



INITIAL STUDY FOR THE

Pier T Marine Terminal Redevelopment Project

Prepared for:



Port of Long Beach
415 W. Ocean Boulevard
Long Beach, CA 90802

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LIST OF ABBREVIATIONS

AQMP	Air quality management plan
CAAP	Clean Air Action Plan
CEQA	California Environmental Quality Act
CHE	cargo-handling equipment
CO	carbon monoxide
CWA	Clean Water Act
District 4	Long Beach Harbor Terminal Island Planning District
DPM	diesel particulate matter
EIR	environmental impact report
EIS	environmental impact statement
GHG	greenhouse gas
HDP	Harbor Development Permit
LEED	Leadership in Energy and Environmental Design
NEPA	National Environmental Policy Act
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
Pb	lead
PCB	polychlorinated biphenyl
PM	particulate matter
PM ₁₀	particulate matter with diameters of 10 microns or less
PM _{2.5}	particulate matter with diameters of 2.5 microns or less
POLA	Port of Los Angeles
Port or POLB	Port of Long Beach
Project	Pier T Marine Terminal Redevelopment Project
SO ₂	sulfur dioxide
South Coast AQMD	South Coast Air Quality Management District
SO _x	sulfur oxides
SR	State Route
STS	ship-to-shore
TEU	twenty-foot equivalent unit
TTI	Total Terminals International, LLC
USACE	US Army Corps of Engineers
USC	US Code
VMT	vehicle miles traveled
VOC	volatile organic compounds
ZEERO	Zero Emission, Energy Resilient Operations

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1 INTRODUCTION TO THE INITIAL STUDY

Total Terminals International, LLC (TTI) proposes to redevelop and expand the existing Pier T marine terminal at Berths T130 through T140 from approximately 382 acres to approximately 500 acres to optimize cargo-handling efficiency and capacity of the terminal and to accommodate anticipated future container volumes and container ship sizes (Project).

Pursuant to the California Coastal Act and the Port's certified Port Master Plan, the Board of Harbor Commissioners has the authority for issuance of coastal development permits for development within the Long Beach Harbor District in accordance with the certified Port Master Plan and California Coastal Act. Section 1215 of the Long Beach City Charter also requires that a building permit be secured from the Board of Harbor Commissioners for construction, extension, alteration, improvement, erection, remodel, or repair of any pier, slip, basin, wharf, dock, or other harbor structure within the Long Beach Harbor District. The Port issues a consolidated building permit and coastal development permit referred to as a Harbor Development Permit or "HDP". The issuance of a Harbor Development Permit for the proposed Project constitutes a discretionary action subject to the California Environmental Quality Act (CEQA).

The City of Long Beach Harbor Department (Port of Long Beach, Port, or POLB), acting by and through the Board of Harbor Commissioners, is the lead agency responsible for complying with CEQA. This Initial Study has been prepared pursuant to CEQA and the State CEQA Guidelines (14 California Code of Regulations Section 15000, et seq.). The purpose of the Initial Study is to inform decision makers, responsible agencies, and the public of the proposed Project, the existing environment that would be affected by the Project, and the potential environmental effects that would occur if the Project is approved.

Since construction of the proposed Project would involve discharge of dredged or fill material into waters of the United States, place structures in or consist of work in or affecting navigable waters of the United States, and transport dredged or fill material by vessels or other vehicles for the purpose of disposal of the material into ocean waters, US Army Corps of Engineers (USACE) authorization is required pursuant to Section 404 of the Clean Water Act (33 US Code [USC] Section 1344; 33 Code of Federal Regulations Parts 323 and 330), Section 10 of the Rivers and Harbors Act (33 USC Section 403), and Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972. These authorizations constitute a major federal action requiring evaluation under the National Environmental Policy Act (NEPA). The POLB, acting by and through its Board of Harbor Commissioners and in conjunction with the USACE, will prepare an environmental impact report and environmental impact statement based on this Initial Study to further identify and evaluate the potential environmental impacts associated with the proposed Project, in accordance with CEQA and NEPA.

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2 PROJECT DESCRIPTION

2.1 Background

The Project site is part of the former Long Beach Naval Complex, which was closed in the 1990s under the Defense Base Closure and Realignment Act of 1990. In 1998, the Long Beach Naval Complex was transferred to the City of Long Beach through a Local Redevelopment Authority process, whereby the Port redeveloped the property into a marine container terminal. In 2002, the Pier T marine container terminal opened as the first “mega-terminal” operated by Hanjin Terminals under Preferential Assignment Agreement HD-6417 with the Port. In 2004, TTI began terminal operations at Pier T marine terminal under a Consent to Assignment. The existing Pier T marine terminal occupies 382 acres of land including 24.6-acres of buildings and appurtenant parking lots, landscaping, and access roads; a 23-acre wharf with three berths; a 245.1-acre container yard; a 27.7-acre truck gate complex; and a 60.9-acre on-dock railyard with supporting rail tracks.

2.2 Project Location

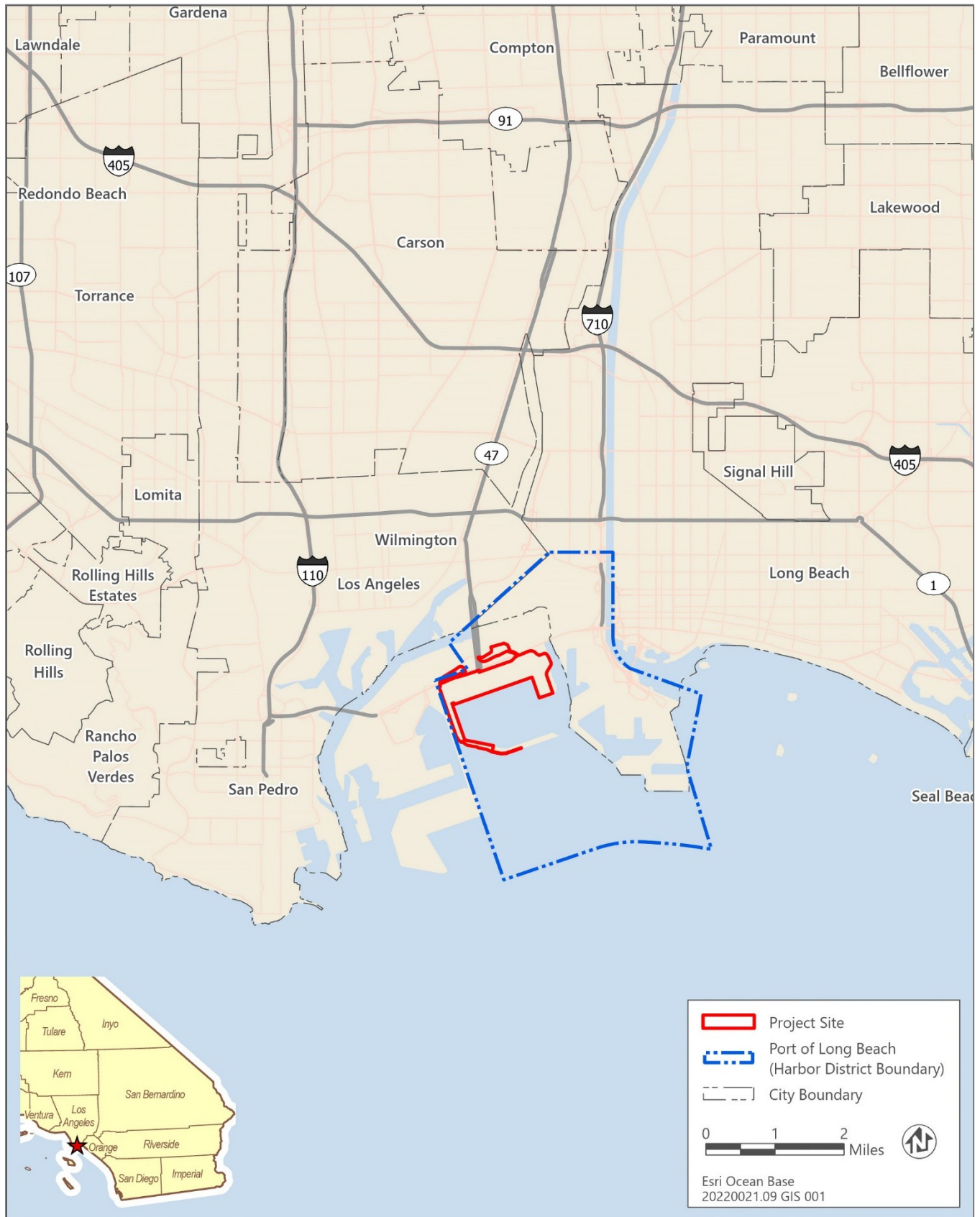
2.2.1 Regional Context

The POLB is located in the City of Long Beach in southern Los Angeles County, adjacent to the Port of Los Angeles (POLA) (Figure 1). The general area of the Port is characterized by diverse industrial and commercial land uses, including marine cargo terminals; light manufacturing and industry; and recreational destinations and commercial operations, including sport fishing concessions, hotels, retail shops, and a public boat launch. Residential areas in the port complex vicinity include the communities of Wilmington and San Pedro in the City of Los Angeles and the neighborhoods of West Long Beach and Downtown Long Beach in the City of Long Beach.

2.2.2 Project Site and Vicinity

The POLB currently consists of more than 3,000 acres of land, with 10 designated piers and 80 vessel berths supporting 22 shipping terminals. Most cargo handled at the Port is containerized; other non-containerized cargoes are also transported through the Port, including dry bulk cargo, such as petroleum coke, cement, salt, and coal; break bulk cargoes, such as automobiles and lumber; and liquid bulk cargo, such as petroleum products and chemicals.

The Pier T marine terminal is located in the Terminal Island Planning District (District 4) of the Long Beach Harbor District, adjacent to the West Basin, south of Ocean Boulevard, west of the Long Beach International Gateway Bridge, and east of the POLA (Figure 2). Surrounding uses include non-container terminal operations on Pier T Echo at the easternmost part of Pier T and adjacent facilities on the Navy Mole, including Space Exploration Technologies Corp., Long Wall Company, the US Department of Transportation Maritime Administration, and the US Navy.



Source: TTI 2024; adapted by Ascent in 2024.

Figure 1 Regional Location



Source: TTI 2024; adapted by Ascent in 2024.

Figure 2 Project Location and Vicinity

2.3 Project Objectives

The terminal's current capacity is constrained by its backlands¹ configuration and berths needed to accommodate anticipated container throughput and vessel activity. The objectives of the proposed Project are to:

- ▶ Rehabilitate and modernize the existing Pier T marine terminal infrastructure to meet the evolving needs of the US supply chain;
- ▶ Increase the cargo-handling capacity and efficiency of the Pier T marine terminal to meet forecasted container volumes and container vessel sizes;
- ▶ Increase the Pier T marine terminal's on-dock rail operational capacity to promote a mode shift from cargo containers transported by trucks to cargo containers transported by rail directly from the Pier T marine terminal; and
- ▶ Align the Pier T marine terminal's cargo-handling operations with the State of California and POLB goals for zero-emissions operations.

2.4 Project Overview

The proposed Project would redevelop and expand the existing Pier T marine terminal at Berths T130 through T140 to optimize efficient cargo-handling operations, transition to zero-emission equipment, and extend and modernize the existing wharf to accommodate future container volumes and safe navigation of large container vessels. The existing 382-acre terminal would expand to approximately 500 acres and would potentially include areas adjacent to the existing marine terminal on Pier T, Pier T Echo, and the Navy Mole, as well as areas north of the existing marine terminal on Pier S and Pier S West (north of Seaside Way and west of Pier S Ave).

The proposed Project would be constructed in phases over an estimated period of 17 years. The Pier T marine terminal would continue to operate during construction activities. At full build-out, the Pier T marine terminal would include approximately 250 acres of container yard with 81-yard stacking crane blocks; four vessel berths occupying nearly 60 acres; administration, maintenance and repair buildings and other facilities; truck gate complex; on-dock railyard along the northern perimeter of the terminal; and a storage and staging railyard on the Navy Mole. The modernized terminal would be able to handle up to 3.3 million containers annually, or approximately 6.1 million twenty-foot equivalent units (TEUs). The expanded on-dock railyard would have the capacity to handle at least one-third of the terminal's container throughput.

2.4.1 Construction

The proposed Project would involve elements of landside construction and in-water construction, including dredging and wharf improvements and extension. Each phase of construction would expand or reconstruct a portion of the terminal, with operations continuing on the remainder of the terminal that is not under construction. Specifically, the terminal would transition to zero-emission cargo-handling equipment (CHE) upon completion of each phase of construction, while the remainder of the terminal would continue to use existing diesel-powered CHE. Figure 3 shows a conceptual phasing plan of where construction activities may occur by phase. Table 1 below shows the estimated construction schedule.

¹ "Backlands" refers to the landside area of the terminal directly behind the waterfront wharf that comprises the area for primary staging, sorting, and storage of shipping containers and cargo.



Source: TTI 2024; adapted by Ascent in 2024.

Figure 3 Conceptual Construction Phasing Plan

Table 1 Proposed Project Phases and Durations of Construction Activities

Phase	Estimated Duration	Construction Elements
Phase 1	15 months	Demolition, excavation, transportation, and disposal of soil and debris; construction of a new truck gate complex; construction of a new connector road, overpass/grade separation, and/or roadway realignment; construction of temporary labor check-in facilities and parking lot; construction of new temporary maintenance and repair facility, reefer mechanic shop, reefer wash building and genset-set area, administration building and parking; and installation of electrical infrastructure.
Phase 2	28 months	Excavation, transportation, and disposal of soil and debris; demolition of existing administration building; construction of new horizontal transport battery exchange building; relocation of maintenance and repair facility; demolition and construction of container yard/backland components; construction of new wharf extension; installation of electrical infrastructure; dredging for new berth; and construction and installation of CHE elements.
Phase 3	21 months	Excavation, transportation, and disposal of soil and debris; demolition of small buildings within the existing container yard; construction of wharf upgrades; construction of a new railyard within the terminal; and construction and installation of CHE elements.
Phase 4	26 months	Excavation, transportation, and disposal of soil and debris; relocation of the rail operations support building; demolition and construction of container yard; consolidation of Navy Mole railyard; and construction and installation of CHE elements.
Phase 5	24 months	Excavation, transportation, and disposal of soil; construction of new check-in building, crane maintenance building, battery exchange building horizontal transport maintenance building; demolition and construction of container yard/backland components; construction of wharf upgrades; installation of electrical infrastructure and utilities; and construction and installation of CHE elements.
Phase 6	24 months	Demolition, excavation, transportation, and disposal of soil; construction of additional gate complex lanes; demolition of temporary maintenance and repair building; demolition and construction of container yard/backland components; construction of wharf upgrades; installation of electrical infrastructure; and construction of CHE elements.
Phase 7	16 months	Demolition, excavation, transportation, and disposal of soil; construction of multipurpose yard area; construction of a new check-in building and parking lot; demolition and construction of container yard/backland components; and construction of CHE elements.

The conceptual phasing plan and construction schedule are representative of an anticipated schedule, but not yet confirmed final schedule for planning purposes only. The actual length of time to complete the proposed Project's overall implementation, which would include the required environmental clearance processes pursuant to CEQA and NEPA, project design, government approvals and associated permitting, and construction, cannot be specified with certainty at this time. The construction phases and durations described, and initial impact findings are intended to show the relationship among the implementation tasks for planning purposes only.

Demolition debris, soils, and dredged materials would be disposed of in accordance with applicable local, state, and federal regulations pertaining to solid waste disposal. Dredged sediment materials would be evaluated and classified to confirm potential options for disposal and management, which could include beneficial reuse as in-water fill, placement in a temporary holding area, and disposal at a suitable upland landfill, or in open ocean placement. Construction staging and laydown areas would be located within the footprint of each construction phase; however, additional land on the 15.4-acre parcel located on Pier S West may be required for temporary construction equipment staging and laydown of some Project elements, subject to applicable entitlements and permits. Dredging, pile driving, and wharf construction equipment would be staged south of the terminal in the West Basin away from the terminal's operational areas. The proposed Project would involve construction of the elements described below.

Landside Construction Elements

- ▶ **Truck gate complex:** A new truck gate complex for processing drayage trucks would be constructed at Pier S on the northside of the terminal and would consist of entry and exit gates and a 3.3-acre designated trouble holding area where trucks would await further processing if needed. The area would be cleared, graded, paved, and improved with striping, lighting, fencing, signage, utilities, and other typical accessory structures. Construction would also include a new connector road; new overpass/grade separation; and/or roadway realignment.
- ▶ **Buildings:** The following new buildings would be constructed as part of the proposed Project:
 - **Administration building:** A two-story 23,000-square-foot Leadership in Energy and Environmental Design (LEED) Gold administration building would be constructed for terminal management functions and would be located near the new truck gate complex. An approximately 4.2-acre parking and landscaping area would also be constructed.
 - **Truck servicing building:** A 12,000-square-foot building for servicing drayage trucks would be constructed within the truck gate complex area.
 - **Temporary labor check-in facilities and horizontal transport test area:** A 209,545-square-foot temporary labor check-in area along with a 173,800-square-foot parking lot and a temporary horizontal transport test area would be constructed on approximately 12.6 acres of Pier T Echo for use until the new, permanent facilities are built out.
 - **Maintenance facilities:** A new temporary maintenance and repair facility and a new reefer/genset (temperature-controlled refrigeration units by external generators) maintenance facility would be constructed on approximately 12.1 acres at the northwest corner of the Project site. The temporary maintenance and repair facility would be in use until the new, permanent facility is built out. Construction would include a new two-story, approximately 20,000-square-foot building consisting of an approximately 220-by-70-foot repair, parts, and office building; an attached 50-by-60-foot genset repair shed; and an attached 200-foot-long reefer wash canopy and apron.
 - **Eastern horizontal transport battery exchange building:** An approximately 15,000-square-foot eastern horizontal transport battery exchange building would be constructed at the eastern edge of the new yard stacking crane blocks and would consist of an approximately 63-by-236-foot, structure of plain industrial design.
 - **East labor check-in building:** The east labor check-in building would be a two-story approximately 8,400-square-foot LEED Silver office building of modern design located near the southwest corner of Pier T Echo. A personal vehicle parking area would cover approximately 6.6 acres and would include approximately 700 parking spaces.
 - **Western horizontal transport battery exchange building:** An approximately 15,000-square-foot western horizontal transport battery exchange building would be constructed on the Navy Mole and would consist of an approximately 63-by-236-foot, structure of plain industrial design.
 - **West labor check-in building:** The west labor check-in building would be located on the Navy Mole and would be a two-story approximately 8,400-square-foot LEED Silver office building of modern design located near the east end of the new storage railyard. The building would be used for labor check-in before the start of their shift. A personal vehicle parking area would cover approximately 5.3 acres and would include approximately 500 parking spaces. In addition, approximately 6.2 acres would be designated for yard vehicle parking and include approximately 275 parking spaces.
 - **Crane maintenance building:** The crane maintenance building would be located on the Navy Mole and would be an approximately 40,000-square-foot irregularly shaped structure constructed of concrete block and steel siding. The building would be LEED Silver certified and would be used

to maintain and repair crane-related equipment such as spreaders, headblocks, and electrical equipment.

- **Horizontal transport maintenance building:** The horizontal transport maintenance building would be located on the Navy Mole and would be a one-story approximately 75,000-square-foot structure, with a 90-by-180-foot office and break building at its center. A horizontal transport wash area covered by a canopy would be attached to the south end of the building. The building would be used to maintain and repair horizontal transport vehicles.
- ▶ **Container yard:** The existing container yard would be expanded and converted to support approximately 81 electric-powered yard stacking crane blocks and horizontal transport. Each yard stacking crane block would include container transfer bays at the north and south ends; stacks of eight, nine or ten containers wide, up to six containers high, and up to 44 containers long (in the case of Pier T Echo); and two rail-mounted yard stacking cranes with supporting infrastructure. The container yard area would be cleared, graded, paved, and improved with striping, lighting, utilities, including substations, and other typical backland elements. In addition, approximately 35 acres of additional backland area on Pier T Echo would be developed for the container yard.
- ▶ **On-dock railyard:** Construction of the on-dock railyard would occur on approximately 65 acres in the northern portion of the terminal. All existing structures and infrastructure within the footprint of the new railyard would be demolished. The on-dock railyard would consist of six parallel tracks, each approximately 5,040-track-feet long, providing a total track length of approximately 30,240 feet. A total of approximately 48,000 track-feet of 136-pound rail and 158,000 cubic yards of ballast and sub-ballast would be installed. The railyard area would be improved with lighting, fencing, utilities, and other typical railyard elements.
- ▶ **Navy Mole railyard consolidation:** The existing railyard would be demolished. The consolidated railyard would occupy approximately 61.4 acres and would be shifted eastward by about 75 feet. It would have a total static railcar capacity of approximately 87,600 track-feet across 13 storage tracks connected at both ends by track ladders, with a tail track extending along the Navy Mole. The tracks would be consolidated onto the western portion of the railyard; four buildings would be constructed on the eastern portion of the railyard.
- ▶ **Oil field repossession and replacement:** Repossession is the act of converting oil operating areas or oil working areas to Port-related purposes. Any oil field facilities requiring repossession by the Project would be abandoned, removed or relocated in accordance with applicable protocols.
- ▶ **Pier S West multipurpose yard:** A multipurpose yard would be developed on approximately 17.3 acres on Pier S West near Fire Station 24 and Pier S Avenue. The area would be cleared, graded, paved, and improved with striping, lighting, fencing, and utilities. An existing water line would be removed, while existing storm drain and sewer lines would be left in place.

In- and Over-Water Construction Elements

- ▶ **Dredging:** Dredging activities would deepen approximately 24 acres of the eastern portion of the West Basin to allow safe navigation of large container ships to a new berth and wharf extension at T130. An estimated 400,000 cubic yards of sediment would be removed to deepen the basin and berth. Dredging would be performed to a design depth of -55 feet mean lower low water (MLLW) for the berth and eastern portion of the West Basin and to a design depth of -64 feet MLLW adjacent to the new wharf to support a key for the rock dike.
- ▶ **Wharf improvements and extension:** The proposed Project would include construction of 1,300 linear feet to extend the existing wharf; improvement of 1,990 linear feet of the existing wharf; and upgrades to bollards and fenders along the entire length of the existing wharf. The 1,300-linear-foot wharf extension would be constructed on approximately 4 acres of backland (including soil improvements) and 3.5 acres of marine waters, and would include demolition of all or a portion of the

existing shoreline. The existing shoreline, which includes structures placed or left in place during conversion of the former naval complex, would be reconstructed with about 1,300 linear feet of armor rock. Demolition activities would include demolishing a concrete caisson, cyclopean wall, and the wharf structure and removing or demolishing appurtenances such as fenders, bollards, crane rails, and utility infrastructure. Demolition of a caisson would be required, which is expected to require underwater blasting.

- ▶ **Ship-to-shore cranes:** The proposed Project would include the installation of 22 new single and double-trolley, electric-powered, rail-mounted ship-to-shore (STS) cranes to replace the 16 existing STS cranes on the wharf. Double-trolley STS cranes allow for simultaneous operations, where one trolley handles the transfer of cargo containers between the ship and the landside, while the second trolley simultaneously transfers the containers onto CHE on the landside. The new cranes are expected to be of similar dimensions to the existing cranes. In general, the cranes would be approximately 270 feet high at their apex and would have an approximate effective lifting height of 170 feet, an effective back reach of around 100 feet, and an effective outreach of the boom of 235 feet. The cranes would be delivered by specialized ocean-going vessels assisted by tugboats during the delivery process, installed, and tested following various phases of construction.

2.4.2 Proposed Project Operations

Proposed Project operations would consist of moving containerized cargo in, out, and within the terminal. Electric-powered STS cranes on the wharf would be used for loading and offloading containerized cargo from container ships that arrive at the terminal's berths. STS cranes would be used to lift import containers off the ship and place them onto electric-powered "horizontal transport" equipment to move the containers to the yard stacking crane blocks. An electric-powered yard stacking crane would be used to lift the container off the horizontal transport and transfer it to the designated stack. Containers would be optimally positioned at the top of the stacks closer to the truck pickup point based on upcoming trucker appointments. The yard stacking cranes would also be used to sort and stage containers within the blocks prior to transferring containers to either truck chassis, for movement out of the terminal by heavy-duty, on-road truck, or onto bombcarts that would be moved within the terminal to the on-dock railyard using utility tractor rigs. In the on-dock railyard, electric-powered rail-mounted gantry cranes positioned parallel to the tracks would be used to transfer the containers onto railcars. Export containers would be stored in yard stacking crane blocks until their vessel arrives at berth. Once ship loading commences, horizontal transport equipment would be used to convey the containers from the blocks to the wharf where STS cranes would be used to load them onto the vessel prior to departure.

- ▶ **Terminal operations:** At full operation, the terminal would operate 162-yard stacking cranes across 81-yard stacking crane blocks. The terminal would have a maximum capacity of 6.1 million TEUs per year, and the proposed Project is estimated to handle nearly 5.95 million TEUs of cargo per year. The average daily workforce once the proposed Project is fully completed is expected to be approximately 1,355 workers. The proposed Project operations involve the elements described below.
- ▶ **Vessel operations:** Vessel offloading/loading activities associated with the proposed Project would occur at Berths T130 to T140. Based on projected increased vessel sizes and anticipated vessel schedules, it is estimated that a maximum of four vessels would be berthed at one time. Most vessels in the near future are expected to range in capacity from 9,000 to 13,000 TEUs, whereas by full build-out, most vessels are expected to exceed a capacity of 18,000 TEUs. The proposed Project would be designed to handle ultra-large container vessels with a capacity of over 24,000 TEUs. Project-related vessels would arrive at and depart from their berths with the assistance of two or more tugboats and a mandatory port pilot. Container vessels would typically remain docked at the terminal for up to 7 days while unloading and loading containers.
- ▶ **Truck operations:** Approximately two-thirds of the containers handled by the terminal would arrive at and depart from the terminal hauled by heavy-duty, on-road trucks known as drayage trucks.

Drayage trucks would haul containers on chassis trailers, which would be picked up either on the terminal or at an off-terminal location within the port complex. Truck entry to the terminal and exit to the regional roadway and freeway network would occur through the truck gate complex. Gate flow would be regulated by a truck appointment system to manage the truck processing capacity of the terminal, thereby minimizing queues. Drayage trucks could consider “dual transaction” appointments which would consist of an appointment to offload an export container at the appropriate yard stacking crane block and then proceed to another yard stacking crane block to pick up an import container before departing the terminal to regional warehouses and transloading facilities located in the Los Angeles region and throughout Southern California.

- **Rail operations:** At full operation, it is expected that approximately one-third of the containers handled by the terminal would arrive or depart by train. Cut of railcars (group of railcars coupled together) would be moved in and out of the terminal’s on-dock railyard either by the Port’s contracted local switching railroad or by one of the Class 1 railroads serving the western United States (Union Pacific or BNSF Railway). Railcars would likely be stored or staged in the storage railyard on the Navy Mole before being assembled into outbound trains or broken up for container handling in the on-dock railyard. The terminal’s access to the Port-area rail network would be unchanged from existing conditions: (i.e., Badger Bridge to Terminal Island via Control Point Mole to Pier T and vice versa). Trains departing the terminal would travel via the Alameda Corridor either directly from the Project site or indirectly through the supporting Class 1 rail yards (Intermodal Container Transfer Facility and Hobart/Commerce Yard), and onward through the Alameda Corridor headed eastbound.

2.5 Anticipated Permits and Approvals

In accordance with Sections 15050 and 15367 of the State CEQA Guidelines, POLB is the lead agency for the proposed Project and has principal authority and jurisdiction for (i) approval and certification of the EIR in accordance with CEQA, (ii) approval of the Project, and (iii) approval and issuance of a Harbor Development Permit in accordance with the certified Port Master Plan. Other agency coordination, approvals, or permits may be required from other federal, state, local, and regional agencies for the proposed Project (Table 2).

Table 2 Agency Coordination, Permits, and Approvals That May Be Required for the Proposed Project

Agency Name	Regulation, Permit, or Approval	Project Applicability and Considerations
Federal Agencies		
US Army Corps of Engineers	Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972	Regulates the transport and disposal of dredge or fill material into the ocean. Applicable to unconfined aquatic disposal of dredged material (if needed) from the Project. The USACE relies on the US Environmental Protection Agency’s marine protection criteria when evaluating permit requests for the transportation of dredged material for the purpose of dumping it into ocean waters.
	Section 404 of Clean Water Act	The USACE federal action for the proposed Project is the issuance of a permit decision for the proposed work and placement of structures in navigable waters of the United States, the discharge of dredged and fill materials in waters of the United States, and the transport of dredged sediments for ocean disposal under Section 404 of the Clean Water Act.

Agency Name	Regulation, Permit, or Approval	Project Applicability and Considerations
	Section 10 of Rivers and Harbors Act	Regulates construction of any structure in or over any navigable water of the United States. The USACE issues a permit decision for the proposed work under Section 10 of the Rivers and Harbors Act.
US Environmental Protection Agency	Marine Protection, Research, and Sanctuaries Act of 1972 (Ocean Dumping Act)	Regulates the transport and disposal of dredge material into the ocean. Applicable to unconfined aquatic disposal of dredged material (if needed) from the Project. Permits and federal projects involving dredged material are subject to US Environmental Protection Agency review and concurrence.
	Section 404 of Clean Water Act (CWA)	Under Section 404 of the CWA, the US Environmental Protection Agency has independent authority to restrict, deny, or prohibit the use of an area as a disposal site for dredged or fill material if it determines that the discharge will have unacceptable adverse effects.
	Section 309 of Clean Air Act	US Environmental Protection Agency review of environmental effects of federal actions including EISs and review and approval of Sampling and Analysis Plan/Results for dredging activities.
	Clean Air Act Amendments of 1990	Air quality conformity permits during construction associated with construction equipment.
National Oceanic Atmospheric Administration, National Marine Fisheries Service, US Fish and Wildlife Service	Federal Endangered Species Act of 1973	Consultation with National Oceanic Atmospheric Administration, National Marine Fisheries Service and/or US Fish and Wildlife Service is required for federally listed species within the action area that may be affected or designated critical habitat that may be adversely modified by the proposed action (Project).
	Fish and Wildlife Coordination Act	Consultation with National Oceanic Atmospheric Administration, National Marine Fisheries Service and/or US Fish and Wildlife Service is required for federal actions that affect any stream or other body of water.
	Magnuson-Stevens Fishery Conservation and Management Act of 1976	Essential fish habitat designation may require consultation with National Oceanic Atmospheric Administration, National Marine Fisheries Service should the proposed action (Project) adversely affect essential fish habitat.
	Marine Mammal Protection Act 1972	Incidental harassment authorization would be required for marine mammals that could be potentially impacted by construction activities.
	National Invasive Species Act of 1996	If presence of invasive species is detected, best management practices may be needed for vessels and equipment.
	Noise Control Act of 1972	Incorporate reasonable and feasible noise abatement measures to reduce or eliminate noise impact.

Agency Name	Regulation, Permit, or Approval	Project Applicability and Considerations
US Department of the Navy	Deed Restriction Compliance	Review and approval of proposed scope of work within Installation Restoration sites subject to an existing Covenant to Restrict Use of Property.
State Agencies		
State Water Resources Control Board	CWA Section 401	Water quality certification for water quality impacts related to any federal license or permit that authorizes any activity that may result in the discharge of a point source, including fill material, into waters of the United States. Issue a National Pollutant Discharge Elimination System (NPDES) permit and/or Waste Discharge Order for sites if there is an effluent discharge. Construction general permit for Project construction activities regulating stormwater and non-stormwater discharges. Issue an industrial general permit for Project operations regulating stormwater and non-stormwater discharges.
California Coastal Commission	California Coastal Act of 1976 Coastal Zone Management Act of 1972 and Reauthorization Amendments of 1990	Federal Coastal Zone Management Act program concurrence. Coastal development permit approval for activities occurring on Pier S West in a dual permit jurisdiction area with the City of Los Angeles (see City of Los Angeles below).
California Department of Fish and Wildlife	California Fish and Game Code, Section 2081	Incidental take permit would be required if the take of a California Endangered Species Act-listed species is incidental to the Project.
California Department of Transportation	Construction Standards	Compliance with California Department of Transportation construction contract standards and Federal Highway Administration standards.
California Public Utilities Commission	GO-88-B Form	Notification for projects affecting or modifying an existing rail crossing.
California Department of Toxic Substances Control	Deed Restriction Compliance	Review and approval of proposed scope of work within Installation Restoration sites subject to an existing Covenant to Restrict Use of Property.
Local and Regional Agencies		
Port of Long Beach	Consolidated Building Permit and Coastal Development Permit (Harbor Development Permit [HDP])	Issuance of HDP for development in the Long Beach Harbor District, including construction, reconstruction, demolition, extension, alteration, improvement, erection, remodeling, repair, placement of any solid materials or structure on land or in or under water, discharge of disposal of materials, dredging, mining, or extraction of materials, change in access to land or water, intensity or density of use of land or intensity of water.

Agency Name	Regulation, Permit, or Approval	Project Applicability and Considerations
City of Long Beach	Building and Safety Bureau Permits Fire Department Permit	Building, fire, electric, plumbing, and sanitation Permits anticipated to be required. Repossession of oil operating areas within the Harbor District requires approval of the City Council.
Port of Los Angeles	Port Master Plan	Issuance of applicable coastal development permit, real estate entitlements and/or harbor engineer permit.
City of Los Angeles	Planning Department Permit Bureau of Engineering Permit Building and Safety Department Permits Fire Department Permit	Coastal development permit approval for activities occurring on Pier S West in a dual permit jurisdiction area with the California Coastal Commission. Building, fire, electric, plumbing, and sanitation Permits anticipated to be required.
South Coast Air Quality Management District	California Clean Air Act of 1988, Air Quality Management Plan, and air quality rules and regulations	Issuance of applicable air quality permits.
Los Angeles Regional Water Quality Control Board	Deed Restriction Compliance Municipal Separate Stormwater Permit	Review and approval of proposed scope of work within Installation Restoration sites subject to an existing Covenant to Restrict Use of Property. Issuance of Municipal Separate Storm Sewer System permit for Standard Urban Storm Water Mitigation Plan.

3 ENVIRONMENTAL DETERMINATION

3.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Where checked below the topics with a potentially significant impact will be addressed in an environmental impact report.

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

3.2 Environmental Determination

On the basis of this initial evaluation:

- ☐ I find that the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project **COULD** have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☒ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Renee Moilanen, Director of Environmental Planning
Port of Long Beach

06/22/2026

Date

3.3 Evaluation of Environmental Impacts

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

I. Aesthetics

Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☒	☐	☐	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

Discussion

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

Potentially significant impact. The Port's certified Port Master Plan identifies three sensitive views within the POLB: predominate structures visible to the east from downtown Long Beach and along the ocean bluffs, ground level views along the boundary of Queensway Bay, and ground level views along Harbor Scenic Drive from southbound lanes of south Anaheim Street (POLB 1990). The City of Long Beach General Plan Mobility Element also designates the segment of Ocean Boulevard from Nimitz Road on the west to State Route 1 (SR-1) on the east as a city-designated scenic route (City of Long Beach 2013). Because of the increase in cargo-handling facilities; increase in the number and scale of buildings and structures; increase in larger container ships; increase in CHE, including 22 new STS cranes to replace the 16 existing STS cranes; and expansion of the Pier T marine terminal; the Project may be visible from nearby communities that have designated scenic view locations.

Construction

Project construction activities would temporarily alter the visual character of the Project site, but construction equipment, such as dredge vessels, tugboats, dump trucks, cranes, and excavators, would generally be consistent with the existing industrial and Port-related activities and facilities in the Project area. Therefore, construction of the Project is not expected to result in adverse impacts on designated scenic vistas. However, this topic will be analyzed further in the EIR and EIS.

Operation

Operational components of the Project would be visible from multiple communities having designated scenic view locations, resulting in a potentially significant impact on scenic vistas, which will be analyzed further in the EIR and EIS.

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

Potentially significant impact. There are no scenic resources at the Project site, such as trees, rock outcroppings, historic buildings, or other aesthetic resources. According to the California Department of

Transportation Scenic Highway Mapping System (Caltrans 2026), there are no designated state scenic highways within POLB or the City of Long Beach. The closest state-designated scenic highway is SR 91, which is more than 20 miles northeast of the Project site (Caltrans 2026). Given the distance from SR 91 and intervening topography and structures, the Project would not be visible from SR 91. Therefore, the Project would not impact any scenic resources within a designated state scenic highway.

The closest eligible state scenic highway is the segment of SR 1, located approximately 5 miles east of the Project site, between SR 5 and SR 19 (Caltrans 2026). Due to the distance and intervening topography and structures, the Project would not damage scenic resources within this eligible state scenic highway segment and would not be visible from these portions of SR 1.

Although the Pier T marine terminal would not impact any scenic resources within a designated state scenic highway, impacts to local scenic routes may occur. The City of Long Beach General Plan Mobility Element Map 12, Context-Sensitive Street Classification System, identifies scenic routes in the City of Long Beach (City of Long Beach 2013). The closest city-designated scenic route to the Project site is Ocean Boulevard from Nimitz Road (western city limit) to SR 1 (eastern city limit), which comprises the northern boundary of the Project site. Given the immediate proximity, the Project would be visible from Ocean Boulevard. Therefore, this impact is potentially significant, and the Project's impact on scenic highways and roads will be analyzed further in the EIR and EIS.

- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

Potentially significant impact. The Project site is located in an urbanized area and could conflict with zoning and other regulations governing scenic quality.

Construction

Project construction activities would temporarily alter the visual character of the site through the use of construction equipment, such as dredge vessels, tugboats, dump trucks, cranes, and excavators. These activities would generally be consistent with the existing industrial and Port-related activities and facilities in the immediate Project area and are not expected to conflict with the aesthetics/visual resources plans and policies of other jurisdictions. Therefore, Project construction is not expected to conflict with zoning and other regulations governing scenic quality.

Operation

As previously discussed, due to the increased volume of cargo-handling facilities; container ship sizes; equipment, including 22 new STS cranes to replace the 16 existing STS cranes; and expansion of the TTI leasehold area; the Project would be visible from other nearby communities that have plans and policies in place to protect visual resources and coastal views. For example, the Wilmington-Harbor City Community Plan for the City of Los Angeles and San Pedro Community Plan for the City of Los Angeles have designated viewing locations and view corridors from which the Project would be seen. Other communities also have plans and policies pertaining to the protection of coastal views. Therefore, the Project may result in potentially significant impacts to scenic quality, and the Project's consistency with these and other local plans and policies governing scenic quality will be analyzed further in the EIR and EIS.

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

Potentially significant impact. The proposed Project would include new sources of lighting and potential glare, which could affect day or nighttime views in the area.

Construction

Project construction would include demolition of existing high-mast lighting and is likely to employ a combination of permanent and temporary night lighting with the potential to intrude into nighttime views from beyond the Project boundary, necessitating night lighting control strategies to avoid night lighting impacts or inconsistencies with other jurisdictional night lighting control regulations. This impact is potentially significant, and this topic will be analyzed further in the EIR and EIS.

Operation

The proposed Project would include installation of new high-mast lighting to provide required site lighting. The new lighting would conform to POLB standards. The potential exists for Project night lighting to intrude into nighttime views from beyond the Project site boundary, necessitating night lighting control strategies to avoid night lighting impacts or inconsistencies with other jurisdictional night lighting control regulations. This impact is potentially significant, and this topic will be analyzed further in the EIR and EIS.

II. Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No impact. The Project site surrounds the West Basin, which is comprised of primarily industrial and commercial activities. There is no existing farmland associated with the Project site. According to the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program, the Project site is not within an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; the Project site is designated as "Urban and Build-Up Land" (DOC 2026a). Therefore, no impact would occur, and this topic will not be discussed in the EIR and EIS.

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

No impact. The Project site is located within Terminal Island Long Beach Harbor Planning District 4 and is zoned “IP–Port-related Industrial” within the City of Long Beach. Permitted landside uses within Harbor Planning District 4 include primary Port facilities, hazardous cargo facilities, Port-related facilities, maritime support facilities, institutional facilities, oil and gas production facilities, utilities, renewable energy resources and environmental production. Permitted water uses include navigable corridor, maneuvering and berthing, sediment management areas, and environmental protection. No agricultural use occurs within the Project site and surrounding areas, and the Project site is not part of a Williamson Act contract (DOC 2026b). Therefore, no impact would occur, and this topic will not be discussed in the EIR and EIS.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No impact. The Project site is not located within lands zoned for forest land or timberland. As such, the Project would not cause rezoning of forest land, timberland, or timberland zoned Timberland Production. Therefore, no impact would occur, and this topic will not be discussed in the EIR and EIS.

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

No impact. The Project site is not located within lands zoned for forest land and none of the surrounding area is zoned for forest land use. The Project would not result in the loss of forest land or convert forest land to non-forest use. Therefore, no impact would occur, and this topic will not be discussed in the EIR and EIS.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No impact. The Project site surrounds the West Basin of the Port, with no land zoned for agricultural or forest uses. The Project would not result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impact would occur, and this topic will not be discussed in the EIR and EIS.

III. Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations.				
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐

Discussion

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

Potentially significant impact. The Project site is located in the South Coast Air Basin, which includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The South Coast Air Quality Management District (South Coast AQMD) is the air pollution control agency for the South Coast Air Basin and has primary responsibility for regulating stationary sources of air pollution within the South Coast Air Basin, implementing air quality programs required by state and federal mandates, and enforcing rules and regulations based on air pollution laws.

The federal and state Clean Air Acts mandate the control and reduction of certain air pollutants. Under these laws, the US Environmental Protection Agency and the California Air Resources Board have established National Ambient Air Quality Standards and California Ambient Air Quality Standards, respectively, for “criteria pollutants” and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), particulate matter with diameters of 10 microns or less (PM₁₀) and 2.5 microns or less (PM_{2.5}), sulfur dioxide (SO₂), and lead (Pb). Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between VOC and NO_x. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). The South Coast AQMD is required to monitor air pollutant levels to ensure that the National Ambient Air Quality Standards and California Ambient Air Quality Standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the South Coast Air Basin is classified as being in “attainment” or “nonattainment.”

The South Coast AQMD develops air quality management plans (AQMPs) to meet the requirements of the federal Clean Air Act. South Coast AQMD’s most recently adopted AQMP is the 2022 AQMP (South Coast AQMD 2022). This plan addresses various federal nonattainment and attainment/maintenance planning requirements, and is incorporated into the State Implementation Plan by the California Air Resources Board and is approved or disapproved by US Environmental Protection Agency.

A significant air quality impact may occur if a project is not consistent with the applicable AQMP or would not conform to the policies or goals of the AQMP. Because additional analysis would be required to determine if the proposed Project would conflict with the AQMP, this impact is potentially significant and will be analyzed further in the EIR and EIS.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Potentially significant impact. Air emissions would be generated both during construction and operation of the proposed Project. Construction would include in- and overwater activities, such as dredging, pile driving, wharf construction, and installation of single- and double-trolley rail-mounted STS cranes. Landside construction would include a new truck gate complex, improvements to the on-dock railyard, consolidation of the Navy Mole railyard, installation of utilities, and building construction. Operational activities would, like the existing operations, handle overseas containerized cargo. Terminal operations would include the operation of 22 new STS cranes in replacement of the 16 existing STS cranes used to load and unload containers to and from ocean-going vessels, managing the containers within the terminal; managing truck entry and exit gates to expedite the flow of cargo; operating the on-dock railyard to load and unload containers to and from railcars, coordinating at-berth activities of ocean-going vessels (e.g., shore power connections, handling of mooring lines and water supply connections), and maintaining and repairing the terminal's CHE. The Pier T marine terminal would continue to operate during all phases of construction

The magnitude of impacts associated with Project emissions cannot be determined at this time and requires further evaluation. In addition, cumulative impacts may result from individually minor but collectively significant impacts. Therefore, this impact is potentially significant and will be analyzed further in the EIR and EIS.

c) Expose sensitive receptors to substantial pollutant concentrations?

Potentially significant impact. Given the anticipated use of diesel equipment during concurrent construction and operational activities, the proposed Project would have the potential to expose nearby sensitive receptors to localized air pollution in the form of criteria pollutants and toxic air contaminants from engine exhaust. These receptors may include live-aboard marinas approximately 0.5 mile to the north on the Cerritos Channel and on-site and nearby off-site workers. However, the magnitude of these impacts cannot be determined at this time and requires further evaluation. Therefore, this impact is potentially significant and will be analyzed further in the EIR and EIS.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Potentially significant impact. Short-term odors from the use of diesel equipment, paving, and use of asphalt, and temporary storage/stockpiling of dredged sediments may occur during construction. Odors from operation of the proposed Project would be similar to odors produced from the existing Pier T marine terminal operations and surrounding terminal operations primarily associated with exhaust from diesel equipment. However, dredging activities associated with construction have the potential to bring contaminated sediments and marine organisms to the surface. The subsequent decay or exposure of these materials to air could generate odors. Although the distances between proposed Project emission sources and the nearest sensitive receptors are usually sufficient to allow for adequate dispersion of these odors, given the anticipated dredging activities, these impacts are potentially significant and will be analyzed further in the EIR and EIS.

IV. Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☒	☐	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

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

Potentially significant impact. The Project area provides habitat for numerous special-status wildlife species and federal and state endangered species are found in the harbor area. Special-status bird species (i.e., listed by US Fish and Wildlife Service or the California Department of Fish and Wildlife have been observed within the Project area. All marine mammals are protected under the Marine Mammal Protection Act. California sea lions (*Zalophus californianus*) have consistently been the most abundant species within the port complex, followed by harbor seals (*Phoca vitulina*), common dolphins (*Delphinus delphis*), and bottlenose dolphins (*Tursiops2-12 truncatus*). Under the Magnuson-Stevens Fishery Conservation and Management Act, the Coastal Pelagic Species and Pacific Coast Groundfish Fishery Management Plans identify essential fish habitat within tidal waters. Essential fish habitat may be within the Project site and could experience potentially significant impacts, which will be analyzed further in the EIR and EIS.

Impacts to special-status wildlife may result from both construction and operation of the Project. Underwater sound would be generated both during construction and operation of the Project with the potential for simultaneous in-water construction and operational activities to occur. Construction and operational activities that generate underwater sound would involve:

- ▶ in-water construction activities (dredging, wharf construction, and pile driving), and
- ▶ operational activities (loading and unloading containers to and from ocean-going vessels, managing the containers within the terminal, and maintenance).

Pile driving to construct the wharf would generate high amplitude and impulsive sounds with the potential to injure and harass fish, marine mammals, and sea turtles. Impacts from pile driving are likely to extend beyond the immediate Project area. Evaluation and quantification of the Project's construction and operational underwater sound impacts will be necessary. Impacts are potentially significant, and this topic will be analyzed further in the EIR and EIS.

Dredging may result in impacts to water quality. The primary concerns are impacts related to sediment plumes that consist of elevated total suspended solids in the water column. Elevated total suspended solids may temporarily reduce light transmittance, which can affect animal behavior; can limit photosynthesis; and may reduce foraging by marine mammals, birds, and fish in the vicinity. Although animals may avoid the area during construction, given the anticipated 17-year duration of construction, construction activities conducted during the nesting season (February through September) may have the potential to adversely affect foraging by sensitive bird species. In addition, nighttime lighting during construction, as well as the addition of lighting for nighttime operations, also has the potential to affect sensitive nesting bird species by increasing predation. Impacts are potentially significant, and this topic will be analyzed further in the EIR and EIS.

The landside portion of the Project area consists primarily of paved and disturbed surfaces surrounding the industrial Port facilities. Disturbed, degraded, weedy terrestrial vegetation is present along the Navy Mole; however, no special-status wildlife species are expected to be present in those areas due to lack of suitable habitat. Onshore construction would include grading, compaction, and surfacing, and could potentially create surface runoff that may increase turbidity, sedimentation, and potential release of contaminants into receiving waters, which could affect marine species. In-water and onshore construction activities, as well as operational activities and their potential effects on sensitive or special-status marine species, would be potentially significant and will be analyzed further in the EIR and EIS.

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

Potentially significant impact. There is no riparian habitat in the Project area or in the vicinity; however, the County of Los Angeles has established Significant Ecological Areas to preserve and protect a variety of biological communities. The nearest designated Significant Ecological Area is located approximately 1.7 miles southwest of the Project site on Terminal Island (Pier 400) in the POLA (County of Los Angeles 2015: Figure 9.3). The Project is not anticipated to impact riparian habitat; however, impacts to Significant Ecological Areas may be potentially significant and will be analyzed further in the EIR and EIS.

The Project site is in an area designated as an essential fish habitat for the Coastal Pelagic Species and Pacific Coast Groundfish; construction of the terminal and wharf may result in the direct loss of habitat. In addition, overwater structures, such as the new wharf, may increase shading. Dredging would have potential adverse effects on marine biota through resuspension of sediments and disturbance of benthic communities.

The Pacific Coast Groundfish Fishery Management Plan also identifies canopy kelp and eelgrass habitat as a Habitat Area of Particular Concern. The seagrass Habitat Area of Particular Concern includes those

waters, substrate, and other biogenic features associated with eelgrass species (*Zostera spp.*), widgeon grass (*Ruppia maritima*), or surfgrass (*Phyllospadix spp.*). Increased turbidity and sedimentation from dredging and activities such as pile driving, rock placement for the rock dike, or wharf construction may indirectly affect the eelgrass bed by reducing light penetration and photosynthesis. No eelgrass is anticipated within the Project in-water footprint due to the depth. Further, eelgrass has not been identified in the Project site (POLA and POLB 2018). This resource is managed via the California Eelgrass Mitigation Policy, which includes specific guidelines for monitoring, as well as appropriate responses and measures for activities that threaten eelgrass vegetated habitats (NOAA Fisheries 2014). The canopy kelp Habitat Area of Potential Concern includes those waters, substrate, and other biogenic habitat associated with canopy-forming kelp species (e.g., *Macrocystis spp.* And *Nereocystis sp.*), which may occur within the Project site.

Therefore, in-water construction activities would result in potentially significant impacts to sensitive natural communities and will be analyzed further in the EIR and EIS.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No impact. The Project area is a developed, industrial seaport in an urban environment. The National Wetlands Inventory classifies the open water in the Project area as marine deepwater habitat (M1UBL – marine subtidal unconsolidated bottom habitat) (USFWS 2026a). According to the National Wetlands Inventory, the marine system consists of the open ocean and its associated coastline, and the substrate in these habitats is continuously covered with tidal water. Deepwater habitats are permanently flooded lands lying below the deepwater boundary of wetlands. No wetlands are present in the Project area. No impact on state or federally protected wetlands would occur, and this topic will not be discussed in the EIR and EIS.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Potentially significant impact. The Project area is within and adjacent to a developed port in a highly urbanized area. The existing landside portion of the Project area consists primarily of paved and disturbed surfaces surrounding industrial port facilities. Disturbed, degraded, weedy terrestrial vegetation is present nearby along the Navy Mole and on Pier S. This vegetation may be used by small wildlife; however, it is fragmented from other vegetated areas and could only be used for localized movement. No terrestrial wildlife corridors overlap with the Project area.

Some fish species may move in and out of San Pedro Bay for spawning and foraging, but there are only a few fishes in Southern California with true migrations (e.g., salmonids and white sturgeon), and they are not known to occur in the vicinity of San Pedro Bay. However, the Project may interfere with migratory fishes. Project construction could result in avoidance of construction areas by resident fish species; however, these effects are expected to be temporary.

Construction and operational activities within the Project area would not block or interfere with migration or movement of any of the species covered under the Migratory Bird Treaty Act because the Project area is primarily open water and lacks nesting habitat. While birds may be temporarily deterred from the Project area during construction due to noise and increased activity, birds could continue to fly over the Project area and in the vicinity. The Project may result in direct or indirect impacts to nesting site areas and species-level impacts may occur. Project-related impacts to migration and movement are potentially significant and will be analyzed further in the EIR and EIS.

Some marine mammals, such as California sea lion, harbor seal, common dolphin, and bottlenose dolphin, move in and out of the San Pedro Bay to rest and forage, but there are no known breeding areas

or marine mammal migration corridors within the Project area in the San Pedro Bay. However, several whale species, such as the gray whale and blue whale, make seasonal migrations along the Southern California coast, which includes areas adjacent to San Pedro Bay, and could be affected by construction and operational activities associated with increased vessel traffic. Project-related impacts to these species could be potentially significant and will be analyzed further in the EIR and EIS.

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

No impact. The City of Long Beach Municipal Code (LBMC Section 14.28.060) prohibits the cutting, trimming, pruning, removing, or in any way interfering with the natural growth of any tree planted along city streets or on other city property without having first obtained a permit from the Director of Public Works. The Los Angeles County Code prohibits the removal or destruction of natural vegetation on sloping terrain without written approval (Section 12.28.030); for trees, plants, or flowers growing on any beach (Section 17.12.190); and of any soil, rock, sand, or gravel from any beach (Section 17.12.200). Compliance with these policies is required which would reduce potential impacts to trees and vegetation associated with removal. The Project does not include removal of any trees or terrestrial vegetation protected by city or county ordinances and the beach environment would not be impacted. The Project would not conflict with these city and county ordinances. Los Angeles County Code (Section 12.20.010) prohibits the disposal of petroleum products in the Pacific Ocean or into the waters of any lagoon, bay, inlet, tributary, beach, tideland, or submerged land. Petroleum products would be used as part of Project construction to fuel and maintain construction and dredging equipment and vessels, which may potentially impact water quality if spills occur. All refueling, maintenance, and storage of fuels and other hazardous materials would be in accordance with applicable plans, and federal and State regulations, such as the Clean Water Act (CWA) and the Porter-Cologne Water Quality Control Act. The transport and disposal of hazardous waste would be per State or federal regulations to ensure consistency with Los Angeles County Code (Section 12.20.010). Further, the project would include best management practices to properly store chemicals, protect the ground surface, and implement quick cleanup of spills. Los Angeles County Code (Section 22.102) requires that development be designed to avoid and minimize impacts to Significant Ecological Areas, as designated in the county general plan. Therefore, because the Project would not involve tree removal, remove of natural vegetation, impact beach areas, affect Significant Ecological Areas, or dispose of petroleum productions into waters, no conflict with local policies or ordinances protecting biological resources would occur, and no impact would occur. Therefore, this topic will not be discussed in the EIR and EIS.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No impact. The Project area is not located within an adopted Natural Communities Conservation Plan or Habitat Conservation Plan (CDFW 2026; USFWS 2026b). The County of Los Angeles has established SEAs to preserve and protect a variety of biological communities. The only Significant Ecological Area present in the vicinity of the Project area is the California least tern nesting area at Pier 400 within the POLA, which is located approximately 1.7 miles southwest of the Project area. Therefore, because the Project is not located within a Natural Communities Conservation Plan or Habitat Conservation Plan and the nearest Significant Ecological Area would not be affected due to distance from site to directly or indirectly affect least tern nesting or foraging, the Project would have no impact on Natural Communities Conservation Plans, Habitat Conservation Plans, or other local, regional, or state habitat conservation plan. Therefore, no impact would occur, and this topic will not be discussed in the EIR and EIS.

V. Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☒	☐	☐	☐
c) Disturb human remains, including those interred outside of dedicated cemeteries?	☒	☐	☐	☐

Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Potentially significant impact. The proposed Project would involve a multiyear, phased, redevelopment and expansion of the existing Pier T marine terminal to accommodate anticipated future container volumes and container ship sizes. Construction activities associated with the existing 382-acre terminal and proposed expansion approximately 500 acres, including grading, dredging, pile driving, drilling, blasting, and excavation, have the potential to impact cultural resources that meet the definition of a historical resource, which could result in a potentially significant impact. Therefore, this topic will be analyzed further in the EIR and EIS.

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

Potentially significant impact. The proposed Project involves redevelopment and expansion of the existing 382-acre terminal to approximately 500 acres. Dredging activities associated with the deepening of approximately 24 acres in the eastern portion of the West Basin to allow safe navigation of large container ships could result in the discovery of potentially significant cultural or archaeological resources, resulting in a potentially significant impact. Additionally, Project excavation activities could uncover unknown cultural resources. Therefore, this topic will be analyzed further in the EIR and EIS.

c) Substantially disturb human remains, including those interred outside of formal cemeteries?

Potentially significant impact. A number of regulatory provisions address the handling of human remains that are inadvertently uncovered during excavation activities. These include State Health and Safety Code Section 7050.5, PRC Section 5097.98, and State CEQA Guidelines Section 15064.5(e). Under to these codes, in the event of the discovery of unrecorded human remains during construction, excavations shall be halted, and the county coroner shall be notified. If the human remains are determined to be Native American, the California Native American Heritage Commission would be notified within 24 hours, and the guidelines of the California Native American Heritage Commission would be adhered to in the treatment and disposition of the remains. Project dredging and excavation activities have the potential to impact human remains. Therefore, this topic will be analyzed further in the EIR and EIS.

VI. Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Potentially significant impact. The proposed Project has the potential to result in impacts due to wasteful, inefficient, or unnecessary consumption of energy resources. Potential impacts on energy resources from the proposed Project construction and operational activities cannot be determined at this time and require further evaluation. Therefore, these impacts are potentially significant and will be analyzed further in the EIR and EIS.

Construction

During construction activities, the Project would consume energy diesel and gasoline fuels, as well as electricity for on-road vehicles, off-road equipment, and dredging. The Project construction components are designed to be implemented efficiently, however, would nevertheless necessitate fuel and electricity consumption. This impact is potentially significant and will be analyzed further in the EIR and EIS.

Operation

Operation of the proposed Project would increase on-site electricity use due to the proposed installation and use of zero-emission equipment, such as electric-powered CHE. During the initial phases of construction, cargo-handling operations at the terminal would be largely diesel-powered. However, as subsequent phases are completed, cargo-handling operations would transition to zero-emission. The design of new buildings at the terminal would meet LEED certification standards and ocean-going vessels calling at the terminal would connect to electrical shore power while at berth.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

Potentially significant impact. The proposed Project could conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Construction

Project construction would use fuel and electricity in equipment, vessels, and vehicles used to redevelop and expand the existing Pier T marine terminal. These activities would be subject to POLB energy initiatives and Green Port initiatives (POLB 2017). This impact is potentially significant and will be analyzed further in the EIR and EIS.

Operation

Operation of the proposed Project would include increased container handling and container ship sizes, which would consume energy. Although the Project would increase on-site energy use, the terminal would transition from largely diesel-powered cargo-handling operations to deploy zero-emission equipment, such as electric-powered CHE to increase terminal efficiencies.

While state, regional, and local plans goals for renewable energy and energy efficiency have been developed, no regulations or requirements have been adopted by relevant public agencies to implement those plans for specific projects. In 2023, the POLB adopted the ZEERO Program designed to guide the POLB's programs to achieve its own carbon-neutral future and includes elements such as a Zero-Emissions Infrastructure and Power Systems Capital Improvement Program and support for state and federal efforts to develop and supply renewable energy (POLB 2024). Nevertheless, measures contained in state and local plans, strategies, policies, and regulations may directly or indirectly affect the proposed Project's construction and operational activities. This impact is potentially significant, and the proposed Project's consistency with such plans, policies, and regulations will be analyzed further in the EIR and EIS.

VII. Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☒	☐	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☒	☐	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

Discussion

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)**

Potentially significant impact. There are no Alquist-Priolo zoned faults that cross the Project site or are located within the immediate vicinity of the Project (DOC 2026c). The nearest delineated Alquist-Priolo Earthquake Fault is the Cherry Hill Fault within the Newport-Inglewood-Rose Canyon Fault Zone, located approximately 5 miles northeast of the Project site. There is fault activity mapped within proximity to the Project site including the Palos Verdes Fault just west of the Project site, and the THUMS-Huntington Beach Fault south of the Project site (DOC 2026d). Further, the US Geological Survey identified the Compton blind thrust fault that traverses the Project site from the north edge of the site to the east edge

of the site, north of Pier T Echo. The presence of this potentially active fault traversing the Project site results in the potential for adverse effects due to fault rupture. Therefore, this impact is potentially significant, and this topic will be analyzed further in the EIR and EIS.

ii) Strong seismic ground shaking?

Less than significant impact. The Project site is located in a seismically active area of Southern California with numerous on- and offshore active faults capable of generating large earthquakes and significant seismic ground shaking in the Project area. Onshore faults in the Project area include the Palos Verdes fault zone, Compton blind thrust fault zone, Newport-Inglewood fault zone, Cabrillo Fault, and Los Alamitos Fault (USGS 2026a). Offshore faults in proximity of the Project area include the offshore sections of the Palos Verdes and Newport-Inglewood fault zones, THUMS-Huntington Beach Fault, and San Pedro Basin Fault (USGS 2026a). The Project site may experience strong to very strong ground shaking from a large earthquake on any of these faults.

The intensity of the seismic shaking, or strong ground motion, during an earthquake is dependent on the distance between the Project area and the epicenter of the earthquake, the magnitude of the earthquake, and the geologic conditions underlying and surrounding the Project area. According to earthquake shaking potential mapping published by the California Geological Survey (CGS), the Project site is located in a region that will on average experience stronger earthquake shaking more frequently, and this more intense shaking can damage even strong, modern buildings (CGS 2016).

Strong to severe ground shaking could cause damage to Project structures and components resulting in adverse impacts to workers or the public. The exposure of people and structures to seismic ground shaking is a potential risk with or without the Project and cannot be avoided. Implementation of geotechnical design recommendations in the Project design would reduce potential adverse impacts due to seismically induced ground shaking. The final geotechnical investigation report(s) for the Project would include detailed seismic design parameters to be incorporated into Project engineering design. Additionally, incorporation of modern standard engineering and safety standards in Project design, and compliance with Port engineering criteria and current federal, state, and local building codes would minimize adverse effects to people and structures. Emergency planning and coordination would also reduce injuries to on-site personnel during seismic activity. With the incorporation of emergency planning and compliance with current regulations and standard engineering practices, this impact is anticipated to be less than significant. Although impacts are anticipated to be less than significant, this topic will be analyzed further in the EIR and EIS.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact. Liquefaction is the phenomenon in which saturated granular sediments temporarily lose their shear strength during periods of earthquake-induced strong ground shaking. The susceptibility of a site to liquefaction is a function of the depth, density, and water content of the granular sediments, and the magnitude and frequency of earthquakes in the surrounding region. Saturated, unconsolidated silts, sands, and silty sands within 50 feet of the ground surface are most susceptible to liquefaction. Liquefaction-related phenomena include lateral spreading, ground oscillation, flow failures, loss of bearing strength, subsidence, and buoyancy effects. In addition, densification of the soil resulting in vertical settlement of the ground can also occur. This phenomenon can result in damage to infrastructure, including foundations.

The CGS maps the Project site and a majority of the Port as a liquefaction zone (DOC 2026c). The required geotechnical investigation for the on- and offshore portions of the Project would include seismic analysis and recommendations for design measures to reduce impacts related to liquefaction phenomena. Liquefaction impacts would be further reduced to less than significant by implementation of geotechnical design recommendations and compliance with all applicable Port, federal, state, and local building guidelines and regulations. Although impacts are anticipated to be less than significant, this topic will be analyzed further in the EIR and EIS.

iv) Landslides?

Potentially significant impact. The slope stability of an area is influenced by the steepness of the slope, the relative strength of the underlying rock material, and the thickness and cohesion of the overlying sediment. The steeper the slope or the less strong the rock, the more likely the area is susceptible to landslides. An indication of unstable slopes is the presence of old or recent landslides or debris flows. The CGS does not map any earthquake-induced landslide zones within the Port (DOC 2026c). The onshore portions of the Project are located on primarily flat terrain that would not be subject to seismically induced or naturally triggered landslides. The Project includes offshore dredging and onshore grading activities. Dredging near to existing free-face wharves, piers, and other structures could undermine these structures resulting in slope failures and damage or collapse of these structures. This could result in a potentially significant adverse impact, and therefore, landslide and slope stability will be analyzed further in the EIR and EIS.

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

Less than significant impact. Construction of the onshore portion of the Project, including pile driving, grading, and excavation would disturb surface soils, which could result in erosion at the Project site. Construction vehicles and equipment may degrade and disturb soils, which may subsequently be transported by wind or surface water runoff (in response to precipitation), accelerating the erosion processes. Under the State of California Construction General Permit, the Project would be required to develop a Project-specific Stormwater Pollution Prevention Plan, which would identify best management practices to reduce or avoid effects associated with erosion. Most above-water and onshore Project surfaces would be armored (rock) or covered impervious surfaces (aggregate) that would not contribute substantially to surface erosion. The Project would also be required to develop a post-construction stormwater plan to comply with stormwater measures, guidelines, and design features from the POLB Stormwater Design Manual. Compliance with construction Stormwater Pollution Prevention Plan requirements and the POLB Stormwater Design Manual guidelines would reduce impacts related to erosion to less than significant. Although impacts are anticipated to be less than significant, this topic will be analyzed further in the EIR and EIS.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Potentially significant impact. The potential for liquefaction and liquefaction-related phenomena, such as lateral spreading and seismically induced settlement, is discussed above in under question (a)(iii). Impacts related to liquefaction would be reduced to less than significant through implementation of geotechnical design recommendations; standard engineering practices; and compliance with Port, state, federal, and local building codes and regulations. Land subsidence is a gradual settling or sudden sinking of the ground surface due to removal or displacement of subsurface earth materials. The principal causes of subsidence in California are compaction associated with human withdrawal of fluids, such as groundwater or petroleum. Most of the Port area, including the Project site, is mapped as an area of land subsidence due to oil extraction (USGS 2026b). The Project would involve the repossession, replacement, and continued operation of oil fields that could contribute to land subsidence. The potentially significant impact of landslides, lateral spreading, subsistence, liquefaction, or collapse related to Project will be analyzed further in the EIR and EIS.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

Less than significant impact. Expansive soils are characterized by their potential shrink-swell characteristic. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in

certain fine-grained clay sediments from the process of wetting and drying. Clay minerals are known to expand with changes in moisture content. The higher the percentage of expansive clay minerals present in near surface soils, the higher the potential for substantial expansion. Sediments with expansive clay minerals that are continuously saturated, such as underwater sediments, will not undergo shrink-swell changes. Soils and sediments with expansive clay could result in adverse impacts to Project structures, such as cracking and distress of foundations and structures, or differential settlement. Sediments in the onshore portions of the Project consist primarily of sandy artificial fill; however, varying amounts of expansive clay may be present within the fill. The required site-specific geotechnical investigation for the onshore portion of the Project would identify any expansive soils and appropriate engineering design measures to reduce impacts would be incorporated as part of Project design. Recommendations from the onshore geotechnical investigation regarding expansive soils would be implemented in final Project design in compliance with federal, state, and Port design guidelines.

Structures of the Project may be constructed on dredged materials containing expansive clay or placed upon harbor sediments containing expansive clay. The Project would comply with the required Project-specific offshore geotechnical investigation's recommendations and final design requirements regarding expansive soils, including requirements related to fill placement and engineering. Additionally, design and construction of the offshore portions of the Project would comply with appropriate local, state, and federal regulations regarding design and construction, including design measures to reduce impacts of expansive soils/sediments. Compliance with geotechnical recommendations, standard engineering practices, and design guidelines and regulations would minimize impacts related to expansive soils. Although impacts are anticipated to be less than significant, this topic will be analyzed further in the EIR and EIS.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No impact. The proposed Project would require sanitary sewer service for a variety of buildings and uses during operations. Existing sanitary sewer facilities would be largely replaced, given the extensive relocation of buildings and other facilities connected to those utilities. Domestic wastewater, such as from kitchens and restrooms, would be disposed of using new connections to the existing Sanitation Districts of Los Angeles County municipal wastewater collection system in the Project area. The sanitation sewer system capacity would be verified in detailed design phase. If industrial processes that generate wastewater occur as part of construction or operation of the Project, these processes would be evaluated individually to determine whether the wastewater generated by these processes could be sent directly to the sanitary sewer system or if on-site pretreatment would be needed. The Project does not involve the installation of a septic tank or alternative wastewater disposal system; therefore, no impact would occur, and, this topic will not be discussed in the EIR and EIS.

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

Potentially significant impact. Project construction involves dredging activities that could encounter unique paleontological resources or unique geologic features. Although a records search conducted in 2019 for the POLB Deep Draft Navigation Study (USACE and POLB 2021) by the Natural History Museum of Los Angeles County for vertebrate paleontology did not identify fossil localities at that Project site, it did identify fossil localities in the harbor area from the same sedimentary deposits that likely occur at depth at and near the Project site. Shallow excavations and dredging in younger Quaternary sediments are unlikely to encounter significant fossil specimens; however, deeper dredging could potentially encounter significant fossils. Therefore, dredging has the potential to result in potentially significant impacts paleontological resources, and this topic will be analyzed further in the EIR and EIS.

VIII. Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

Discussion

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially significant impact. Section 15064.4 of the State CEQA Guidelines gives lead agencies the discretion to determine whether to assess greenhouse gas (GHG) emissions quantitatively or qualitatively and recommends consideration of certain factors in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). Section 15064.4 of the State CEQA Guidelines does not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association, so long as any threshold chosen is supported by substantial evidence (State CEQA Guidelines CEQA Section 15064.7[c]). State CEQA Guidelines do not specify significance thresholds and allow the lead agencies discretion in how to address and evaluate significance. To provide guidance to local lead agencies, the South Coast AQMD established a 10,000 metric ton of CO₂e (MTCO₂e) per year significance threshold for industrial facilities (South Coast AQMD 2008, 2023).

The proposed Project would generate GHG emissions from construction equipment, construction worker vehicles, and heavy-duty trucks during demolition, dredging, and construction activities associated with wharf improvements, buildings, and the on-dock railyard. The proposed Project would result in direct GHG emissions from operational equipment exhaust, such as CHE, worker vehicles, and on-site equipment, as well as indirect GHG emissions from on-site electricity consumption. The magnitude of GHG emissions cannot be determined at this time and requires further evaluation. Therefore, GHG emissions would result in potentially significant impacts and will be analyzed further in the EIR and EIS.

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

Potentially significant impact. State, regional, and local plans set goals for the reduction of GHG emissions. GHG emission reduction measures contained in state and local plans, strategies, policies, and regulations may directly or indirectly affect the proposed Project's construction and operational activities. The impacts are potentially significant, and the Project's consistency with applicable plans, policies, and regulations included within the California Air Resources Board 2022 Scoping Plan for Achieving Climate Neutrality (2022 Scoping Plan), Southern California Association of Governments Connect SoCal 2024, the ZEERO Program, and San Pedro Bay Ports CAAP 2017, adopted for the purpose of reducing GHG emissions will be analyzed further in the EIR and EIS.

IX. Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Discussion

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

Potentially significant impact. The proposed Project could create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials.

Construction

Project construction would use materials such as fuels, lubricants, solvents, and other vehicle and equipment maintenance fluids; however, these materials are not acutely hazardous. Project construction would also involve the repossession or relocation of oil facilities. Disposal of demolition and dredge materials could include hazardous or contaminated materials. Hazardous materials would be transported, used, stored, and disposed of in accordance with applicable rules, regulations, and local standard protocols designed to protect the environment, workers, and the public. The storage, handling, and disposal of these materials are subject to regulation and oversight by various authorities, including the California Department of Toxic Substances Control, the US Environmental Protection Agency,

Occupational Safety and Health Administration, Los Angeles County Fire Department, and Los Angeles County Health Department. Minor spills or releases of hazardous materials could occur due to improper handling or storage practices during Project construction. Improperly maintained equipment could leak fluids during construction and while parked. Spills and leaks of hazardous materials during construction could potentially result in soil contamination, or contamination of the Port harbor.

The California State Water Resources Control Board GeoTracker database and the California Department of Toxic Substances Control's EnviroStor database were reviewed for information regarding properties/facilities located within approximately 0.5 miles of the Project site. The Long Beach Naval Complex was identified on the EnviroStor database; numerous listings for the Long Beach Naval Complex were identified on the GeoTracker database (DTSC 2026; SWRCB 2026). The Long Beach Naval Complex consists of two military installations: the Long Beach Naval Station and the Long Beach Naval Shipyard located in the West Basin of the POLB. The Project site is part of the former Long Beach Naval Complex, which closed in the 1990s. These sites have a history of soil and groundwater contamination as a result of legacy Navy operations. During in-water construction, dredging could potentially encounter contaminated sediment. Construction of the Project could potentially create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials. This impact is potentially significant, and this topic will be analyzed further in the EIR and EIS.

Operation

Project operation would involve the transport, usage, storage, and disposal of hazardous materials. Operation of the Project would encompass a wide range of activities and involve an increase in Project-generated roadway and vessel traffic. The Project could potentially create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials. This impact is potentially significant, and this topic will be analyzed further in the EIR and EIS.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Potentially significant impact. Although the proposed Project would comply with all applicable regulations regarding hazardous materials handling, Project construction and operations could involve spills or release of hazardous materials due to improper handling or storage practices. These incidents could potentially cause soil contamination and contamination of the Port harbor. The Project could potentially create a significant hazard to the public or environment through reasonably foreseeable upset or accident conditions. This topic will be analyzed further in the EIR and EIS.

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

No impact. There are no schools within 0.25 miles of the Project site. The closest schools are Cesar Chavez Elementary School and Edison Elementary School, which are located approximately 1.3 miles northeast and 1.5 miles northeast of the Project area, respectively. Construction and operation of the Project are not expected to result in the release of significant hazardous emissions that could affect these schools due to the distance. The Project would handle limited quantities of hazardous or acutely hazardous materials, substances, or waste. Hazardous materials would be handled and disposed of per standard operating procedures and best management practices. No impacts would occur, and this topic will not be discussed in the EIR and EIS.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Potentially significant impact. The Project site includes hazardous materials sites compiled pursuant to Government Code 65962.5, including an active site within the former Long Beach Naval Complex. The California Department of Toxic Substances Control's EnviroStor database identifies the Long Beach Naval Complex site as an active state response site due to the following contaminants of concern: metals, poly aromatic hydrocarbons, radioactive isotopes, pesticides, and per- and polyfluoroalkyl substances. In addition, the California State Water Resources Control Board's GeoTracker database maps the Berth T121 marine terminal, within the eastern portion of the Project site, as an open site undergoing site evaluation by the Los Angeles Regional Water Quality Control Board (LARWQCB 2025). The Project would comply with remediation requirements and covenants to restrict use of property associated with the hazardous materials sites. Because of prior contamination within the Project site, including hazardous materials sites compiled on the Cortese List, the Project could create a significant hazard to the public or the environment. Impacts associated with listed hazardous materials sites are potentially significant and will be analyzed further in the EIR and EIS.

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

Less than significant impact. The Project site is not located within 2 miles of a public or public use airport and therefore would not result in a safety hazard or excessive noise for people working in the Project area. The nearest airports are Torrance Municipal Airport, located approximately 6 miles northwest of the Project site, and Long Beach Airport 5.5 miles northeast of the Project site. However, considering the scale of equipment required for construction and the height of the 22 new STS cranes to replace the 16 existing STS cranes, the Project the Federal Aviation Administration (FAA 2026). Although impacts are anticipated to be less than significant, airport-related safety hazards will be analyzed further in the EIR and EIS.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Potentially significant impact. The proposed Project could impair implementation of or physically interfere with an adopted emergency response or evacuation plan.

Construction

Project construction is anticipated to alter circulation within the site across implementation of the construction phases. The Project would prepare a Transportation Management Plan to minimize impacts on emergency response and evacuation during construction. However, considering the truck trips and employee-generated automotive trips associated with construction, impacts could be potentially significant. This topic will be analyzed further in the EIR and EIS.

Operation

Project operation has the potential to result in temporary disruptions to public roadways or emergency access ways. The Project includes a truck gate complex on Pier S and would consist of entry and exit gates with a queuing area for trucks and access to the regional roadway and freeway network. Transportation studies are required to determine whether adequate queueing and staging for trucks would be provided along with provisions for fire lane clearance and access for emergency vehicles pursuant to Port requirements. Impacts would be potentially significant, and this topic will be analyzed further in the EIR and EIS.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No impact. The Project site is not located within a fire severity zone designated by the California Department of Forestry and Fire Protection or a State Responsibility area. Further, the US Department of Forestry's Wildfire Hazard Potential mapped the Project site, along with the majority of the POLB, as non-burnable or water (USFS 2026). The Project would not expose people or structures, either directly or indirectly, to a significant loss, injury or death involving wildland fires. Therefore, no impact would occur, and this topic will not be discussed in the EIR and EIS.

X. Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☒	☐	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial on- or offsite erosion or siltation;	☒	☐	☐	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☒	☐	☐	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☒	☐	☐	☐
iv) Impede or redirect flood flows?	☒	☐	☐	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☒	☐	☐	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Discussion

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Potentially significant impact. The CWA (33 USC Section 1251 et seq.) was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point-source and certain nonpoint-source discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). NPDES permitting authority is delegated to, and administered by, California's nine Regional Water Quality Control Boards. In addition, the California State Water Resources Control Board regulates the NPDES stormwater program. The Project would fall under the jurisdiction of the Los Angeles Regional Water Quality Control Board and the California State Water Resources Control Board.

Stormwater discharges from facilities within the Port are regulated by individual and general permits, including the Los Angeles and Ventura Counties Municipal Separate Storm Sewer System NPDES permit and statewide industrial general permit, in accordance with state and federal regulations.

Following storm events, the quality of receiving water may be degraded due to loading from petroleum hydrocarbons; chlorinated compounds, such as polychlorinated biphenyls (PCBs); the pesticide residue dichlorodiphenyltrichloroethane (DDT); metals; semi-volatile organic compounds; and other pollutants associated with industrial land uses and runoff from roadways, as well as runoff from the larger upstream watersheds. Discharges from select storm drain outfalls into the harbor are monitored routinely in accordance with the regional Municipal Separate Storm Sewer System NPDES permit.

Water and sediment quality within the San Pedro Bay Port Complex has been extensively studied and has improved considerably since the 1960s as a result of pollution control measures. Water quality in the Port continues to be assessed through ongoing monitoring and special study sampling programs. Marine water and sediment quality in the Port is affected primarily by climate; circulation (including tidal currents); biological activity; surface runoff, including release of contaminants from soil and pollutant loadings related to industrial activities within District 4; and runoff from the upstream watersheds. Suspension of bottom sediments from dredging or ship propeller disturbance can also temporarily affect water quality through release of suspended sediments and by reducing dissolved oxygen concentrations.

The Project has the potential to violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

Construction

The Project includes construction of upland areas with new buildings, structures, and surface areas, as well as in-water construction involving dredging and new wharf construction. In-water construction activities that involve dredging and marine excavation of existing fill, pile driving, reconstructed armor rock, and in-water infrastructure would cause potentially significant short-term increases in suspended sediments and turbidity, decreases in dissolved oxygen, increases in nutrients, and increases in dissolved contaminants (e.g., heavy metals and organic chemicals) in areas where contaminated sediments may occur. The Project would be subject to compliance with the requirements of an NPDES Stormwater Construction General Permit for landside construction activities. Additionally, dredging and in-water construction activities in support of the Project would be conducted in compliance with applicable USACE and Los Angeles Regional Water Quality Control Board permits. Compliance with the NPDES requirements, including preparation of a construction Stormwater Pollution Prevention Plan, would reduce the volume of soil in discharged runoff from the site during construction. Implementation of best management practices, such as using perimeter control measures, would reduce the potential for soil and stormwater runoff containing pollutants from entering the harbor during landside construction. Although best management practices would reduce impacts, the potential impacts on water quality from construction are potentially significant and will be analyzed further in the EIR and EIS.

Operation

Operations at the redeveloped and expanded Pier T marine terminal would include ocean-going vessels arriving from and departing to overseas and domestic ocean ports; CHE on the wharf, in the container yard and on-dock railyard; and trucks and trains hauling containers between the terminal and inland origins and destinations. Operation of terminal facilities would not result in any direct waste discharges to the harbor; however, such activities have the potential to introduce contaminants through runoff from storm events and spills. In addition, increased truck activities associated with the Project could increase the amount of particulate and chemical pollutants settling from the air and brought in by vehicles. Vessels are not expected to be a direct source of pollutants because the Port prohibits discharge of polluted water or refuse to the harbor. However, spills are possible, and vessel calls would add to the incremental discharges of vessels in the harbor. The POLB has developed a Stormwater Design Manual to promote low impact development concepts, such as rainwater harvesting, evapotranspiration and biofiltration, infiltration, and conventional stormwater treatment controls. Although stormwater management and other stormwater discharges would be required to comply with Port's Stormwater Design manual, terminal-specific design specifications are not currently available. Therefore, the potential impact to water quality from operations is potentially significant and will be analyzed further in the EIR and EIS.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Potentially significant impact. The general regional groundwater flow pattern in the vicinity of the Harbor District is southward and westward from the Central Coastal Plain toward the ocean. Groundwater elevations are typically below sea level due to historic over-pumping of groundwater. The local groundwater is classified as saline in some areas of the Harbor District due to seawater intrusion. Groundwater quality within the Harbor District sometimes reflects contaminant inputs from historical and ongoing industrial operations.

Existing beneficial uses for the groundwater basin underlying areas within the Harbor District (West Coast Subbasin; Subbasin 4-11.03) include industrial service supply, industrial process supply, and agricultural supply (California Water Boards 2019). The groundwater beneath the Harbor District is currently not considered potable water and is outside of a California Department of Water Resources-recognized groundwater basin. It would likely not be considered a potable water source in the future due to salinity. As a result, the Los Angeles Regional Water Quality Control Board has not designated a municipal beneficial use for groundwater in the Harbor District area. Municipal beneficial use is defined as uses of water for community, military, or individual water supply systems consisting of, but not limited to, drinking water supply. Instead, potable (drinking) water is provided to the area by Long Beach Water Department.

The Long Beach Water Department sources of water are groundwater, imported water from the Metropolitan Water District, and recycled water (LBWD 2020). According to the Long Beach Water Department Urban Water Management Plan, in 2030, approximately 48 percent of the water supplies will be sourced from groundwater sources (LBWD 2020: 59). The Central and West Coast subbasins are generally located northeast and northwest of the Project site, respectively. The Central Basin is the only groundwater basin currently used by the Long Beach Water Department; however, the Urban Water Management Plan identified that water would be pumped from the West Coast subbasin beginning in 2025 (LBWD 2020). Between 2014 and 2019, industrial uses accounted for 0.5 percent of the Long Beach Water Department's total water usage, and demand is projected to decrease through the year 2050 (LBWD 2020). Groundwater extraction limitations, ongoing-basin replenishment projects, and adequate funding of replenishment activities would provide the Long Beach Water Department with adequate water supply through 2050 (LBWD 2020).

The Project site is currently fully developed and therefore not used for groundwater recharge. However, the Project would require additional water supply due to an increase in workforce, and the amount of water required for the Project cannot be determined at this time. Therefore, impacts could be potentially significant, and this topic will be discussed further in the EIR and EIS.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial on- or offsite erosion or siltation;

Potentially significant impact. The proposed Project could result in substantial erosion or siltation during construction activities.

Construction

The Project includes landside excavation that has the potential to result in siltation. Dredging near the shoreline close to existing slopes would occur during Project construction and may result in erosion during storm events. The Project would be subject to compliance with the requirements of an NPDES Stormwater Construction General Permit for landside construction activities. Compliance with the NPDES requirements, including preparation of a construction stormwater pollution prevention plan, would reduce

the volume of soil in discharged runoff from the site during construction. Implementation of best management practices, such as using perimeter control measures, would reduce the potential for soil and stormwater runoff containing pollutants from entering the harbor. However, because details regarding construction planning and erosion control plans are not yet available, potential impacts from construction are potentially significant and will be analyzed further in the EIR and EIS.

Operation

Upon completion of construction activities, the terminal would be fully paved and include stormwater capture and control systems. Therefore, operation of the Project would not have the potential to result in erosion or on-site or off-site siltation. Although impacts are anticipated to be less than significant, operation of the proposed Project will be analyzed further in the EIR and EIS.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Potentially significant impact. The proposed Project would substantially alter the existing Project site and drainage patterns in the harbor by expanding and reconfiguring the existing 382-acre terminal to approximately 500 acres. The terminal's location in the harbor would preclude the possibility of off-site flooding. The expanded and reconfigured terminal, however, could increase the amount of surface runoff that could result in on-site flooding. This impact is potentially significant and will be analyzed further in the EIR and EIS.

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

Potentially significant impact. The proposed Project would substantially alter the existing topography and drainage patterns in the harbor by expanding and reconfiguring the existing 382-acre terminal to approximately 500 acres. The expanded and reconfigured terminal would include the construction of a new stormwater management system including a storm drainage system for collection and conveyance of stormwater for newly graded improvements and new facilities. This impact is potentially significant, and runoff quantity and quality will be analyzed further in the EIR and EIS.

iv) Impede or redirect flood flows?

Potentially significant impact. The proposed Project would alter the existing drainage pattern on-site, and flood flows are not yet available for analysis. Therefore, impacts related to flow patterns are potentially significant and will be analyzed further in the EIR and EIS.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Potentially significant impact. The proposed Project could result in the risk of release of pollutants due to Project inundation from flood and tsunami hazards.

Flooding and Sea-Level Rise

According to current Federal Emergency Management Agency mapping for the Project area, the Project site is located within Federal Emergency Management Agency Special Flood Hazard Zone AE, in which there is a 1 percent annual chance of flooding (i.e., the 100-year flood zone). Construction would take approximately 17 years to complete in a multiyear, phased implementation. Sea-level rise in the short term would be negligible during the construction phase, contributing no additional impact. Although the impacts from flooding are not expected due to terminal design, the area is susceptible to sea-level rise such that there is potential for future impacts due to sea-level rise. To consider the effects of future sea-

level rise in combination with a 100-year storm surge, the POLB completed a Climate Adaptation and Coastal Resiliency Plan in 2016 with updates in December 2022 to reflect the updated State of California Sea-Level Rise Guidance (OPC 2024). The Project site would be designed for a minimum site elevation to accommodate sea-level rise and considering the 100-year storm surge as indicated in the 2022 POLB update to the Coastal Resiliency Plan. Overtopping related to sea-level rise or storm surge may occur, and additional agency guidance released after adoption of the Coastal Resiliency Plan will also be reviewed, including the California Coastal Commission Sea Level Rise Policy Guidance and the US Geological Survey Coastal Storm Modeling System for Southern California. Impacts related to risk release of pollutants due to Project inundation are potentially significant and will be analyzed further in the EIR and EIS.

Tsunamis and Seiches

The Project site could potentially be affected by a tsunami, a large wave or waves produced by an undersea disturbance, such as an earthquake or landslide. A seiche, which is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake, would not have the potential to occur in the Port. The CGS Tsunami Hazard Area Map for the County of Los Angeles shows that the POLB is within the tsunami hazard area (CGS 2021). In 2007, Moffatt and Nichol prepared the Tsunami Hazard Assessment for the Ports of Los Angeles and Long Beach Final Report, which analyzes such hazards using a tsunami hazard assessment model developed specifically for the POLB and San Pedro Bay Ports Complex. This study evaluated several tsunami scenarios and determined that impacts from a tsunami would be equal to or more severe than those from a seiche, but that tsunami maximum water levels would not exceed deck elevations in berths in the POLB, including Pier C (Moffatt and Nichol 2007). The report concluded that large earthquakes (e.g., ~7.5 magnitude) are very infrequent and have not occurred in the offshore area of California within historical times, and that a large and locally generated tsunami would not likely occur more than once every 10,000 years, resulting in limited inundation (Moffatt and Nichol 2007). Furthermore, not every large earthquake is expected to generate a tsunami based on historical occurrences of tsunami and seismic activity worldwide (Moffatt and Nichol 2007).

The Joint Institute for the Study of the Atmosphere and NOAA/Pacific Marine Environmental Laboratory modeled 322 possible earthquake scenarios. The study determined that a magnitude 9.3 earthquake could generate a tsunami with potentially substantial impact on the POLB (i.e., worst-case scenario tsunami) (Uslu et al. 2010). Large tsunamis have historically caused heavy damage to waterfronts, vessels, moorings, piers, and docks (Uslu et al. 2010). If a tsunami were to occur, the outermost portions of the coast and Port would be impacted first. Waves generated by a tsunami are likely to dissipate and weaken as they travel inland past the federal breakwater and into the port complex. The City of Long Beach's Hazard Mitigation Plan also finds that the tsunami threat to the city is considered extremely low (City of Long Beach 2017). If a tsunami were to occur, the southern boundary of the Port may be susceptible to a run up of 12 feet. The Project may be affected in the case of a tsunami and could release pollutants if damaged during an event. Therefore, impacts related to risk release of pollutants due to Project inundation are potentially significant and will be analyzed further in the EIR and EIS.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant impact. The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) establishes water quality standards for ground and surface waters within the Los Angeles region, which includes the City of Long Beach, and is the basis for the Los Angeles Regional Water Quality Control Board's regulatory programs (California Water Boards 2019). The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans or prepare an alternative to a groundwater sustainability plan (DWR 2014). The City of Long Beach is located within the Coastal Plain of Los Angeles groundwater basin—West Coast groundwater subbasin,

which is designated as a very-low-priority basin (DWR 2026). Therefore, no groundwater sustainability plan has been established for this basin. However, the Water Replenishment District of Southern California developed the Groundwater Basins Master Plan, which identifies projects and programs to enhance basin replenishment, increase reliability of groundwater resources, and improve and protect groundwater quality in the Los Angeles West Coast and Central groundwater subbasins (Water Replenishment District of Southern California 2016). The Project would not affect groundwater. No new land uses are proposed that would involve increased demand for groundwater supplies. Project construction and operation would comply with NPDES program requirements established by the Los Angeles Regional Water Quality Control Board. The Project would be completed in accordance with a construction Stormwater Pollution Prevention Plan and would not conflict with or obstruct implementation of the Los Angeles Regional Water Quality Control Board Basin Plan or Water Replenishment District of Southern California's Groundwater Basins Master Plan. Therefore, impacts would be less than significant, and this topic will not be discussed in the EIR and EIS.

XI. Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

Discussion

a) Physically divide an established community?

No impact. The proposed Project involves the redevelopment and expansion of the existing Pier T marine terminal located on Terminal Island. The Project would be limited to areas within the existing terminal and some adjacent commercial/industrial uses that could be incorporated into the Project footprint. No communities are located within the immediate vicinity of the Project site, and the Project does not include components that would have the potential to divide an established community. No impacts would occur, and this topic will not be discussed in the EIR and EIS.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially significant impact. At full build-out, the approximately 500-acre Pier T marine terminal would include 250 acres of container yard with 83-yard stacking crane blocks; four vessel berths occupying nearly 60 acres; administration, maintenance and repair buildings, and other facilities; one truck entrance gate and one truck exit gate; an on-dock railyard on the north side of the terminal; and a storage and staging yard on the Navy Mole. A land use policy consistency analysis will be conducted in the EIR and EIS to assess the Project's consistency with applicable land use policy and regulatory guidance documents, including the Coastal Zone Management Act, California Coastal Act, Long Beach General Plan, and Port's certified Port Master Plan. Given the diverse land uses surrounding the POLB, and the extensive development that would occur under the proposed Project, there is potential for the Project to conflict with the existing applicable land use plans and regulations. A final determination of the Project's consistency cannot be determined at this time. Therefore, this impact is potentially significant, and this topic will be analyzed further in the EIR and EIS.

XII. Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☒	☐	☐	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☒	☐	☐	☐

Discussion

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Potentially significant impact. The Project site surrounds the West Basin of the Port, which predominantly includes industrial and commercial land uses. According to the CGS San Gabriel Valley P-C Region Showing Mineral Resource Zone-2 Areas and Active Mine Operations map, the Project site is not within a Mineral Resource Zone where geologic data indicate the presence of significant aggregate mineral resources (DOC 2010). However, there are oil operating areas within the Project site and its vicinity. There are a total of 313 abandoned oil wells located within the Project area. Project implementation would involve the elimination, repossession, and/or replacement of existing oil fields within the Project site. All of the wells and associated infrastructure would be properly abandoned. Because of the oil operating areas within the Project site and proposed activities involving oil field facilities, there is potential for the Project to result in the loss of availability of a known mineral resource. Therefore, impacts are potentially significant, and this topic will be discussed in the EIR and EIS.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Potentially significant impact. As discussed above, there are oil operating areas within the Project site and its vicinity. Project implementation could result in the loss of availability of a locally important mineral resource and result in a land use conflict. This impact is potentially significant, and this topic will be analyzed further in the EIR and EIS.

XIII. Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?**

Potentially significant impact. The Project could result in the generation of a substantial temporary or permanent increase in ambient noise levels in the Project vicinity in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans.

Construction

The Project site is in an area zoned for industrial uses, which is characterized by periodic increases in noise levels associated with adjacent container terminal and industrial uses. The nearest residential areas appear to be live-aboard marinas approximately 0.5 miles to the north on the Cerritos Channel, live-aboard marinas approximately 2 miles to the east in Rainbow Harbor, and hotels along with possible live-aboard marinas approximately 2 miles to the east on Queensway Bay. Other noise-sensitive Port-related office or administration uses may also be in closer proximity to the Project site. Though all noise-sensitive uses are expected to be relatively distant from the Project site, the size of the Project and duration of construction activities, particularly those involving pile driving, could generate substantial noise levels affecting residents in these areas. This impact is potentially significant, and this topic will be analyzed further in the EIR and EIS.

Operation

Because of the size and scope of operational activities, the Project could result in increased noise levels above existing conditions at noise-sensitive uses in the Project vicinity. The increase in Project-generated

roadway, rail, and vessel traffic could result in a potentially significant impact. This topic will be analyzed further in the EIR and EIS.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Potentially significant impact. Construction of the Project may result in temporary generation of groundborne vibration or noise levels. The Project site is in an area that is zoned for industrial uses, which is characterized by periodic groundborne vibration and noise associated with adjacent container terminal and industrial uses. Demolition and construction activities, including pile driving, could generate excessive groundborne vibration or groundborne noise levels on a periodic basis at noise-sensitive uses within the Project vicinity. This impact is potentially significant, and this topic will be analyzed further in the EIR and EIS.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No impact. The Project is not located within 2 miles of a public airport; Long Beach Airport is the closest public airport and is located approximately 5.5 miles northeast of the Project site. The Project is not located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport. Therefore, no impact would occur, and this topic will not be discussed in the EIR and EIS.

XIV. Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

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

Less than significant impact. The proposed Project primarily involves the redevelopment of an existing marine container terminal at the Port. Construction- and operation-related jobs are expected to be performed by the existing local population, and therefore are expected to induce substantial unplanned direct or indirect population growth. Accordingly, any impacts are expected to be less than significant; however, this impact will be discussed and analyzed further in the EIR and EIS.

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

No impact. The Project site surrounds the West Basin of the Port. No housing or residential uses are located within the Project site or the Port. Therefore, the Project would not displace existing people or housing that would necessitate the construction of replacement housing. This topic will not be discussed in the EIR and EIS.

XV. Public Services

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☒	☐	☐	☐
Police protection?	☒	☐	☐	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Discussion

- a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:**

Fire protection?

Potentially significant impact. The Long Beach Fire Department would be responsible for providing emergency fire response services to the Project site. The nearest Long Beach Fire Department stations are Station 24 (111 Pier S Avenue, San Pedro), located immediately north of the Project site, and Station 15 (Berth F202, Pier F Avenue), located approximately 1 mile southeast of the Project site.

Construction

Construction of the proposed Project could result in temporary disruptions to public roadways, such as lane closures and changes in traffic conditions, which may affect emergency response times. A construction Transportation Management Plan would be prepared to minimize impacts on emergency access during construction (see Section 3.17, Transportation). However, construction disruptions to emergency service responders could result in a potentially significant impact and will be analyzed further in the EIR and EIS.

Operation

The proposed Project would include fire suppression and emergency response systems, such as on-site fire hydrants as required by the Long Beach Fire Department. The suppression and emergency response systems would be designed in accordance with fire department recommendations and other applicable design standards. These on-site safety systems are expected to support existing fire response services. However, the Project could potentially increase the need for additional fire protection facilities. This impact is potentially significant and will be analyzed further in the EIR and EIS.

Police protection?

Potentially significant impact. The Long Beach Police Department West Patrol Division (1835 Santa Fe Avenue, Long Beach), located approximately 2.5 miles northeast, would be responsible for patrolling and responding to incidents in the Port of Long Beach and Project site (LBPD 2026). Other agencies responsible for security at the Port include the US Coast Guard, Customs and Border Protection, and Homeland Security.

Construction

Construction activities could cause temporary disruptions to public roadways, particularly during construction of the proposed roadway improvements. Therefore, construction may potentially affect service ratios, response times, and other police department performance objectives within affected routes, which could result in a potentially significant impact. This topic will be analyzed further in the EIR and EIS.

Operation

Operations of proposed Project would support vessel operations, truck operations, container yard operations, and rail unloading and loading, and would include other on-site vehicle traffic. Additional police protection may periodically be required to manage traffic or respond to calls during operations. Therefore, operations may potentially affect service ratios and other police department performance objectives, which could result in a potentially significant impact. This topic will be analyzed further in the EIR and EIS.

Schools?

Less than significant impact. The proposed Project is not anticipated to require the provision of new or physically altered school facilities. Construction-related and operations-related jobs are expected to be filled from the existing local population. Local school districts, Long Beach Unified School District and Los Angeles Unified School District are expected to have sufficient capacity to accommodate students.

Construction

Construction-related activities are expected to utilize local skilled workers, with construction hours to be performed by local residents in either Los Angeles County or Orange County, whom would not relocate their households as a result of the temporary construction job opportunities the project would provide. Nevertheless, this topic will be analyzed further in the EIR and EIS.

Operation

The Project is anticipated to have an average daily workforce of 1,355 workers at Project build-out. While it is not anticipated that the proposed Project would increase the local population, new adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, this topic will be analyzed further in the EIR and EIS.

Parks and Other Public Facilities?

No impact. The proposed Project is not located on or adjacent to any parks. Accordingly, the proposed Project is not expected to directly or indirectly affect existing parks. While the proposed Project could generate additional jobs from the local workforce for construction and operation, the increase would not be sufficient to necessitate the provision of new, additional parks. Therefore, no impacts to parks are expected. The need and extent for other public government facilities, such as libraries, resulting from construction and operation of the proposed Project is not known at this time. This topic will be analyzed further in the EIR and EIS.

XVI. Recreation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

Discussion

- a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Less than significant impact. It is not anticipated that the proposed Project would increase the use of existing neighborhood parts and regional parks or other recreational facilities, as the workforce for construction and operation of Project is expected to be filled from the local population. The Project area is primarily used for commercial shipping activities and marine-related industrial uses. While the waters in the proposed Project area are not designated for recreational use, the water area is generally accessible by recreational boating and charter vessels. Construction and operation of the proposed Project may interfere with recreational boaters and charter vessels that access the in-water area. This topic will be discussed further in the EIR and EIS.

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

Less than significant impact. As discussed previously, the Project area is primarily used for commercial shipping activities and marine-related industrial uses. While the waters in the proposed Project area are not designated for recreational use, the water area is generally accessible by recreational boating and charter vessels. While it is not anticipated that the proposed Project would require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment, this topic will be analyzed further in the EIR and EIS.

XVII. Transportation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☒	☐	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☒	☐	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
c) Result in inadequate emergency access?	☒	☐	☐	☐

Discussion

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Potentially significant impact. The proposed Project could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Port Master Plan's Transportation and Circulation Element identifies existing transportation and circulation problems, future transportation needs of the Port, and presents current plans and recommendations to address the Port's transportation demands. Goals identified within this element include providing efficient circulation, implementing a Consolidated Transportation Corridor, ensuring Port improvements are consistent with the regional transportation network, providing safe and convenient parking while minimizing Port land devoted exclusively to parking, and encouraging ridesharing activities. The City of Long Beach's General Plan Mobility Element includes goals to achieve a multimodal mobility network; maintain air, ground, and water transportation capacity; and lead with innovative and experimental practices. The City of Long Beach's Safe Streets initiative aims to reduce traffic-related fatalities and serious injuries to zero by 2026. This initiative is guided by Vision Zero, a philosophy that states that no loss of life due to traffic collisions is acceptable. In addition, the City of Long Beach maps high-injury corridors and intersections as part of the Safe Streets initiative.

Construction

The proposed Project would involve the redevelopment and expansion of the Pier T marine terminal and would be constructed in seven phases over an estimated period of 17 years. Construction of the Project would result in passenger vehicle and haul truck trips during the entirety of construction with the potential for simultaneous construction and operational activities to occur. Construction worker automobile trips would occur in the morning and evening hours at the beginning and end of employee shifts. In addition, truck trips associated with materials and equipment deliveries to the Project site would vary throughout the workday depending on the phase of construction.

All phases of construction would involve the disposal of soil and debris. Phase 1 includes relocating the existing truck gate complex to Pier S. Phase 2 includes dredging of 24 acres of the West Basin for a new berth. Up to approximately 400,000 cubic yards of sediment would be removed to deepen the basin to allow for larger container ship sizes. Truck and auto trips would occur along roadways accessing the Project site during each work shift. Construction trips could originate in the local area, as well as in the greater Los Angeles region. Construction-related trips would use regional freeways (likely converging onto the I-710 and SR 47 freeways) to access the Project site. All construction phases would involve

container throughput, ocean-going vessels, trains, drayage trucks, fuel trucks, and employee vehicles. Construction is estimated to generate approximately 3,064 peak daily one-way employee vehicle trips; however, a transportation study will address this topic further in the EIR and EIS. Construction-related trips would occur on regional and local roadways that connect to the Project site.

Although the Project is not anticipated to conflict with any City of Long Beach or County of Los Angeles County program, plan, ordinance, or policy addressing circulation systems, including transit, roadway, bicycle, and pedestrian facilities, this topic will be analyzed further in the EIR and EIS.

Operation

At full build-out, operational trips would include container throughput, ocean-going vessels, trains, drayage trucks, vendor trucks, fuel trucks, and employee vehicles. Site circulation would be altered to accommodate increased volumes, including construction of a truck gate complex with entry and exit gates, and possible relocation of Pier T Avenue. In addition, build-out operations are expected to include approximately 1,355 daily average workers. Project operations are estimated to generate approximately 2,710 one-way employee vehicle trips on the peak day. Due to the size of the Project, ground transportation activities during operation could generate substantial traffic, which could result in a potentially significant impact. This topic will be analyzed further in the EIR and EIS and will include a traffic analysis to comply with the City of Long Beach's Traffic Impact Analysis Guidelines and the California Department of Transportation guidance.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), which pertains to vehicle miles traveled (VMT)?

Potentially significant impact. The proposed Project could conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b), which pertains to VMT.

Construction

According to the City of Long Beach's TIA Guidelines, the Port, including the Project site, is identified as an area where the average VMT per population and per employee is 15 percent above the County of Los Angeles average (City of Long Beach 2020). For industrial projects consistent with the General Plan land use designation, the threshold of significance is no net change in VMT per employee compared to the Los Angeles County average. Project construction is anticipated to take approximately 17 years, and construction and operations could occur simultaneously. Under the City of Long Beach Traffic Impact Analysis Guidelines, heavy-duty construction truck VMT is excluded from CEQA analysis (City of Long Beach 2020; ESA 2024). Due to the size of the Project and the duration of construction, operational employee VMT during the construction period could increase for long periods of time, which could result in a potentially significant impact. This topic will be analyzed further in the EIR and EIS.

Operation

The Port is located in an area where average VMT per employee is 15 percent higher than the County of Los Angeles average. The City of Long Beach's Traffic Impact Analysis Guidelines indicate that the threshold of significance for industrial zones is no net change in VMT per employee if consistent with the General Plan Land Use Element, or 15 percent below the existing regional average VMT per employee if inconsistent with the General Plan Land Use Element. Given that there is the potential for the Project to exceed the threshold of significance for this impact criterion, the Project could result in a potentially significant impact. This topic will be analyzed further in the EIR and EIS.

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

Potentially significant impact. The proposed Project could substantially increase hazards due to a geometric design feature or incompatible uses.

Construction

Ground Transportation

The proposed Project involves alterations to on-site circulation including possible relocation of Pier T Avenue, construction of a truck gate complex, truck holding area, and construction of an on-dock railyard and tracks. When construction work within or adjacent to the existing Navy Mole Road, Pier T Avenue, Pier S Lane, and access roads occurs, temporary traffic controls, such as signs, cones, lights, warning beacons, and warning signs, will be necessary. Temporary traffic control during construction will meet the requirements of the California Manual on Traffic Control Devices, the Work Area Traffic Control Handbook (WATCH Manual), Americans with Disabilities Act, and any additional requirements of the City of Long Beach. However, because of the size of the Project and the length of time construction will occur, the Project could result in a potentially significant impact. This topic will be analyzed further in the EIR and EIS.

Marine Transportation

Dredging would be conducted to deepen approximately 24 acres of the eastern portion of the West Basin to accommodate larger container ships that will be calling to the Pier T marine terminal. Dredged materials must first be characterized to confirm potential options for disposal and management, which could include beneficial reuse as Port fill, placed in a temporary holding area, disposal at a suitable upland landfill, and open ocean placement. Dredging would be likely be accomplished by an electric dredge. Other construction activities involving vessels include in-water demolition, construction of 1,300 linear feet of new wharf, replacement of 1,990 linear feet of the existing wharf, and upgrades to bollards and fenders along the entire 3,040 linear feet of the wharf. Improvements to the existing shoreline could also use marine vessels. Although all construction vessel traffic would be subject to Vessel Traffic Services, the service that monitors vessel traffic in the POLB, and the other existing monitoring systems, the placement and use of barges in these main traffic areas could result in a potentially significant impact to vessel traffic patterns. Therefore, construction activities have the potential to change vessel transportation patterns and locations that could result in an increase in safety risk at the POLB, which could result in a potentially significant impact. This topic will be analyzed further in the EIR and EIS.

Operation

Ground Transportation

After Project construction, Pier T marine terminal would involve larger volumes of cargo handling, including via trains, drayage trucks, vendor trucks, fuel trucks, and rail transportation. Approximately two-thirds of the containers handled by the terminal would arrive at and depart from the terminal hauled by heavy-duty, on-road trucks known as drayage trucks. Entry would occur through a new truck gate complex on Pier S from New Dock Street. A truck appointment system would be used to configure appointments and manage capacity. Trucks would exit the truck gate complex to access the regional roadway and freeway network. All new roadways and intersections would be designed to meet applicable American Association of State Highway and Transportation Officials, California Department of Transportation, and city standards. However, due to the size of the Project, impacts could be potentially significant. Project-related circulation would involve corridors and intersections mapped in the City of Long Beach's High-Injury Corridor and Intersections Map. This topic will be analyzed further in the EIR and EIS.

Marine Transportation

The proposed Project involves dredging to deepen a new berth in order to accommodate larger container ship sizes. Operations would involve greater cargo handling. Most vessels in the near future are expected to range in capacity from 9,000 to 13,000 TEUs, whereas by full build-out, most of the vessels are expected to exceed 18,000 TEUs. The Project would also be able to accommodate ultra-large container vessels with capacity of over 24,000 TEU. Container vessels would typically remain docked at the terminal for up to 7 days while unloading and loading containers. At full build-out, the Project is expected

to accommodate a total of 220 annual ocean-going vessels. Vessel operations are expected to closely resemble existing operations, with increased size of vessels. Vessel traffic scenarios have not been developed at this time; therefore, impacts could be potentially significant. However, with the continued use of the existing Vessel Traffic Services, safety systems, and vessel monitoring systems noted above, the change in traffic volumes from operations would not be expected to result in a substantial incremental change to vessel safety owing to the large number of vessels currently transiting the area on a daily basis. Potential impacts for vessel transportation for the operational phase of the Project will need to be discussed to determine whether existing systems will reduce impacts to less than significant. This topic will be analyzed further in the EIR and EIS.

d) Result in inadequate emergency access?

Potentially significant impact. The proposed Project could result in inadequate emergency access.

Construction

Ground Transportation

A construction Transportation Management Plan would be prepared to minimize impacts on emergency access during construction. Improvements to roadways in the surrounding area, including a possible grade separation. Construction staging and laydown areas would be located within the footprint of each construction phase; however, additional land outside the terminal leasehold on the 15.4-acre parcel located on Pier S West may be required for construction staging and laydown of some Project elements. If Project construction is expected to overlap with other planned roadway improvements, the Transportation Management Plan will consider the associated temporary lane reductions and detour routes. However, due to the number of truck trips associated with the Project, impacts could be potentially significant. This topic will be analyzed further in the EIR and EIS.

Marine Transportation

Dredging activities could potentially create vessel transportation issues. Similarly, if vessel traffic routes are obstructed, this could result in inadequate emergency access during construction, which could be a potentially significant impact. This topic will be analyzed further in the EIR and EIS.

Operation

Ground Transportation

Operation of the Project is not anticipated to result in temporary disruptions to public roadways or emergency access ways. Transportation studies are required to determine whether adequate queuing and staging for trucks would be provided along with provisions for fire lane clearance, and access for emergency vehicles would be provided pursuant to Port requirements. Impacts would be potentially significant, and this topic will be analyzed further in the EIR and EIS.

Marine Transportation

Upon build-out of the Project, vessel operations are expected to change, including the size of vessels calling at the terminal, the number of calls due to the additional berth, and the frequency of vessel calls, all of which are expected to increase. These changes to vessel traffic patterns could affect emergency access along the waterside area of the terminal. Therefore, impacts could be potentially significant, and this topic will be analyzed further in the EIR and EIS.

XVIII. Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☒	☐	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☒	☐	☐	☐

Discussion

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

Potentially significant impact. Construction activities associated with the proposed Project have the potential to impact tribal cultural resources that meet the definition of historical resources, which could result in a potentially significant impact. Further, the proposed Project is subject to AB 52 Tribal Consultation, which will be conducted as part of the CEQA process. As such, this topic will be analyzed further in the EIR and EIS.

- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

Potentially significant impact. Construction activities associated with the proposed Project have the potential to impact tribal cultural resources, which could result in a potentially significant impact. Additionally, Project excavation activities could uncover unknown tribal cultural resources. The proposed Project is subject to AB 52 Tribal Consultation, which will be conducted as part of the CEQA process. Therefore, this topic will be analyzed further in the EIR and EIS.

XIX. Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☒	☐	☐	☐
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☒	☐	☐	☐
e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

- a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?**

Potentially significant impact. The proposed Project includes the modification, relocation, construction and expansion of utilities within the site to support expansion and redevelopment of Pier T marine terminal. Utilities include stormwater systems, water and sewer facilities, sanitary sewer systems, domestic and fire protection water service, and electrical. Replacement, construction and installation of these utilities may cause significant environmental effects. This topic will be analyzed further in the EIR and EIS.

- b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

Potentially significant impact. The proposed Project may have insufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years.

Construction

Water would be used during construction, including dust suppression and installation of the subbase and base work for paving and hardscapes once Pier T marine terminal is constructed. Water use would

fluctuate over the 17-year construction period depending on construction phase. Construction and operations could occur simultaneously as well. This impact is potentially significant, and this topic will be analyzed further in the EIR and EIS.

Operation

Water would be required during operations, for domestic water use, sanitary wastewater, and concrete production for foundations throughout the life of the Project. Although water supplies are expected to be sufficient for these activities, this impact is potentially significant, and this topic will be analyzed further in the EIR and EIS.

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

Less than significant impact. The proposed Project is not expected to result in a determination by the wastewater treatment provider that serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.

Construction

Wastewater generated during construction would be limited to municipal uses, such as restrooms for construction workers. Dredged material would not be disposed of or treated by the wastewater treatment provider. Although impacts are anticipated to be less than significant, construction-related Project wastewater generation is not yet known and, therefore, this topic will be analyzed further in the EIR and EIS.

Operation

The Long Beach Water Department delivers over 40 million gallons of wastewater per day to the Sanitation Districts of Los Angeles County for treatment. The Long Beach Water Reclamation Plant, which serves the City of Long Beach, has a design capacity of 25 million gallons of wastewater per day (Los Angeles County Sanitation Districts 2026). The proposed Project would require sanitary sewer service that would be limited to wastewater associated with building use (i.e., restrooms, kitchens). Therefore, the amount of wastewater generated by the Project would make up a small percentage of the total daily average capacity of the local wastewater treatment provider. Although impacts are anticipated to be less than significant, wastewater generation from Project operations cannot be determined at this time and require further evaluation. Therefore, this topic will be analyzed further in the EIR and EIS.

- d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

Potentially significant impact. The proposed Project could generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

Construction

The Project would temporarily generate waste associated with construction activities, including soil and debris, excavation and demolition activities. The volume of construction waste would vary throughout construction phases. Nonhazardous waste would be hauled to landfills, and other materials would be hauled and disposed of per applicable codes and regulations in disposal facilities in Los Angeles County. The volume of waste generated by the construction of the Project could result in a potentially significant impact, and therefore, this topic will be analyzed further in the EIR and EIS.

Operation

Solid waste generated during operations is expected to be limited to materials such as packaging materials, municipal trash, and recyclable waste. The Project involves the expanded operations and capacity of the terminal. The anticipated increase in waste generated during operations of the Project could result in a potentially significant impact, and therefore, this topic will be analyzed further in the EIR and EIS.

e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than significant impact. The proposed Project is not expected to fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Construction

The Project's construction activities would be required to comply with all applicable regulations pertaining to solid waste disposal. These regulations consist of, but are not limited to, AB 939, California Waste Management Act, which requires each city in the state to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting; Long Beach Municipal Code Chapter 8.6, Solid Waste, Recycling, and Litter Prevention; California Health and Safety Code Part 13 Title 42, Public Health and Welfare; and USC Chapter 39, Solid Waste Disposal. In addition, waste would be disposed of or recycled according to the California Green Building Standards Code and the City of Long Beach Construction and Demolition Debris Recycling Program. Impacts regarding compliance with federal, state, and local solid waste during construction would be less than significant. This topic will not be discussed in the EIR and EIS.

Operation

Project operations would continue to comply with federal, state, and local statutes and regulations related to solid waste. Impacts regarding compliance with federal, state, and local solid waste during operations would be less than significant. This topic will not be discussed in the EIR and EIS.

XX. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Discussion

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No impact. According to the California Department of Forestry and Fire Protection, the Project site is not located within a State Responsibility Area or classified as a High Fire Hazard Severity Zone. The Project site is located within and surrounded by a Local Responsibility Area (CAL FIRE 2026a). The nearest Fire Hazard Severity Zone is a Very High Fire Hazard Severity Zone located within an Local Responsibility Area approximately 3.6 miles west of the Project site. Further, the US Forest Service lists the Project site as “non-burnable” and “water” (USFS 2026). There are no wildfire response plans applicable to the Project site; therefore, no impact regarding substantially impairing an adopted emergency response plan or emergency evacuation plan related to wildfires would occur. This topic will not be discussed in the EIR and EIS.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No impact. As mentioned in Section 3.20.1(a), the Project site is not located within a State Responsibility Area or designated Fire Hazard Severity Zone. In addition, the US Department of Forestry’s Wildfire Hazard Potential mapped the Project site, along with the majority of the POLB, as non-burnable or water (USFS 2026). Further, the Project would install fire protection water service to proposed facilities, including fire hydrants, at each new high-mast light pole and fire suppression systems for proposed buildings. Therefore, Project operations and occupants would not be exposed to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. No impact would occur, and this topic will not be discussed in the EIR and EIS.

- c) **Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

No impact. As mentioned in Section 3.20.1(a), the proposed Project is not located within a State Responsibility Area or designated Fire Hazard Severity Zone. Although the Project proposes the installation of three substations, and other electrical utilities, the Project would install fire protection water service to proposed facilities, including fire hydrants, at each new high-mast light pole and fire suppression systems for proposed buildings that would reduce fire risk associated with the installation of utility infrastructure. Therefore, Project infrastructure improvement activities would not exacerbate fire risk. No impacts related to fire risk, or temporary or ongoing impacts to the environment would occur. This topic will not be discussed in the EIR and EIS.

- d) **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

No impact. As mentioned in Section 3.20.1(a), the proposed Project is not located within an State Responsibility Area or designated Fire Hazard Severity Zone. The Project site is designated by the USFS as “non-burnable” and “water” under its 2020 Wildfire Hazard Potential classifications (USFS 2026). Further, the Project site has not been the subject of any recent wildfires (CAL FIRE 2026b) and therefore would not expose people or structures to postfire slope instability or drainage changes. No impacts would occur, and this topic will not be discussed in the EIR and EIS.

XXI. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Discussion

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

Potentially significant impact. As previously discussed, the proposed Project may have potentially significant impacts related to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. These impacts have the potential to substantially degrade the quality of the environment.

As discussed in Section 2.3, "Evaluation of Environmental Impacts," under "IV. Biological Resources," the Project may have potentially significant impacts on fish and wildlife habitat and populations, animal communities, and rare and endangered animals, which have the potential to substantially reduce habitat, cause populations to drop below self-sustaining levels, and substantially reduce the number or restrict the range of special-status species. Finally, as discussed in Section 2.3, under "V. Cultural Resources," the Project may have potentially significant impacts on marine cultural resources, which have the potential to eliminate important examples of the major periods of history or prehistory. These topics will be analyzed further in the EIR and EIS.

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

Potentially significant impact. As previously discussed, the proposed Project may have potentially significant impacts related to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. These impacts have the potential to be cumulatively considerable when viewed in connection with the effects of past, current, and probable future projects. A list of past, current, and reasonably foreseeable projects within a reasonable radius of the Project site will be compiled for the cumulative analysis. This topic will be analyzed further in the EIR and EIS.

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

Potentially significant impact. As previously discussed, the proposed Project may result in potentially significant impacts related to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. These impacts have the potential to cause adverse effects on humans. These topics will be analyzed further in the EIR and EIS.

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4 REPORT PREPARATION

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