Summary

Introduction

This Draft Environmental Impact Report (EIR) has been prepared by the City of Hermosa Beach (City) pursuant to the requirements of the California Environmental Quality Act (CEQA). The City is the public agency that has the principal responsibility for approving the proposed Project and, as such, is the Lead Agency for the Transpacific Fiber-Optic Cables Project (Project) under CEQA, as defined in State CEQA Guidelines Section 15367. CEQA requires the Lead Agency to consider the information contained in the EIR prior to taking any discretionary action to approve the Project. This EIR is intended to serve as an informational document to be considered by the California Public Utilities Commission (CPUC) and other permitting agencies during their deliberations on the proposed Project. The EIR does not make any recommendations to approve or deny the proposed Project.

The Initial Study prepared for the Project (see EIR Appendix A) indicates that implementation of the Project may result in significant effects on aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use, noise, recreation, traffic and transportation, and public services. Because of these potentially significant effects, preparation of an EIR was required to evaluate the Project's potential for significant adverse impacts on the environment. The Initial Study determined that the Project did not have the potential to result in significant impacts related to other environmental resources.

This Draft EIR is being released for a 45-day public review period. After completion of the public review period, all comments received on the Draft EIR will be reviewed and responses to the comments will be provided in the Final EIR, along with any necessary revisions to the Draft EIR. The City Council will consider whether to approve the requested permits at a public hearing after the Final EIR has been prepared.

Overview of the Proposed Project

MC GLOBAL BP4 (applicant) proposes to install and operate up to four transpacific submarine cable systems with United States landings in Hermosa Beach, California. The proposed Project would be implemented in four phases consisting of one phase for each of the four cable systems. Each cable system would entail installing a marine fiber-optic cable system on the sea floor across the Pacific Ocean, landing at one of two sites in Hermosa Beach, and then connecting to a terminal on land at one of four potential power feed equipment (PFE) facility locations.

The four cable systems would connect the United States to Pacific Rim locations, such as Southeast Asia, China, Australia, and Japan. At this time, two cable system connections have been identified. These would be accommodated in the first two phases of the proposed Project. Other cables would follow in future phases as additional connection points in other countries are identified. The components of the four proposed phases are described generally below and in more detail in Chapter 2 (Project Description).

Project Location and Setting

The Project would be developed in four phases, each composed of a terrestrial and a marine component. The marine cable alignments would traverse the California continental shelf and the Pacific Ocean from Hermosa Beach to Southeast Asia, China, and two other locations on the western Pacific Rim not yet known. Each marine cable alignment would terminate at a cable landing site within the incorporated limits of Hermosa Beach. The terrestrial components of the proposed Project include the cable landing sites, ocean ground beds, the conduit that extends from the cable landing sites out past the surf zone, and the terrestrial conduit systems that extend from the landing manholes to PFE facility locations. The terrestrial conduit systems provide the connections to the main telecommunication interconnection points, and also provide power to the system as supplied from the PFE facilities. One PFE would be installed for each phase of the Project. PFE facilities for all phases could be located on the same site, or at one of four other locations in the City. The proposed locations for the PFE facilities are at 555 6th Street inside the City of Hermosa Beach maintenance yard, or inside existing commercial buildings located at 1529 Valley Drive, 1601 Pacific Coast Highway, and/or 102 Pacific Coast Highway. Depending on the location of the landing sites and the PFE facilities, fiber-optic cables could be installed in the following street rights-of-way as well as within the Greenbelt located between Valley Drive and Ardmore Avenue:

- Ardmore Avenue
- Ingleside Drive
- Loma Drive
- Longfellow Avenue
- Manhattan Avenue
- Monterey Boulevard
- Pier Avenue
- Valley Drive
- 1st Place
- 6th Street
- 16th Street
- 24th Place
- 25th Street
- 30th Street
- 35th Street

Alternatives to the Proposed Project

Section 15126.6 of the State CEQA Guidelines states that an EIR must address "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Several alternatives were considered in the EIR. The alternatives are summarized below and discussed in detail in Chapter 4 (Alternatives) of this EIR.

- **Alternative 1 – No Project Alternative.** This alternative is required by CEQA and evaluates potential impacts of no development.
- **Alternative 2 – Reduced Project Alternative.** This alternative proposes the installation of three fiber-optic cables instead of the proposed four. This alternative meets most of the Project objectives, is feasible, and would reduce a potentially significant air quality impact by reducing the amount of PFE facilities and terrestrial cable that maybe constructed. This alternative would also slightly reduce the significant impacts on existing land uses, construction noise, and

the potential navigational hazards. This alternative would not create additional construction related impacts, and would reduce impacts from all other resource areas.

- **Alternative 3 – Longfellow Avenue Beach Cable Landing Site.** This alternative was originally part of the proposed Project, but was removed in favor of the Neptune Avenue cable site. This alternative proposes the utilization of a beach location adjacent to the Strand at Longfellow Avenue as an alternative to the proposed cable landing sites near 25th Street and Neptune Avenue. This alternative meets the Project objectives, is feasible, and would result in the same or similar impacts to all resource areas. This alternative would not reduce any potentially significant impacts.
- **Alternative 4 – Reduced Terrestrial Cable Routes.** This alternative proposes using only Options 1 and 2 of the proposed Projects terrestrial cable routes, and removes Option 3 from the potential routes. This alternative meets the Project objectives, is feasible, and would result in the same or similar impacts to all resource areas. This alternative would reduce the significant impacts from construction noise, and slightly reduce the significant impact on existing land uses along the Option 3 alignment.
- **Alternative 5 – Street Landing Sites.** Under this alternative, the applicant's two preferred locations on the beach for cable landing sites would not be used and instead the optional street locations at 25th Street and Longfellow Avenue would be utilized for cable landing sites. All other aspects of the proposed Project would remain the same.

Various other alternatives were considered, but eliminated from analysis because they either would not be feasible, would not achieve most of the Project objectives, or would not reduce or avoid significant impacts of the proposed Project. An EIR is not required to analyze all feasible alternatives, but rather must analyze a reasonable range of potentially feasible alternatives.

Areas of Known Controversy

State CEQA Guidelines Section 15123(b)(2) requires that an EIR contain a summary of the areas of controversy known to the Lead Agency, including issues raised by agencies and the public. Some issues of concern were expressed during the pre-scoping and scoping process, which are detailed in EIR Table 1-2 (Summary of Scoping Comments). However, issues and concerns do not necessarily represent areas of controversy, but instead generally indicate topics that may need to be investigated and evaluated. Controversial issues tend to be contentious and subject to disagreement and dispute.

No highly contentious issues emerged during the EIR scoping process; however, several citizens expressed opposition to the Project. Some of this opposition appeared to be based on the inconvenience the Project would cause to residents during construction activities. In some instances, it was suggested that the proposed locations of various Project components, specifically the cable landing sites, landing manholes, and PFE facilities, were not appropriate and should be located in different locations. In some cases, alternate locations were suggested. More generally, a few members of the public indicated that Hermosa Beach was not an appropriate place for the proposed Project and wondered what benefit the Project would provide the City.

Issues to be Resolved

State CEQA Guidelines Section 15123(b)(3) requires that an EIR present issues to be resolved by the Lead Agency, including the choice among alternatives and whether or how to mitigate significant

effects. Regarding the proposed Project, City decision makers will need to not only decide whether to approve the Project, but also whether to approve each of the applicant's proposed cable landing sites, submarine cable routes, PFE facility locations, and terrestrial cable routes. Not all of the proposed facilities need to be approved to implement the Project, but if not all proposed routes and locations are approved, the applicant's options for constructing the Project would be limited. For example, only two cable landing sites would be utilized to install the four marine fiber-optic cables; however, the applicant has proposed four possible landing sites. Similarly, the applicant has proposed three potential alignments for terrestrial cables in the City, but construction of all three terrestrial cable routes may not be needed to connect the landing sites to the PFE facilities. By proposing multiple cable landing sites, PFE facility locations, and terrestrial cable routes, the applicant is requesting flexibility in how the Project can be implemented across each of the four phases. City decision makers will need to decide how much flexibility to grant the applicant.

Decision makers will also need to decide whether the mitigation measures recommended in this EIR are appropriate and feasible for reducing significant impacts. If so, the measures will need to be adopted as conditions of Project approval.

The EIR also identifies certain significant and unavoidable impacts that cannot be effectively reduced to a less-than-significant level. To approve the Project with such impacts, decision makers will need to adopt a Statement of Overriding Considerations describing the reason(s) for approving the Project despite these impacts.

Summary of Project Impacts

The significant environmental impacts associated with implementation of the Transpacific Fiber-Optic Cables Project are summarized in Tables S-1 and S-2. Table S-1 categorizes each significant impact according to the categories defined below. Table S-2 provides more detail on each impact and presents the mitigation measures recommended to reduce or avoid each impact.

Impact Type

- **Temporary:** A short-term impact that is not expected to have lasting effects. Temporary impacts are most commonly associated with Project construction.
- **Long-term:** An impact that would persist for a long period of time. Long-term impacts persist after Project construction is completed.
- **Episodic:** An impact that could occur periodically for a limited time at regular or irregular intervals during Project operation.
- **Localized:** An impact that is restricted to the immediate vicinity of the impact's origin and with no means available to allow the impact to spread to a larger area.
- **Low Probability:** An impact that may occur, but is considered unlikely either due to the nature of the impact or due to required measures or practices that substantially reduce the likelihood of occurrence.

Impact Significance Conclusion

- **Class I:** Significant impact; cannot be mitigated to a level that is not significant. A Class I impact is a significant adverse effect that cannot be mitigated below a level of significance through the application of feasible mitigation measures. Class I impacts are significant and unavoidable.

- **Class II:** Significant impact; can be mitigated to a level that is not significant. A Class II impact is a significant adverse effect that can be reduced to a less-than-significant level through the application of feasible mitigation measures presented in this EIR.

Table S-1, below, lists each type of significant effect associated with the proposed Project and indicates whether the duration of each impact would be temporary, long term, or episodic. It also indicates whether the impact would be restricted to the local area and identifies which impacts have a low probability of occurring. If an impact is not designated "Low Probability", it is considered certain or very likely to occur if the Project is implemented.

Note that most impacts are temporary in nature and would only occur during Project construction. Also, many impacts would only affect a limited area (i.e. localized) and/or would have a low probability of occurrence. These determinations are conservative and err on the side of caution. For example, the Project is unlikely to affect any threatened or endangered species, but if such an impact were to occur, it would be significant.

Table S-1. Summary of Significant Impacts by Type

Significant Impacts	Temporary	Long-term	Episodic	Localized	Low Probability
Visual quality at cable landing sites	○			○	
Nighttime illumination during construction	○			○	
Obstruction of scenic views	○			○	
Exceedance of regional emission thresholds	○				
Effects on snowy plover and California least tern	○			○	○
Effects on nesting birds	○			○	
Conflicts with policies or ordinances protecting biological resources	○				
Construction impacts on benthic organisms in hard-bottom areas	○			○	
Vessel collisions with marine mammals	○				○
Risk of marine mammal entanglement in marine cable		○		○	○
Hazardous spill impacts on marine life	○				○
Impacts on known historical resources		○			
Potential effects on unknown buried historical resources	○				○
Buried prehistoric or historic unique archaeological resources	○				○
Destruction of important paleontological resources	○				○
Disturbance or destruction of human remains	○				○
Disturbance or destruction of unknown submerged resources	○				○
Effects related to unstable geologic units or soils	○				○
Seismic-related ground failure, including liquefaction		○			○
Release of hazardous substances into the environment	○				○
Effects from existing contamination within the City of Hermosa Beach Maintenance Yard	○				○

Table S-1. Summary of Significant Impacts by Type					
Significant Impacts	Temporary	Long-term	Episodic	Localized	Low Probability
Water quality effects during terrestrial construction	○				○
Discharge of pollutants into marine waters by vessels	○				○
Potential re-suspension of contaminated sediments during marine construction	○				○
Preclusion or disturbance to terrestrial land uses	○			○	
Preclusion or disturbance to marine activities	○			○	
Disruption of recreation areas at cable landing sites	○			○	
Hermosa Beach Municipal Code construction noise regulations	○			○	
Temporary construction noise at residential uses	○			○	
Temporary construction noise at non-residential uses	○			○	
Construction-related vibration	○			○	
Vibration from operations			○	○	○
Noise from operations			○	○	○
Increased traffic volumes and lane closure contributing to congestion during construction	○			○	
Beach and property access during construction	○			○	
Emergency vehicle response during construction	○			○	
Bus transit service during construction	○			○	
Pedestrian and bicycle routes during construction	○			○	
Hazards to motorists, pedestrians, and bicyclists during construction	○			○	
Hazards to marine traffic from boring operations	○			○	
Hazards to marine traffic from grapnel tow	○			○	
Hazards to marine traffic from cable laying and plowing	○			○	
Risk of vessels running aground or striking debris				○	○

Like Table S-1 above, Table S-2 lists the significant impacts that could occur if the Project is implemented and indicates whether the impacts would be temporary, long term, episodic, localized, or low probability. Table S-2 provides more detail than Table S-1 in that it presents the full impact statement describing each significant effect and also lists the mitigation measures recommended to reduce or avoid each impact.

Table S-2. Summary of Significant Project Impacts and Recommended Mitigation Measures

Impacts		Impact Type	Mitigation Measures		Significance Conclusion
Aesthetics					
Impact A-1:	Construction activities at the cable landing sites would temporarily degrade the visual quality of the surrounding areas.	Temporary Localized	A-1	Screen Cable Landing Sites.	Class I
Impact A-4:	Lighting associated with Project construction would create new sources of nighttime illumination that would be visible from surrounding residences.	Temporary Localized	A-4	Nighttime Lighting Guidelines.	Class II
Impact A-5:	During construction, the cable landing sites would obstruct scenic views of the beach and coastline.	Temporary Localized	A-1	Screen Cable Landing Sites.	Class I
Air Quality					
Impact AQ-1:	Project construction emissions would exceed SCAQMD regional criteria pollutant emissions thresholds.	Temporary	AQ-1	Support Vessel Emissions Reduction.	Class I
Biological Resources					
Impact BIO-1:	Project construction/installation and decommissioning may adversely affect western snowy plover and California least tern.	Temporary Localized Low Probability	BIO-1	Avoid Disturbing Roosting Western Snowy Plovers.	Class II
Impact BIO-2:	Project construction/installation and decommissioning may adversely affect nesting birds.	Temporary Localized	BIO-2	Conduct Preconstruction Surveys for Nesting Raptors and Other Birds.	Class II
Impact BIO-3:	Project construction/installation and decommissioning may conflict with local policies protecting biological resources.	Temporary	BIO-3	Minimize Impacts to Common Wildlife.	Class II
Impact BIO-6:	Marine cable installation and repair in hard-bottom areas would result in disturbance of benthic organisms, including crushing and dislodgement.	Temporary Localized	BIO-6a BIO-6b	Minimize Crossing of Hard-Bottom Substrate Communities. Compensation to Hard Bottom Mitigation Fund.	Class II
Impact BIO-10:	Marine mammals and sea turtles could be struck by Project vessels.	Temporary Low Probability	BIO-10a BIO-10b BIO-10c	Include a Biologist for Marine Mammal and Sea Turtle Monitoring During All Vessel Activities. Modify Vessel Operations When Marine Mammals and Sea Turtles are Present. Report Collisions.	Class II
Impact BIO-11:	Sections of marine cable suspended above the seafloor present a small risk of marine mammal entanglement.	Long-term Localized Low Probability	BIO-11	Bury and Inspect Cable Wherever Feasible.	Class II
Impact BIO-12:	An accidental release of fuel or oil may result in fouling of beaches or the sea floor, fouling of birds or marine mammals, and ingestion of oil by marine life.	Temporary Low Probability	HAZ-1a HAZ-1b HAZ-1c HAZ-1d HWQ-2a HWQ-2b	Spill Prevention Plan. Worker Training. Maintain Equipment. Refueling Practices. Spill Prevention Plan. Vessel Waste Management Plan.	Class II

Table S-2. Summary of Significant Project Impacts and Recommended Mitigation Measures

Impacts	Impact Type	Mitigation Measures	Significance Conclusion
		HWQ-2c Shipboard Oil Pollution Emergency Plan.	
Cultural Resources			
Impact CR-1: Installation of power feed equipment at the City maintenance yard and associated ground disturbance could result in a substantial adverse change in the significance of an historical refuse burner and archaeological deposits at the Hermosa Beach City Dump	Long-term	CR-1a Document the Refuse Burner. CR-1b Archaeological Monitoring Plan. CR-1c Monitor Hermosa Beach City Dump.	Class II
Impact CR-2: Project-related ground disturbance could encounter unknown buried archaeological or ethnographic historical resources, potentially resulting in an adverse change in the significance of those resources.	Temporary Low Probability	CR-1b Archaeological Monitoring Plan. CR-2a Evaluate and Treat Incidentally Discovered Cultural Resources. CR-2b Monitor for Cultural Resources.	Class I
Impact CR-3: Project-related ground-disturbing activities have the potential to uncover buried prehistoric or historic unique archaeological resources, potentially resulting in an adverse change in the significance of those resources.	Temporary Low Probability	CR-2a Evaluate and Treat Incidentally Discovered Cultural Resources. CR-2b Monitor for Cultural Resources.	Class I
Impact CR-4: Excavation associated with Project construction could result in the destruction of scientifically important paleontological resources.	Temporary Low Probability	CR-4a Evaluate and Treat Incidentally Discovered Paleontological Resources. CR-4b Monitor for Paleontological Resources.	Class I
Impact CR-5: Project ground-disturbing activities could result in the disturbance or destruction of human remains.	Temporary Low Probability	CR-5 Appropriately Treat Incidentally Discovered Human Remains.	Class I
Impact CR-6: Project-related ground-disturbing activities have the potential to disturb or destroy previously unknown or inaccurately recorded submerged prehistoric archaeological resources or historic shipwrecks.	Temporary Low Probability	CR-6a Conduct a Pre-Construction Offshore Archaeological Resources Survey. CR-6b Conduct a Pre-Construction Offshore Historic Shipwreck Remote Sensing Survey. CR-6c Prepare an Avoidance Plan.	Class II
Geology and Soils			
Impact GEO-3: Marine construction associated with cable laying and directional boring could be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project.	Temporary Low Probability	GEO-1 Avoid Unique Geological Features and Hazards.	Class II
Impact GEO-4: The proposed cable alignment and marine construction associated with cable laying and directional boring could be susceptible to seismic-related ground failure.	Long-term Low Probability	GEO-1 Avoid Unique Geological Features and Hazards.	Class II
Hazards and Hazardous Materials			
Impact HAZ-1: Oil or hazardous materials spills could occur during the proposed Project's marine construction activities.	Temporary Low Probability	HAZ-1a Spill Prevention and Contingency Plan. HAZ-1b Worker Training. HAZ-1c Maintain Equipment.	Class II

Table S-2. Summary of Significant Project Impacts and Recommended Mitigation Measures

Impacts	Impact Type	Mitigation Measures	Significance Conclusion
		HAZ-1d Refueling Practices. HAZ-1e Human Waste.	
Impact HAZ-3: Ground-disturbing activities within the City of Hermosa Beach Maintenance Yard could release contaminants into the environment.	Temporary Low Probability	HAZ-1a Spill Prevention and Contingency Plan. HAZ-1b Worker Training. HAZ-3a Construction Location HAZ-3b Remedial Action Plan. HAZ-3c Dispose of Contaminated Soils.	Class II
Hydrology and Water Quality			
Impact HWQ-1: Terrestrial construction and Project operation could result in violations of water quality standards or waste discharge requirements as a result of spilled hazardous material, drilling fluid, or contaminated runoff entering the environment.	Temporary Low Probability	HWQ-1 Frac-out Contingency Plan.	Class II
Impact HWQ-2: Marine construction vessels and marine construction equipment associated with cable laying and directional boring could potentially discharge fuel, fluids, bilge water, sewage waste, debris or ballast water into marine waters.	Temporary Low Probability	HWQ-2a Spill Prevention Plan. HWQ-2b Vessel Waste Management Plan. HWQ-2c Shipboard Oil Pollution Emergency Plan.	Class II
Impact HWQ-3: Marine construction activities and marine construction equipment associated with cable laying and directional boring could potentially re-suspend contaminated sediments into marine waters.	Temporary Low Probability	HWQ-2a Spill Prevention Plan.	Class II
Land Use and Recreation			
Impact LU-1: Terrestrial construction activities would temporarily preclude or disrupt existing land uses.	Temporary Localized	TT-1a Construction Traffic Control Plan.	Class II
Impact LU-2: Marine construction activities would temporarily interfere with existing marine activities.	Temporary Localized	LU-2a Disclose Marine Cable Locations. LU-2b Provide Notice of Marine Construction activities to Appropriate Agencies and Personnel. LU-2c Provide As-Laid Specifications to Appropriate Agencies and Personnel.	Class II
Impact LU-3: Construction activities at the cable landing sites would disrupt established recreation areas along the beach and the Strand	Temporary Localized	TT-1a Construction Traffic Control Plan. HAZ-1a Spill Prevention and Contingency Plan. HAZ-1b Worker Training. HWQ-1 Frac-out Contingency Plan.	Class II
Noise			
Impact N-1: Noise from construction activities would occur outside of the hours allowed by the Hermosa Beach Municipal Code.	Temporary Localized	N-1a Construction Work Hours Authorization.	Class II

Table S-2. Summary of Significant Project Impacts and Recommended Mitigation Measures

Impacts		Impact Type	Mitigation Measures		Significance Conclusion
Impact N-2:	Construction activities would result in a temporary increase (more than 3 dBA Leq) over the lowest hourly ambient levels at residential uses.	Temporary Localized	N-2a N-2b	Employ Noise-Reducing Construction Practices. Construction Noise and Vibration Complaint Program.	Class I
Impact N-3:	Construction activities would result in a temporary increase (more than 5 dBA Leq) over the lowest hourly ambient levels at non-residential sensitive receptors.	Temporary Localized	N-2a N-2b	Employ Noise-Reducing Construction Practices. Construction Noise and Vibration Complaint Program.	Class I
Impact N-4:	Construction activity could result in vibration levels that could potentially cause annoyance.	Temporary Localized	N-2a N-2b	Employ Noise-Reducing Construction Practices. Construction Noise and Vibration Complaint Program.	Class II
Impact N-5:	Generation of backup power during Project operations at the PFE facilities would periodically result in increased vibration.	Episodic Localized Low Probability	N-5	PFE Facility Design Requirements.	Class II
Impact N-6:	Project operation could result in localized increases in existing ambient noise conditions.	Episodic Localized Low Probability	N-5	PFE Facility Design Requirements.	Class II
Transportation and Traffic					
Impact TT-1:	Project traffic volumes or temporary road or travel lane closures would affect traffic flow and create congestion.	Temporary Localized	TT-1a	Construction Traffic Control Plan.	Class II
Impact TT-2:	Project activities requiring temporary road or travel lane closures would affect beach access and access to adjacent residential and business properties.	Temporary Localized	TT-1a	Construction Traffic Control Plan.	Class II
Impact TT-3:	Project activities requiring temporary road or travel lane closures would affect emergency vehicle response.	Temporary Localized	TT-1a	Construction Traffic Control Plan.	Class II
Impact TT-4:	Project activities requiring temporary road or travel lane closures would affect bus transit service.	Temporary Localized	TT-1a	Construction Traffic Control Plan.	Class II
Impact TT-5:	Project activities requiring temporary road or travel lane closures would affect pedestrian/bicycle routes.	Temporary Localized	TT-1a	Construction Traffic Control Plan.	Class II
Impact TT-6:	Construction activities and temporary road or travel lane closures would create hazards to motorists, pedestrians, and bicyclists.	Temporary Localized	TT-1a TT-6a	Construction Traffic Control Plan. Repair Roadways Damaged by Construction Activities.	Class II
Impact TT-8:	The marine boring operation would create a temporary hazard for marine traffic.	Temporary Localized	TT-8a TT-8b TT-8c	Issue Appropriate Notification and Location of Activities for Navigation Hazards Associated with Marine Bores. Issue Appropriate Notification and Location of Activities for Navigation Hazards Associated with Grapnel Towing. Issue Appropriate Notification and Location of Activities for Navigation Hazards Associated with Cable Laying and Plowing.	Class II

Table S-2. Summary of Significant Project Impacts and Recommended Mitigation Measures

Impacts		Impact Type	Mitigation Measures		Significance Conclusion
Impact TT-9:	The grapnel tow may create a navigational hazard to marine traffic by temporarily blocking the pathway of other vessels in the marine area.	Temporary Localized	TT-8a TT-8b TT-8c	Issue Appropriate Notification and Location of Activities for Navigation Hazards Associated with Marine Bores. Issue Appropriate Notification and Location of Activities for Navigation Hazards Associated with Grapnel Towing. Issue Appropriate Notification and Location of Activities for Navigation Hazards Associated with Cable Laying and Plowing.	Class II
Impact TT-10:	Cable laying and plowing could create a temporary navigational hazard to marine traffic within the marine area.	Temporary Localized	TT-8a TT-8b TT-8c	Issue Appropriate Notification and Location of Activities for Navigation Hazards Associated with Marine Bores. Issue Appropriate Notification and Location of Activities for Navigation Hazards Associated with Grapnel Towing. Issue Appropriate Notification and Location of Activities for Navigation Hazards Associated with Cable Laying and Plowing.	Class I
Impact TT-11:	The Project may cause an increase in the risk of vessels in the study area running aground or striking floating or submerged debris resulting from either the construction or permanent works.	Localized Low Probability	TT-11	Remove Construction-related Equipment and Debris.	Class II

Impact Type

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Significance Conclusion

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Class II: **Significant impact; can be mitigated to a level that is not significant.** A Class II impact is a significant adverse effect that can be reduced to a less-than-significant level through the application of feasible mitigation measures presented in this EIR.