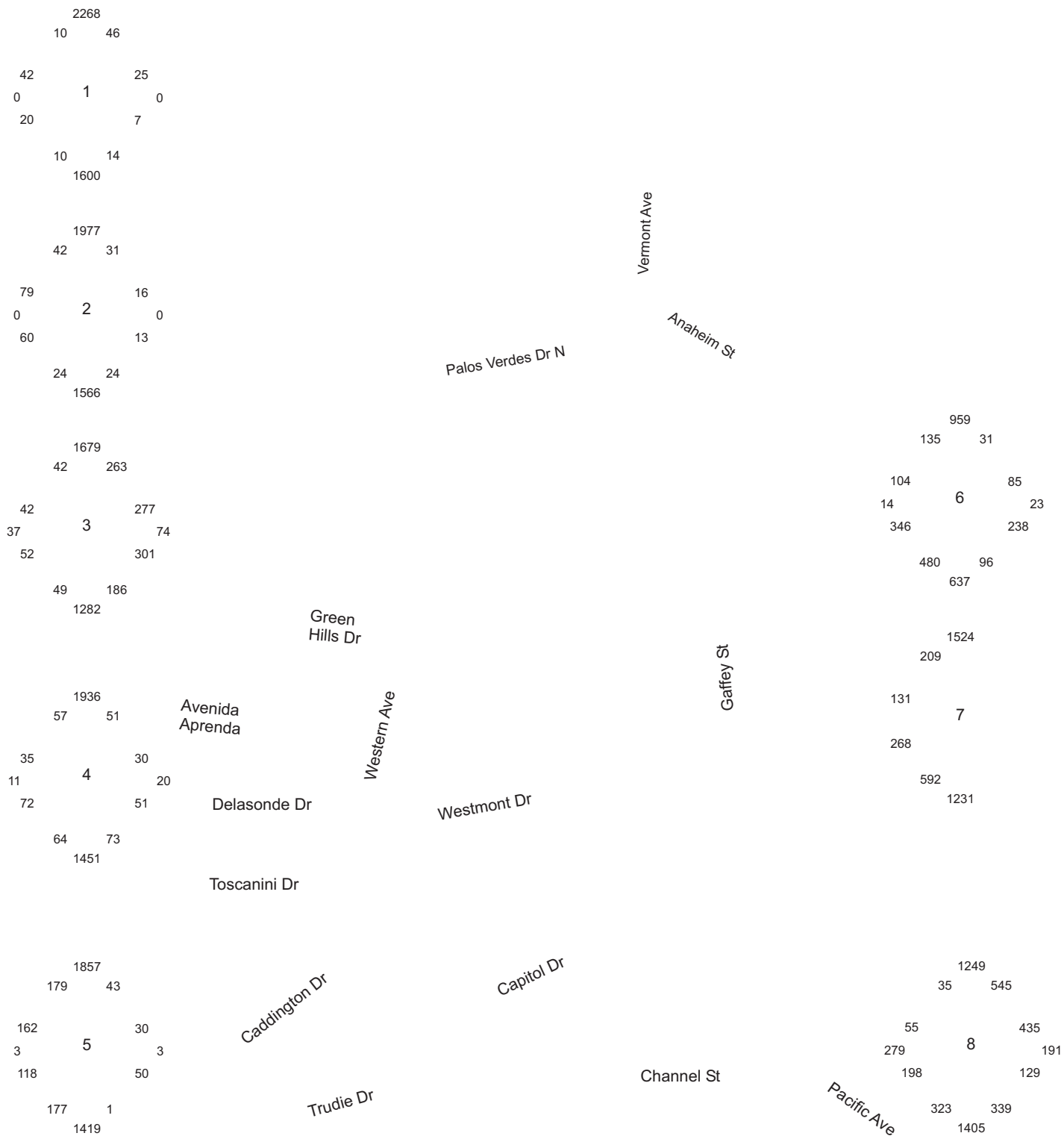
It should be noted that the trip generation for the p.m. peak hour were obtained from LADOT and other traffic studies as well as based on trip generation rates from the ITE *Trip Generation* 8th Edition book. The trip generation for the mid-afternoon peak hour was not available from LADOT and other traffic studies. Also, the ITE *Trip Generation* book generally does not have trip rates for the mid-afternoon peak hour. Thus, the p.m. peak hour trip generation was assumed for the mid-afternoon peak hour, except for school projects in which the trip rate for the p.m. peak hour of generator from ITE *Trip Generation* was used. Attachment D illustrates the related project trip assignments at the study intersections during the mid-afternoon and p.m. peak hours.

Future Without Project Conditions

The future without project traffic volumes were determined by applying an overall ambient growth factor of 7.1% to the existing peak hour volumes and adding the area/related project traffic. The future without project traffic volumes are shown in Figures 5 and 6 for the mid-afternoon and p.m. peak hour periods, respectively. The future without project level of service analysis was conducted for the study intersections using the traffic volumes shown in Figures 5 and 6. The results are summarized in Table 4 and the level of service calculation worksheets are contained in Attachment E.

As shown in Table 4, the study intersections are projected to operate at LOS D or better during both the mid-afternoon and p.m. peak hours with the exception of the intersections of Western Avenue/Delasonde Drive/Westmont Drive and Western Avenue/Caddington Drive, which are projected to operate at LOS E or F during both study periods.





LEGEND

Project Location

x Study Intersections

xxx Intersection Turn Volume

N

Not to Scale

Table 4 – Future Without Project Intersection Level of Service

Study Intersections	City	Analysis Methodology	Midday Afternoon Peak Hour		PM Peak Hour	
			V/C	LOS	V/C	LOS
1 Western Ave & Green Hills Dr	Rancho Palos Verdes	ICU	0.807	D	0.865	D
2 Western Ave & Avenida Aprenda	Rancho Palos Verdes	ICU	0.781	C	0.841	D
3 Western Ave & Delasonde Dr/Westmont Dr	Rancho Palos Verdes	ICU	0.982	E	0.994	E
4 Western Ave & Toscanini Dr	Rancho Palos Verdes	ICU	0.797	C	0.869	D
5 Western Ave & Caddington Dr	Rancho Palos Verdes	ICU	0.922	E	1.055	F
6 Gaffey St & Westmont Dr	Los Angeles	CMA	0.650	B	0.873	D
7 Gaffey St & Capitol Dr	Los Angeles	CMA	0.676	B	0.829	D
8 Gaffey St & Channel St	Los Angeles	CMA	0.642	B	0.793	C

Note:

ICU - Intersection Capacity Utilization Method, CMA - Critical Movement Analysis Method

FUTURE WITH PROJECT TRAFFIC CONDITIONS

The estimated project trips were superimposed onto the future without project traffic forecasts to estimate the future with project traffic volumes. Figures 7 and 8 show the future with project traffic volumes for the mid-afternoon and p.m. peak hours, respectively. The future with project level of service analysis results are summarized in Table 5. The level of service calculation worksheets are contained in Attachment E.

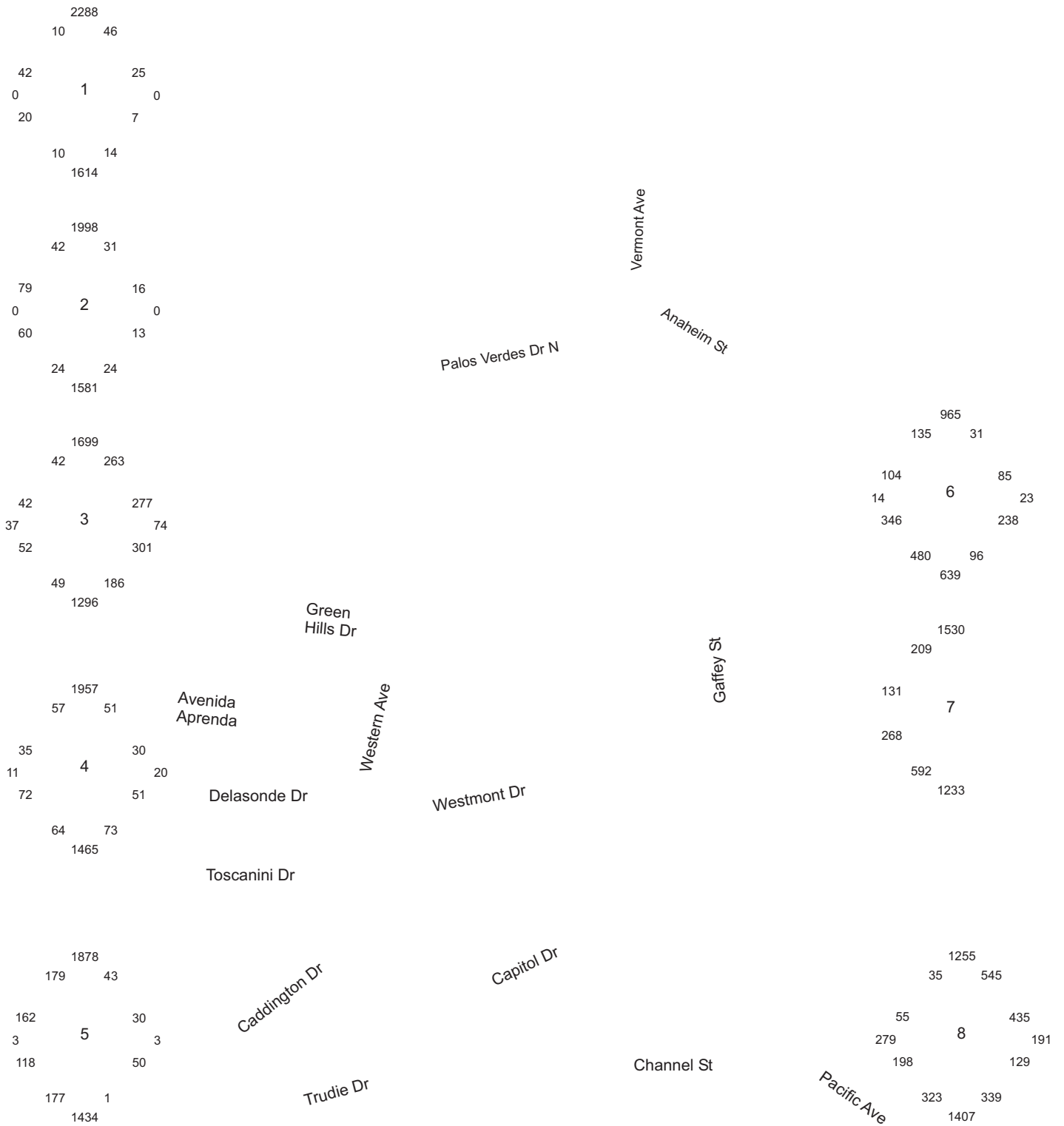
Table 5 – Future With Project Intersection Level of Service

Study Intersections	City	Analysis Methodology	Midday Afternoon Peak Hour		PM Peak Hour	
			V/C	LOS	V/C	LOS
1 Western Ave & Green Hills Dr	Rancho Palos Verdes	ICU	0.812	D	0.871	D
2 Western Ave & Avenida Aprenda	Rancho Palos Verdes	ICU	0.786	C	0.847	D
3 Western Ave & Delasonde Dr/Westmont Dr	Rancho Palos Verdes	ICU	0.987	E	0.998	E
4 Western Ave & Toscanini Dr	Rancho Palos Verdes	ICU	0.802	D	0.875	D
5 Western Ave & Caddington Dr	Rancho Palos Verdes	ICU	0.927	E	1.062	F
6 Gaffey St & Westmont Dr	Los Angeles	CMA	0.651	B	0.875	D
7 Gaffey St & Capitol Dr	Los Angeles	CMA	0.678	B	0.831	D
8 Gaffey St & Channel St	Los Angeles	CMA	0.644	B	0.793	C

Note:

ICU - Intersection Capacity Utilization Method, CMA - Critical Movement Analysis Method

As shown in Table 5, the study intersections are projected to operate at LOS D or better during both study periods with the exception of the intersections of Western Avenue/Delasonde Drive/Westmont Drive and Western Avenue/Caddington Drive, which are projected to operate at LOS E or F during both study periods.



LEGEND

Project Location

x Study Intersections

xxx Intersection Turn Volume

N

Not to Scale

PROJECT TRAFFIC IMPACT

City of Los Angeles Significant Impact Criteria

LADOT has established specific thresholds for project traffic-related increases in the volume-to-capacity ratio (V/C) of a study intersection. The following increases in the peak-hour V/C ratio are considered “significant” impacts:

Level of Service	Final V/C*	Project Related V/C Increase
C	< 0.700 – 0.800	Equal to or greater than 0.040
D	< 0.800– 0.900	Equal to or greater than 0.020
E and F	0.901 or more	Equal to or greater than 0.010

** Final V/C is the V/C ratio at an intersection, considering impacts from the project, ambient growth and related projects growth, and without proposed traffic impact mitigations.*

City of Rancho Palos Verdes

The County of Los Angeles thresholds of significance criteria was used to determine the project related traffic impact for the signalized study intersections in the City of Rancho Palos Verdes. The following increases in peak-hour V/C ratios are considered “significant” impacts:

Level of Service	Pre-Project V/C	Project Related V/C Increase
C	< 0.700 – 0.800	Equal to or greater than 0.040
D	< 0.800– 0.900	Equal to or greater than 0.020
E and F	0.901 or more	Equal to or greater than 0.010

Based on the results of the analysis and the established significant threshold criteria, the proposed project would not create a significant traffic impact at any of the eight study intersections under the ‘Existing Plus Project’ and ‘Future With Project’ scenarios, as summarized in Tables 6 and 7.

Table 6 - Intersection Level of Service Summary – Existing Plus Project

Study Intersections	City	Analysis Methodology	Existing (2011)				Existing Plus Project						Significant Impact ?
			Midday		PM Peak Hour		Midday		PM Peak Hour		Change in V/C		
			Afternoon Peak Hour		PM Peak Hour		Afternoon Peak Hour		PM Peak Hour		Mid-Afternoon Peak Hour		
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	
1 Western Ave & Green Hills Dr	Rancho Palos Verdes	ICU	0.602	B	0.667	B	0.606	B	0.673	B	0.004	0.006	No
2 Western Ave & Avenida Aprenda	Rancho Palos Verdes	ICU	0.617	B	0.711	C	0.622	B	0.718	C	0.005	0.007	No
3 Western Ave & Delasonde Dr/Westmont Dr	Rancho Palos Verdes	ICU	0.828	D	0.843	D	0.833	D	0.848	D	0.005	0.005	No
4 Western Ave & Toscanini Dr	Rancho Palos Verdes	ICU	0.686	B	0.757	C	0.691	B	0.763	C	0.005	0.006	No
5 Western Ave & Caddington Dr	Rancho Palos Verdes	ICU	0.777	C	0.907	E	0.781	C	0.914	E	0.004	0.007	No
6 Gaffey St & Westmont Dr	Los Angeles	CMA	0.486	A	0.703	C	0.488	A	0.705	C	0.002	0.002	No
7 Gaffey St & Capitol Dr	Los Angeles	CMA	0.529	A	0.678	B	0.530	A	0.680	B	0.001	0.002	No
8 Gaffey St & Channel St	Los Angeles	CMA	0.509	A	0.661	B	0.511	A	0.662	B	0.002	0.001	No

Note:

ICU - Intersection Capacity Utilization Method; CMA - Critical Movement Analysis Method

Table 7 - Intersection Level of Service Summary – Future With Project

Study Intersections	City	Analysis Methodology	Future Without Project			Future With Project			Change in V/C			Significant Impact ?	
			Midday			Midday			PM				
			Afternoon Peak Hour			Afternoon Peak Hour			Peak Hour				
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	MD Aft Peak Hour		PM Peak Hour
1 Western Ave & Green Hills Dr	Rancho Palos Verdes	ICU	0.807	D	0.865	D	0.812	D	0.871	D	0.005	0.006	No
2 Western Ave & Avenida Aprenda	Rancho Palos Verdes	ICU	0.781	C	0.841	D	0.786	C	0.847	D	0.005	0.006	No
3 Western Ave & Delasonde Dr/Westmont Dr	Rancho Palos Verdes	ICU	0.982	E	0.994	E	0.987	E	0.998	E	0.005	0.004	No
4 Western Ave & Toscanini Dr	Rancho Palos Verdes	ICU	0.797	C	0.869	D	0.802	D	0.875	D	0.005	0.006	No
5 Western Ave & Caddington Dr	Rancho Palos Verdes	ICU	0.922	E	1.055	F	0.927	E	1.062	F	0.005	0.007	No
6 Gaffey St & Westmont Dr	Los Angeles	CMA	0.650	B	0.873	D	0.651	B	0.875	D	0.001	0.002	No
7 Gaffey St & Capitol Dr	Los Angeles	CMA	0.676	B	0.829	D	0.678	B	0.831	D	0.002	0.002	No
8 Gaffey St & Channel St	Los Angeles	CMA	0.642	B	0.793	C	0.644	B	0.793	C	0.002	0.000	No

Note:

ICU - Intersection Capacity Utilization Method, CMA - Critical Movement Analysis Method

SUMMARY AND CONCLUSIONS

- For existing conditions, all of the study intersections are operating at LOS D or better during both the weekday mid-afternoon and p.m. peak hour periods with the exception of the intersection of Western Avenue and Caddington Drive which is operating at LOS E during the p.m. peak hour.
- The proposed project is estimated to generate about 203 net trips (97 inbound trips and 106 outbound trips) during the mid-afternoon peak hour and 231 net trips (74 inbound trips and 157 outbound trips) during the p.m. peak-hour.
- For the Existing Plus Project conditions, all of the study intersections are also projected to operate at LOS D or better during both the weekday mid-afternoon and p.m. peak hour periods with the exception of the intersection of Western Avenue and Caddington Drive which is operating at LOS E during the p.m. peak hour.
- For the future (2031) conditions without and with development of the project, all of the study intersections are projected to operate at LOS D or better during both the mid-afternoon and p.m. peak hours with the exception of the intersections of Western Avenue/Delasonde Drive/Westmont Drive and Western Avenue/Caddington Drive, which are projected to operate at LOS E or F during both study periods.
- The proposed project would not result in a significant traffic impact at any of the eight study intersections.