



**THE PORT  
OF LOS ANGELES**  
Executive Director's  
Report to the  
Board of Harbor Commissioners

**DATE: JULY 12, 2012**

**FROM: ENVIRONMENTAL MANAGEMENT**

**SUBJECT: RESOLUTION NO. \_\_\_\_\_ - FINAL ENVIRONMENTAL  
IMPACT REPORT FOR THE AL LARSON BOAT SHOP  
IMPROVEMENT PROJECT (LAHD ADP NO. 080627-072; SCH NO.  
2010091041)**

**SUMMARY:**

Staff recommends that the Board of Harbor Commissioners (Board) certify the Final Environmental Impact Report (EIR) for the Al Larson Boat Shop (ALBS) Improvement Project (Project) in accordance with the California Environmental Quality Act (CEQA), and approve the Project. The Project includes the demolition of some of the existing facility, creating new land by dredging, treating and sequestering contaminated sediment in two Confined Disposal Facility (CDF) cells creating 0.9 acres of land, construction of two concrete piers to support the new 100- and 600-ton mobile boat hoists, remediation of soil contamination, adding land to the ALBS leasehold, improving facility infrastructure, construction of a new office building, and renewal of the current lease for a 30-year term.

Prior to approving the Project, the Board will need to certify the EIR, make specific Findings of Fact (FOF) regarding the significant environmental impacts of the Project and mitigation measures to reduce or avoid such impacts, adopt a Statement of Overriding Considerations (SOC) and adopt a Mitigation Monitoring and Reporting Program (MMRP) to track mitigation. With the application of mitigation measures, lease measures, and standard conditions of approval, significant and unavoidable impacts from the Project remain related to air quality, cultural resources, greenhouse gases (GHGs), noise, and cumulative impacts.

The Project is anticipated to result in the addition of 20-30 construction jobs over a period of 24 months and 20-30 permanent jobs for ongoing operations.

**RECOMMENDATION:**

It is recommended that the Board of Harbor Commissioners:

1. Certify that the Final Environmental Impact Report for the Al Larson Boat Shop Improvement Project which has (a) been completed in compliance with the California Environmental Quality Act, with the State of California Environmental Quality Act Guidelines, and the Los Angeles City California Environmental Quality Act

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Guidelines, (b) was presented to the Board of Harbor Commissioners for review and the Board considered the information contained in the Final Environmental Impact Report prior to approving the Project, and (c) reflects the independent judgment and analysis of the City of Los Angeles Harbor Department, and that all required procedures have been completed;

2. Adopt the Findings of Fact and Statement of Overriding Considerations;
3. Find that, in accordance with the information contained in the Final Environmental Impact Report, the Project will have significant environmental effects on Air Quality, Biology, Cultural Resources, Greenhouse Gases, Noise and Cumulative Impacts; as defined by Public Resources Code sections 21068, 21080, 21082.2, and 21083 and the State of California Environment Quality Act Guidelines, Sections 15064, 15064.4, 15064.5, and 15382;
4. Find that, in accordance with the provisions of the State of California Environment Quality Act Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which substantially lessen or avoid the significant adverse environmental impacts identified in the Final Environmental Impact Report;
5. Find that, in accordance with the provisions of the State of California Environment Quality Act Guidelines Section 15091(a)(3), specific economic, legal, social, technological, or other considerations, make infeasible certain mitigation measures and Project alternatives identified in the Final Environmental Impact Report. Impacts to Air Quality, Cultural Resources, Greenhouse Gases, Noise and Cumulative Impacts remain significant and unavoidable even after all feasible mitigation is adopted;
6. Find that all information added to the Final Environmental Impact Report after public notice of the availability of the Draft Environmental Impact Report for public review but before certification merely clarifies, amplifies, or makes insignificant modifications in an adequate Environmental Impact Report and recirculation is not necessary;
7. Find that, in accordance with Public Resources Code Section 21081(b) and State of California Environment Quality Act Guidelines Section 15093, the benefits of the Project outweigh the significant and unavoidable environmental impacts of the Project, and adopt the Findings of Fact and Statement of Overriding Considerations;
8. Adopt the Mitigation Monitoring and Reporting Program transmitted herewith as required by Public Resources Code, Section 21081.6. The Mitigation Monitoring and Reporting Program is designed to ensure compliance with the mitigation measures

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adopted to mitigate or avoid significant effects on the environment, pursuant to the responsibilities of the City of Los Angeles Harbor Department, as lead agency, to monitor and verify Project compliance with those mitigation measures and conditions of the Project approval;

9. Approve the Project identified in the Environmental Impact Report including all feasible mitigation measures, with consideration of the Findings of Fact and Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program;
10. Direct the Real Estate Division to incorporate by reference the Environmental Impact Report, mitigation measures, lease measures, standard Project conditions and Mitigation Monitoring and Reporting Program into any and all lease agreements or assignments encompassed in the approved Project;
11. Authorize the Environmental Management Division to file the Notice of Determination for the Project with the Los Angeles County Clerk, the Los Angeles City Clerk, and the State Secretary of Resources; and
12. Adopt Resolution No. \_\_\_\_\_.

**DISCUSSION:**

Project Background - The ALBS was established in the Los Angeles Harbor in 1903 and was originally located on Mormon Island in Wilmington, California. The operation moved to its current location (1046 Seaside Avenue on Terminal Island, Berth 258) in 1924, and now occupies approximately 7.7 acres at Berth 258. ALBS is considered a mid-sized shipyard with four marine railways, one floating dry dock, and dock space that can dry dock vessels up to 260 feet long (1,200 tons). ALBS is a full-service shipyard that provides maintenance and repair of vessels and is the only shipyard between San Diego Bay and San Francisco Bay with the capacity to dry dock and service vessels between 300 and 1,200 tons. The majority of vessels serviced by ALBS are from the Pacific Coast region, with approximately 60 percent of vessels serviced being local (within the San Pedro Bay Port Complex), but furthest being from Seattle, Washington (to the north) and Mexico (to the south). The ALBS services on average 120 to 130 vessels per year and has between 70 to 100 employees on-site depending on workload.

Project Objectives - The primary CEQA objectives of the Project are to:

1. Place ALBS in compliance with its Waste Discharge Requirement (WDR) and National Pollution Discharge Elimination System (NPDES) requirements by re-

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contouring the site, removing three existing marine railways and constructing a storm water collection and treatment system;

2. Demolish existing wharfs, piers and buildings/structures to allow for the subsequent creation and use of two CDF cells, which will sequester contaminated sediment and expand use of the boat yard;
3. Dredge sediment to accommodate deeper draft vessels, remove contaminated sediment to improve water quality, and promote regional sediment management objectives by beneficially reusing dredged material to create two CDFs;
4. Remove buildings/structures in order to modernize and reconfigure the facility, to optimize and expand the existing boat yard operation at the present location and continue to meet a regional need for marine vessel repair;
5. Replace aging infrastructure and construct a new building to support improved operations;
6. Clean-up legacy contaminants from the historical use of the site as a boat yard, including contaminants located beneath existing pavement and buildings; and
7. Enter into a 30-year lease renewal between ALBS and City of Los Angeles Harbor Department (Harbor Department) changing the facility's leasehold from 7.7 acres (2.35 acres of land and 5.35 acres of water) to 7.3 acres (4.1 acres of land and 3.2 acres of water).

Project Description – The Project would modernize the existing facility to comply with the conditions of ALBS' NPDES permit, increase the land area and renew the current leasehold, dredge the approach to ALBS, and remediate soil and sediment contamination. Construction will occur in three phases over three years. The primary components of the Project consist of:

1. Demolishing timber wharfs, six buildings and structures (including three of the five buildings considered potentially historic);
2. Removing pavement and excavating contaminated soil for disposal offsite;
3. Construction of two CDFs for sequestering contaminated sediment and creating additional land for ALBS operations;
4. Dredging of shoals to return the water area to its design depth;
5. Treating the contaminated sediment and backfilling into the CDFs;

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6. Construction of two concrete finger piers and installation of two new mobile boat hoists of 100- and 600-ton capacity;
7. Re-contouring the site topography and adding improvements to direct runoff away from harbor waters and into a storm water treatment system before discharge;
8. Re-paving the site, installing lighting and upgrading utilities;
9. Construction of an office building of up to two stories and 2,400 square feet; and
10. Continued operation of the facility under a new 30-year lease, adding 1.8 acres of land to the facility to expand and improve operations.

In its review of the proposed project, the Harbor Department paid particular attention to plans for demolition of site structures, especially the five buildings that are eligible for listing as historic (Transmittal 1). After reviewing the proposed plans, the Harbor Department worked with the boat shop's owners to find a way to salvage two of the five potentially historic buildings. Options for relocation of the other three buildings were found to be either cost prohibitive or infeasible because too many upgrades and modifications would be required to allow the buildings to meet local seismic and safety requirements once they are moved. In the end, the Harbor Department accepted that the three buildings needed to be demolished in order to provide better onsite space to service and store larger boats, and that no other realistic options were available. The two buildings that will be salvaged will continue to be used for onsite operations, though they will require special attention to protect them from storm water runoff and other possible damage due to their age.

#### **ENVIRONMENTAL ASSESSMENT:**

CEQA Responsibilities - The Harbor Department is the CEQA Lead Agency for the Project. As such, the Board is responsible for reviewing and considering the Final EIR (Transmittal 2) and, at its discretion, certifying that the Final EIR has been completed in accordance with CEQA, the State CEQA Guidelines, and the Los Angeles City CEQA Guidelines; has been presented to the Board for review and the Board considered the information contained in the Final EIR prior to approving the Project, and reflects the independent judgment and analysis of the Harbor Department. Certification of the Final EIR must precede the Project approval. Project approval requires that the Board review and consider the Final EIR; adopt the FOF (Transmittal 3) on the significant environmental effects of the Project and the feasibility of mitigation measures and Project Alternatives; adopt a SOC (included in Transmittal 3); and adopt a MMRP (Transmittal 4).

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Scope and Content of Environmental Document - The Draft EIR, dated January 2012, incorporates, as appropriate, information received on the Notice of Preparation (NOP) for the Project, assesses environmental impacts of the Project, and examines Project Alternatives and possible mitigation measures. The Final EIR clarifies and amplifies the Draft EIR, incorporates insignificant modifications and corrections, contains responses to all public comments made on the Draft EIR, and contains records of the public process.

Intended Uses of the Final EIR - The Final EIR informs public agency decision-makers and the general public of the significant environmental effects of the Project, recommends mitigation measures to minimize the significant effects, and describes reasonable alternatives to the Project. This document assesses the potential impacts, including unavoidable adverse impacts and cumulative impacts related to the Project. This Final EIR is also intended to support future discretionary actions of the Board and the permitting/approval process of all agencies whose discretionary approvals must be obtained for particular elements of this Project. For the Harbor Department, these actions include but are not limited to: Port Master Plan Amendment, issuance of a coastal development permit (CDP Level III), issuance of engineering permits, and approval of property use/lease agreements.

Environmental Documentation Process and Public Involvement - The Project was subject to the required environmental documentation process that included public disclosure as required by regulation. In this case, however, public notification exceeded statutory requirements. The procedural steps of the process are described below:

1. Notice of Preparation - In accordance with the Los Angeles City (City) CEQA Guidelines, Article VI, Section 1.5 and the State CEQA Guidelines, Section 15082 the responsible agencies, participating City agencies, and other concerned parties were consulted through a NOP released on September 14, 2010. A total of four comment letters were received from various agencies and the public.

Copies of the NOP were available for review online at [www.portoflosangeles.org](http://www.portoflosangeles.org), at the Harbor Department Environmental Management Division office, and at the Los Angeles City Main, San Pedro Branch and Wilmington Branch Libraries. Meeting notifications were also provided in Spanish. The Harbor Department also provided a Spanish/English interpreter at the public meeting.

2. Draft EIR - The Draft EIR was released for public review on January 20, 2012. It was made available on the Port of Los Angeles (Port) website, at local libraries, and mailed directly to over 200 interested parties. The 45-day comment period closed on March 5, 2012. A public hearing was held on February 15, 2012 in the Harbor Department Board Room to present the findings of the environmental analysis and receive oral comments.

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Public notices of completion stating that the Draft EIR was available for review were published in five newspapers: Los Angeles Times, Daily Breeze, Long Beach Press Telegram, Los Angeles Sentinel and La Opinion.

Copies of the Draft EIR were available for review during this period at the Environmental Management Division office, the Los Angeles City Main Library, San Pedro Branch Library, Wilmington Branch Library and the Long Beach Public Library Main Branch. The document was also available online at the Port's website ([www.portoflosangeles.org](http://www.portoflosangeles.org)). Meeting notifications were also translated to Spanish and provided in mailings.

3. Responses to Comments - As required by Public Resources Code 21092.5, all agencies who commented on environmental issues in the Draft EIR were provided with responses to comments at least 10 days prior to the Final EIR being submitted to the Board for certification.
4. Final EIR - In accordance with the Los Angeles City CEQA Guidelines, Article I, and the State CEQA Guidelines, Section 15088, comments received on the Draft EIR were evaluated. The comment letters and responses to comments, along with minor modifications to the Draft EIR are presented in the Final EIR. The Final EIR was completed in May 2012.

Findings and Conclusions - The Final EIR and FOF and SOC, transmitted herewith, identify major findings and conclusions, including a discussion of areas of environmental concern, alternatives, feasible mitigation measures, and unavoidable impacts. The discussion below summarizes the proposed Findings included in Transmittal 3 for the Board's consideration.

1. Areas of Environmental Concern - Through the public environmental process the following areas of environmental concern were identified. These potential impacts and others were assessed in the Final EIR. The impacts associated with the Project are discussed in detail, by resource area, in the Final EIR. Prior to mitigation, the impacts to the following environmental resource areas would be significant: Air Quality, Biology, Cultural Resources, GHGs, Noise and Cumulative Impacts (Cultural Resources). After mitigation is applied, Project Impacts to Air Quality, Cultural Resources, GHGs, Noise and Cumulative Impacts (Cultural Resources) would remain significant and unavoidable if the Project is approved.
2. Alternatives - Seven alternatives to the Proposed Project were considered:
  - a. Alternative 1 - Reduced Project: Water Quality Improvements: ALBS would not implement any of the proposed improvements on the Project site. However, in order to comply with the Los Angeles Regional Water Quality Control Board

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(RWQCB) requirements and remain in operation, ALBS would implement measures on the site to redirect water away from Fish Harbor. ALBS would place dikes around existing buildings, dikes along the wharf edges, and/or change the slope of the site so storm water runoff would drain away from Fish Harbor into a treatment system before discharge. Under this alternative, ALBS would remain in operation on the site under a new 30-year lease for the existing site. The new lease term would begin in 2012.

- b. Alternative 2 - Reduced Project: Limited Demolition: This alternative would be very similar to the proposed Project; however, not all of the three potentially historic buildings (A2, A3, or C1) would be demolished.
  - c. Alternative 3 - Retention of Historic Buildings: This alternative would contain most of the elements of the proposed Project; however, none of the potentially historic buildings (A2, A3, and C1) would be demolished. No new structure would be constructed on the site, since the historic buildings would remain.
  - d. Alternative 4 - Relocation of Historic Buildings: This alternative would be the same as the proposed Project; however, all of the potentially historic buildings slated for demolition would be moved to another location within the Port. The relocation site would be one of two redevelopment project sites within the Port: the San Pedro Waterfront project, or the Wilmington Waterfront project.
  - e. Alternative 5 - Alternate Site: This alternative would construct and operate the ALBS at one of three locations elsewhere within the Port under a new 30-year lease for the alternate site.
  - f. Alternative 6 - No Project: This alternative considers what would reasonably be expected to occur on the Project site if no future discretionary actions were to occur. Under this alternative, no development would occur on the site and no other action would be taken by the tenant to bring the site into compliance with the applicable surface water quality standards.
  - g. Alternative 7 - No Federal Action: This alternative represents what would reasonably be expected to occur in the foreseeable future if the USACE Permit were not approved. There would be no dredging, no CDF construction (no removal of historical sediment) and no construction of the concrete piers for the 100- and 600-ton boat hoists. However, the landside construction could occur and a new lease would be issued to ALBS.
3. Environmentally Superior Alternative - CEQA requires identification of the Environmentally Superior Alternative. The Environmentally Superior Alternative was determined based on a ranking system that assigned numerical scores comparing

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the impacts under each resource area for each alternative with the CEQA baseline. The scoring system ranged from -2 if impacts are considered to be substantially reduced when compared to the CEQA baseline, to +2 if impacts are considered to be substantially increased when compared with the CEQA baseline. Table 6.4 of the Final EIR presents the scoring system and rankings for each alternative under CEQA.

Alternative 1 - Reduced Project: Water Quality Improvements is the Environmentally Superior Alternative because it would create fewer adverse impacts, including those which would be significant and unavoidable. It would involve only a small amount of new construction and limits the future operational capacity of the boat yard. Alternative 1 met only two of the eight Project objectives.

For the reasons discussed in the attached FOF, staff recommends that the Board find Alternatives 1 through 7 do not meet project objectives and approve the Project as described in the Final EIR. The Project best meets all objectives, and with mitigation, reduces biological impacts to less than significant.

4. Proposed Mitigation Measures - In accordance with the provisions of the Los Angeles City CEQA Guidelines, Article I, the State CEQA Guidelines Section 15091, and the information contained in the Final EIR for the Project, changes or alterations have been required in, or incorporated into, the Project which substantially lessen or avoid significant adverse environmental impacts identified in the Final EIR. Certain mitigation measures were modified/strengthened between the production of the Draft EIR and the Final EIR. All feasible mitigation measures are specified in the MMRP. Incorporation of additional mitigation measures would be infeasible as a result of specific economic, legal, social, technological or other considerations set forth in the FOF.
5. Unavoidable Significant Adverse Impacts - Significant adverse impacts of the Project that could not be reduced below a level of significance are described in the FOF with findings for each impact. The following significant impacts could not be mitigated to a level of insignificance:
  - a. Air Quality - The Project would result in significant air quality impacts for daily NO<sub>x</sub> emissions during construction and maximum off-site ambient concentrations for PM<sub>10</sub>, PM<sub>2.5</sub> and NO<sub>2</sub> for both construction and operation. Even after implementation of all feasible air quality mitigation measures, impacts would remain significant and unavoidable.
  - b. Cultural Resources - The Project would result in significant cultural resource impacts during construction from the demolition of three buildings found eligible for listing on the California Register of Historic Resources. Even after

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implementation of all feasible cultural resources mitigation measures, impacts would remain significant and unavoidable.

- c. Greenhouse Gases - By increasing GHG emissions during construction and operation, the proposed Project would exceed the existing levels from the facility and thus be significant. Even after implementation of all feasible GHG mitigation measures, impacts would remain significant and unavoidable.
- d. Noise - The Project would result in significant impacts on the residents of the Al Larson Marina due to pile driving during construction. Even after implementation of all feasible noise mitigation measures, impacts would remain significant and unavoidable.
- e. Cumulative Impact - Cumulative impacts associated with past, present, and reasonably foreseeable future projects regarding cultural resources would be cumulatively significant since these projects would include the removal of significant or potentially significant historical architectural resources.

Overriding Considerations - Pursuant to Public Resources Code Section 21081(b), no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects that would occur if the project is approved or carried out unless the agency makes the specific findings discussed above with respect to each significant impact and finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects of the project. The SOC must identify the substantial adverse environmental impacts that cannot be mitigated or avoided; make recommendations, if any, by the lead agency that the project or alternatives be approved as proposed; and the reasons why, in the opinion of the decision-making body, the project warrants approval despite such consequences or recommendations.

The draft FOF and SOC recommended by staff is transmitted for Board consideration and adoption. Staff, in recommending the Project for approval, has identified specific environmental, economic, legal, social, technological and other Project benefits. In summary, the Project provides the following benefits:

1. The Project would fulfill the Harbor Department's Tidelands Trust to promote and develop commerce, navigation and fisheries, and other uses of statewide interest and benefit including industrial, and transportation uses. The California Coastal Act identifies the Port as an essential element of the national maritime industry and obligates the Harbor Department to modernize and construct necessary facilities to accommodate deep-draft vessels and to accommodate the demands of foreign and domestic waterborne commerce and other traditional and water dependent and related facilities in order to preclude the necessity for developing new ports

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elsewhere in the state. Further the California Coastal Act provides that the Harbor Department should give highest priority to the use of existing land space within harbors for port purposes, including, but not limited to navigational facilities, shipping industries and necessary support and access facilities.

2. The Project conforms to Los Angeles City Council Motion (Council File No. 09-2025-82) adopted February 1, 2011 requesting the Board of Harbor Commissioners "designate a location for a shipbuilding and repair facility for large vessels at the Port of Los Angeles".
3. Bring ALBS into compliance with the discharge requirements of its National Pollution Discharge Elimination Permit (NPDES) from the Regional Water Quality Control Board, improving water quality within Fish Harbor;
4. Sequester contaminated sediment for Fish Harbor into the two CDFs, thereby promoting regional sediment management objectives and improving water quality within Fish Harbor;
5. Removing contaminated soil from the site lessening the threat to public health and the environment;
6. Creation of 20-30 temporary construction jobs during the 24 months of construction;
7. Creation of 20-30 operational jobs depending on workload;
8. Increase the capacity of ALBS for a underserved market, local vessels in the 300-600 ton range that currently must travel to San Diego Bay, San Francisco Bay or further for repair and maintenance; and
9. Maintain a viable midsized shipyard within the Port of Los Angeles by improving operational efficiency.

In summary, the Project will allow the Harbor Department to meet its legal mandates to accommodate maritime commerce and industry and allows ALBS to meet the discharge requirements of its NPDES permit, better serve an underserved local market, remove existing contaminants from the water and land while providing jobs to the local economy. The Board hereby finds that the benefits of the Project described above outweigh the significant and unavoidable environmental effects of the Project, which are therefore considered acceptable.

Areas of Controversy - In making its determinations, it is important for the Board to be informed as to the areas of controversy associated with the Project. These areas of

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controversy have been identified through oral and written comments received on the Project during public meetings and stakeholder meetings.

During the Draft EIR's public review, the Los Angeles Conservancy and San Pedro Bay Historical Society raised concern over the necessity of demolishing three of the five potentially historic buildings. As a result, the analysis of alternatives evaluated different options to retain some or all three of the potentially historic buildings or to relocate the boat yard or buildings to another area of the Port.

The alternatives analysis concludes that none of the evaluated options provide feasible options to avoid demolishing the three buildings. Two of the options to avoid demolishing the buildings simply didn't meet project objectives because they resulted in a project footprint that was still too great due to the onsite presence of the buildings, which would continue to severely restrict onsite storage and operations in similar manner as the existing facility.

The two alternatives that would meet project objectives, Alternatives 4 and 5, were nevertheless found to also produce unacceptable impacts. Under Alternative 4, Relocation of the Buildings, the analysis considered whether the buildings could be moved away from the boat yard and retained somewhere else. However this would require substantial cost-prohibitive modifications to the buildings in the new locations to meet San Pedro or Wilmington waterfront redevelopment design guidelines. Under Alternative 5, three potential alternative sites for the boat yard itself were considered. Unfortunately, all three potential alternative sites would require demolition of additional unrelated historic structures in the new locations to accommodate the relocated boat yard.

Finally, for both Alternative 4 and Alternative 5, removal of the buildings from their present location and their association with the other buildings on site would degrade their historic integrity as would the design modifications necessary for inclusion into the new areas.

For all of these reasons, acceptable alternatives to the proposed demolition of the three buildings are not found to be available.

Final EIR Certification and Project Approval - In light of these findings and conclusions, staff recommends certification of the Final EIR as being prepared in accordance with CEQA and implementing guidelines, and recommends approval of the Project and all feasible mitigation measures, lease measures and standard Project conditions.

Implementation of Mitigation - When making the CEQA findings required by Public Resources Code Section 21081(a), a public agency shall adopt a reporting or monitoring program in accordance with Public Resources Code Section 21081.6 for

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changes to the Project which it has adopted or made a condition of Project approval in order to mitigate or avoid significant effects on the environment. A MMRP is transmitted for Board consideration and adoption. In addition, should the Board approve the Project or one of the alternatives (Alternatives 1-7), the mitigation measures would be incorporated into all design specifications and construction contracts by the Applicant and incorporated into any and all lease agreements by the Harbor Department (Recommendation 10).

Record of Proceedings - When making CEQA findings required by Public Resources Code Section 21081(a), a public agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based. These records are in the care of the Director of Environmental Management, City of Los Angeles Harbor Department, 222 W. 6<sup>th</sup> Street, Suite 1080, San Pedro, California 90731.

Notice of Determination - In accordance with Los Angeles City CEQA Guidelines, Article I, and the State CEQA Guidelines Section 15094, a Notice of Determination will be filed with the County and City Clerks after the Project is approved. Public Resources Code Section 21167(c) provides that any action or proceeding alleging that an EIR does not comply with the provisions of CEQA shall be commenced within 30 days after filing the Notice of Determination.

**ECONOMIC BENEFITS:**

Certifying the Final EIR for the Project will have no employment impact. Staff will not be able to evaluate economic benefits of the Project without information on the associated Project costs. According to ALBS, the Project is anticipated to support 20-30 construction jobs and 20-30 additional jobs from the ALBS operation.

**FINANCIAL IMPACT:**

Certification of the Final EIR and approval of the proposed Project would pave the way for implementation of the Project. ALBS will bear all costs associated with the Project's total capital cost of approximately \$13 million through 2015. Conformance to the Harbor Department's Board adopted rate of return policy will ensure that the Port's land commitments are appropriately recovered.

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**CITY ATTORNEY:**

This resolution has been reviewed and approved as to form and legality by the Office of the City Attorney.

**TRANSMITTALS:**

1. Buildings eligible for listing on the California Register of Historic Resources
2. Final Environmental Impact Report
3. Findings of Fact and Statement of Overriding Considerations (FOF and SOC)
4. Mitigation Monitoring and Reporting Program (MMRP)

FIS Approval: EH (initials)

CA Approval: gmc (initials)



CHRISTOPHER CANNON  
Director of Environmental Management



MICHAEL R. CHRISTENSEN  
Deputy Executive Director

APPROVED:



GERALDINE KNATZ, Ph.D.  
Executive Director

AUTHOR: DENNIS HAGNER  
ADP No.: 080627-072  
BOARD MEETING: 6/19/2012

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