THE PORT
OF LOS ANGELES

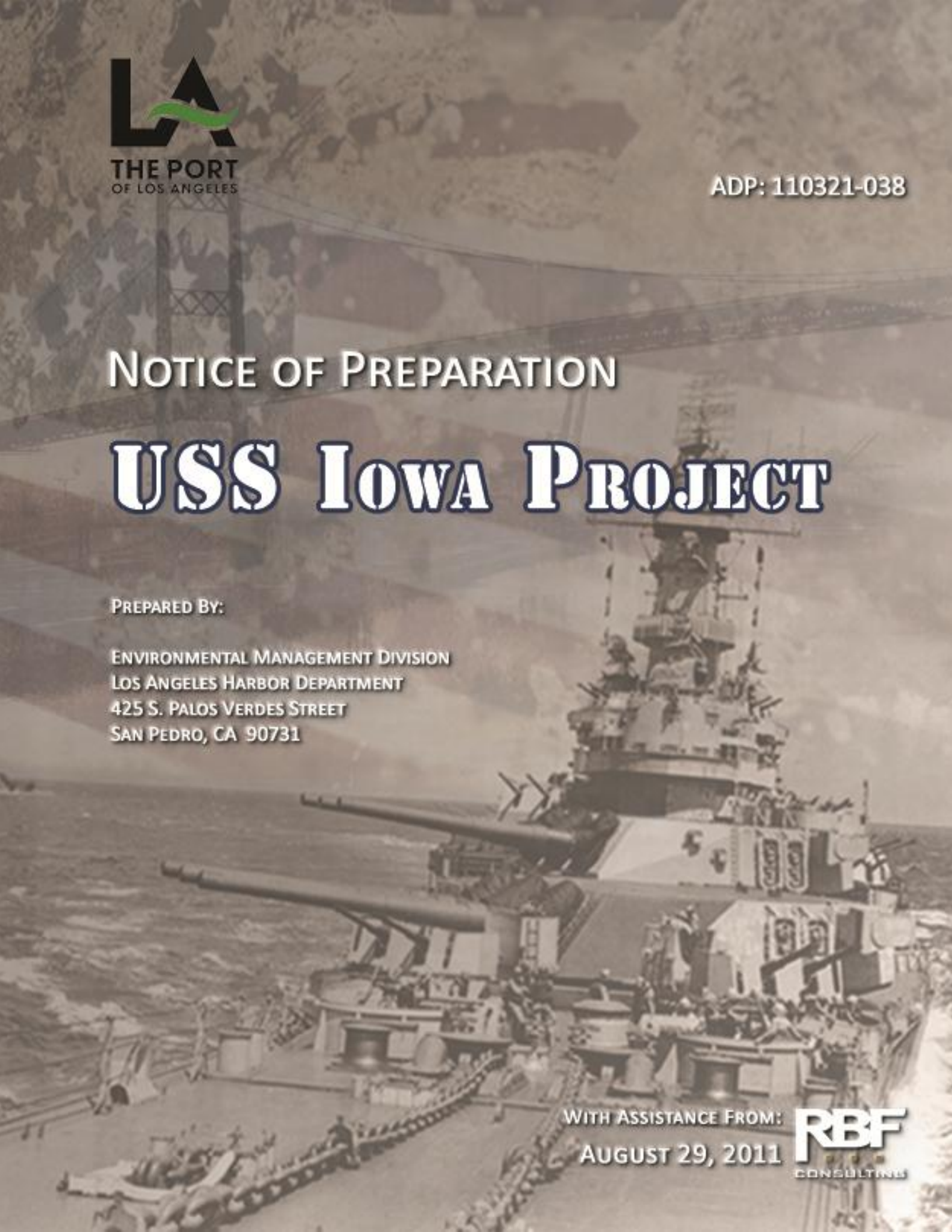
ADP: 110321-038

NOTICE OF PREPARATION

USS IOWA PROJECT

PREPARED BY:

ENVIRONMENTAL MANAGEMENT DIVISION
LOS ANGELES HARBOR DEPARTMENT
425 S. PALOS VERDES STREET
SAN PEDRO, CA 90731



WITH ASSISTANCE FROM: RBF CONSULTING

AUGUST 29, 2011

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THE PORT OF LOS ANGELES
425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

August 29, 2011

SUBJECT: RELEASE OF A NOTICE OF PREPARATION (NOP) FOR THE USS *IOWA* PROJECT ENVIRONMENTAL IMPACT REPORT

The Environmental Management Division of the Los Angeles Harbor Department (LAHD) will be preparing an Environmental Impact Report (EIR) for the following project in the Port of Los Angeles:

USS *IOWA* PROJECT

We transmit this Notice of Preparation, containing an Initial Study Checklist to you for review, in accordance with current City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act (CEQA) of 1970, Article I, adopted by the Los Angeles City Council; the State CEQA Guidelines, Article 7, Sections 15086 and 15087; and the California Public Resources Code Section 21153.

A Public Scoping Meeting will be held to further define and accept input on the scope of this EIR on September 13th at 6:00 pm at the Port of Los Angeles Harbor Commissioner's Board Room, 425 South Palos Verdes Street, San Pedro, CA 90731.

Please submit your comments, concerns, suggestions for mitigation measures, and any other pertinent information that may enable us to prepare a comprehensive and meaningful EIR for the project. Please submit your comments to Christopher Cannon, Director of Environmental Management, Los Angeles Harbor Department, 425 South Palos Verdes Street, San Pedro, CA 90731 or via email to ceqacomments@portla.org. Comments sent via email should include the project title in the email's subject line and a valid mailing address within the email. Comments letters must be postmarked by September 29, 2011. If you have any questions, please contact Kevin Grant. LAHD Environmental Project Manager (310) 732-7693.

Sincerely,

CHRISTOPHER CANNON
Director of Environmental Management

THE PORT OF LOS ANGELES
425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

Agosto 29, 2011

ASUNTO: INFORME DE IMPACTO AMBIENTAL DEL PROYECTO DE PUBLICACIÓN DE UN ANUNCIO DE PREPARACIÓN (NOP) PARA EL PROYECTO USS *IOWA*

La división de gestión ambiental del departamento de puerto de los ángeles preparará un informe de impacto ambiental (EIR) para el proyecto siguiente en el Puerto de Los Ángeles:

PROYECTO DE USS *IOWA*

Transmitimos este Aviso De Preparación, Estudio Inicial, y Lista De Comprobación Ambiental a usted para su revisión, de conformidad con el actual Ciudad De Los Ángeles Directrices para la aplicación de la ley de California de la Calidad Ambiental (CEQA) de 1970, Artículo 1, aprobado por el consejo de la Ciudad de Los Ángeles; las directrices CEQA del Estado, Artículo 7, apartados 15086 y 15087; y la sección de Código de Recursos Públicos de California 21153.

Se tendrá una sesión pública de alcance para definir y aceptar la entrada sobre el alcance de este EIR el 13 Septiembre a las 6:00 PM en el Puerto de Los Ángeles Cuarto de Conferencias numero 425 Sur Calle Palos Verdes, San Pedro, CA 90731.

Envíe sus comentarios, preocupaciones, las medidas de mitigación y cualquier otra información pertinente que nos puede permitir preparar un EIR integral y significativa para el proyecto. Se solicita que sus comentarios sean enviadas a Christopher Cannon, Director de Gestión Ambiental, Puerto de Los Ángeles 425 Sur Calle Palos Verdes, San Pedro, CA 90731, por correo electrónico a CCannon@portla.org. Comentarios por correo electrónico deben incluir el título del proyecto en la línea de asunto del correo electrónico y una dirección de correo válida en el correo electrónico. Comentarios deben ser devueltos a esta oficina Septiembre 29, 2011. Si tiene alguna pregunta, por favor póngase en contacto al (310) 732-3675.

Atentamente,

CHRISTOPHER CANNON
Director, División de Gestión Ambiental

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LIST OF EXHIBITS

USS *Iowa* Project

Project Description

Introduction

This Notice of Preparation (NOP) is to inform responsible and trustee agencies, public agencies, and the public that the City of Los Angeles Harbor Department (LAHD) will be preparing an environmental impact report (EIR) for the USS *Iowa* Project (proposed project). The USS *Iowa* Project EIR will be prepared pursuant to the California Environmental Quality Act (CEQA), California Public Resources Code Section 21000 et seq. For the USS *Iowa* Project, the EIR to be incorporated by reference is the *San Pedro Waterfront Project EIS/EIR*, [ADP Number: 041122-208, State Clearinghouse Number: 2005061041] certified by the Board of Los Angeles Harbor Commissioners (Board) on September 29, 2009.

The Project Applicant is the Pacific Battleship Center (PBC), which submitted an Application for Discretionary Project (ADP) to obtain approval from the Board for the year-round mooring of the USS *Iowa* at Berth 87. The LAHD is the Lead Agency under CEQA preparing the EIR. LAHD seeks comments from agencies and the public regarding the scope and content of this EIR. For agencies, LAHD seeks comments regarding the scope and content of environmental information that is relevant to each agency's statutory responsibilities in connection with the EIR and the various actions and activities to be evaluated in the EIR.

LAHD administers the Port of Los Angeles (Port) under the California Tidelands Trust Act of 1911. The Port is the largest manmade harbor in the Western Hemisphere, serving as the largest container port in the United States and the eighth largest in the world. It serves as a critical hub in the international supply chain, encompassing 7,500 acres and featuring cargo loading/off loading facilities, and cruise ship terminals. As the center of recreational water activity for the Los Angeles area, the Port provides slips for approximately 6,000 pleasure craft, sport fishing boats, and charter vessels. The Port also accommodates commercial fishing operations, canneries, shipyards, and boat repair yards as well as recreational, community, and educational facilities.

The USS *Iowa* Project site is identified as Berth 87 located within the Port. Specifically, the site is within the San Pedro Waterfront Project Area and within the City of Los Angeles.

Project Summary & Overview

The USS *Iowa* Project (proposed project) involves the relocation of the USS *Iowa* battleship from its current location at Suisun Bay, California, to Berth 87 in the Port of Los Angeles, California. The battleship will be moored year-round at Berth 87 with sufficient parking to accommodate visitor use. Portions of the *Iowa* will be available to the public for guided tours, special events, and educational programs. A second phase of the project may include, pending future funding, an approximately 33,800 square foot (sq ft), two story landside Visitor Center which includes a museum and education center featuring historic artifacts, educational programs and food concession areas; ticketing, gift shop, and restroom facilities.

Project Background

The USS *Iowa* is the lead battleship of the *Iowa*-class battleships. *Iowa* was built at the New York Navy Yard, Brooklyn, New York and commissioned in February 1943. The *Iowa* was the U.S. Navy's first new World War II era battleship whose design was not encumbered by treaty limits and is the namesake of the four *Iowa*-class battleships. She was a new, "fast battleship", intended to protect aircraft carriers against the threat of similar Japanese "big-gun" ships. She was known as President Franklin D. Roosevelt's "Big Stick".

Iowa spent her initial service in the Atlantic and carried President Franklin D. Roosevelt to and from Casablanca, Morocco, in November 1943. Early in January 1944, *Iowa* was sent to the Pacific where she took part in the Marshalls Campaign and campaigns to capture the Marianas, the Palau's, the Battles of the Philippine Sea and Leyte Gulf, Okinawa and the surrender of Japan in Tokyo Bay. The *Iowa* next served in the Korean War. The battleship was then modernized under the 1980s defense buildup and re-commissioned in April 1984. She went to European waters during the 1980s, with the latter cruise continuing into the Indian Ocean and Arabian Sea. *Iowa* was decommissioned for the last time in October 1990.

Iowa is one of approximately 50 ships (as of April 2011) currently docked in Suisun Bay in Benicia, California, in the United States Maritime Administration's (MARAD) National Defense Reserve Fleet (NDRF), also known as the "mothball fleet" or the "ghost fleet". The NDRF was established under Section 11 of the Merchant Ship Sales Act of 1946 to serve as a reserve of ships for national defense and national emergencies. In the 1950s, the NDRF held over 2,000 ships at eight locations in the US. Ships from the NDRF have been reactivated and used in recent emergencies such a Hurricane Katrina and the earthquakes in Haiti. The *Iowa* is the only battleship remaining in the NDRF, which mostly consists of navy supply ships. The *Iowa* is held under the "custody vessel"

category where ships are held on a reimbursable basis for other agencies, such as the U.S. Navy and U.S. Coast Guard.

Iowa is the last battleship of her kind available for donation. There are no battleships currently located on the West Coast of the United States available for public tours. The USS Midway open for public tours in San Diego is an aircraft carrier. Today, seven battleships are available to visit in the United States: four on the east coast, two on the Gulf coast, and one in Hawaii. Congress has stipulated that the USS *Iowa* must reside in the State of California as a resource to West Coast populations. This is also supported by Port of Los Angeles Resolutions: *Determining the Availability of Berth 87 for the USS Iowa* (November 16, 2010) and *Staff Response to the Port of Los Angeles Community Advisory Committee Recommendation Nos. 104 and 105 Regarding Locating the USS Iowa at Berth 87* (March 30, 2011).

Iowa offers a unique educational experience. This battleship has been a vital part of some of the Nation's most important historical events. It represents the pride and determination of a generation of Americans to meet the intense challenges of World War II, the Korean War and succeeding conflicts in Europe and the Middle East.

Pacific Battleship Center

PBC is a non-profit organization formed to acquire the USS *Iowa* through donation from the US Navy and operate the tourist attraction and landside visitor center in the Port . PBC has support from numerous volunteers and veterans. At this time, the PBC is awaiting US Navy approval for donation of the battleship. The PBC would accept the battleship from the Navy under the condition that it could be called to duty and must remain "battle ready". PBC is also seeking a lease for the project from the Port. The initial lease will be for a term of 10 years with options for renewal to be determined in accordance with Port leasing policies. For analysis purposes, this EIR assumes the permanent mooring of the battleship at Berth 87 for duration of 30 years.

Project Location

The proposed project includes the transport of the battleship from Suisun Bay to the Port, the placement of temporary prefabricated structures (potentially to be replaced by a two-story 33,800 sq ft Visitor Center. Refer to Exhibit 1, *Regional Location Map* (Suisun Bay to Port of Los Angeles); Exhibit 2, *Suisun Bay - Current Home of the USS Iowa*; and Exhibit 3, *Port of Los Angeles – Berth 87*. The proposed project site is located within the Port, San Pedro Waterfront Plan area, which encompasses approximately 400 acres along the western boundary of the Port, adjacent to the community of San Pedro.

The project site at Berth 87 contains an existing parking lot and is currently used for temporary cargo and cruise ship docking. Project activity will be focused at Berth 87

which is bordered by the Main Channel on the east and Harbor Boulevard on the west. Refer to Exhibit 5, *Berth 87 and Proposed Site Plan*. Adjacent to the north of Berth 87 is a cruise ship dock and beyond that, the Vincent Thomas Bridge. Adjacent to the south is the Maritime Museum and beyond that is the Los Angeles Harbor and residential neighborhoods to the west along Harbor Boulevard.

A Navy fuel surge line runs through the project site at Berth 87 and requires a setback of 8 feet on each side, for a total easement of 16 feet. No permanent structures, such as the Visitor Center, may be placed above the surge line until it is either relocated or capped. Refer to Exhibit 5, *Berth 87 and Proposed Site Plan*, for the location of the existing surge lines and project setbacks. This EIR assumes that the surge line would be relocated within the project site footprint prior to construction of the Visitor Center.

Environmental Setting

Suisun Bay

Suisun Bay (Bay) is located in Benicia, California, northeast of San Francisco Bay through the Carquinez Strait and San Pablo Bay. Suisun Bay is approximately 26 miles northeast of downtown San Francisco. Since the 1940s, the Bay has been the home to decommissioned US Navy ships known as the Suisun Bay Reserve Fleet (SBRF), part of the greater National Defense Reserve Fleet (NDRF).[1]

Environmentalists have been concerned about toxins leaching into the bay from the ships in the SBRF including paint chemicals and metals; however, a study conducted by the National Oceanic and Atmospheric Administration (NOAA) in February 2009 concluded that sediments have a low to moderately low potential for toxicity to benthic invertebrates (such as clams and mussels). In the project area, 18% of the surface sediment grab samples contained such debris or paint chips, which is expected when observing the paint wearing off of the ships. NOAA did not find polychlorinated biphenyls (PCBs) or polycyclic aromatic hydrocarbons (PAHs) in the project area at concentrations that exceeded sediment quality guidelines or ambient values. There were some instances where concentrations of arsenic, copper, lead, and chromium observed across the project area were elevated relative to ambient values reported for other parts of San Francisco Bay.[2]

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[1] U.S. Department of Transportation, Maritime Administration , Natinoal Defense Reserve Fleet. http://www.marad.dot.gov/ships_shipping_landing_page/national_security/ship_operations/national_defense_reserve_fleet/national_defense_reserve_fleet.htm

[2] National Oceanic and Atmospheric Administration (NOAA), *Assessment of Environmental Contaminants Associated with the National Defense Reserve Fleet in Suisun Bay, California* (February 2009). http://response.restoration.noaa.gov/book_shelf/1845_ReportText_SuisunBayReportFinal.pdf

Port of Los Angeles, Berth 87

The Port is located in San Pedro Bay near the San Pedro community of the City of Los Angeles. The Port is 20 miles south of downtown Los Angeles and encompasses 7,500 acres of land and water along 43 miles of waterfront. The Port has 270 berths, 75 container cranes, 17 marinas with 3,800 boat slips, and over 20 terminals. This gateway to international commerce is also known as "America's Port" due to its reputation of moving more containers than any other port in the nation. The Port is deeply committed to promoting sustainability and known worldwide for their environmental leadership.

Berth 87 is located in the inner harbor, near the Vincent Thomas Bridge. The Maritime Museum is located to the south and a cruise ship terminal and the SS Lane Victory to the north. Container ships and cranes are located across the water.

San Pedro Waterfront Project

Berth 87 is located within the San Pedro Waterfront (SPW) Project area. The overall purpose of the SPW Project is to create an active public waterfront in downtown San Pedro. The SPW Project elements include the creation of three new harbors and a public pier at 7th Street; new development, redevelopment, and cultural assets; completion of eight miles of waterfront promenade and open space for public enjoyment and recreation; and a wide variety of transportation options and improvements. The SPW Project proposed a North Harbor cut located at Berths 87-90, which would accommodate approximately 12 tugboat vessels and the historic naval ship, the S.S. Lane Victory. The North Harbor cut would displace the occasional, temporary cruise ship berth at these berths. The SPW Project proposed surface parking, the docking of the S.S. Lane Victory, and the S.S. Lane Victory Office at Berth 87 (refer to SPW Figure 2-9, *San Pedro Waterfront – North Harbor*). The LAHD decided to delay the North Harbor Cut as originally proposed, to provide parking for cruise ships at the two berths in the Inner Harbor and one berth in the Outer Harbor. Per LAHD staff recommendation, the Final SPW Project included an extension of surface parking to Berth 87, and restriping the lot to provide for more efficient use of space.

Project Objectives

The purpose of the proposed project is to:

- Bring the USS *Iowa* to the Port, and place her at Berth 87 for year-round mooring; and,
- Prepare and fit the battleship as a tourist attraction, offering an interactive public experience that honors the historic contributions of USS *Iowa* and her crews. The history and technology of the battleship will provide the basis for educational programs teaching lessons in history, battleship design, mathematics, physics,

science, leadership, team-building, character development, and community service.

Project Elements

The USS *Iowa* project consists of the following elements:

- Preparation and transport of *Iowa* from the National Defense Reserve Fleet in Suisun Bay to the Port;
- Mooring the battleship at Berth 87 in the North Harbor area of the Port of Los Angeles;
- Restriping of an existing parking lot for 300 spaces, 10 ADA spaces, and 8 bus spaces;
- Delivery and set up of a prefabricated 480 sq ft, single story Office/Ticket Booth;
- Delivery and set up of a prefabricated 480 sq ft, single story Restroom facility;
- Delivery and set up of two prefabricated Entry Platforms to accommodate access and egress from the *Iowa*;
- Delivery and set up of a prefabricated parking kiosk;
- Construction of an approximately two-story 33,800 sq ft footprint landside Visitor Center during Phase 2, and;
- Ongoing operations and maintenance.

Preparation and Transport

Iowa will be moved from her existing placement at Suisun Bay, California by local harbor tugs, then towed out of San Francisco Bay by an ocean going tug, according to a Navy approved tow plan.

Preparation Prior to Berthing - Option 1 Offshore Cleaning

The battleship will be towed to the approved off shore location depicted in Exhibit 6, *Off Shore Hull Cleaning Location*, for hull cleaning prior to placement in the Port of Los Angeles (approximately 480 nautical miles [nm]). The location is not approved by the Navy, as the Navy is not doing the cleaning. The location is approved based on the hull cleaning location designated as SF3 and is located four nautical miles (nm) off shore from Seal Beach, California (approximately 8 nm from Berth 87), at coordinates 33-39.27 N 118-07.07 W and in sixteen fathoms (100 foot water depth). Hull cleaning will remove invasive and non-native species residing on the battleship's hull.

Hull cleaning will be accomplished in accordance with U.S. Navy protocol as presented in S9086-CQ-STM-010, *Waterborne Underwater Hull Cleaning of Navy Ships*. The hull cleaning will be performed by Muldoon Marine Services, Inc.,

utilizing a combination of underwater tools from hydraulic powered multi and single brushed machines, to divers utilizing hand scrapers and low pressure water. These methods will be used to clean the battleship as efficiently and as carefully as possible. During the hull cleaning, *Iowa* will remain hooked up to the tug but utilize her own anchor. *Iowa*'s existing hull paint is a tributyltin (TBT)-free anti-fouling coating. TBT is a chemical that has negative environmental impacts, especially during hull cleaning, and was present in older anti-fouling hull coatings used on ships.

The cleaning of *Iowa*'s hull will take approximately 48 hours during which Muldoon Marine will utilize 2 teams, each working one 12 hour shift each day for a total of 48 hours. Working in this manner will shorten the overall cleaning duration in order to reduce tug standby costs. However, the bottom of the hull will be cleaned only during daylight hours. The sides will be cleaned around the clock to reduce the hull cleaning duration. Lights will illuminate the sides for cleaning during darkness. After hull cleaning, *Iowa* will raise her anchor and be towed via the ocean going tug to a location inside the Los Angeles breakwater where she will be transferred to local tugs for placement at Berth 87.

Preparation Prior to Berthing - Option 2 Dry Dock

As an alternative to offshore hull cleaning, *Iowa* may be dry docked in San Francisco Bay for cleaning and painting. This option is subject to availability of an adequate site and funding.

Dry dock consists of a rectangular basin either dug into the shore of a body of water or a floating, partitioned area with a removable enclosure wall or gate on the side used for major repairs and overhaul of vessels. When a ship is to be docked, the dry dock is flooded, and the gate removed. After the vessel is brought in, and properly positioned and guyed, the watertight gate is placed in its seat and the dock is pumped dry, bringing the craft gradually to rest on supporting blocks anchored to the floor.

Iowa will be dry docked using a floating dry dock system. A floating dry dock consists of a floodable buoyant chamber and a "U" shaped cross-section. The walls are used to give the dry dock stability when the floor is below the surface of the water. When valves are opened, the chambers fill with water, causing the dry dock to float lower in the water. The floor becomes submerged which will allow *Iowa* to be moved into position inside. When the water is pumped out of the chambers, the dry dock rises and the ship is lifted out of the water on the rising floor, allowing work to proceed on the ship's hull.

Cleaning of *Iowa* in dry dock will essentially use the same methods as off shore, in-water cleaning described above. However, scale and organic materials will be contained within the dry dock structure and removed prior to re-floating the vessel. Cleaning of *Iowa* will take approximately two weeks. After cleaning, the hull will be painted in dry dock using a non-toxic, vinyl ester resin base, reinforced with glass platelets. Surface preparation of the hull is accomplished by solvent cleaning prior to grit blasting. Afterward, the hull is scraped to remove heavy contaminant deposits. Blast products and debris are removed from the surface of blast-cleaned steel by high-pressure air and/or vacuum cleaning. The paint and coating material is applied in two coats by airless sprayer. Both coats are applied to a thickness of 500 microns and allowed to dry for 72 hours. Overspray and cleaning products are contained at the dry dock site and removed prior to re-floating *Iowa.*

Total time in dry dock is expected to be approximately 6 weeks.

Preparation at Berth 87

Upon initial mooring at Berth 87, *Iowa* will undergo refurbishment in preparation for visitors. Approval will be required from the Los Angeles Regional Water Quality Control Board (LARWQCB) that all work is done in accordance with standard requirements and stipulations to ensure the protection of water quality. The work will take approximately nine months to complete and includes general cleaning, painting of exposed surfaces, upgrading onboard restroom facilities, guard rails, and security barriers. Painting of the interior and exterior surfaces would utilize paints that meet the current standards that are appropriate for the surfaces being painted to prevent corrosion. Restoration work will be completed with the help of numerous volunteers.

Berth 87

Iowa will be docked at Berth 87 in the North Harbor section of the Port of Los Angeles. Berth 87 is currently used periodically for cargo and cruise ship docking. The existing mooring facilities and dredge depth are suitable for *Iowa*. Water, electric, sewer, and telephone utilities needed for operation of the project are located at, or near, the berth.

Parking Lot

The lot will be repainted to accommodate shared parking for 300 regular automobile parking spaces, 10 Americans with Disabilities Act (ADA) parking spaces, and 8 bus parking spaces. The parking area will include ingress lanes that direct traffic to the parking area past a small entry gate and at least one egress lane to return traffic to a controlled intersection at Harbor Boulevard. Parking to the north of the USS IOWA shared parking is designated as cruise ship parking and may be used as overflow

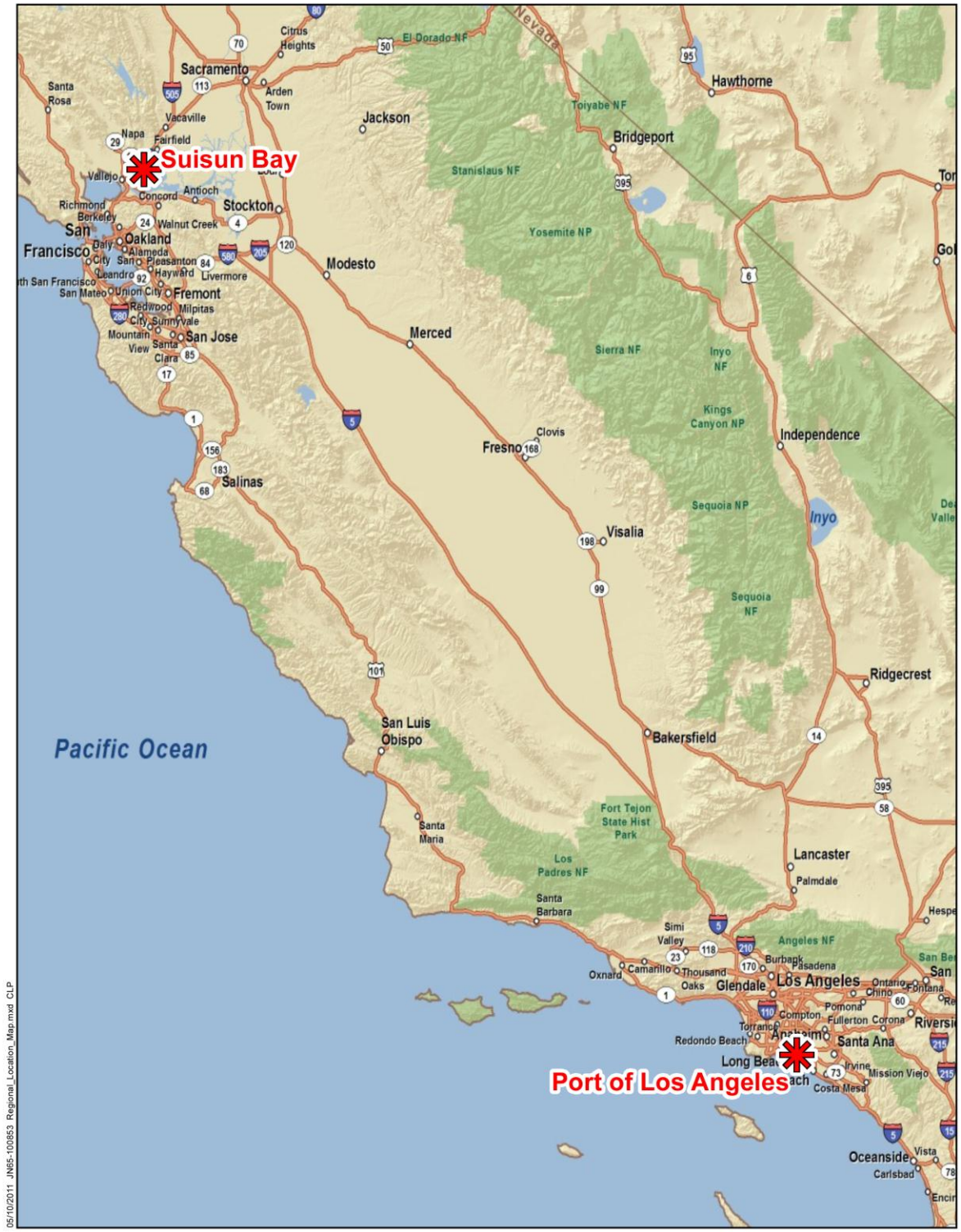
parking when cruise ship operations are not occurring, which is generally in the summer months.

A Visitor's Center is planned in Phase 2. When constructed, the structure will reduce available shared parking to approximately 300 spaces. Additional offsite parking will be required at this time to accommodate the shared parking. Existing offsite parking sites have been identified across Harbor Boulevard along with various other sites identified in the Waterfront EIR.

Construction Activities

Construction activities will include a security fence, the set up of a prefabricated office/ticket booth, a prefabricated parking kiosk, a prefabricated restroom facility and two prefabricated access platforms and brows to board *Iowa*. For security, approximately 1,750 linear feet of fencing will we installed around the parking area and the area adjacent to Berth 87. The ticket booth structure, the restroom facilities both cover approximately 1,000 square feet and will consist of temporary, moveable, and self contained units.

Two prefabricated access platforms will be installed for ingress and egress to *Iowa*. The structures consist of stairs and gangways sufficient in size to accommodate peak visitor traffic. They will be designed and constructed of steel or similar material and each will contain a chair lift built in accordance with the ADA requirements.



USS Iowa Project - Initial Study

Regional Location Map

Exhibit 1

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USS Iowa Project - Initial Study
Suisun Bay - Current Home of the USS Iowa
Exhibit 2
USS Iowa
Grizzly Bay
Suisun Bay
US Naval Station Port Chicago
Clyde
Concord
Waldon
Pacheco
Pleasant Hill
Martinez
Vine Hill
Mountain View
Benicia
Crockett
Port Costa
Vallejo
Solano County
Rodeo
Hercules
Tara Hills
Bayview-Montalvin
Pinole
El Sobrante
Rollingwood
East Richmond Heights
El Cerrito
Kensington
Albany
Berkeley
Oakland
Piedmont
Alameda
Emeryville
San Pablo
Richmond
San Pablo Bay
San Rafael Bay
San Francisco Bay
Tiburon
Tamalpais-Homestead Valley
Sausalito
San Francisco
Santa Venetia
San Rafael
Kentfield
Larkspur
San Quentin
Corte Madera
Strawberry
Beach
Point Green
Miles
0
2.5
5
10
Source: ESRI Imagery
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Berth 87
Long Beach Harbor
Long Beach Harbor
San Pedro - Santa Catalina
San Pedro - Santa Catalina
Ferry St
N Pacific Ave
S Pacific Ave
S Gaffey St
N Gaffey St
Figueroa Pl
W 3rd St
W 2nd St
W 6th St
W 17th St
W 24th St
W 25th St
W Paseo del Mar
S Western Ave
Westmont Dr
W Capitol Dr
Palos Verdes Dr E
Palos Verdes Dr N
Ganado Dr
Airport Dr
Lomita
Rolling Hills Estates
Rancho Palos Verdes
Harbor Park
South Coast Park
E Lomita Blvd
W 23rd St
W 9th St
Cota Ave
Middle Rd
E 1 St
Alameda St
E L St
E G St
E E St
Eubank Ave
N Marine Ave
W Q St
247th St
251st St
254th St
259th St
Shelman
710
103
47
1
213
Berth 87
USS Iowa Project - Initial Study
Port of Los Angeles - Berth 87
Exhibit 3
0
0.5
1
2
Miles
Source: ESRI Imagery
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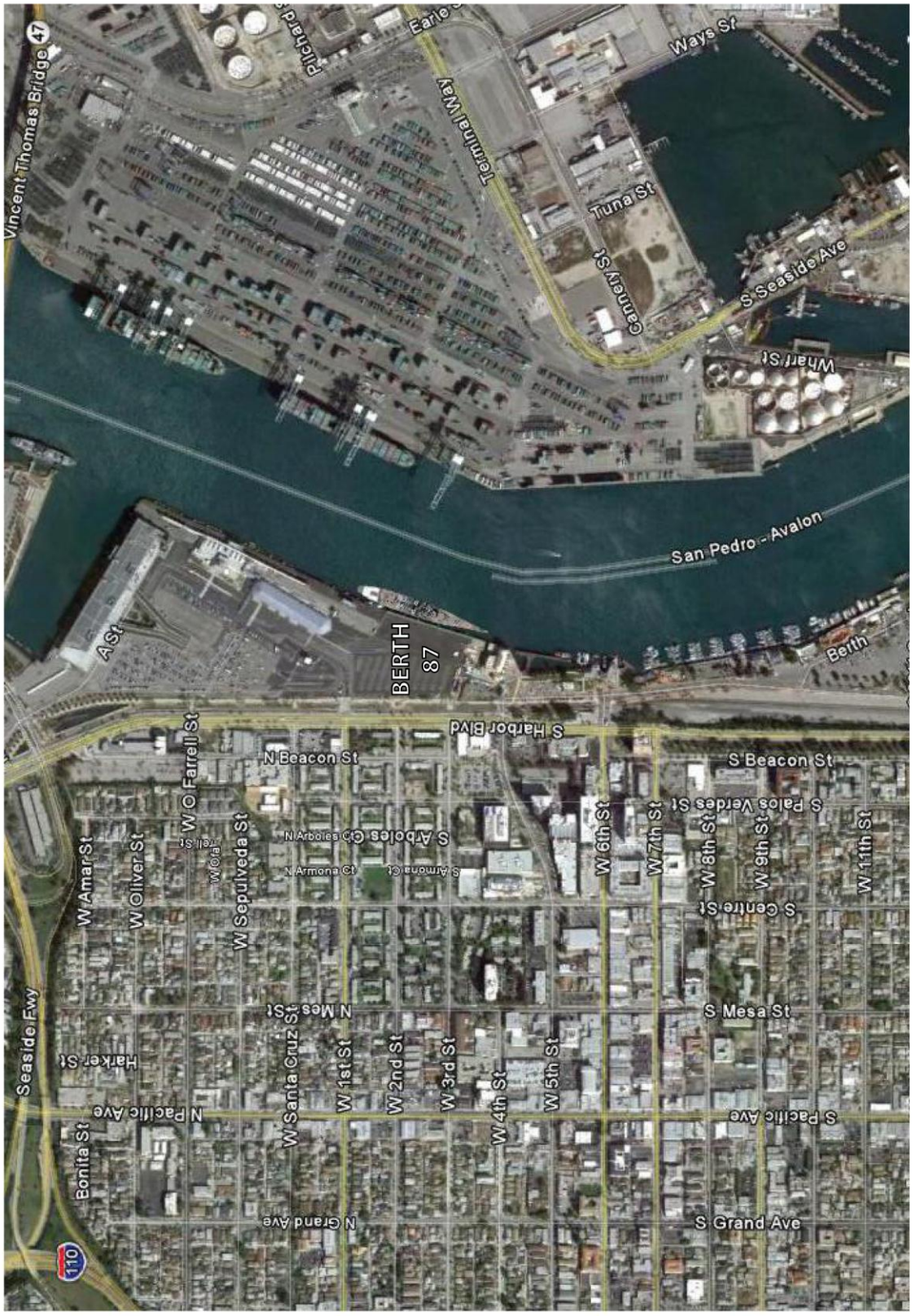

USS Iowa Project - Initial Study

View of USS Iowa at Berth 87

Exhibit 4

NOT TO SCALE

08/23/2011 JN 65-100853 Source: Google Earth 2011

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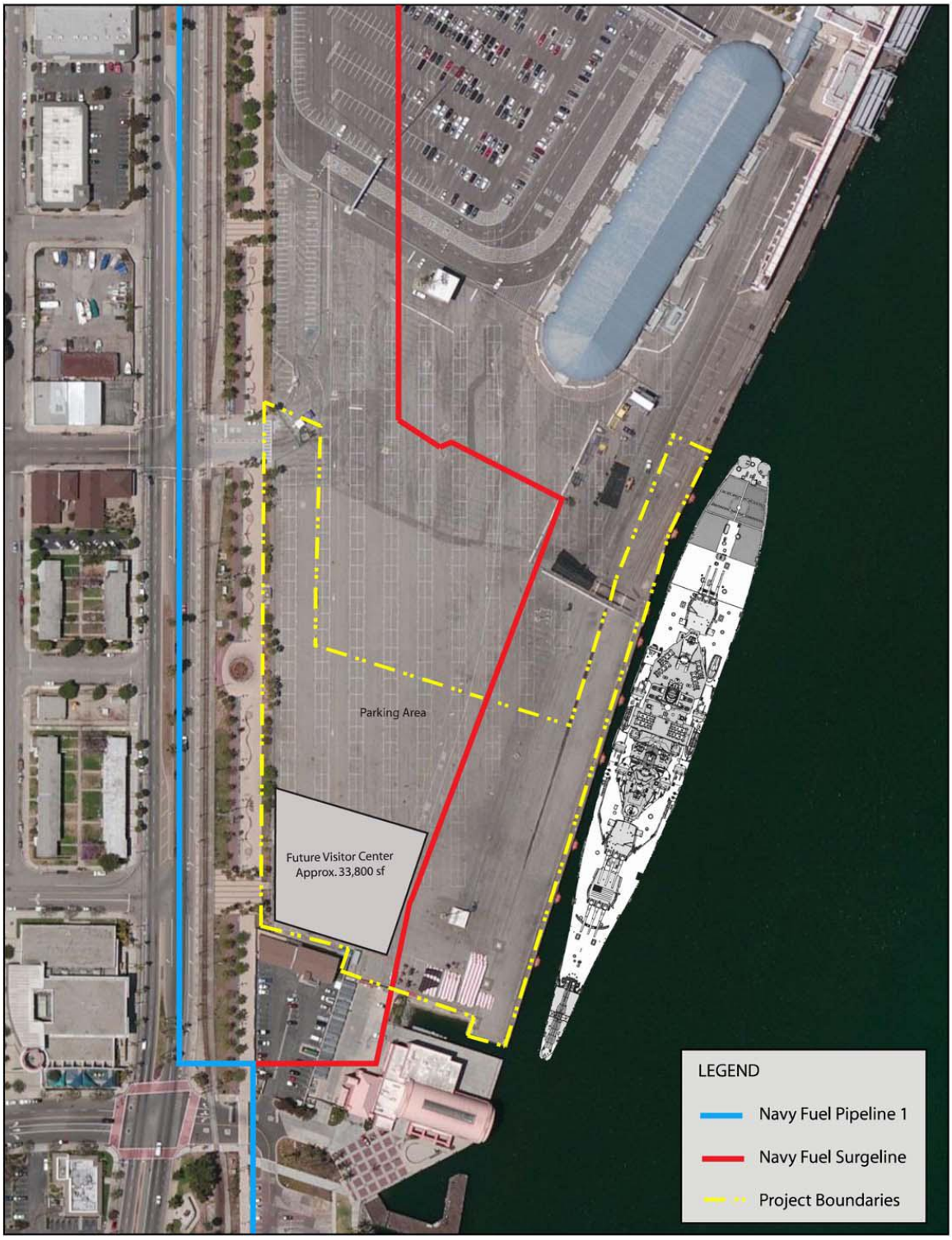

RBF CONSULTING | NOT TO SCALE

5/5/2011 JN 65-100853 Source: Bing Maps

USS Iowa Project - Initial Study

Berth 87 & Proposed Site Plan

Exhibit 5

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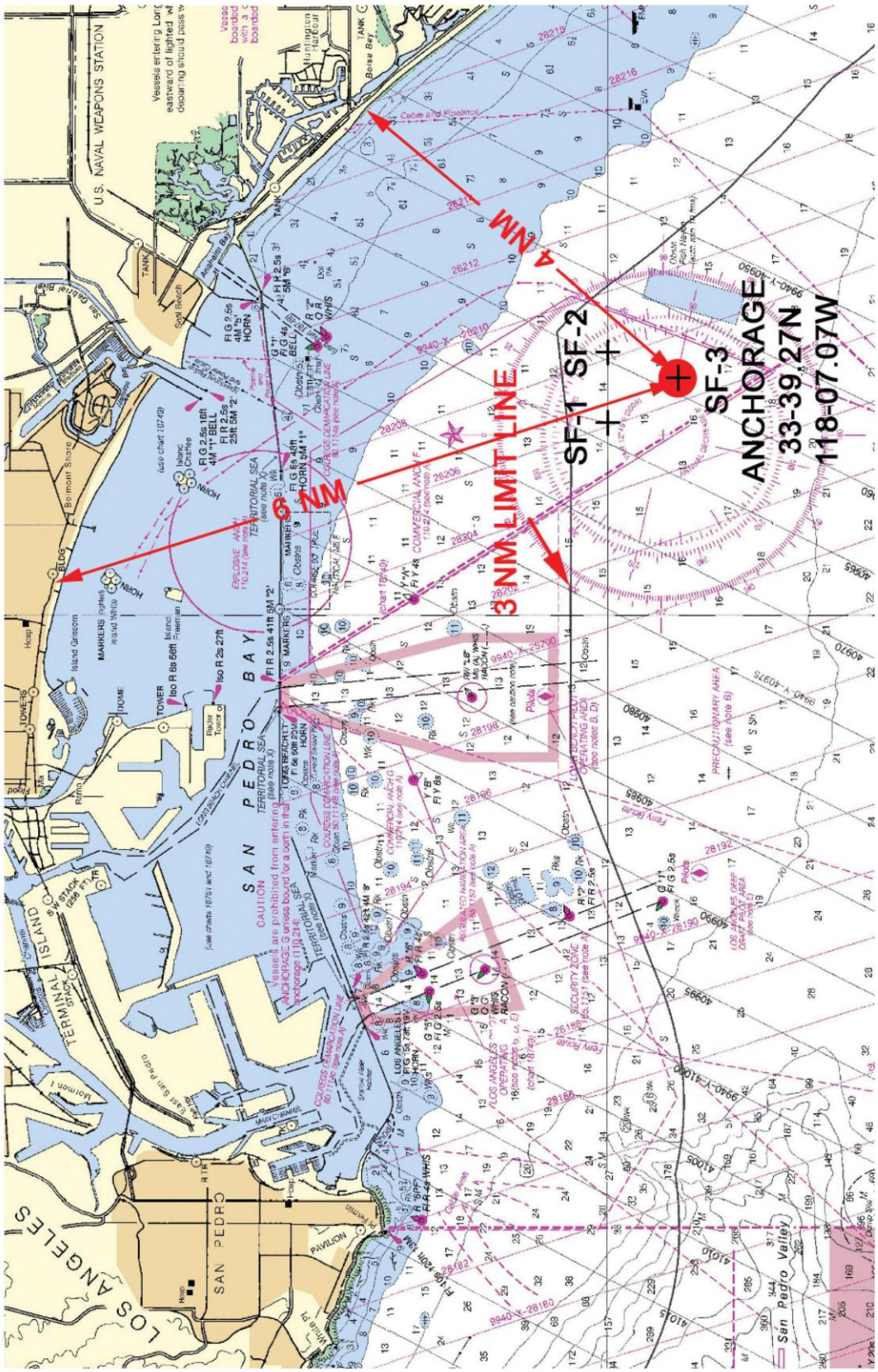

USS Iowa Project - Initial Study

Off Shore Hull Cleaning Location

Exhibit 6

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5/5/2011 JN 65-100853

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Construction activities will employ approximately 30-40 workers over a period of 6 to 9 months. Work will take place Monday through Saturday from 07:00 a.m. to 05:00 p.m. Truck trips and delivery of materials by land is expected to be minimal as the structures are limited in size and scope. Commencement of work is dependent upon funding and regulatory approvals. Work is tentatively scheduled to begin in late 2011.

Visitor Center

Only when funding is identified, an approximately two-story 33,800 sq ft footprint landside Visitor Center may be constructed as Phase 2 of the project. The anticipated structure will be multi-story conventional building construction. The facility will house the educational exhibits, murals, models, artifacts, audio-visual presentations, food, concessions, gift shop, offices, ticketing, and restroom facilities.

An existing Navy fuel surge line transects the parking area (Exhibit 5). Currently, construction of permanent structures must not be closer than 8 feet from the pipeline. Future construction of the Visitors Center may require the surge line to be placed outside of the easement or may require the relocation of the surge line if still operative, in cooperation with the U.S. Navy.

Operations and Maintenance

Day-to-day operation of the facility includes various tours of the battleship; guided and self-guided. The battleship will be presented as a "living" battleship which provides "at sea" experiences. Audio and visual backgrounds, interactive exhibits, and commemorative information will be provided to help visitors understand the history and function of the *Iowa* over her 50 years of service.

Several types of programs will be offered to a variety of groups that visit the battleship. Public battleship tours, K through 12 educational programs to supplement state curriculum guidelines, and youth and family weekend programs will provide different ways to understand the significance of the USS *Iowa*. A General Battleship Tour is primarily a brief overview of the major spaces aboard battleship including the *Officers' Wardroom, Captain's Quarters, Main Gun Turret, Command Engagement Center (CEC), Secondary 5" Gun Mount, Main Bridge, Anti-Missile Battery "CWIS", Tomahawk Cruise Missile Armored Box Launchers, Anti-Ship Harpoon Missile Launchers* and the *Crew's Galley and Mess Deck*. Specialized tours include a *Main Gun tour*, an *Engineering and Armor* tour, and other specific tours to accommodate special interest groups.

According to the Project Applicant, operation of the battleship includes the various tours, food and drink concessions, and security personnel. The *Iowa* will be open from 10:00 a.m. to 5:00 p.m., seven days per week. Annual visitor estimates are

approximately 430,000 during the first year of operation and stabilizing to 386,000 during subsequent years.

In general, *Iowa* must be maintained in a condition satisfactory to the Secretary of the Navy. The detailed maintenance plan includes specific maintenance operations for the initial restoration work before the battleship opens to the public and an ongoing maintenance plan. The maintenance of the battleship to be completed prior to the opening to the public includes the following list of planned activities:

- General cleaning.
- Painting of exposed metal surfaces.
- Interior painting.
- Covering the damaged wood deck with marine grade plywood and sealing with caulk and non-slip gray paint until replacement of the permanent teak decking.
- Dock maintenance as required.
- Mooring line replacement as needed.

The maintenance plan includes maintenance tasks to be completed daily/weekly, annual/intermediate, and long term. Long term (periods longer than annual) maintenance tasks would be performed as-needed and the fulltime maintenance staff would develop and keep track of the long term maintenance schedule.

The following items will be performed on a daily/weekly basis:

- Preparation and painting of exterior topside areas by battleship's maintenance team.
- Daily cleaning of topside and interior spaces by battleship's maintenance team.
- Preparation and painting of interior spaces by battleship's maintenance team.
- Cleaning of interior spaces by battleship's maintenance team.
- Ensure watertight integrity of vessel.
- Inspect and repair as needed all electrical harnesses, light fixtures, shore power connections and cables. Inspect and properly tag all active circuits; properly tag all circuits and equipment that are not to be energized.
- Repair/maintenance of vessel's plumbing system.
- Repair/maintenance of vessel's ventilation (heating & cooling) system.
- Repair/maintenance of vessel's over-the-side cathodic protection system.

- Inspection/repair/maintenance of vessel's lifelines and other safety systems (high bilge alarms, fire alarms, pumps, etc.) Inspect all ladders and stairwells for loose fittings.
- Repair/maintenance of vessel's security systems. Ensure a proper space lock system is in place.
- Visually inspect condition of vessels mooring lines, pad eyes and pier head facilities.
- Repair/maintenance of Visitor Center's grounds and buildings.
- Prepare/maintain vessel's exhibits.
- Prepare/maintain new spaces within the battleship opened to public visitation.
- Prepare daily work plans and budgets needed to implement the Maintenance Plan.
- Prepare ongoing maintenance data into a central planning effort.
- Repair/replace teak decking as needed. Ensure proper drainage of topside spaces and piping.
- Inspect/tag fire extinguishers throughout vessel.
- Plan for annual budget tasking; submit input for Annual and Long Term Maintenance Planning.
- Establish battleship's library of structural drawings, reference publications and battleship's manuals for quick/easy reference.

Along with the items listed in the Daily/Weekly maintenance Schedule, the following items will be performed on an annual/intermediate basis:

- Perform annual repair/maintenance of vessel's plumbing system.
- Consider flushing piping systems, cleaning/replacement of filters and traps, inspection of piping joints and support hangers. Inspect toilet/shower facilities and repair as needed.
- Repair/maintenance of vessel's HVAC ventilation (heating & cooling) system. Cleaning of ducts, fan units, heating elements, periodic replacement of filters (as needed).
- Repair /maintenance of vessel's cathodic protection system. During annual dive inspection of hull bottom, inspect, clean and replace (as needed) the systems anodes.

- Perform annual tests on other safety systems (high bilge alarms, fire alarms, pumps, etc. Ensure local fire department, ambulatory crews and other safety/security personnel are walked through vessel and are familiar with vessel lay-out and emergency procedures.
- Perform test vessel's security systems.
- Conduct annual environmental testing for PCBs, asbestos, lead and air quality as required under the EPA Agreement.
- Prepare ongoing Annual and Long Term maintenance data into a central planning effort.
- Investigate the teak market for best pricing and procure teak wood (or composite varieties) in stock on an annual basis.
- Sound all of the vessel's fuel and/or ballast tanks from locations provided within the Ship's Information Book.
- Update Visitor Center's Emergency Procedures Manual as needed.
- Test vessel's electrical systems under full load conditions for the spaces utilized and make adjustments to vessel's load carrying capacity by adding or subtracting circuits as needed throughout battleship. Decommission all unutilized circuitry by removing fuses from panels and tagging.
- Prioritize areas of the exterior that require painting.
- Prioritize areas of the interior that require painting.
- Develop priority budgetary planning and tasking for Long Term Maintenance.

The following items will be performed on a long term basis:

- To ensure the even weathering of the *Iowa*, she will be towed out and turned once per year.
- Prepare and implement vessel dry-docking.
- Consider viability of existing HVAC, CHT, DH (de-humidification) and fresh water plumbing systems. Plan for systems replacement/augmentation.
- Prepare tasking and planning needed for shoreside and mooring structures. Repair/replace mooring lines and tie-downs as needed.
- Inspect and repair/replace as needed the vessel's shore power cables and hangers.
- Inspect and repair/replace as needed the vessel's fendering.

- Complete prioritizing of teak deck replacement, investigate best method of preserving existing deck, and install teak plank replacements as needed.
- Ensure environmental aspects of this tasking are not overlooked.
- Establish grant writing team/specialist(s) to work with vessel's maintenance supervisor and management to develop emergency/intermediate/long term funding of projects aboard this vessel.

Project Schedule

The proposed project would be completed in two phases. The first phase (Phase 1) includes the items listed in the Project Elements section above, except for the Visitor Center in Phase 2. The duration of Phase 1 would continue from the present time through August 2012.

Phase 2 is likely to occur 6 to 8 years after the completion of Phase 1. The construction of Phase 2 depends on funding. In Phase 2, the 480 sq ft prefabricated ticket booth/office and 480 sq ft prefabricated restroom facility would be replaced by a permanent structure to be called the Visitor Center. The Visitor Center would include ticket booths, offices, restrooms, museum/educational exhibits, and gift shop.

Project Alternatives

The EIR will describe reasonable alternatives to the project. No specific alternatives have been identified. However, when identified, the alternatives will include a "no project" alternative and potentially feasible alternatives including other possible locations for the *Iowa*. The EIR will evaluate the comparative merits of each of the alternatives in terms of their potential environmental impacts.

Environmental Checklist Form

The purpose of the Initial Study (IS) Checklist is to: (1) identify environmental impacts; (2) provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or Negative Declaration; (3) enable an applicant or Lead Agency to modify the project, mitigating adverse impacts before an EIR is prepared; (4) facilitate environmental assessment early in the design of the project; (5) provide documentation of the factual basis for the finding in a Negative Declaration that a project would not have a significant environmental effect; (6) eliminate needless EIR's; (7) determine whether a previously prepared EIR could be used for the project; and (8) assist in the preparation of an EIR, if required, by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant.

Section 15063 of the State CEQA Guidelines identifies specific disclosure requirements for inclusion in an IS. Pursuant to those requirements, an IS shall include: (1) a description of the project, including the location of the project; (2) an identification of the environmental setting; (3) an identification of environmental effects by use of a checklist, matrix or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and (6) the name of the person or persons who prepared or participated in the preparation of the IS. This IS meets the CEQA content requirements aforementioned.

1.0	**Project Title:**	USS *Iowa* Project
2.0	**Lead Agency Name and Address:**	Los Angeles Harbor Department Environmental Management Division 425 South Palos Verdes Street San Pedro, CA 90731
3.0	**Contact Person and Phone Number:**	Christopher Cannon Director of Environmental Management c/o Kevin Grant, Environmental Management Division (310) 732-7693
4.0	**Project Location:**	The proposed project site is located within the Port of Los Angeles, San Pedro Waterfront Plan area, which encompasses approximately 400 acres along the western boundary of the Port, adjacent to the community of San Pedro. The project site is at Berth 87 which is bordered by the Main Channel on the east and Harbor Boulevard on the west.
5.0	**Project Sponsor's Name and Address:**	Pacific Battleship Center c/o Robert Kent, President P.O. Box 1739 San Pedro, CA 90733-1739 (877) 446-9261
6.0	**General Plan Designation:**	Port of Los Angeles Plan area, a portion of the City of Los Angeles General Plan and the San Pedro Coastal Specific Plan. Light Industrial
7.0	**Zoning:**	[Q]M2 – Qualified Light Industrial, [Q]M3 – Qualified Heavy Industrial
8.0	**Description of Project:**	The IS will assess environmental issues associated with relocating the USS *Iowa* to the Port, placing her at Berth 87. The proposed project includes the preparation and transport of USS *Iowa* from the National Defense Reserve Fleet in Suisun Bay to the Port; year-round mooring of the battleship at Berth 87 in the North Harbor area of the Port for use as a regional attraction; preparing the battleship for visitors; restriping of an existing parking lot for 300 vehicle spaces 10 Americans with

		Disabilities Act (ADA) parking spaces, and 8 bus parking spaces; placement of temporary structures to include the delivery and set up of a prefabricated 480 sq ft single story Ticket Booth/Office, delivery and set up of a prefabricated 480 sq ft single story Restroom facility, and the delivery and set up of two prefabricated Entry Platforms to accommodate access and egress from the *Iowa*; delivery and setup of a Parking Kiosk; construction of an approximately 33,800 sq ft footprint landside Visitor Center (Education Center, Museum, Ticketing, Restrooms, Gift Shop, Offices) during Phase 2 estimated to occur in approximately 6 to 8 years after the completion of Phase 1, and; ongoing operations and maintenance while at Berth 87. Maintenance will not occur below the waterline while the battleship is at Berth 87.
9.0	**Setting and Surrounding Land Uses:**	Light and heavy industrial uses, cruise/commercial commercial retail, commercial fishing, warehouses and public facilities/ Port-related services
10.0	**Responsible Agencies and City of Los Angeles Departments:**	U.S. Army Corps of Engineers U.S. Fish and Wildlife Service National Marine Fisheries Service California Environmental Protection Agency State Lands Commission California Coastal Commission California Department of Fish and Game California Department of Boating and Waterways South Coast Air Quality Management District Los Angeles Regional Water Quality Control Board City of Los Angeles Department of Transportation City of Los Angeles Planning Department City of Los Angeles Department of Public Works City of Los Angeles Fire Department

Significance Evaluation

Project impacts are determined based upon the research and project information provided. The significance of impacts are determined as follows:

Potentially Significant Impact – This determination is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level.

Less than Significant With Mitigation Incorporated – This determination applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less than Significant Impact". The Lead Agency must describe mitigation measure(s) and briefly explain how they would reduce the effect to a less than significant level. Mitigation measures will be developed in accordance with findings in the EIR. Mitigation measures may also be adopted and cross referenced from earlier analyses in the *San Pedro Waterfront Project EIS/EIR*, [ADP Number: 041122-208, State Clearinghouse Number: 2005061041].

Less than Significant Impact – This determination is applicable when the proposed project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact – This determination applies when a proposed project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the Lead Agency, which show that the impact does not apply to the specific project. A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact", as indicated by the checklist on the following pages.

☑	Aesthetics	☐	Agriculture Resources	☑	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology /Soils
☑	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials	☐	Hydrology / Water Quality
☐	Land Use / Planning	☐	Mineral Resources	☐	Noise
☐	Population / Housing	☐	Public Services	☐	Recreation
☑	Transportation/Traffic	☐	Utilities/Service Systems	☑	Mandatory Findings of Significance

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

☑ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Signature: _____ Date: August 29, 2011

CHRISTOPHER CANNON, Director, Environmental Management Division

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "no impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "no impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "no impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially significant impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "potentially significant impact" entries when the determination is made, an EIR is required.
4. "Negative declaration: less than significant with mitigation incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "potentially significant impact" to a "less than significant impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063[c][3][D]). In this case, a brief discussion should identify the following:

    (a) Earlier analysis used. Identify and state where earlier analyses are available for review.

    (b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    (c) Mitigation measures. For effects that are "less than significant with mitigation incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting information sources. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    (a) the significance criteria or threshold, if any, used to evaluate each question, and
    (b) the mitigation measure identified, if any, to reduce the impact to a less than significant level.

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Environmental Checklist

AESTHETICS

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
1. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☑	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☑	☐	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☑	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐

Discussion

Would the project:

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

Less than Significant Impact. The proposed project involves transporting the USS *Iowa* for year-round mooring at Berth 87 in the Port of Los Angeles, placing prefabricated structures on site, which will be removed if the Visitor Center is constructed in Phase 2, re-painting an existing parking lot, and preparing the battleship for public viewing. The USS *Iowa* and the prefabricated structures and proposed Visitor Center would be visible from surrounding streets, the Vincent Thomas Bridge, and by cruise ship passengers. Historically, Berth 87 and the surrounding berths have been used for loading and unloading passenger ships and cargo ships.

The year-round presence of the USS *Iowa* at Berth 87 in the Main Channel of the Port of Los Angeles would be different from the existing condition of the intermittent docking of cargo and cruise ships. However, the USS *Iowa* has a much lower profile when compared to cargo and cruise ships and the temporary prefabricated structures/Visitor Center would blend in with the existing surrounding structures. In addition, the proposed project site is not identified as a scenic vista (*San Pedro Community Plan*). As a result, the proposed project would have less than significant effects on scenic vistas.

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

Potentially Significant Impact. The California Department of Transportation (Caltrans) administers the state's Scenic Highway Program. Caltrans maintains lists of both designated scenic highways and eligible scenic highways. The closest officially designated state scenic highway is approximately 33 miles north of the project site and consists of a segment of State Route 2, extending from La Canada to the San Bernardino County line, approximately three miles north of Interstate 210. The closest eligible state scenic highway is a segment of U.S. 1 approximately nine miles northwest of the project site. The project site is not located within the view corridors of either highway segment.

However, Harbor Boulevard, which runs north/south adjacent to the western border of the project site, is identified in the *San Pedro Community Plan General Plan Land Use Map* as a major scenic highway and offers views of the project site. As a result, the proposed project would have a potentially significant impact on scenic resources that will be further addressed in the EIR.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Potentially Significant Impact. The proposed project is located in an urbanized area along the Main Channel of the Port of Los Angeles, adjacent to the World Cruise Center. The surrounding area is used for loading and unloading cruise ships and cargo ships. The USS *Iowa* will attract tourists to the San Pedro community. The presence of the USS *Iowa*, as part of the proposed project, would not substantially degrade the existing quality of the site or its surroundings. However, because the visual quality of the site would undergo a permanent change the impact of the proposed project on the visual quality of the site and surrounding public views may be considered potentially significant and will thus be addressed further in the EIR.

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

Less Than Significant Impact. The proposed project is located in a highly urbanized area within a working port, adjacent to the World Cruise Center. The proposed project

would not create a new source of substantial light or glare and would not adversely affect day or nighttime views. In addition, lighting for the proposed project would conform to the Port Master Plan (PMP), which requires an analysis of design and operational effects on existing community areas. As a result, consistency with these guidelines and regulations would ensure that views in the project vicinity would not be adversely affected. Although impacts are considered to be less than significant, this issue will be addressed further in the EIR.

AGRICULTURAL RESOURCES

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
2. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☑
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☑

Discussion

Would the project:

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

No Impact. The project site is not indicated on maps prepared pursuant to the Farmland Mapping and Monitoring Program as prime or unique farmland. Therefore, no impact would occur.

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

No Impact. The project site is not zoned for agriculture and is not under a Williamson Act contract. Therefore, no impact would occur.

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

No Impact. The proposed project would not conflict with existing zoning and would not cause the rezoning of forest land, timberland or timberland production. As a result, no impacts would occur.

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

No Impact. The project site is not currently used for forest land, timberland, or timberland production. In addition, land in close proximity to the project site is not used for forest land, timberland, or timberland production. Therefore, no impact would occur.

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

No Impact. The project site is not currently used for agricultural purposes. Approval of the project would not convert farmland to non-agricultural use. Therefore, no impact would occur.

AIR QUALITY

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
3. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☑	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☑	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☑	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☑	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☑	☐	☐	☐

Discussion

Would the project:

a) *Conflict with or obstruct implementation of the applicable air quality plan (South Coast Air Basin)?*

Potentially Significant Impact. A project would be inconsistent with air quality plans if it would result in population and/or employment growth that exceeds growth estimates included in the applicable air quality management plan (AQMP), and thereby obstructs implementation of the AQMP. The proposed project has the potential to conflict with the AQMP because it includes the development of new uses beyond those currently existing at the project site, however, the new use is similar to the SS Lane Victory considered in the approved *San Pedro Waterfront Project EIS/EIR*.

The proposed project would be consistent with the San Pedro Bay Ports Clean Air Action Plan (CAAP) if the project activities comply with the Clean Truck Program (CTP), Ocean-Going Vessels (OGV) Control Measures, and Construction Best Management Practices (BMPs). Trucks that deliver the prefabricated structures, trucks used for construction, and any other heavy-duty trucks operating within the project site would be required to follow the CAAP's CTP which prohibits all pre-1993 model-year trucks within the Port and all 1994-2003 MY engines will be required to achieve an 85 percent DPM reduction and a 25 percent NOx reduction through the use of a CARB approved level 3 plus NOx VDECS. Ocean going vessels, including the tug boats used in the proposed project would be required to comply with the OGV Control Measures. OGV Control Measures include: vessel speed reduction; shore-power/alternative maritime power; fuel improvements for main engines, auxiliary engines, and auxiliary boilers; cleaner OGV engines; and technology improvements for OGV engines. Construction of the proposed project would comply with the CAAP Construction Activity BMPs. As a result, this impact is considered potentially significant and will be further evaluated in the EIR.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Potentially Significant Impact. Project-related air emissions would have a significant effect if they resulted in concentrations of air contaminants that could result in either a violation of an ambient air quality standard or contribute to an existing air quality violation. The USS *Iowa* will be towed from Suisun Bay in Northern California to the Port of LA and operated as a tourist attraction. Temporary sources of air contaminants generated by the proposed project would include emissions from towing the battleship into port, site preparation activities including re-painting the parking lot, delivery and setup of the prefabricated ticketing/office building, prefabricated restrooms, prefabricated entry platforms, preparing the USS *Iowa* for visitors, the construction of a Visitor Center in Phase 2 (removal of existing pavement, grading, and construction), and the emissions from volunteers and construction workers commuting to and from the Port. Pollutant emissions would vary from day to day depending on the level of activity, the specific construction operations, and the prevailing weather. Associated air emissions could adversely affect the regional ambient air quality in the South Coast Air Basin and locally within the Port. The proposed project would increase the number of visitors and users accessing the project area. Air emissions from anticipated increased surface vehicle trips and stationary sources within the project area may represent potentially significant impacts and will be further analyzed in the EIR.

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Potentially Significant Impact. The proposed project would attract tourists. Towing the USS *Iowa* from Northern California to the Port of LA and the potential increase in vehicle traffic from visiting tourists, would result in an increase of criteria pollutants in a region already in non-attainment under a national and/or state ambient air quality standard. In the long-term, the USS *Iowa* is estimated to attract an average of 400,000 visitors per year and these tourists would generate air contaminants when traveling to the project site by automobile. The number of visitors that may utilize the site as part of another activity or attraction (intermodal) is indeterminate. If the majority of traffic generated by the USS *Iowa* is directly associated with the attraction, an impact on traffic in an already congested harbor area could substantially increase wait times.

Construction and/or operational activities would generate emissions that could result in either a violation of an ambient air quality standard or contribute to an existing air quality violation. When combined with other past, present, or reasonably foreseeable future projects in the area, the violations could result from a net increase of "criteria pollutants." Criteria pollutants include ozone, carbon monoxide, particulate matter (PM_{10} and $PM_{2.5}$), nitrogen dioxide, and lead. The generation of these compounds during and after construction could exceed the national and state standards/limits for such emissions. As such, the project could have a considerable net effect on vehicle-related criteria pollutants being discharged into the region. The increase in criteria pollutants generation associated with the proposed project could have a significant impact on the generation of criteria pollutants for which the region is in non-attainment. This impact is considered potentially significant and will be addressed in the EIS/EIR.

d) *Expose sensitive receptors to substantial pollutant concentrations?*

Potentially Significant Impact. Certain persons are particularly sensitive to air pollution emissions; these "sensitive receptors" include the very young, elderly, and those suffering from some illnesses or disabilities. Examples of land uses that can be sensitive to air pollution emissions include schools, daycare centers, parks, recreational areas, medical facilities, rest homes and convalescent care facilities. Located near the proposed project site are World Tots LA, a pre-school located approximately 750 feet to the southwest, and Port of Los Angeles High School located approximately 1,500 feet to the southwest. Sensitive users are located within these areas which could be temporarily impacted during the construction of the Visitor Center.

All construction operations within the Port are required to comply with LAHD Sustainable Construction Guidelines. General Construction Best Management Practices (BMPs) include:

1. Use of diesel oxidation catalysts and catalyzed diesel particulate traps.
2. Maintain equipment according to manufacturers' specifications.
3. Restrict idling of construction equipment and on-road heavy-duty trucks to a maximum of 5 minutes when not in use.
4. Install high-pressure fuel injectors on construction equipment vehicles.
5. Maintain a minimum buffer zone of 300 meters between truck traffic and sensitive receptors.
6. Improve traffic flow by signal synchronization.
7. Enforce truck parking restrictions.
8. Provide on-site services to minimize truck traffic in or near residential areas, including, but not limited to, the following services: meal or cafeteria services, automated teller machines, etc.
9. Re-route construction trucks away from congested streets or sensitive receptor areas.
10. Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
11. Use electric power in favor of diesel power where available.

In addition, the BMPs require all construction activities located within 1,000 feet of sensitive receptors (defined as schools, playgrounds, daycares, and hospitals) shall notify each of these sites in writing at least 30 days before construction activities begin. BMPs for construction equipment and on-road trucks are also provided in the LAHD Sustainable Construction Guidelines. Impacts will be further analyzed in the EIR.

e) Create objectionable odors affecting a substantial number of people?

Potentially Significant Impacts. Odors are typically associated with industrial and institutional land uses as listed in the SCAQMD CEQA Handbook. The proposed project would result in the disturbance of an industrial area and include construction and demolition adjacent to the harbor. Odors from to the proposed project could be released during the towing of the USS Iowa from Northern California to the Port of Los Angeles and by equipment and vehicles during the construction of the Visitor Center. These odors may impact the nearby sensitive receptors and residential land uses. This impact is considered potentially significant and will be addressed in the EIR.

BIOLOGICAL RESOURCES

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
4. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☑	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☑	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☑
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑

Discussion

Would the project:

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

Less Than Significant Impact The proposed project would involve year-round mooring of the USS *Iowa* at Berth 87. Relocating the USS *Iowa* from Suisun Bay in Northern California to the Port of Los Angeles could introduce non-native and invasive species into the Port of Los Angeles through hull fouling. Hull fouling is the attachment of physically attaching species and mobile organisms to the submerged portions of hard structures, including ship hulls. Off-shore hull cleaning is required by Marine Invasive Species Act of 2003 (AB 433), Coastal Ecosystems Protection Act of 2006 (SB 497), and Amendments to the Marine Invasive Species Act of 2007 (AB 740), 2008 (SB1781), and 2009 (AB 248). The Marine Invasive Species Program is monitored by the California State Lands Commission. The proposed project includes off-shore hull cleaning in deeper international waters (where the organisms will not survive) prior to the battleship entering the Port which would reduce the potential impact to less than significant. It should be noted that the USS *Iowa* would not enter the Port of Los Angeles before hull cleaning is performed.

In addition, permanent docking of a vessel could have an effect on underwater plant species by restricting light sources. Natural habitats identified by the *San Pedro Waterfront EIS/EIR,* include ruderal, marsh, mudflat, eelgrass, and kelp; none of which except kelp have been identified in the Main Channel. The kelp identified in the main channel is not within the proposed project site or within the immediate vicinity. Eelgrass (*Zostera Marina*) populations are found within the Port area and are susceptible to shadowing. However, as stated in the *San Pedro Waterfront EIS/EIR*, known populations of eelgrass habitat occurs in shallow waters offshore Cabrillo Beach and within the Pier 300 Shallow Water Habitat in Los Angeles Harbor and are not documented in the deep water area of Berth 87.

The proposed project also includes the potential construction of a Visitor Center in Phase 2 on an existing portion of the parking lot. The project site is in an industrialized area and does not include any natural habitats. However, construction activities could impact nesting birds in the surrounding area. As stated in the *San Pedro Waterfront EIS/EIR*, the majority of terrestrial birds that may occur at the Port are migratory and would be present during fall, winter, and/or spring but are not expected to breed within the study area. In addition, these common species are adapted to urban and disturbed

habitats. In accordance with the Migratory Bird Treaty Act, nesting bird surveys would be conducted prior to and during construction activities anticipated to occur during the nesting season. Impacts to these species are anticipated to be less than significant. Therefore, impacts to habitats are considered less than significant.

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

Less than Significant Impact. The proposed project site is located in the Main Channel of the Port of Los Angeles. As identified in the *San Pedro Waterfront EIS/EIR*, the proposed project site is located within two fishery management plans (FMP): The Coastal Pelagics FMP and Pacific Groundfish FMP. These FMP areas include *essential fish habitats*, defined as those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity. Four of the five species in the Coastal Pelagics Species FMP are well represented in the San Pedro Waterfront project area, which includes Berth 87. These species were abundant or common throughout the harbor in a 2000 survey. Los Angeles Harbor is home to two groudfish species – the olive rockfish and the scorpionfish – listed in the Pacific Groundfish FMP. However it is stated that these species are found in the kelp along the breakwater in the harbor. The USS *Iowa* battleship would be brought into the harbor buy a tug boat and remain at Berth 87 year-round. The year-round presence of the battleship may impact these species through shading. The *San Pedro Waterfront EIS/EIR* identifies no particular habitat areas at Berth 87. There are no kelp beds or riparian habitats. Therefore, less than significant impacts would occur.

c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. There are no wetlands located within the project area as identified in the *San Pedro Waterfront EIS/EIR.* A freshwater marsh and coastal salt marsh are identified within the *San Pedro Waterfront EIS/EIR*; however they are located in the northern portion of the Outer Harbor, not within or adjacent to the project site. Therefore, no impacts would occur.

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

No Impact. The proposed project involves year-round mooring of the USS *Iowa* at Berth 87 and the potential construction of a Visitor Center in Phase 2 on an existing portion of the parking lot. The *San Pedro Waterfront EIS/EIR* states that all wildlife species having

potential to occur and/or known to occur within the study area (which includes Berth 87) are adapted to human-disturbed landscapes.

The majority of terrestrial birds that may occur at the Port are migratory and would be present during fall, winter, and/or spring but are not expected to breed within the study area. Common species include rock pigeon, mourning dove, American crow, common raven, European starling, yellow-rumped warbler, Brewer's blackbird, house finch, rough-winged swallow (*Stelgidopteryx serripennis*), cliff swallow (*Petrochelidon pyrrhonota*), barn swallow (*Hirundo rustica*), and house sparrow. Of these birds, rock pigeon, European starling, and house sparrow are non-native species. These common species are adapted to urban and disturbed habitats. Marine life is also adapted to the conditions of the Port. Water and sediment conditions have improved water quality within the Port since the 1950s and the Clean Water Act and Port-Cologne Water Quality Control Act. Therefore, the proposed project would have no effect on wildlife movement or migration within the harbor.

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

No Impact. The proposed project site consists of a paved and developed area adjacent to the Main Channel. There are no trees, shrubs or grass on the project site. Any landscaping included as part of the proposed project would be required to conform to local ordinances and policies, and would not conflict with any local policies or ordinances implemented to protect biological resources. Therefore, no impact would occur.

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

No Impact. The proposed project is not located within an adopted Natural Communities Conservation Plan (NCCP) or Habitat Conservation Plan (HCP). The NCCP program, which began in 1991 under California's Natural Community Conservation Planning Act, is administered by the California Department of Fish and Game (CDFG), and is a cooperative effort between resource agencies and developers that takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. HCPs are administered by the U.S. Fish and Wildlife Service (USFWS) and are designed to identify how impacts would be mitigated when a project would impact endangered species. The proposed Project would have no impact on NCCPs or HCPs.

CULTURAL RESOURCES

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
5. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	☐	☐	☐	☑
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☑
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☑

Discussion

Would the project:

a) *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?*

No Impact. Historic resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or have a historically significant style, design, or achievement. Damage to or demolition of such resources is typically considered to be a significant impact. Impacts to historic resources can occur through direct impacts, such as destruction or removal, and through indirect impacts, such as a change in the setting of a historic resource. Resources associated with Berth 87 were analyzed in the *San Pedro Waterfront EIS/EIR*. The document did not identify any historical resources at the site.

The USS *Iowa* has 11 battle stars for her service in battles and campaigns during World War II. In WWII, she transported US President Franklin Delano Roosevelt across the Atlantic, later she served in the Pacific during the Marshall Islands campaign and the bombardment of Japan, she was involved in training operations post WWII, the Korean

War, NATO exercises, and more. While her awards are significant, *Iowa's* awards are consistent with many other battleships that operated during WWII.

The USS *Iowa* battleship is not listed on the National Register of Historic Places (NRHP). The battleship is also not registered at the State or local level through the California Historic Register or the through the City of Los Angeles. The criterion for listing in the National Register is weighed upon the resource's uniqueness, historical significance, and relevance to historic people and events. USS *Iowa* is the lead battleship of the four *Iowa* class battleships: USS *Iowa* (BB-61), USS New Jersey (BB-62), USS Missouri (BB-63), and USS Wisconsin (BB-64). All four *Iowa* class battleships are still in-tact and are substantially similar in construction and use. In addition, all *Iowa* class battleships are mandated by the Secretary of the Navy to be kept in a condition that would allow their recall to active service, if needed. Therefore, whether in storage or open to tourism, *Iowa* must remain available for reactivation at any time. This reserve status lessens the likelihood that *Iowa* could be a candidate for listing as a National historical resource.

The proposed project would not cause a substantial adverse change in the significance of a historical resource and the battleship, itself, is not designated a historical resource. Therefore, impacts regarding historical resources are less than significant.

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

No Impact. The proposed project site is located on a developed area adjacent to the Main Channel in the Port of Los Angeles. The project involves year-round mooring of the USS *Iowa* at Berth 87 and the potential construction of a Visitor Center in Phase 2 on the existing dock. The *San Pedro Waterfront EIS/EIR*, which analyzes the Berth 87 project site, does not identify any archaeological resources. Therefore, no archaeological resources are present on the project site or adjacent waters and as a result, no impacts would occur.

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

No Impact. The *San Pedro Waterfront EIS/EIR*, which analyzes the project site, does not identify any paleontological resources in this area. Therefore, no potential paleontological resources have been identified within the proposed project site or adjacent waters and no impact would occur.

d) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. No known formal gravesites have been identified within the project area as part of the *San Pedro Waterfront EIS/EIR* and due to the nature of the project, no impacts are anticipated.

GEOLOGY AND SOILS

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
6. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☑	☐
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
iv) Landslides?	☐	☐	☑	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☑
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2004), creating substantial risks to life or property?	☐	☐	☐	☑
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑

Discussion

Would the project:

a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

Less Than Significant Impact. Several earthquake faults are located near the project vicinity and extend through the Port, both on land and in the water channels. None of these faults are designated as a special study zone under the Alquist-Priolo Earthquake Zoning Act (City of Los Angeles, 1996). The implementation of standard engineering design measures are required by the State of California Uniform Building Code to minimize potential earthquake impacts. As a result, impacts to the USS *Iowa* and the temporary prefabricated structures/potential Visitor Center would be less than significant.

ii. *Strong seismic ground shaking?*

Less Than Significant Impacts. Several principal active faults lie within 25 miles of the proposed project. These include the Palos Verdes, Newport-Inglewood, Elysian Park, Whittier-Elsinore, and Santa Monica-Raymond faults. These faults are capable of producing ground movements of a maximum moment magnitude 6.6 to 7.1. The implementation of standard engineering design measures are required by the State of California Uniform Building Code to minimize potential earthquake impacts. Impacts to the proposed project from strong seismic ground shaking are expected to be less than significant.

iii. *Seismic-related ground failure, including liquefaction?*

Less Than Significant Impact. The proposed project involves year-round mooring of the USS *Iowa* at Berth 87, the placement of temporary prefabricated structures, and the potential construction of a Visitor Venter on an existing portion of the dock. Seismic-related ground failure, including liquefaction would not have a significant impact on the USS *Iowa* but may impact the Visitor Center. Standard engineering design measures are required by the State of California Uniform Building Code to minimize potential earthquake impacts. Impacts to the proposed project from seismic-related ground failure are expected to be less than significant.

iv. *Landslides?*

Less Than Significant Impact. The topography surrounding the proposed project site is flat. As identified in the Safety Element of the Los Angeles General Plan, the proposed project site is not within the landslide inventory (City of Los Angeles, 1996). Therefore, less than significant impacts are anticipated as a result of the proposed project.

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

Less Than Significant Impact. The proposed project involves year-round mooring of the USS *Iowa* at Berth 87, the placement of temporary prefabricated structures, and the potential construction of a Visitor Venter in Phase 2 on an existing portion of the dock. Site preparation for the Visitor Center in Phase 2 would involve the removal of a portion of the existing parking lot, and grading and compacting of soils. All construction within the Port is required to comply with LAHD Sustainable Construction Guidelines. Implementation of the proposed project and required Construction BMP's would protect the soil from erosion; therefore, impacts would be less than significant.

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

No Impact. The project is not located on a geological unit or soil that is unstable or would become unstable as result of the project. Therefore, no impacts would occur.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2004), creating substantial risks to life or property?

No Impact. The proposed project involves year-round mooring of the USS *Iowa* at Berth 87, the placement of temporary prefabricated structures, and the potential construction of a Visitor Venter on an existing portion of the dock. Standard engineering design measures are required by the State of California Uniform Building Code to minimize potential earthquake impacts. The proposed project would not be located on expansive soil and no impacts would occur.

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

No Impact. The Los Angeles Department of Public Works Bureau of Sanitation provides sewer service to all areas within its jurisdiction, including the proposed project site. There would be no use of septic tanks or alternative wastewater disposal systems; therefore, no impacts would occur.

GREENHOUSE GAS EMISSIONS

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

Discussion

Would the project:

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

Potentially Significant Impact. Greenhouse gases (GHGs) are gases that trap heat radiated from the sun as it is reflected back into the atmosphere. The accumulation of GHGs has been implicated as one of the leading causes of global climate change. GHGs include naturally occurring and man-made gases, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and nitrogen trifluoride (NF_3). The USS *Iowa* will be transported by tug boats from Suisun Bay in Northern California to the Port of Los Angeles where it will be open to the public. Once opened as a tourist attraction, the USS *Iowa* is estimated to attract an average of 400,000 visitors per year. The number of visitors that may utilize the site as part of another activity or attraction (intermodal) is indeterminate. If the majority of traffic generated by the USS *Iowa* and Visitor Center is directly associated with the attraction, an impact on traffic in an already congested harbor area could substantially increase wait times.

Temporary sources of GHG emissions generated by the proposed project would include emissions from towing the battleship into port, site preparation activities including re-painting the parking lot, delivery and setup of the prefabricated ticketing/office

building, prefabricated restrooms, prefabricated entry platforms, preparing the USS *Iowa* for visitors, the construction of a Visitor Center in Phase 2 (removal of existing pavement, grading, and construction), and the emissions from volunteers and construction workers commuting to and from the Port. Pollutant emissions would vary from day to day depending on the level of activity, the specific construction operations, and the prevailing weather. The proposed project would increase the number of visitors and users accessing the project area. As such, the project could have a considerable net effect on vehicle-related GHG pollutants being discharged into the region. Therefore, GHGs generated by transporting the battleship and tourists traveling to visit the battleship and Visitor Center could be significant. As a result, the contribution and generation of GHGs by the proposed project will be further analyzed in the EIR.

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

Potentially Significant Impact. California Governor Arnold Schwarzenegger issued Executive Order S-3-05 in June 2005, which established the following greenhouse gas emission reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels;
- 2020: Reduce greenhouse gas emissions to 1990 levels; and
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

Assembly Bill 32 (AB 32) requires that the California Air Resources Board (CARB) determine what the statewide greenhouse gas emissions level was in 1990, and approve a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 metric tons of CO_2 equivalent.

Due to the nature of global climate change, it is not anticipated that this project would have a substantial effect on global climate change. It is difficult to deem a single project as individually responsible for a global temperature increase. In actuality, greenhouse gas emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

The proposed project would be required to conform to all applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs. However, for informational purposes, applicable plans, policies, and regulations will be considered potentially significant. GHGs generated by transporting the battleship and tourists traveling to visit the Visitor Center and battleship attraction will be further analyzed in the EIR.

HAZARDS AND HAZARDOUS MATERIALS

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

Discussion

Would the project:

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

Less Than Significant Impact. Potential short-term impacts from preparation of the battleship for visitor and the construction of the Visitor Center in Phase 2 may occur from the transportation of building materials, fuels, fluids, and solvents. However, construction would not involve the handling of significant amounts of these substances beyond those needed for proposed activities. Additionally, all storage, handling, and disposal of hazardous materials is regulated by the federal Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), Occupational Safety and Health Administration, the City fire department, and the County fire department. As such, all chemicals used during construction of the project would be used and stored in compliance with applicable requirements. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would minimize the potential for significant safety impacts to occur. Implementation of these laws and regulations in addition to the LAHD Sustainable Construction Guideline BMPs, would result in less than significant impacts.

The USS *Iowa* underwent reconfiguration and refurbishment in the 1980s before decommissioning, where known hazardous materials were removed under applicable regulations. The anti fouling hull paint's active ingredients (chemicals) are expired and would not be released unless the battleship was raised onto try dock and re-coated (with the new hull paint). Asbestos was one of the known hazardous materials that were removed from the battleship. Areas within the battleship that still contain asbestos are encapsulated. The use, storage, transport, and disposal of hazardous materials would adhere to all applicable local, State, and federal regulations. Adherence to these regulations would minimize the potential for hazardous materials impacts to the public and the environment. As a result, impacts in this regard would be less than significant.

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

Less than Significant Impact. As described in response (a) above, all hazardous materials are required to be stored, handled, and disposed of in accordance with the LAHD Sustainable Construction Guideline BMPs, local, county, and State laws which protect public safety. There is a potential for hazardous materials to be encountered if the Navy fuel surge line is relocated within the project footprint and during the site

preparation for the Visitor Center in Phase 2 when existing asphalt will be removed and the soil will be graded and compacted to support the new building. In addition, although a majority of the hazardous materials were removed from the USS *Iowa* in the 1980s, some asbestos is known to be encapsulated on board. If hazardous material or exposed asbestos is found on board, those materials would be removed according to regulations for that material. No hull maintenance would occur while the battleship is in harbor waters. All hazardous materials that are encountered are required to be handled according to laws and regulations to protect public safety as well as Port leasing requirements related to site remediation and groundwater contamination contingency. These requirements include the following:

Site Remediation Lease Requirement. Unless otherwise authorized by the lead regulatory agency for any given site, the Applicant shall address all contaminated soils within proposed project boundaries discovered during demolition, excavation, and grading activities. Contamination existing at the time of discovery shall be the responsibility of the past and/or current property owner. Contamination as a result of the construction process shall be the responsibility of the Applicant and/or the Applicant's contractors. Remediation shall occur in compliance with local, state, and federal regulations and as directed by the lead regulatory agency for the site.

Soil removal shall be completed such that remaining contamination levels are below risk-based health screening levels for industrial sites established by the Office of Environmental Health Hazard Assessment (OEHHA) and/or applicable action levels (e.g., Environmental Screening Levels, Preliminary Remediation Goals) established by the lead regulatory agency with jurisdiction over the site. Soil contamination waivers may be acceptable as a result of encapsulation (i.e., paving) and/or risk-based soil assessments for industrial sites, but are subject to the review of the lead regulatory agency. Excavated contaminated soil shall be properly disposed of off-site unless use of such material on site is beneficial to construction and approved by the agency overseeing environmental concerns. All imported soil to be used as backfill in excavated areas shall be sampled to ensure that it is suitable for use as backfill at an industrial site.

Contamination Contingency Plan Lease Requirement. The following contingency plan shall be implemented to address contamination discovered during demolition, excavation, grading, and construction.

a) All trench excavation and filling operations shall be observed for the presence of free petroleum products, chemicals, or contaminated soil. Soil suspected of contamination shall be segregated from other soil. In the event soil suspected of contamination is encountered during construction, the contractor shall notify the Applicant and the LAHD's environmental representative. The LAHD shall confirm the presence of the suspect

material and direct the contractor to remove, stockpile or contain, and characterize the suspect material. Continued work at a contaminated site shall require the approval of the LAHD Project Engineer.

b) Excavation of VOC-impacted soil may require obtaining and complying with a South Coast Air Quality Management District Rule 1166 permit.
c) The remedial option(s) selected shall be dependent upon a suite of criteria (including but not limited to types of chemical constituents, concentration of the chemicals, health and safety issues, time constraints, cost, etc.) and shall be determined on a site-specific basis. Both off-site and on-site remedial options may be evaluated.
d) The extent of removal actions shall be determined on a site-specific basis. At a minimum, the impacted area(s) within the boundaries of the construction area shall be remediated to the satisfaction of the applicant, LAHD, and the lead regulatory agency for the site. The Port Project Manager overseeing removal actions shall inform the contractor when the removal action is complete.
e) Copies of hazardous waste manifests or other documents indicating the amount, nature, and disposition of such materials shall be submitted to the Port Project Manager within 60 days of project completion.
f) In the event that contaminated soil is encountered, all on-site personnel handling or working in the vicinity of the contaminated material must be trained in accordance with EPA and Occupational Safety and Health and Administration (OSHA) regulations for hazardous waste operations or demonstrate they have completed the appropriate training. Training must provide protective measures and practices to reduce or eliminate hazardous materials/waste hazards at the work place.
g) When impacted soil must be excavated, air monitoring will be conducted as appropriate for related emissions adjacent to the excavation.
h) All excavations shall be backfilled with structurally suitable fill material that is free from contamination.

As such, impacts would be less than significant.

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

Less Than Significant Impact. The closest school to the proposed project site is the World Tots LA preschool, which is approximately 0.15 mile southwest of the proposed project site. Hazardous materials have previously been removed from the USS *Iowa* in the 1980s and if any remaining hazardous materials are found, they would be removed according to applicable regulations and LAHD BMPs. The inactive battleship would not

emit hazardous emissions. Preparing the battleship for visitors and the potential relocation of the Navy fuel surge line and construction of the Visitor Center in Phase 2 would generate temporary construction emissions. Hazardous materials, if encountered, will be removed from the site according to Port lease requirements, BMPs and applicable local, state, and federal regulations and laws. Air emissions will be calculated, analyzed and mitigated in the EIR under Air Quality and Greenhouse Gases section. Therefore, the emission of hazardous materials or substances within 0.25 miles of a school would be a less than significant impact.

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

No Impact. None of the uses on the proposed project site currently or historical have involved the storage, use or generation of hazardous materials. In addition, the project site is not located on a listed hazardous materials site pursuant to Government Code Section 65962.5. As a result, no impacts are anticipated.

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

No Impact. The proposed project is not located within the vicinity of a public airstrip and is not within two miles of a public airport. The closest public airport, Long Beach Airport, is located approximately 9 miles to the northeast of the proposed project site. Therefore, no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area

No Impact. The proposed project is not located within the vicinity of a private airstrip. The closest private use airport is the Torrance Municipal Airfield located approximately 5 miles to the northwest. Therefore, the proposed project would not result in a safety hazard to people working in the proposed project area. Therefore, no impact would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The Los Angeles City Fire Department (LAFD) currently provides emergency medical and fire protection support, and the Port Police and the Los Angeles Police Department (LAPD) are responsible for coordinating law enforcement and traffic control operations in emergency situations. During construction activities, adequate vehicular access would be provided and maintained in accordance with LAFD

requirements. LAFD would review all construction and design plans before development of the proposed project to ensure that access is provided for emergency equipment. The proposed project would not affect potential emergency response routes. The proposed project's proximity to the harbor may make it susceptible to impacts related to a tsunami and a seiche. Emergency evacuation, should a tsunami or seiche occur would require coordination with LAFD, LAPD, and Port Police. In addition, the U.S. Coast Guard coordinates efforts related to homeland security at the Port. Implementation of the proposed project would have a less than significant impact on emergency plans.

h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

No Impact. The proposed project site is located in an urban area. No wildlands are adjacent to the proposed project site and the proposed project would not affect nor be affected by wildland fires. As a result, no impacts would occur.

HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
9. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☑	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☑
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☑	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☑	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☑	☐
f) Otherwise substantially degrade water quality?	☐	☐	☑	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☑
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☑	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☑	☐

Discussion

Would the project:

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. The proposed project includes towing the USS *Iowa* from Northern California to the Port, docking it at Berth 87 for the public to enjoy, and the potential construction of a Visitor Center. Restoration of the battleship and potential construction of the Visitor Center would be required to conform to the National Pollution Discharge Elimination System (NPDES) stormwater permit and to Section 13050 of the California Water Code (CWC). As previously stated, hull-cleaning would be performed before the battleship enters the Port of Los Angeles, in international waters off the coast in compliance with the Marine Invasive Species Act. As an alternative, *Iowa* may be placed in dry dock at San Francisco Bay for cleaning and repainting of the hull. All contaminants are contained within the dry dock structure and disposed of in compliance with State and local regulations. No hull cleaning activities would take place in the Port. No permits are necessary. The proposed project would result in a less than significant impact related to the potential to violate water quality standards and/or waste discharge requirements under CEQA.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. The City of Los Angeles area obtains water from the following three basic sources: the Owens Valley in the Sierras; groundwater wells in the Los Angeles Basin; and the Metropolitan Water District, which imports water from the Colorado and Feather Rivers. The proposed project would not result in the direct withdrawal of groundwater to provide water needed by the proposed project and would not include the development of new impervious surfaces. The proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge and no impacts would occur.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?*

Less Than Significant Impact. The proposed project would involve converting the USS *Iowa* into a tourist attraction and the potential construction of a Visitor Center. The proposed project would not result in substantial erosion or siltation on or off-site due to changes in the flow of surface water. As a result, the proposed project would have a less than significant impact.

d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on or off-site?*

Less Than Significant Impact. The proposed project would include year-round mooring of the USS *Iowa* at Berth 87, opening the battleship to the public, and potentially building a Visitor Center on the existing dock. Any increases in flows would be similar to the runoff from the existing surfaces and considering the close proximity to the ocean, any potential increases in runoff would not result in flooding on- or off-site. The proposed project would have a less than significant impact in this regard.

e) *Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*

Less than Significant Impact. The proposed project site is currently developed and is covered with an impervious surface. The proposed project would not increase the potential for flooding on site, or increase the runoff velocity. In addition, the proposed project would be required to adhere to the NPDES stormwater permit and would be required to conform to Section 13050 of the California Water Code (CWC). Implementation of the water quality control measures of stormwater runoff under these regulatory requirements would minimize the potential for any polluted runoff being transported off site. Therefore, the proposed project would likely have a less than

significant impact related to capacity of existing or planned stormwater infrastructure or additional sources of polluted runoff.

f) Otherwise substantially degrade water quality?

Less than Significant Impact. The proposed project would result in the year-round mooring of the USS *Iowa* at Berth 87 for public tours, and the potential construction of a Visitor Center. Water quality could be contaminated through the toxins in anti-fouling paints from hulls of vessels. However, the hull of the *Iowa* was last painted approximately 20 years ago with Ameron ABC3 Tin-Free Anti-Fouling coating. This particular coating is TBT-free.

Antifouling coatings containing TBT have been under environmental scrutiny for years and new applications have been banned by the International Maritime Organization (IMO) since January 2003. TBT (tributyltin) is a chemical used in anti-fouling coatings that is now banned due to its high toxicity to sealife. TBT is designed to prevent the attachment of algae and other organisms which slow down vessel speeds. Chemical compounds in anti-fouling coatings slowly leach into the sea water, killing barnacles and other marine life that have attached to the battleship.[3]

The anti-fouling capabilities on Ameron ABC3 Tin-free Anti-Fouling coating perform for five years.[4] Therefore, the antifouling coating on the hull of the Iowa is no longer active. Hull cleaning will need to be performed prior to the battleship entering the Port . A new anti-fouling coating would need to be applied the next time the battleship is dry-docked for maintenance. Further, in the case that the USS *Iowa* is dry docked, a new non-toxic anti-fouling coating would be applied. Therefore, impacts regarding the degradation of water quality are less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project would not include the construction of housing and therefore no housing would be placed within a 100-year flood hazard area. As a result, no impacts would occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

[3] Port of Los Angeles. *Harbor Ambient Water Quality Summary In Support Of the Ports of Los Angeles And Long Beach Water Resources Action Plan* (May 19, 2009). http://www.portoflosangeles.org/DOC/WRAP_Ambient_WQ_Summary.pdf

[4] Ameron Marine Coatings, ABC®3 - *The Tin-free Antifouling with a Unique Track Record* http://ppgamercoatus.ppgpmc.com/marketsserved/docs/ABCWhitePaper.pdf and Ameron Marine Coatings, *Ameron ABC3 Self-polishing TBT-free Antifouling* http://ppgamercoatus.ppgpmc.com/marketsserved/docs/ABC3QA.pdf

No Impact. The proposed project site is currently developed and although implementation of the proposed project includes the construction of a visitor center, this structure would not impede or redirect flood flows. Therefore, no impacts would occur.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. The proposed project site is located along the shoreline and therefore the Visitor Center could be subject to flooding effects as a result of rising sea levels. However, flooding that resulted from rising sea levels would occur over the course of decades, assuming that no actions are be taken to prevent the flooding from occurring. There are no levees or dams in the area that could result in flooding of the project site. Therefore, this impact is considered less than significant.

j) Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. Tsunamis are defined as gravity waves of long wavelengths generated by seismic activities that cause vertical motions of the earth's crust. This vertical motion can cause displacement of overlying waters that trigger transoceanic waves of water containing large amounts of energy. The proposed project site is located within an area that can potentially be impacted by a tsunami. Applicable risk management measures and policies are included in the Risk Management Plan, an amendment to the Port of Los Angeles Master Plan. Sieche and mudflow hazards are not likely to occur at the proposed project site; therefore, impacts are less than significant.

LAND USE AND PLANNING

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
10. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☐	☑
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☑	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☑

Discussion

Would the project:

a) *Physically divide an established community?*

No Impact. The proposed project site is located entirely within the Port at Berth 87, which has been used to load and unload cargo and cruise ships. The proposed project site is surrounded by Port-related uses and is adjacent to the World Cruise Center. The closest established community is San Pedro, located west of the proposed project site. The proposed project would be contained entirely within existing Port lands with no element of the proposed project being constructed or requiring any improvements within the neighborhoods of San Pedro. The proposed project would not divide an established community and no impacts would occur.

b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

Less Than Significant Impact. Applicable land use plans, policies, and regulations of agencies with jurisdiction over the proposed project include the state *Tidelands Trust, Port Master Plan, City of Los Angeles Zoning Code, City of Los Angeles General Plan, Port of Los Angeles Community Plan, San Pedro Community Plan, Water Resources Action Plan,* and *San Pedro Bay Ports Clean Air Action Plan (CAAP)*. The *Port of Los Angeles Master Plan* is incorporated into the *Local Coastal Program* of the City of Los Angeles. Therefore, projects that are consistent with the *Port of Los Angeles Master Plan* are also consistent with the *City of Los Angeles Local Coastal Program*. The proposed project site is zoned for light and heavy industrial uses. Berth 87 was previously analyzed in the *San Pedro Waterfront Project EIS/EIR* and approved for the SS Lane Victory project, a similar project to the proposed project. This project did not conflict with any applicable land use plan, policy, or regulation. Therefore, less than significant impacts are expected in this regard.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. The proposed project site is located within an industrialized area of the Port, and is not located within any habitat conservation plan or natural communities conservation plan. Therefore, no impact will occur.

MINERAL RESOURCES

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

Discussion

Would the project:

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

No Impact. The project site is located on an existing dock and would not result in the loss of availability of any known mineral resources of value. No impacts to mineral resources would occur.

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

No Impact. The proposed project site is not located in a mineral resource area and no impacts to mineral resources would occur.

NOISE

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
12 . NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☑	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☑	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

Discussion

Would the project:

a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less Than Significant Impact. During construction of the Visitor Center, temporary noise levels would increase due to the operation of construction equipment. The *LA City CEQA Thresholds* guide uses the following screening criteria to determine if there would be a significant impact from the proposed project during construction:

- Would construction activities occur within 500 feet of a noise sensitive use?
- For projects located within the City of Los Angeles, would construction occur between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at anytime on Sunday?

The nearest noise sensitive use is a school located approximately 750 feet away from the proposed project site. Construction activities would not occur between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at anytime on Sunday in accordance with the City of Los Angeles noise ordinance.. Therefore, this impact has been determined to be less than significant.

b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant Impact. During construction of the Visitor Center, the public may be exposed to the generation of groundborne vibration or noise levels associated with the operation of construction equipment. No pile driving or vibratory equipment other than a jackhammer to remove asphalt would be used during construction. Based on the *LA City CEQA Thresholds* guide, screening criteria discussed in response (a) above, this impact would be less than significant.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less Than Significant Impact. The proposed project includes towing the USS *Iowa* from Northern California to the Port of Los Angeles, year-round mooring at Berth 87, and the potential construction of a Visitor Center. Beyond the temporary increase in noise during the construction of the Visitor Center, the project would not generate a permanent increase in ambient noise levels during operations. The *LA City CEQA Thresholds* guide uses the following screening criteria to determine if there would be a significant impact from the proposed project during operation:.

- *Would the proposed project introduce a stationary noise source likely to be audible beyond the property line of the project site?*
- *Would the project include 75 or more dwelling units, 100,000 square feet (sf) or greater of nonresidential development or have the potential to generate 1,000 or more average daily vehicle trips?*

The project will not include equipment or processes that would produce noise levels above ambient at the property line. Any additional traffic noise resulting from an increase in visitors to the area would not be significant based on the *LA City CEQA Thresholds,* screening criteria discussed above. This impact would be less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. Potential construction of the Visitor Center would increase ambient noise levels temporarily. This increase would only be temporary and would not be substantially greater than the ambient noise levels of an active port. Based on the screening criteria discussed in response (c) above, this impact would be less than significant.

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

No Impact. The proposed project would not be located within an airport land use plan area or within two miles of a public airport or public use airport. The closest public airport, Long Beach Airport, is located approximately nine miles northeast of the proposed Project site. Therefore, no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project would not be located within the vicinity of a private airstrip. The closest private use airport is the Torrance Municipal Airfield located approximately 5.5 miles to the northwest. Therefore, the proposed Project would not result in the exposure of people working in the proposed project area to excessive noise levels.

POPULATION AND HOUSING

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

Discussion

Would the project:

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

No Impact. The proposed project would not establish residential uses at the site and would not require substantial expansion of roads or other infrastructure. The proposed project involves the potential construction of a visitor center and mooring the USS *Iowa* year-round as a tourist attraction. The proposed project would not result in a major employment center that would require the relocation of a substantial number of people from outside of the region. Therefore, the proposed project would not induce substantial population growth either directly or indirectly. No impact would occur.

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

No Impact. There are no housing units on site. No housing would be displaced and therefore, no replacement housing would be constructed. No impact would occur.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. There are no housing units on site. No individuals will be displaced by the implementation of the proposed project and no construction of replacement housing will be required. As a result, no impacts would occur.

PUBLIC SERVICES

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

Discussion

Would the project:

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

Fire protection?

Less Than Significant Impact. The Los Angeles Fire Department (LAFD) currently provides fire protection and emergency services for the proposed Project area. LAFD facilities in the vicinity of the proposed project site include land-based fire stations and fireboat companies. Fire Station 112 is located adjacent to the project area, on Berths 85 and 86. Existing fire resources are adequate to serve proposed project. Impacts would be less than significant.

Police protection?

Less Than Significant Impact. The Los Angeles Harbor Department Port Police (Port Police) and the Los Angeles Police Department (LAPD) both provide police services to

the Port. The Port Police is the primary responding agency in the Port and is responsible for operations within the Port's property boundaries. Port Police headquarters is located in the LAHD administration building at 425 South Palos Verdes Street in San Pedro, approximately 1,500 feet from the proposed project. The proposed project will not create a substantial amount of new development requiring police to patrol the area, existing police resources are adequate to serve the proposed project and impacts are less than significant.

Schools?

Less Than Significant Impact. The proposed project would not involve residential development that would increase the demand for additional or modified school facilities. Therefore, no impact will occur.

Parks?

Less Than Significant Impact. The proposed project would provide visitors an opportunity to tour a WWII battleship and could potentially result in increased demand on Port services. Increases in tourism could increase the demands on the surrounding parks due to greater needs for facilities; however, these impacts would be considered less than significant.

Other public facilities?

Less Than Significant Impact. The proposed project is not expected to significantly increase the demands on other public facilities. Therefore, impacts are considered less than significant.

RECREATION

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
15. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☑	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☑	☐

Discussion

Would the project:

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

Less Than Significant Impact. The proposed project would include new recreational amenities, including a Visitor Center and the USS *Iowa*. The demand for parks is generally associated with the increase of housing or population into an area. The proposed project would not include residential uses, however, visitors and workers at the proposed project site could potentially add to visitors of nearby parks and related recreational facilities. However, the increased "wear and tear" to recreational facilities relative to the increased number of visitors would not cause a significant impact.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?*

Potentially Significant Impact. The proposed project would involve potential construction of a Visitor Center and opening the USS *Iowa* to the public as a tourist attraction. Prepping the battleship for use by the public and the construction of the visitor center would have temporary but less than significant impacts related to biological resources, hazardous materials, land use, noise, and water quality. Potential

significant impacts from operation of the proposed project related to aesthetics, air quality, greenhouse gas emissions, traffic, and cumulative impacts will be further discussed in the applicable chapters contained in the EIR..

TRANSPORTATION AND TRAFFIC

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
16. TRANSPORTATION AND TRAFFIC -- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☑	☐	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads and highways?	☑	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☑
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☑	☐
e) Result in inadequate emergency access?	☐	☑	☐	☐
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☑	☐	☐	☐

Discussion

Would the project:

a) *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

Potentially Significant Impact. The proposed project would increase vehicular and pedestrian traffic to the proposed project site as visitor travel to the Port of Los Angeles to tour the historic battleship. A number of intersections in and around the project area are already congested and operating at impaired levels of service. The Waterfront EIR/EIS prepared for the waterfront area identifies intersections within the project area that would be subject to significant and unavoidable impacts with development of the plan. In a May 16, 2011 preliminary traffic screening analysis (Fehr & Peers) focused on the *Iowa* project, the traffic analysis concluded that, *"Based on the preliminary project trip generation estimates and the results of the screening analysis, USS Iowa relocation project has the potential to result in significant traffic impacts at four intersections in the vicinity of the project site along key access routes."* The impacts associated with the increased traffic should be analyzed to determine their consistency with applicable plans and policies. This impact could be potentially significant.

b) *Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Potentially Significant Impact. As discussed above, the proposed project would result in an increase in vehicular traffic on the roadways surrounding the proposed project site. This increased traffic may conflict with the levels of service and/or traffic demand measures. This impact could be potentially significant.

c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No Impact. The proposed project would not result in a change in air traffic patterns or result in a substantial safety risk surrounding air traffic. The closest public airport is the Long Beach Airport, which is approximately 9 miles to the northeast, and the closest private airstrip is located at the Torrance Municipal Airfield, which is approximately five miles to the northwest. No impacts are anticipated.

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

Less Than Significant Impact. The proposed project would result in an increase in vehicular and pedestrian traffic on the roadways surrounding the proposed project site and vehicle/vehicle and pedestrian/vehicle conflicts would increase. The increase in traffic conflicts associated with distracted drivers viewing the USS *Iowa* is expected to be less than significant. Furthermore, sufficient ingress and egress in accordance with Los Angeles Fire Department (LAFD) and Los Angeles Department of Transportation (LADOT) requirements would be incorporated into the design of the proposed project to avoid hazardous design features.

e) Result in inadequate emergency access?

Less Than Significant Impact with Mitigation Incorporated. Emergency access to the proposed project site would be provided via roads. Fire and law enforcement services would have access to the proposed project site and as part of the approval process; the LAFD would review and approve all plans to ensure that they comply with applicable access requirements. This compliance would ensure that emergency access to, from, and within the proposed project site is adequate. This impact will be evaluated further and mitigation measures will be provided in the EIR.

f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Potentially Significant Impact. The proposed project will involve year-round mooring of the USS Iowa at Berth 87 as a tourist attraction and potentially building a Visitor Center. The proposed project should be analyzed for consistency with applicable plans and policies related to alternative transportation. This impact is considered potentially significant and will be evaluated further in the EIR.

UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
17. UTILITIES AND SERVICE SYSTEMS Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☑	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☑	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☑	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☑	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☑	☐

Discussion

Would the project:

a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Less Than Significant Impact. The proposed project would be required to conform to all applicable wastewater standards set forth by the Los Angeles Regional Water Quality Control Board (LARWQCB). The proposed project would result in the generation of additional wastewater from the temporary structures and the Visitor Center. The project would tie into existing sewer lines that may or may not require capacity expansion. Wastewater would likely flow to the Terminal Island Treatment Plant, which is operated by the city's Department of Public Works Bureau of Sanitation. The Terminal Island Facility currently treat approximately 29 million gallons per day (mgd) of wastewater and has a peak design capacity of 50 mgd.[5] The proposed project would not alter the current discharge or wastewater treatment requirements. No population increase would result from the construction and operation of the proposed project. It would not provide new housing or a large number of employment opportunities. The proposed project would not exceed wastewater treatment requirements of the Los Angeles RWQCB. The impact would be less than significant.

b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less than Significant Impact. The proposed project would increase the demand for potable water and would increase the generation of wastewater. However, existing water supplies are sufficient to meet increased water demand and the existing wastewater treatment facilities could accommodate the increased generation of wastewater. According to the 2005 Urban Water Management Plan, under wet, average, and dry years throughout the 25-year projection period, Los Angeles Department of Water and Power's (LADWP) supply portfolio is expected to be reliable, with adequate supplies available to meet projected demands through 2030 (DWP 2005). Impacts in this regard would be less than significant.

c) *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant Impact. The existing storm drainage system at the project site allows for discharge of untreated runoff. The parcel is entirely asphalt paved and fenced. The proposed project would not require construction of new or improved stormwater culverts or drainage facilities, nor will it substantially increase the amount of

5 LA RWQCB Harbor Water Recycling Project – Nonpotable Reuse Project File No. 02-159 Order No. R4-2003-0025

stormwater runoff. Therefore, the construction of new stormwater drainage facilities is not necessary and any impacts would be less than significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. As discussed above, existing water supplies are sufficient to meet the water demands of the proposed project. Impacts would be less than significant.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. Wastewater generated by the USS *Iowa* and Visitor Center is not likely to exceed the existing wastewater treatment provider's current capacity. This land use at this site was previously analyzed in the approved *San Pedro Waterfront EIS/EIR*. Therefore, this impact is expected to be less than significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. The USS *Iowa* and Visitor Center's waste disposal needs are not expected to exceed the permitted landfill capacity. As previously stated, this land use at this site was previously analyzed in the approved *San Pedro Waterfront EIS/EIR*. Project related impacts associated with the solid waste generated by the proposed project will be less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. All development would be required to comply with federal, state, and local statutes relative to solid waste disposal. Materials required to be hauled offsite, would comply with these statutes and regulations. Less than significant impacts would occur in this regard.

MANDATORY FINDINGS OF SIGNIFICANCE

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

Discussion

The following findings have been made, regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines, based on the results of this environmental assessment:

a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or*

animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. There is a potential for this project to degrade the quality of the environment through aesthetics, air quality, greenhouse gas emissions, and transportation and traffic impacts. A review of impacts for each of these issue areas Will be further addressed in the EIR.

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

Potentially Significant Impact. There is a potential for the project to have a considerable cumulative effect. A review of the cumulative impacts will be addressed in the EIR.

Potentially Significant Impact.

c) There is a potential for this project to cause a cumulatively significant impact related to aesthetics, air quality, greenhouse gas emissions, and transportation and traffic. A review of cumulatively significant impacts for each of these issue areas will be further addressed in the EIR. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. As stated in various sections of this Initial Study, the proposed project has the potential to result in significant impacts on the environment, which would have adverse effects on human beings, directly and indirectly. Adverse effects on humans would result from potentially significant impacts related to air quality, greenhouse gas emissions and transportation and traffic which will be further addressed in the EIR.

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Acronyms and Abbreviations

AB 32	Assembly Bill 32
ADA	Americans with Disabilities Act
ADP	Application for Discretionary Project
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CAAP	Clean Air Action Plan
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CH_4	methane
CO_2	carbon dioxide
CWC	California Water Code
EIR	Environmental Impact Report
GHGs	Greenhouse gases
HFCs	hydrofluorocarbons
IS	Initial Study
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles City Fire Department
LAHD	Los Angeles Harbor Department
LAPD	Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
MARAD	United States Maritime Administration
N_2O	nitrous oxide
NDRF	National Defense Reserve Fleet
NF_3	nitrogen trifluoride
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation

NPDES	National Pollution Discharge Elimination System
OEHHA	Office of Environmental Health Hazard Assessment
PAHs	polycyclic aromatic hydrocarbons
PBC	Pacific Battleship Center
PCBs	polychlorinated biphenyls
PFCs	perfluorocarbons
PMP	Port Master Plan
POLA	Port of Los Angeles
Port	Port of Los Angeles
proposed project	USS *Iowa* Project
SCAQMD	Southern California Air Quality Management District
SBRF	Suisun Bay Reserve Fleet
SF_6	sulfur hexafluoride
SPW	San Pedro Waterfront Project
TBT	Tributyltin