Addendum #2 to the City Dock #1 Marine Research Center Project Final EIR

APP No. 100114-003

SCH# 2010121013

Prepared For:

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THE PORT OF LOS ANGELES

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Transmittal 2

EXECUTIVE SUMMARY

The Final Environmental Impact Report (EIR) for the City Dock #1 Marine Research Center Project was certified by the City of Los Angeles Board of Harbor Commissioners (Board) on October 18, 2012 (SCH No. 2010121013 and APP No. 100114-003). Subsequent to the certification of the Final EIR, an Addendum was prepared to clarify that the originally estimated 30-year lease beginning in 2012 and ending in 2042 was extended to 50 years and would then end on 2064. The Project involves the development of an urban marine research center within a 33.8-acre portion of the 400-acre San Pedro Waterfront Master Plan area along the west side of the Los Angeles Harbor's Main Channel. The proposed Project, as evaluated, included the following components: the reuse of existing transit sheds at Berths 57-60 to accommodate a marine research laboratory, classroom and meeting spaces; wharf retrofits; new building at Berth 56 with classrooms and a lecture hall/auditorium; the relocation of the Southern California Marine Institute (SCMI) facility; the development of an interpretive center; establishment of a marine science business park/incubator space at Berths 58-60; integration with and development of the waterfront promenade along the water's edge; and, development of a new facility for the National Oceanic and Atmospheric Administration (NOAA) operations at Berths 70-71.

Since the certification of the Final EIR in October 2012, a developer for the site has been identified and the Project is now a public private partnership referred to as *AltaSea at the Port of Los Angeles (AltaSea).* The goals and objectives outlined in the Final EIR for City Dock #1 remain the same.

This second Addendum focuses on new changes to the original project description and impacts that would potentially occur as a result of project modifications as proposed by *AltaSea*. A brief summary of the changes to the project description as well as new or modified elements being addressed herein include the following: the operations and tenant occupancy of the currently vacant transit sheds at Berths 58-60 referred to herein as the "Business Hub," the addition of a Wharf Plaza between Berths 57 and 58 and improvements to the existing wharf between Berths 57 and 58 to make that area structurally sound for vessel onloading and offloading.

Wharf Plaza is a modified element that was previously an outdoor plaza area. It will now include a pavilion to house lectures and interactive learning for school groups and scientists visiting and in association with the research vessels visiting the site. Key features of Wharf Plaza include the pavilion, ramp and timber seating. The pavilion structure will be approximately 2,500 square feet.

The pavilion will have restrooms and space for providing light food service. The roof of the pavilion will slope to provide scenic outside amphitheater-style seating where students and visitors can attend outdoor lectures, demonstrations and exhibitions. The public will have continuous access to Wharf Plaza and will see the waterfront, as well as, observe the research and museum vessels docked at the wharf. There will also be timber seating to accommodate approximately 325 guests at any one time.

The construction of Wharf Plaza will require the structural retrofit of approximately 120 linear feet of wharf between Berths 57 and 58 to accommodate forklifts and cranes to service the research and museum vessels that will be on display in front of Wharf Plaza. The retrofit component of the wharf will require

the in-water installation of approximately 42 new concrete pilings that will be approximately 24" in diameter. The concrete piles would improve the structural and seismic stability and allow for a greater load capacity to this section of the wharf. The existing concrete and asphalt deck between Berths 57 and 58 will also be removed and replaced with a new deck. This component will require approximately 60 days for completion.

In addition to the wharf retrofits at Wharf Plaza, approximately 20 timber piles will be installed as replacement berthing fenders for the existing fendering system that has deteriorated over time. The waterside improvements will not be conducted until they have received approval from the U.S. Army Corps of Engineers (USACE) in the form of a Section 10 Permit and a 401 Certification from the Regional Water Quality Control Board.

This analysis has determined that there are no new significant environmental effects and no substantial increase in the severity of previously identified significant effects that would occur as a result of the proposed modified Project. Furthermore, there are no known mitigation measures or alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment previously identified in the Final EIR. Similarly, there are no known mitigation measures or alternatives that are considerably different and that would substantially reduce one or more significant effects on the environment identified in the certified Final EIR. Therefore, neither a subsequent EIR nor a supplemental EIR, as defined under the California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15163, respectively, is required. An Addendum to the adopted Final EIR, as permitted under Section 15164, is appropriate.

1.INTRODUCTION

1.1 Overview

This document analyzes the proposed modifications to the City Dock #1 Marine Research Center Project since the certification of the Final Environmental Impact Report (EIR) on October 18, 2012 (SCH No. 2010121013 and APP No. 100114-003). The Los Angeles Harbor Department (LAHD) has prepared this Addendum to the Final EIR in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] 21000 et seq.), and the State CEQA Guidelines Section 15164 to adequately assess the proposed modifications to the Final EIR.

1.2 CEQA and the Purpose of an Addendum

According to Section 15164(a) of the State CEQA Guidelines, the lead agency or the responsible agency shall prepare an Addendum to a previously certified EIR or adopted negative declaration if changes or additions are necessary, but none of the conditions described in Section 15162 calling for the preparation of a subsequent or supplemental to the adopted negative declaration have occurred. An Addendum need not be circulated for public review but can be included in or attached to the adopted negative declaration or certified EIR. The decision-making body considers the Addendum with the adopted EIR or negative declaration prior to making a decision on the Project.

Section 15162 of the State CEQA Guidelines states that, for a project covered by a certified EIR or adopted negative declaration, no subsequent EIR or negative declaration shall be prepared for that project unless the Lead Agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1) Substantial changes are proposed in the project that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2) Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;

c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

1.3 Scope and Content

This Addendum describes the affected environmental resources and evaluates the potential changes in the impacts that were previously described in the 2012 Final EIR with respect to building and operating the City Dock Marine Research Center. The criteria for determining the significance of environmental impacts in this Addendum analysis are the same as those contained within the certified EIR.

The analysis in this Addendum focuses on the changes to the impacts that would potentially occur as a result of project modifications to the original City Dock #1 Project. The scope of analysis contained within this Addendum addresses the environmental resource areas that were previously analyzed in the certified EIR as follows:

- Aesthetics
- Air Quality and Greenhouse Gases
- Biological Resources
- Cultural Resources
- Geology and Soils
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Public Services
- Transportation and Circulation – Ground and Marine
- Utilities
- Water Quality, Sediments, and Oceanography
- Cumulative Impacts

1.4 Previous Environmental Documents Incorporated by Reference

Consistent with Section 15150 of the California State CEQA Guidelines, the following documents were used in preparation of this Addendum and are incorporated herein by reference:

- City Dock #1 Marine Research Center Draft Environmental Impact Report, May 2012.
- City Dock #1 Marine Research Center Final Environmental Impact Report, October 2012.
- Addendum to City Dock #1 Final Environmental Impact Report, September 2013.

2. PROPOSED PROJECT MODIFICATIONS

The City of Los Angeles Harbor Department (LAHD) has prepared this Addendum to address the potential environmental effects of the proposed modifications to the project scope since certification of the City Dock No. 1 EIR. This document addresses changes to the construction and operation of the transit sheds at Berths 58-60 for the Business Hub and modifications to the scope of work to include Wharf Plaza between Berths 57 and 58, as well as, improvements to a small portion of the wharf and the removal of the façade in front of the Transit Shed at Berth 57.

2.1 Project Location

The Port of Los Angeles is located at the southernmost portion of the city and comprises 43 miles of waterfront and 7,500 acres of land and water, with approximately 300 commercial berths. The Port is approximately 23 miles south of downtown Los Angeles and is surrounded by the community of San Pedro to the west, the Wilmington community to the north, the Port of Long Beach to the east and the Pacific Ocean to the south.

The proposed project site consists of 33.8 acres within the Port near the San Pedro Community and includes Berths 56-60 as well as Berths 70-71 within the San Pedro Waterfront area. The site is bounded by the East Channel to the west, the Main Channel to east, Len Aube Way to the north and the open water of the San Pedro Bay to the south. Please see Figure 1-1. The red areas indicate those portions of the project site being addressed within this Addendum.

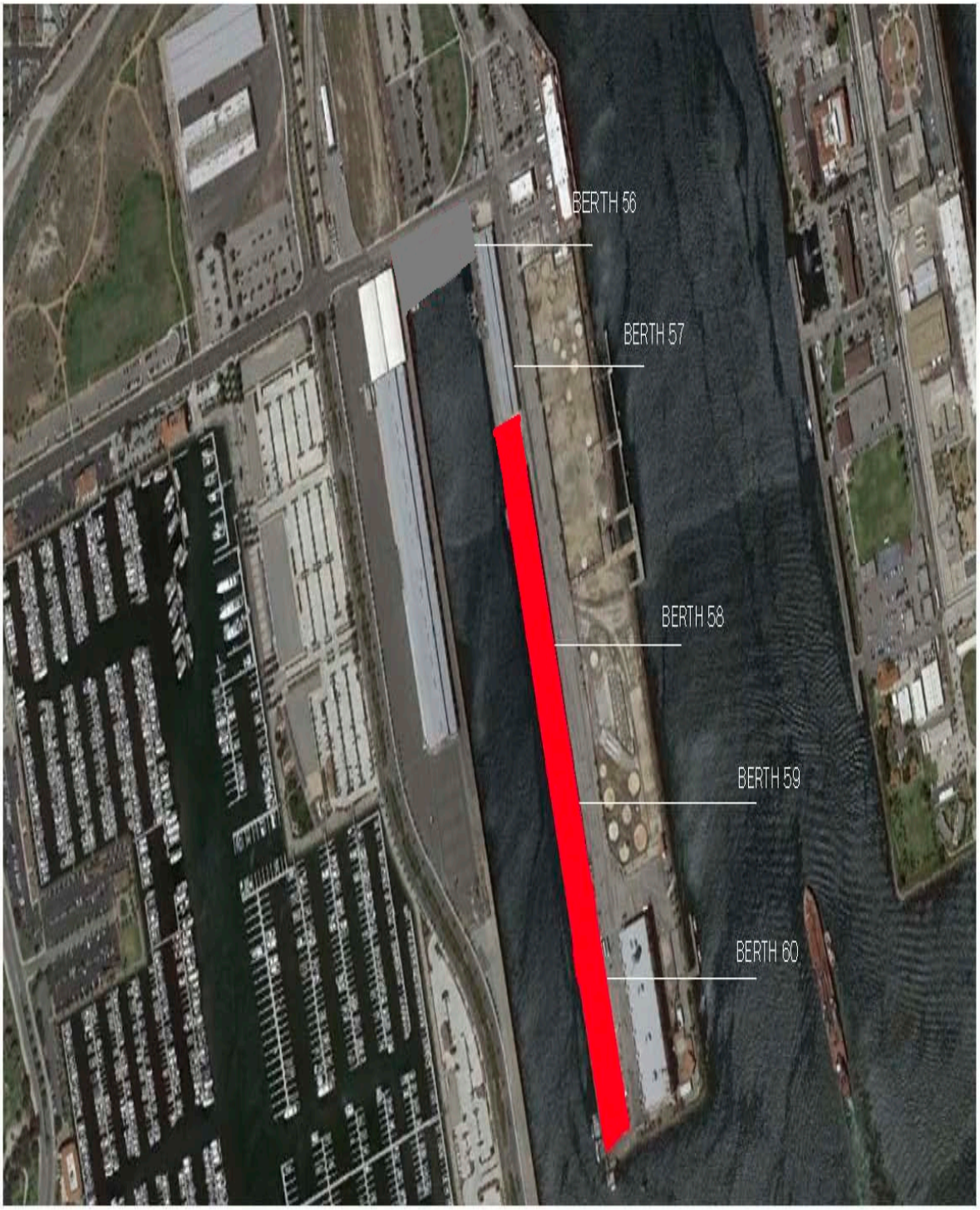

Figure 1-1
Addendum Project Footprint

2.2 Project Description

2.2.1 Final City Dock #1 EIR Project Components

Berth 56 originally included the construction of a new, two-story learning center that would be 11,500 square feet and would include lecture halls, auditoriums and classrooms. Berth 57 included a complete wharf rehabilitation and landside improvements needed for the construction of the new SCMI Research Facility. The SCMI Research facility was expected to occupy 46,500 square feet and included a seawater circulation and life support. Wharf rehabilitation was proposed with two options. One option involved the installation of 127 new steel pilings in water, the removal of the roof at Berth 57, the demolition of 18,288 square feet of existing slab and then replacing the deck slab and roof. The second option involved the installation of 252 steel piles outside of the water, the removal of the roof at Berth 57, the demolition of 6,300 square feet of concrete slab, pouring new pile caps and deck slab and replacing the roof. Upon completion of the wharf and ground improvements, the transit sheds at Berths 57-60 would be upgraded to meet current seismic code and renovated to meet the needs of its tenants. The transit sheds at Berths 58-60 is a 180,000 square foot rectangular building that measures 1,800 feet long and 100 feet wide and is approximately 35 feet high. The transit sheds were to be converted into a marine research facility and marine business incubator space that included office/administrative space, laboratory-related space and storage space for such things as robotics and instruments deployed on marine research vessels. While there were no specific tenants proposed at the time of Final EIR certification, this Addendum now includes tenants identified as potentially occupying this space.

The SCMI Research facility would include office space for faculty, staff and administration; laboratory space for teaching and research laboratories; lab support and building support spaces; outdoor space for outdoor teaching, classrooms and storage space that would be approximately 8,200 square feet; and, an outdoor public plaza that would be approximately 7,500 square feet. The inclusion of 18,500 square feet of floating docks to accommodate 12 vessel slips and the associated research vessels were part of the 2016 occupancy. Once occupied, the project components were estimated to include more than 1,000 vehicle trips per day between workers, students and visitors.

Table 2-1 Project Components Evaluated in City Dock #1 Final EIR now Proposed for Modification

Location	Project Element	Occupancy*
Berth 56	2-Story Learning Center (11,500 square feet)	2016
Berth 57	• SCMI Research Facility (46,500 square feet) Seawater Circulation and Life Support System • Rehabilitation of the wharf • Construction of floating docks • Demolish the existing SCMI facility at Berth 260	2016
Berths 58-60	• Convert transit sheds into Marine Research Facility/Business Incubator Space • Waterfront promenade • Seawater Circulation System • Rehabilitation of the Berths 58-60 wharf	2024

*Occupancy dates listed were based on the Final EIR for City Dock and have been revised.

2.2.2 Proposed Modifications

In keeping with the proposed use and vision of the City Dock #1 Marine Research Center Project, *AltaSea* is proposing to shift the order project components and include new components to support the future build out of *AltaSea's* marine research campus. The currently proposed improvements are considered minor changes in terms of scope and timing and are considerably less intensive in terms of both construction and operation than what was previously analyzed.

2.2.2.1 Wharf Retrofits

One component of the proposed Project is to rehabilitate a section of the existing wharf by removing and replacing approximately 120 linear feet of concrete and asphalt/concrete decking between Berths 57 and 58 which will be referred to as Launch Plaza. In addition, approximately 42 concrete piles each approximately 24 inches in diameter would be installed to improve the structural and seismic stability and provide a greater load capacity to this section of the wharf. This will allow research vessels to utilize cranes for loading and unloading in this 120 linear foot area. As described above, the original Project assumed significantly greater retrofits and wharf improvements than are currently proposed in this Addendum. Wharf rehabilitation was proposed with two options. One option involved the installation of 127 new steel pilings in water, the removal of the roof at Berth 57, the demolition of 18,288 square feet of existing slab and then replacing the deck slab and roof. The second option involved the installation of 252 steel piles outside of the water, the removal of the roof at Berth 57, the demolition of 6,300 square feet of concrete slab, pouring new pile caps and deck slab and replacing the roof.

This Addendum and proposed Project focuses on one small section of the wharf rather than the entire structure. In addition to the wharf itself, approximately 20 timber fender piles would be installed in three groups along the front of the wharf to allow for the safe berthing of vessels. The waterside improvements will need to obtain a Section 10 Permit from the U.S. ACE and will receive a Section 401 Water Quality Certification from the Regional Water Quality Control Board before any waterside construction can begin on the proposed Project.

2.2.2.2 Business Hub (Transit Sheds 58-60)

The LAHD constructed these transit sheds between 1914 and 1917. The buildings total 180,000 square feet. The transit sheds are comprised of three, single-story structures of 60,000 square feet each, separated by concrete walls and sliding fire doors. The structures have direct access to a 30-foot deep channel. The proposed Business Hub is intended to provide leasable space for tenants who qualify to occupy the transit sheds at Berths 58-60 with water-dependent and ocean-related activities.

While the transit sheds total approximately 180,000 square feet, a traffic analysis was conducted for the Business Hub usage under this Addendum that determined that only 140,000 square feet can be utilized for consistent uses under the Port Master Plan without triggering a potential traffic impact to a nearby intersections. As such, AltaSea tenants will be restricted to utilizing only 140,000 of the 180,000 square feet of warehouse space.

Potential business hub tenants are screened for consistency with the Port Master Plan prior to being granted occupancy in Business Hub. The Port Master Plan designates the project site as an *institutional*

use and requires future developments to be consistent with this designation. The Port Master Plan defines Institutional uses as "uses and facilities operated mostly by government agencies" and provides the following examples: 1) public safety (police, fire), 2) other local, state, and federal agencies, 3) education, 4) marine research facilities, 5) and non-profit organizations. Marine research facilities, universities and colleges, government research agencies, and business that conduct marine and ocean research and education would be considered an *institutional use*.

The concept of a business incubator within the Berths 58-60 transit sheds was evaluated in the Final EIR for City Dock #1 with construction beginning in 2013 and full build out in approximately 2024. *AltaSea* is now proposing to utilize this space to operate a Marine Research Business Hub starting in 2017. The scope of improvements to the warehouses associated with the business hub is much less that what was assessed in the EIR. Construction of the SCMI facility at Berth 57 was expected to begin in 2013 with occupancy to occur in 2016. This project component has not been implemented as originally planned. The Business Hub at Berth 58-60 is now proposed for occupancy in 2017 instead and would have significantly less overall construction-related impacts and operational impacts than what was evaluated in the Final EIR for this time period.

Construction related to the Business Hub is minimal as these are all existing structures with minor upgrades and modifications needed for their use. However, because the transit sheds at Berths 58-60 have not been used for anything other than storage in many decades, certain upgrades will be necessary in order to bring these buildings up to code and make them usable for the proposed tenants including but not limited to:

- New electrical service, electrical rooms and distribution
- Upgraded interior and exterior lighting
- New cold water system
- New fire alarm system
- Provisions for trailer hook-up within the sheds for office use
- Modular restroom facilities
- Modular ramp and stair systems for ADA access to each tenant space
- Modular storefront
- Modular trailers
- Chain link walls between tenant spaces
- New guardrails along loading dock
- Signage and environmental graphics displays
- Parking
- Removal of exterior façade in front of Transit Shed at Berth 57 to restore the building's original historical character
- Exterior seating
- New landscaping

During the development of the City Dock #1 Final EIR, it was unknown what specific tenants would be utilizing the space at Berths 58-60. Additional information about the tenants that will be occupying the

space has been made available and that information is provided herein to clarify and provide more detail to the project description. These tenants and their proposed operations do not pose a new environmental impact nor do they exacerbate a previously evaluated impact. It is important to note that the tenants described here do not represent an all-inclusive list of every potential tenant that could utilize space at Berths 58-60; but rather, are tenants that are known at this time. Any future tenants will be evaluated to ensure consistency with the land uses approved at this location and to ensure no new environmental impact would occur as a result of its occupancy at the transit sheds. The total occupied space will not exceed the 140,000 square feet described in this document.

2.2.2.2.1 Port Tech LA

PortTech LA is a business incubator helping clean technology entrepreneurs transform start-ups into businesses. PortTech works closely with the Port of Los Angeles' and Port of Long Beach's Technology Advancement Program (TAP), which is tasked with the responsibility of evaluating and helping fund technologies that support the Port's Clean Air Action Plan and Clean Truck Programs. PortTech's market-centric approach to incubation means that our programs and services are focused on helping entrepreneurs connect to customers in the following areas: one-on-one coaching, strategy sessions, PortTech pitch program, workshops and forums, pilot project facilitation, and PortTechEXPO. PortTech LA is an ancillary use which facilitates and bridges the research component of clean technologies for implementation into the port environment through pilot project assistance.

2.2.2.2.2 Blue Robotics

Blue Robotics is a Delaware Corporation located in California that designs and manufactures low-cost, high-quality components and systems to make marine robotics accessible to a wide market including academia, hobbyists, and new commercial applications. Blue Robotics is proposing to utilize approximately 5,000 square feet for office space for staff that are dedicated to developing new technologies in marine robotics. Blue Robotics operations are ancillary but complimentary to other marine research entities, including those proposed to be located at AltaSea. The underwater robotics are used to monitor underwater habitats, such as those used by Catalina Sea Ranch to monitor predators or growing conditions. Blue Robotics would also test current and proposed equipment at the facility, requiring proximity to the water.

2.2.2.2.3 Boeing, Advanced Technology Programs

The Advanced Technology Programs (ATP), directed by Lance Towers, is a division within Boeing Network and Space Systems that has approximately 500 employees throughout the United States who specialize in small, lightweight, low-power electronics, remote unattended sensors, network communications solutions, mission planning and field support, operations support and sustainment, unmanned underwater systems, and acoustics solutions. Boeing has expressed interest in occupying 60,000 square feet to expand its Echo Voyager operations and could bring as many as 120 employees to AltaSea.

2.2.2.2.4 Seatrec

Seatrec is a renewable energy spinoff company from NASA/JPL and Caltech. Seatrec's patented energy harvesting technology is applicable to vertically-profiling robots used for oceanographic research.

Potential exists for future applications in oceanic, terrestrial, and extra-terrestrial environments. Seatrec is interested in a 5,000 square foot facility at AltaSea. Seatrec would bring 8-10 employees for this operation and would require a narrow tank that is approximately 10 meters tall. There is no seawater intake/discharge system necessary for this operation nor does it include any discharge to the harbor.

2.2.2.2.5 Catalina Sea Ranch

Catalina Sea Ranch supports the goals of NOAA's National Shellfish Initiative, which are to increase commercial shellfish aquaculture and improve ecosystem health. Catalina Sea Ranch is proposing to occupy approximately 6,000 square feet of space with approximately 14 employees. The space would be used for storage, laboratory space for research related to commercial shellfish aquaculture and office space that will serve their headquarters. Catalina Sea Ranch is currently occupying warehouse space under a separate entitlement prior to AltaSea taking occupancy of the site. There is no seawater intake/discharge system necessary for this operation nor does it include any discharge to the harbor. Catalina Sea Ranch may need up to three vessels for its activity.

2.2.2.2.6 Nautilus – Ocean Exploration Trust

The Ocean Exploration Trust was founded in 2008 by Dr. Robert Ballard to engage in pure ocean exploration. Their international programs center on scientific exploration of the seafloor and many of the expeditions are launched from aboard Exploration Vessel (E/V) Nautilus, a 64-meter research vessel operated by the Ocean Exploration Trust.

E/V Nautilus began docking at AltaSea in July 2016 and will continue to deliver educational programs. Ocean Exploration Trust is also planning on occupying space within the Business Hub. Their foot print will likely occupy 10,000 square feet and will include mobile offices for telecommunications that will be directly tied to the operation of *E/V* Nautilus. 8-10 employees are projected to occupy this space.

2.2.2.3 Wharf Plaza

Wharf Plaza will be built between Berths 57 and 58 and adjacent to the waterfront. This area was designated in the Final EIR for City Dock as being a public plaza of approximately 7,500 square feet to be built during Phase I of the Project. It will now include a pavilion to house lectures and interactive learning for school groups and scientists visiting and in association with the research vessels visiting the site. Key features of Wharf Plaza include the pavilion, ramp and timber seating (see figures provided). The Wharf Plaza will be approximately 2,500 square feet.

The pavilion will have restrooms and space for providing light food service. The roof of the pavilion will slope to provide scenic outside amphitheater-style seating for approximately 325 people where students and visitors can attend outdoor lectures, demonstrations and exhibitions. The public will have continuous access to Wharf Plaza and will see the waterfront as well as observe the research and museum vessels docked at the wharf.

3. IMPACT DISCUSSION

3.1 Analysis of Impacts

This section provides an impact assessment of the proposed modified Project. The sections below compare the modified Project against the findings made in the 2012 Final EIR to determine whether any new impacts would be created by the modifications and/or if previously identified impacts would be exacerbated by the proposed changes.

As described below, no new impact areas have been identified nor is there an increase in severity of previously identified impacts.

3.1.1 Aesthetics

The Final EIR evaluated all aspects of the Project for potential aesthetics impacts. The aesthetic assessment included whether the Project was consistent with applicable guidelines and regulations, whether it had the potential to obstruct a view and/or whether it created possible shading or nighttime illumination. The Final EIR concluded that there were no impacts or less than significant impacts to aesthetics as a result of the Project with no mitigation necessary.

The proposed modified Project does not change or alter any of the findings of the Final EIR. There are no scenic vistas or significant scenic resources in the proposed Project vicinity that would be affected by the construction or operation of the modified Project.

Project modifications include the use of existing structures that were previously evaluated and the addition of an outdoor Wharf Plaza setting at a currently undeveloped, vacant location between Berths 57 and 58. Wharf Plaza will face the East Channel area for water-related viewing with Signal Street behind Wharf Plaza. No recreational uses or viewing points that would be obstructed by the plaza as there are no other existing uses near the area other than industrial sources. The proposed modified Project would not create a new source of substantial shade or shadow that would adversely affect daytime views in the area.

Any lighting would be minimal and meant for safe access along the ADA ramp system and basic security. Light and glare impacts from outdoor lighting were assessed in the FEIR and it was determined that existing ambient nighttime lighting from the Port dominates the outdoor lighting in the area with or without the Project. There is nothing in the modified Project that would change these findings. No mitigation is required.

3.1.2 Air Quality and Greenhouse Gases

3.1.2.1 Criteria Pollutant Emissions/GHGs Construction Emissions

The air quality analysis evaluated the construction and operation of the following project components that were anticipated to occur beginning 2013 with occupancy expected in 2016, generally consistent with the occupancy of the proposed modified Project: construction of an 11,500 square foot Learning Center, the conversion of the Berth 57 transit shed into the SCMI facility utilizing approximately 46,500 square feet; installation of a new seawater circulation and life support system; construction of floating docks;

rehabilitation of Berth 57 wharf and associated ground improvements; a public plaza; signal and roadway improvements; and, the demolition of the existing SCMI facility at Berth 260.
The Final EIR determined that project-related construction activities would exceed localized NOx thresholds during 2014 and 2015 due to exhaust emissions from off-road construction equipment. Mitigation measures MM AQ-1 through MM AQ-7 were incorporated into the Project and NOx impacts were reduced to less than significance. Construction activities associated with the modified Project will be significantly less than what was analyzed in the Final EIR. Further, *AltaSea* will be incorporating all feasible construction mitigation measures into their Project (MM AQ-01 through AQ-07) that were adopted as part of the Final EIR for City Dock #1 to ensure that impacts are reduced. There is nothing in the modified Project that changes these findings or necessitates new mitigation measures. The Final EIR evaluated potential greenhouse gas emissions (GHGs) associated with construction and operation of the proposed Project. GHGs were found to be significant for 2016 where construction activities and operational activities overlap. The proposed modified Project is scaled down in scope from the original Project and does not include overlapping construction and operation activities. GHG impacts associated with the modified Project will be significantly less than what was analyzed in the Final EIR. It was determined that GHG impacts would remain significant but that LAHD would review the possibility of including the City Dock site into its inventory of photovoltaic sites under MM GHG-1. The proposed modified Project does not alter this finding or exacerbate it in any way. LAHD will continue to review the feasibility of incorporating MM-GHG-1 into future project design.

3.1.2.2 Criteria Pollutant Emissions/GHGs Emissions: Operations

Project-related trips associated with 2016 occupancy of the Learning Center, Berth 57 transit center and other improvements was expected to be approximately 1,046 from students, employees and visitors. The Final EIR concluded that there was no exceedance of the 1-hour or 8-hour CO standards due to on-road traffic with no mitigation necessary. Traffic related to the current modified Project was evaluated and determined to be less than the Project because there would be significantly less visitors and students than was anticipated from the Learning Center and SCMI facility. New traffic counts related to the proposed modified Project can be found in Appendix B demonstrating a decrease in trips from the Final EIR. Therefore, the proposed modified Project does not alter the findings made for the 1-hour or 8-hour ozone standard with no mitigation measures necessary.

Operational emissions were evaluated in the Final EIR from sources such as marine vessels, landside sources, vehicle sources, fugitive sources, utility sources and miscellaneous onsite and offsite emission sources. There were no operational emissions of criteria pollutants that exceeded SCAQMD's significance threshold for 2016. The proposed modified Project includes significantly less operational activities than was previously assessed and is, therefore, consistent with this finding with no mitigation necessary. As noted above, construction and operational GHG emissions in 2016 were determined to exceed SCAQMD's significance threshold. The proposed modified Project does not alter this finding or exacerbate it in any way. LAHD will continue to review the feasibility of incorporating MM GHG-1 into future project design.

3.1.2.3 Other Air Quality Topics

The Final EIR determined that the Project would not conflict with or obstruct implementation of any applicable air quality plan. Compliance with the Air Quality Management Plan (AQMP), the Clean Air Action Plan (CAAP), source-specific performance standards and project-specific performance standards were found to successfully avoid conflict with an air quality plan. The Final City Dock EIR found that air quality impacts as a result of the proposed Project would be less than significant with no mitigation required. The proposed modified Project does not alter this finding in any way and no mitigation is required.

There were no odor impacts identified in the Final EIR nor does the proposed modified Project create any new objectionable odors. The exposure of the public to toxic air contaminants was also evaluated in the Final EIR and not found to create a significant cancer or non-cancer (chronic) risk from the Project. The proposed modified Project does not alter this finding in any way and no mitigation is required.

Construction- and operation-related impacts from the modified Project are minimal in comparison to what was assumed and evaluated during the time period of 2013-2016 in the Final EIR. The construction of the Learning Center and wharf improvements was the majority of the emissions from this component of the Project; therefore, the re-use of existing transit sheds and incorporation of the Wharf Plaza and waterside improvements in lieu of the Learning Center will be substantially less and will not cause any new impacts or increase the severity of previously identified impacts. The proposed modified Project does not alter any finding related to Air Quality or GHGs with no new mitigation necessary.

3.1.3 Biological Resources

The Final EIR determined that there were no significant adverse impacts to biological resources as a result of the proposed Project.

The proposed modified Project includes the installation of approximately 42 concrete pilings as well as twenty new timber pilings to replace pilings that have deteriorated over time as the wharf is over 100 years old. Waterside improvements were issued a Section 10 permit by the U.S. ACE that includes permit conditions to ensure that no significant impacts to biological resources occur during construction/rehabilitation of the wharf. Further, the Project cannot start construction without its Section 401 Water Quality Certification through the Regional Water Quality Control Board (RWQCB) and this permit is currently pending.

This scope of work is significantly less than the waterside improvements previously evaluated, which included the installation of approximately 127 steel pilings at the Berth 57 wharf and the installation of a floating dock and a seawater in-take system. Any larger Project in the future will be evaluated through the CEQA/NEPA process. However, mitigation measures related to biological resources and all permit conditions imposed by the USACE and RWQCB will be adhered to during this Project as well.

There were no other potential impacts to an endangered species, marine habitat, wetlands, or any biological communities as a result of either construction or operation of the proposed Project and the modified Project will not impact any of these resources.

Landside activities under the proposed modified Project do not include any demolition of existing structures or the removal of biological resources such as trees or other natural habitats. There are no trees

or vegetation at the site that would have to be removed for the proposed modified Project. Some trees and vegetation will be planted as part of Wharf Plaza and improvements to Berths 58-60. The Final EIR for City Dock #1 included the following three mitigation measures related to biological resources: MM-BIO-1 calls for the avoidance of marine mammals during pile driving. MM-BIO-2 calls for minimizing noise related to pile driving. MM-BIO-3 call for conducting nesting surveys prior to the clearing, removal or grubbing of any vegetation or ground disturbance. The proposed modified Project does not include any removal of trees or vegetation so this measure is not applicable at this time. MM-BIO-1 and MM-BIO-2 will be adhered to as part of this approval process since there will be approximately 42 concrete piles installed.

The proposed modified Project does not alter any of the findings in the Final EIR related to biological resources nor does it exacerbate a previously identified adverse environmental impact. Therefore, the proposed modified Project would not cause adverse impacts related to biological resources beyond what was already disclosed in the Final EIR. None of the abovementioned mitigation is required.

3.1.4 Cultural Resources

The Project is located within the Municipal Pier #1 area at the Port of Los Angeles which includes Municipal Warehouse No. 1, the Transit Sheds at Berths 57-60, the wharf, the Berths 70-71 Westway/Pan-American Oil Company Pump House and Berth 260. This region has been surveyed for historic/cultural significance on several occasions. As part of the Final EIR for City Dock #1, it was surveyed again in 2011 by an outside consulting firm, ESA, and included a report entitled *Historic Resources Evaluation Report of Municipal Pier No. 1*. The report concluded that Municipal Pier #1 (including all abovementioned structures and buildings) is eligible for listing as a historic district in the National Register, California Register of Historic Places (CRHP) and as a City of Los Angeles Monument.

The Final EIR determined that mitigation was necessary that included the recordation of the Historic District setting at Municipal Pier No. 1. The program consisted of large-format, black and white photographs, the preparation of a historic resources report and archiving of both at local repositories of historical information. Impacts from the Project remained significant and unavoidable relative to the construction of a wave tank building on adjacent historic structures as well as on the Municipal Pier No. 1 Historic District as a whole. This mitigation measure was implemented pursuant to the Final EIR for City Dock #1.

The *Secretary of Interior (SOI) Standards for the Treatment of Historic Properties* are guidelines for the treatment of historic structures and are intended to promote responsible preservation practices to protect cultural resources. Because the proposed modified Project is located in a district eligible for listing in the National Register and because the structures themselves have been determined to be historically significant, any alterations to the structures (including the wharf) need to conform to the SOI Standards in order to remain less than significant. The proposed modified Project includes minor temporary alterations to the transit sheds at Berths 58-60 and removal of the exterior façade on the Berth 57 transit shed building, as well as the addition of Wharf Plaza and the structural reinforcement of a portion of the wharf. In order to ensure the proposed modified Project would be consistent with the findings of the Final EIR,

LAHD contracted with a qualified consulting architectural historical firm, Historic Resource Group (HRG), to evaluate the landside changes to the Historic District and historic structures as a result of the proposed modified Project. The waterside alterations to the wharf were also evaluated by the USACE in coordination with the State Historic Preservation Office (SHPO). SHPO has concurred with the USACE that the Project does not pose a significant adverse impact to a historic resource relative to the waterside improvements and HRG has made a finding of consistency with the SOI standards for the landside improvements. The proposed modified Project would not cause adverse impacts related to cultural resources beyond what was disclosed in the Final EIR. No mitigation is required.

3.1.5 Geology and Soils

The Final EIR for City Dock #1 evaluated the potential impacts to geology and soils as a result of construction and operation of the Project. Potential project-related impacts from construction and operation were evaluated related to expansive soils, landslides, mudslides, liquefaction, and/or seismic ground shaking. The Final EIR determined that the Project resulted in no significant adverse impacts to geology and soils and no mitigation was required.

The proposed modified Project does not alter the conclusions made in the Final EIR. Construction activities are minimal and involve the waterside improvements to the wharf between Berths 57 and 58 as well as the installation of approximately 20 timber piles and Wharf Plaza. Minor improvements to the existing transit sheds at Berths 58-60 will also occur. The proposed modified Project would not cause adverse impacts related to geology and soils beyond what was disclosed in the Final EIR. No mitigation is required.

3.1.6 Groundwater and Soils

The Final EIR did not identify any significant adverse impacts to Groundwater and Soils. The Final EIR identified the following areas within the Project area having either a low, moderate or high potential for soil and groundwater contamination: the Westways Terminal at Berths 70-71; the Hy C Tane Corporation on Signal Place; the Pennzoil Company on Signal Street. Although the area was identified as having been affected by hazardous substances and petroleum products as a result of historical land uses, future development would require remediation where necessary prior to project construction.

No contaminated sites were identified within Berths 56-60; which encompasses the proposed modified Project area. In addition, the Final EIR for City Dock #1 included that any contaminated soil or groundwater encountered during construction would be handled, transported, remediated and/or disposed of in accordance with applicable federal, state, and local laws and regulations as well as all lease measures pertaining to the development of a soil management plan. The Final EIR for City Dock #1 did not identify any impacts identified to potable groundwater recharge capacity or potable water levels identified in the City Dock #1 Final EIR nor were there any impacts that would violate regulatory water quality standards. There were no mitigation measures required but the abovementioned soil management plan will be required as a lease measure prior to the issuance of a Harbor Engineer Permit as well as compliance with all applicable federal, state, local regulations.

The proposed modified Project involves minor construction, minimal grading and predominately the use of existing structures. As such the proposed modified Project does not change or alter any of the findings of the Final EIR related to groundwater or soils. No mitigation is required.

3.1.7 Hazards and Hazardous Materials

The Final EIR evaluated potential risk of upset, spills and accidental releases from construction and operation of City Dock #1. The only potential impact identified in the Final EIR was related to the nearby Mike's Marine Fueling Station that handled several hazardous materials on site. A mitigation measure (MM RISK-1) was included to have Mike's Marine cease the handling of hazardous materials with flashpoints below 140^{o} F prior to the operation of the waterfront promenade which has not yet been constructed.

There is nothing related to the proposed modified Project or its tenants at Berths 58-60 that would alter this finding or require new mitigation measures. There are no known hazardous materials being stored within the transit sheds to support the business hub tenants and operation of the proposed modified Project would be required to comply with all applicable federal, state, regional and local safety and security regulations as well as LAHD policies guiding port development. Any construction improvements to the interior or exterior of the transit sheds are considered minimal but have the potential to encounter lead-based paint (LBP) and/or asbestos containing materials (ACMs). Prior testing of the property by a qualified engineer/biologist has determined the presence of ACMs at select locations at the site. Any removal of ACM and LBP would be conducted by ACM- and LBP-certified removal contractors and trained workers. Appropriate dust monitoring would occur in conjunction with ACM and LBP removal activities. LBP-containing light ballasts and other PCB-containing materials found on site would be removed by a hazardous materials removal contractor. A Health and Safety Plan would be prepared for work involving the removal of ACM-, LBP- and PCB-containing materials. The disposal process would include transport by a state-certified hazardous material hauler to a state-certified disposal and recycling facility licensed to accept and treat hazardous waste. (City Dock #1, Draft EIR, page 3.7-15). The potential release of ACM and LBP through project construction would be avoided through the required implementation of local and state regulations, including SCAQMD 1403. Impacts related to the potential release of ACM or LBP would remain less than significant.

Further, operation would not generate any hazardous or industrial waste nor would the Project's operation pose a significant hazard to the public or the environment. No mitigation was required and the proposed modified Project does not alter this finding.

3.1.8 Land Use and Planning

The Final EIR determined that the Project was consistent with the adopted land use/density designation in the Community Plan as well as the General Plan, the Port Master Plan, the Port Strategic Plan and the Los Angeles Green Building Policy and all other adopted environmental goals or policies contained in other applicable plans. There were no significant unavoidable impacts identified to Land Use and Planning as a result of the Project other than a reference to MM RISK-1 that was identified above.

The proposed modified Project does not change or alter any of the findings of the adopted Final EIR related to land use and planning. The proposed Project adds the Business Hub to the transit sheds at Berths 58-60 and includes Launch Plaza and minor wharf upgrades in front of Launch Plaza. The Port Master Plan defines Institutional uses as "uses and facilities operated mostly by government agencies" and provides the following examples: 1) public safety (police, fire), 2) other local, state, and federal agencies, 3) education, 4) marine research facilities, 5) and non-profit organizations. All currently identified tenants listed herein are consistent with the Port Master Plan and all future tenants will be reviewed by LAHD to ensure consistency prior to being granted occupancy permission. Therefore, the proposed modified Project would not cause impacts related to land use and planning beyond what was already disclosed in the adopted Final EIR. No mitigation is required.

3.1.9 Noise

The Final EIR evaluated potential noise impacts from the two construction periods and included typical construction equipment that would be utilized. The nearest sensitive receptors were identified as liveaboards located in the Cabrillo Harbor approximately 900 feet to the west of the project site. The Final EIR concluded that there were two time periods during construction -that would result in a decibel increase of approximately 16 dBA above background at the closest liveaboard. Mitigation measures NOI-1 through NOI-4 were included to reduce the construction-related noise impacts; however, noise impacts remained significant and unavoidable.

The proposed modified Project contains significantly fewer construction components, less construction equipment and a shorter construction duration than was previously assessed in the Final EIR. Further, the highest noise rating was coming from the extensive use of a pile driver needed for the installation of 127 steel piles. The proposed modified Project includes the installation of approximately 20 timber piles and 42 concrete piles as well as some landside improvements that can be installed in a few weeks. Because the Project involves the installation of concrete piles, mitigation measures MM-NOI-1 through MM-NOI-4 will be included as terms of project approval under this Addendum as described in Appendix B.

The operation of Launch Plaza would not include any equipment or activities that would generate significant noise. Further, the business hub tenants will be working indoors with little activity on the wharf beyond vessel berthing. The proposed modified Project contains significantly fewer components than was originally proposed that will ensure that noise impacts remain less than significant. No mitigation is required.

3.1.10 Public Services

The Final EIR determined that construction and operation of the Project would neither increase the demand for fire and police services, nor require the expansion of existing facilities. There were further no emergency services or park services or expansions of any kind necessary as a result of the Project.

The proposed modified Project is significantly smaller in scope than the previously assessed project and would not create adverse impacts related to public services. No mitigation is required.

3.1.11 Transportation and Circulation – Ground and Marine

Project construction in the Final EIR included the possibility of street closures and traffic diversion. As a result, mitigation measure TC-1 was included that required the implementation of a Traffic Control Plan throughout project construction. Construction associated with the proposed modified Project is minor because the transit sheds are existing structures with only minor modifications needed for their use. In addition, the waterside improvements will be conducted in a short period of time with most of the work occurring from the water. Wharf Plaza is also a relatively small project with a construction period of approximately nine months. Construction associated with the proposed modified Project is not expected to result in any road closures or traffic diversion and, as such, TC-1 is not necessary at this time.

Marine-side construction activities such as the rehabilitation and repair of the Berth 57 wharf and the construction of floating docks and the installation of a saltwater intake/discharge system were evaluated in the Final EIR to determine if construction activities could pose any in-water hazards related to vessel activity. The Final EIR determined that construction impacts on vessel traffic would be less than significant with no mitigation necessary. Marine-side construction activities for the proposed modified Project are significantly smaller in scale and include the installation of 20 timber pilings as well as the installation of approximately 42 concrete piles over approximately 120 linear feet to reinforce a small portion of the wharf to allow for research vessel to dock and load and offload supplies. The inclusion of research vessels and barges was included in the Final EIR for City Dock #1.These construction and operational components do not alter or exacerbate the findings in the Final EIR. No mitigation measures are required.

The Final EIR evaluated potential traffic impacts to both streets and surrounding marinas as a result of operation of the City Dock Project. The Project contained surface road modifications that included the addition of surface parking adjacent to Berth 56 and surface parking adjacent to Berth 57 as well as road realignment at 22nd Street and Sampson Way. The Final EIR evaluated the surface street system within the project study area and included 19 study intersections. The proposed modified Project does not involve any roadway realignments and existing parking is available in front of the transit sheds on Signal Street as well as in a parking lot on 22nd Street that is currently not fully utilized.

To ensure that the proposed modified Project does not create new traffic-related impacts, LAHD recalculated project-related trips based on revisions to the project description as a result of the proposed modified Project. Trips were calculated based on the research and development tenants to be located within Berths 58-60 at the Business Hub as well as the addition of visitors to Wharf Plaza. The revised calculation shows that the proposed modified Project's traffic findings are consistent with the findings made in the 2012 Final EIR as long as usage of the transit sheds in Berths 58-60 is limited to 140,000 square feet. There are no significant traffic-related impacts and no mitigation measures are necessary. Please see Appendix B for the trip generation estimates from the proposed modified Project.

3.1.12 Utilities

The Final EIR included an analysis of the full installation of utilities at all existing and new buildings at City Dock. All connections would be located within the proposed project site and would connect with the

existing infrastructure located under Signal Street. In addition to the general utility connections, the proposed Project included the potential upgrade to the existing sewer pump servicing the project site. The upgrade was intended to provide additional capacity under full buildout as well as additional projects in the area, as needed.

The proposed modified Project will also necessitate the installation of all utilities at the existing transit sheds as well as for Wharf Plaza. The utilities to be added and consumption rates do not require anything new or additional beyond what was evaluated in the Final EIR. The utilities needed under the proposed modified Project do not alter the findings in the Final EIR. No mitigation measures are required.

3.1.13 Water Quality, Sediments and Oceanography

The adopted Final EIR determined that the Project would result in less than significant impacts related to water quality, sediments and oceanography. The Final EIR found that the Project had no construction or operation potential to reduce or increase surface water nor would it result in discharges to a receiving water body that create pollution or contamination or nuisance. The Final EIR included the rehabilitation of the wharf at Berth 57, floating docks and a marine research seawater in-take, life support and treatment system to meet the needs of the research planned to be conducted within the facilities.

Waterside construction related to the proposed modified Project involves only the installation of approximately twenty timber pilings to serve as a fendering system where the previous fendering system deteriorated and approximately 42 concrete pilings under a 120-linear foot section of the wharf and associated new decking to stabilize this portion for off-loading and loading of supplies for research vessels visiting the area. The Final EIR for City Dock #1 evaluated the installation of approximately 127 steel pilings so this modification is significantly smaller in scope than what was previously analyzed. (City Dock #1, Final EIR, 2013). The seawater in-take, life support and treatment system will not be included at this time and there are no discharges to the harbor included in the modified Project. The activities associated with the proposed modified Project do not alter the findings in the Final EIR. No mitigation measures are required.

3.1.14 Cumulative Impacts

The construction equipment and construction duration for the modified Project will be significantly less than the original design analyzed for the same time frame in the Final EIR. The same mitigation measures will be adhered to during construction, as applicable. The operations of the site under the proposed modified Project are similar but much less intense in scope than was previously assessed and also do not include the magnitude of visitors, students and employees that was originally evaluated. The above analysis shows that the modification will not affect any of the Project-specific impact determinations made in the Final EIR. As such, the modified project components will not adversely affect the cumulative impact determinations made in the Final EIR.

3.2 Conclusions

None of the conditions as described under Sections 15162 and 15163 of the State CEQA Guidelines requiring a subsequent or supplemental EIR have occurred under the proposed modified Project. No new significant environmental effects and no substantial increase in the severity of previously identified significant effects would occur as a result of the proposed modified Project. Furthermore, there are no known mitigation measures or project alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment identified in the adopted Final EIR.

4.ACRONYMS

ACM	Asbestos Containing Materials
ADA	Americans with Disabilities Act
APP	Application for Port Permit
APN	Assessor's Parcel Number
AQ	Air Quality
AQMP	Air Quality Management Plan
ATP	Advancement Technology Program
BIO	Biological Resources
BMPs	Best Management Practices
CAAP	Clean Air Action Plan
CRHP	California Registry of Historic Places
CEQA	California Environmental Quality Act
F	Fahrenheit
FEIR	Final Environmental Impact Report
GHG	Greenhouse Gas
HRG	Historic Resource Group
LAHD	Los Angeles Harbor Department
LBP	Lead Based Paint
LOS	Level of Service
MM	Mitigation Measure
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NOI	Noise
PRC	Public Resources Code
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SCH	State Clearinghouse
SCMI	Southern California Marine Institute
SOI	Secretary of Interior
TAP	Technology Advancement Program
TC	Transportation and Circulation
USACE	United States Army Corps of Engineers

5.REFERENCES

City of Los Angeles Harbor Department
May 2012. City Dock #1 Marine Research Center Draft EIR.

City of Los Angeles Harbor Department
October 2012. City Dock #1 Marine Research Center Final EIR.

City of Los Angeles Harbor Department
September 2013. Addendum to the City Dock #1 Marine Research Center Final EIR.

City of Los Angeles Harbor Department
August 2013. Port Master Plan.

Historic Resources Group on behalf of the Port of Los Angeles
August 2016. Tenant Improvements for AltaSea Berths 57, 58, 59-60, Port of Los Angeles.

LSA on behalf of ICF, Jones and Stokes
2011. *Historic Resources Evaluation Report of Municipal Pier No. 1*.

Appendix A - Mitigation Measures Applicable to the Proposed Modified Project[1]

Below is a summary of those mitigation measures that were included in the City Dock EIR and are applicable to the currently proposed Project:

MM – AQ-1 Implement Harbor Craft Engine Standards.
MM – AQ-2 Implement Fleet Modernization for Construction Equipment.
MM - AQ-3 Implement Additional Fugitive Dust Controls.
MM – AQ-4 Implement AQMD's Super Compliant Coatings of 10 grams per liter of VOC.
MM – AQ-5 Implement the Clean Trucks Program.
MM – AQ-6 Implement Best Management Practices.
MM – AQ-7 Implement General Mitigation Measure.
MM-GHG-1 Continue to review the feasibility of incorporating the project site into the survey of potential photovoltaic sites.
MM-BIO-1 Avoid Marine Mammals during pile driving activities.
MM-BIO-2 Minimize In-water Pile Driving Noise.
MM_NOI-1 Maintain construction equipment**.**
MM-NOI-2 Local Equipment Away from Noise Sensitive Land Uses.
MM-NOI-3 Utilize Quiet Equipment.
MM-NOI-4 Notify Sensitive Receptors.

Lease Measures
The tenant is required to comply with all applicable Lease Measures and Tenant Improvements related to Berths 56-60 applicable to the Business Hub and Launch Plaza and the wharf improvements including the implementation of a Soil Management Plan.

[1] *A more detailed discussion regarding implementation of these mitigation measures can be found in the Final EIR for City Dock #1, Table ES-3.*