

Chapter 3

# Modifications to the Draft Subsequent Environmental Impact Report

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## 3.1 Introduction

This chapter addresses modifications to the Draft Subsequent Environmental Impact Report (Draft SEIR) for the West Harbor Modification Project (Proposed Project). It presents all revisions related to public comments, as determined necessary by the Los Angeles Harbor Department (LAHD) as lead agency under the California Environmental Quality Act (CEQA).

The text changes described presented in this chapter update and clarify the Proposed Project information and analyses presented in the Draft SEIR. The changes do not create new significant impacts or a substantial increase in severity of a significant impact that would not be mitigated by measures already identified in the Draft SEIR. In addition, no new or considerably different mitigation measures have been identified. Finally, the changes or set of changes do not create fundamental inadequacies in the Draft SEIR. Recirculation of any part of the Draft SEIR, therefore, is not required.

## 3.2 Changes to the Draft Subsequent Environmental Impact Report

The following changes to the text are incorporated into the Final SEIR. Changes are provided in revision-mode text, wherein deletions of the original text are shown in strikethrough and additions to the Final SEIR are underlined. Page numbers refer to page numbers in the Draft SEIR to easily locate where changes have been made.

### 3.2.1 Changes Made to Executive Summary

In Section ES.1, *Introduction*, Page ES-1, text has been revised as follows:

This Draft Subsequent Environmental Impact Report (SEIR) assesses impacts related to the West Harbor Modification Project (Proposed Project) proposed by the ~~developer (Tenant)~~ Los Angeles Harbor Department (LAHD).

In Section ES.6.4, *Impacts of the Proposed Project Considered in this Draft SEIR*, Page ES-12, Table ES-1 has been revised as follows:

**Table ES-1: Summary of Project Impacts and Mitigation Measures.**

Environmental Impacts	Impact Determination	Mitigation Measure	Impacts After Mitigation
<b>3.1 Aesthetics</b>			
<b>AES-1:</b> Would the Proposed Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Proposed Project is in an urbanized area, would the Proposed Project conflict with applicable zoning and other regulations governing scenic quality?	The 2009 SPW EIS/EIR finding of “less-than-significant impacts” remains valid for the Proposed Project.	None required.	No new or substantially more severe significant impacts would occur. No mitigation would be required.
<b>AES-2:</b> Would the Proposed Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	The 2009 SPW EIS/EIR finding of “no impact” is no longer valid for the Proposed Project. Impacts are now less than significant.	None required.	No new or substantially more severe significant impacts would occur. No mitigation would be required.
<b>3.2 Air Quality</b>			
<b>AQ-1:</b> Would the Proposed Project result in new construction emissions that exceed the SCAQMD regional peak-daily emission thresholds of significance in Table 3.2-5 and/or increase the severity of impacts considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/EIR finding of “significant and unavoidable impacts” remains valid for the Proposed Project.	<b>MM-AQ-3 through MM-AQ-8</b>	No new or substantially more severe significant impacts would occur.
<b>AQ-2:</b> Would the Proposed Project result in ambient air pollutant concentrations from construction activities that exceed NAAQS or CAAQS and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/EIR finding of “significant and unavoidable impacts” remains valid for the Proposed Project.	<b>MM-AQ-3 through MM-AQ-8</b>	No new or substantially more severe significant impacts would occur.
<b>AQ-3:</b> Would the Proposed Project result in new operational emissions that exceed the SCAQMD regional peak daily emission thresholds of	The 2009 SPW EIS/EIR finding of “significant and unavoidable impacts”	<b>MM-AQ-31</b>	No new or substantially more severe significant

Environmental Impacts	Impact Determination	Mitigation Measure	Impacts After Mitigation
significance and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	remains valid for the Proposed Project.		impacts would occur.
<b>AQ-4:</b> Would the Proposed Project result in ambient air pollutant concentrations from operational activities that exceed NAAQS or CAAQS and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/EIR finding of “significant and unavoidable impacts” remains valid for the Proposed Project.	<b>MM-AQ-31</b>	No new or substantially more severe significant impacts would occur.
<b>AQ-5:</b> Would the Proposed Project result in on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/EIR finding of “less-than-significant impacts” remains valid for the Proposed Project.	None Required.	No new or substantially more severe significant impacts would occur. No mitigation would be required.
<b>AQ-6:</b> Would the Proposed Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/EIR finding of “less-than-significant impacts” remains valid for the Proposed Project.	None Required.	No new or substantially more severe significant impacts would occur. No mitigation would be required.
<b>AQ-7:</b> Would the Proposed Project expose receptors to significant levels of TACs per the following SCAQMD thresholds and/or increase the severity of impact identified in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/EIR finding of “significant and unavoidable impacts” remains valid for the Proposed Project.	<b>MM-AQ-3 through MM-AQ-8 and MM-AQ-31</b>	No new or substantially more severe significant impacts would occur.
<b>AQ-8:</b> Would the Proposed Project conflict with or obstruct implementation of an applicable air quality plan and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/EIR finding of “less-than-significant impacts” remains valid for the Proposed Project.	None Required.	No new or substantially more severe significant impacts would occur. No mitigation would be required.
<b>3.3 Biology</b>			
<b>BIO-1:</b> Would the Proposed Project have a substantial adverse effect, either directly or through	The 2009 SPW EIS/EIR finding of “significant and unavoidable impacts”	<b>MM-BIO-2, MM-BIO-7, MM-BIO-8,</b>	No new or substantially more severe significant

Environmental Impacts	Impact Determination	Mitigation Measure	Impacts After Mitigation
habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS?	remains valid for the Proposed Project.	<b>MM-BIO-9, MM-BIO-10, and MM-BIO-11</b>	impacts would occur.
<b>BIO-2:</b> Would the Proposed Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS?	The 2009 SPW EIS/EIR finding of “significant and unavoidable impacts” remains valid for the Proposed Project.	<b>MM-BIO-7 and MM-BIO-10</b>	No new or substantially more severe significant impacts would occur.
<b>3.4 Cultural Resources</b>			
<b>CUL-1:</b> Would the Proposed Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Section 15064.5?	The 2009 SPW EIS/EIR finding of “no impacts” remains valid for the Proposed Project.	None Required.	No new or substantially more severe significant impacts would occur. No mitigation would be required.
<b>CUL-2:</b> Would the Proposed Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	The 2009 SPW EIS/EIR finding of “less than significant impacts” remains valid for the Proposed Project.	<b>MM-CR-3</b>	No new or substantially more severe significant impacts would occur.
<b>CUL-3:</b> Would the Proposed Project disturb any human remains, including those interred outside of dedicated cemeteries?	The 2009 SPW EIS/EIR finding of “less than significant impacts” remains valid for the Proposed Project.	<b>MM-CR-3</b>	No new or substantially more severe significant impacts would occur.
<b>3.5 Greenhouse Gases</b>			
Would the Proposed Project result in construction and operational activities that conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/EIR finding of “significant impacts” remains valid for the Proposed Project.	<b>PF-GHG-1, MM-TRAN-1, MM-AQ-3, MM-AQ-4, MM-AQ-6, MM-AQ-7, MM-AQ-27, and MM-AQ-31</b>	No new or substantially more severe significant impacts would occur.
<b>3.6 Hazards</b>			
<b>HAZ-1:</b> Would the Proposed Project create a significant hazard to the public or the environment	The 2009 SPW EIS/EIR finding of “less-than-significant impacts”	None required.	No new or substantially more severe significant impacts would

Environmental Impacts	Impact Determination	Mitigation Measure	Impacts After Mitigation
through the routine transport, use, or disposal of hazardous materials?	remains valid for the Proposed Project.		occur. No mitigation would be required.
<b>HAZ-2:</b> Would the Proposed Project create a significant hazard to the public or the environment by being located on a hazardous-materials site and through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	The 2009 SPW EIS/EIR finding of “significant impacts” remains valid for the Proposed Project.	<b>MM-HAZ-1</b>	No new or substantially more severe significant impacts would occur.
<b>3.7 Hydrology and Water Quality</b>			
<b>HYD-1:</b> Would the Proposed Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	The 2009 SPW EIS/EIR finding of “significant impacts” remains valid for the Proposed Project.	<b>MM-GW-1, MM-GW-2, MM HAZ-1, MM BIO-7, and MM BIO-10</b>	No new or substantially more severe significant impacts would occur.
<b>HYD-2:</b> Would the Proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on or off site; create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows?	The 2009 SPW EIS/EIR finding of “less-than-significant impacts” remains valid for the Proposed Project.	<b>MM-HAZ-1</b>	No new or substantially more severe significant impacts would occur.
<b>3.8 Noise</b>			
<b>NOI-1:</b> Would the Proposed Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	The 2009 SPW EIS/EIR finding of “significant impacts” remains valid for the Proposed Project.	<b>PF-NOI-1 and MM NOI-1 through MM-NOI-14</b>	<u>No new or substantially more severe impacts would occur as a result of construction after mitigation; New significant impacts would occur due to Amphitheater operations and</u>

Environmental Impacts	Impact Determination	Mitigation Measure	Impacts After Mitigation
<p><b>NOI-2:</b> Would the Proposed Project generate excessive ground-borne vibration or ground-borne noise levels?</p> <p><b>NOI-3:</b> Would the Proposed Project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?</p>	<p>The 2009 SPW EIS/EIR finding of “less-than-significant impacts” remains valid for the Proposed Project.</p> <p>The 2009 SPW EIS/EIR finding of “less-than-significant impacts” remains valid for the Proposed Project.</p>	<p>None required</p> <p>None required.</p>	<p><del>fireworks shows displays that would remain significant and unavoidable after mitigation.</del>  <del>Amphitheater noise impacts would remain significant and unavoidable after mitigation.</del>  <del>No new or substantially more severe significant impacts would occur.</del></p> <p>No new or substantially more severe significant impacts would occur. No mitigation would be required.</p> <p>No new or substantially more severe significant impacts would occur. No mitigation would be required.</p>
<b>3.9 Transportation</b>			
<p><b>TRAN-1:</b> Would the Proposed Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?</p> <p><b>TRAN-2:</b> Would the Proposed Project conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?</p>	<p>The 2009 SPW EIS/EIR finding of “less-than-significant impacts” remains valid for the Proposed Project.</p> <p><del>While t</del>The 2009 SPW EIS/EIR <u>did not analyze this threshold as it did not apply at the time of the 2009 EIS/EIR, the 2009 SPW EIS/EIR</u> finding of “significant impacts”</p>	<p>None Required.</p> <p><b>MM-TRAN-1</b></p>	<p>No new or substantially more severe significant impacts would occur. No mitigation would be required.</p> <p><del>Impacts would remain significant with implementation of MM-TRAN-1</del>  <u>New impacts would occur due</u></p>

Environmental Impacts	Impact Determination	Mitigation Measure	Impacts After Mitigation
	remains valid for the Proposed Project.		<u>to Amphitheater operations that would remain significant and unavoidable after mitigation.</u> <del>No new or substantially more severe significant impacts would occur.</del>
<b>3.10 Tribal Cultural Resources</b>			
<p><b>TCR-1:</b> Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe and listed in or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k)?</p>	<p>The 2009 SPW EIS/EIR finding of “less-than-significant impacts” remains valid for the Proposed Project.</p>	<p><del>MM-CR-43</del></p>	<p>No new or substantially more severe significant impacts would occur.</p>
<p><b>TCR-2:</b> Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe and a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in</p>	<p>The 2009 SPW EIS/EIR finding of “less-than-significant impacts” remains valid for the Proposed Project.</p>	<p><del>MM-CR-43</del></p>	<p>No new or substantially more severe significant impacts would occur.</p>

Environmental Impacts	Impact Determination	Mitigation Measure	Impacts After Mitigation
subdivision (c) of Public Resource Code Section 5024.1, the lead agency will consider the significance of the resource to a California Native American Tribe.			
<b>3.11 Public Services</b>			
<b>PUB-1:</b> Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire or police protection?	The 2009 SPW EIS/EIR finding of “less-than-significant impacts” remains valid for the Proposed Project.	<b>MM-PS-1</b> and <b>MM-PS-7</b>	No new or substantially more severe significant impacts would occur.

CAAQS = California Ambient Air Quality Standards; CDFG = California Department of Fish and Wildlife; CEQA = California Environmental Quality Act; CO = carbon monoxide; EIR = Environmental Impact Report; EIS = Environmental Impact Statement; GHG = greenhouse gas; NAAQS = National Ambient Air Quality Standards; SCAQMD = South Coast Air Quality Management District; SPPM = San Pedro Public Market; SPW = San Pedro Waterfront; TAC = toxic air contaminant; USFWS = U.S. Fish and Wildlife Service

In Section ES.6.3, *Mitigation Measures (MM) and Project Features (PF) Referenced in this Draft SEIR*, Page ES-10, the list of noise mitigation measures has been revised text as follows:

- **PF-NOI-1:** Incorporate Sound-Focusing Design into the Amphitheater Sound System
- **MM-NOI-1:** Construct Temporary Noise Barriers, Muffle and Maintain Construction Equipment, Prohibit Idling, Locate Equipment, Use Quiet Construction Equipment, and Notify Residents
- **MM-NOI-2:** Construction Hours
- **MM-NOI-3:** Limit Noise Levels within the Amphitheater during All Tier 1 Events
- **MM-NOI-4:** Require All Tier 1 Events to Utilize the House Public Address/Sound Reinforcement System
- **MM-NOI-5:** Monitor Amphitheater Noise for All Tier 1 Events
- **MM-NOI-6:** Noise Reporting Requirements Following Amphitheater Events
- **MM-NOI-7:** Establish a Noise Complaint Hotline and/or Website
- **MM-NOI-8:** Enforce a Curfew and Restrict the Hours of Use and Duration for the Amphitheater Amplified Sound System
- **MM-NOI-9:** Fines for Non-Compliance

- **MM-NOI-10:** Restrict the Total Number of Tier 1 Event Performance Days to 100 per Year
- **MM-NOI-11:** Restrict the Total Number of Firework Displays to ~~25~~13 per Year
- **MM-NOI-12:** Limit the Duration of All Firework Displays
- **MM-NOI-13:** Eliminate ~~Limit~~ the Use of “Salute” Fireworks
- **MM-NOI-14:** Replace Fireworks Displays with Drone Displays

### 3.2.2 Changes Made to Chapter 2, Existing Setting and Project Description

In Section 2.3, *Project Objectives*, Page 2-13, text has been revised as follows:

Proposed Project objectives include the following:

- Enhance and revitalize the existing SPW area by including a substantially larger outdoor concert Amphitheater and entertainment lawn venue and additional attractions to draw visitors to the SPW area, thereby increasing the public visibility of San Pedro in general and the waterfront specifically;
- Update previously adopted mitigation measures to reflect changes since their consideration, including the addition of the 208 E. 22nd Street Parking Lot improvements;
- Provide public access to the SPW through increased parking amenities, including the addition of the 208 E. 22<sup>nd</sup> Street Parking Lot improvements, and pedestrian walkways;
- Provide for a variety of waterfront uses, including ~~berthing for visiting vessels and harbor service craft, as well as other~~ recreational, commercial, and Port-related waterfront uses; and
- Provide for enhanced visitor-serving commercial opportunities within the former site of Ports O’ Call Village (now the *Project Site*), complementary to those found in downtown San Pedro.

In Section 2.4.1, Proposed Modifications, Page 2-14. Additional paragraph added following the 1<sup>st</sup> paragraph:

Although it was not evaluated in the Draft SEIR, the Tenant has agreed to evaluate the possibility of utilizing natural grass instead of artificial turf at the amphitheater. The artificial turf lawn is described in the Draft SEIR as an approximately 50,000 square-foot area which would be used for patrons of the amphitheater during events, and could be used recreationally by the general public when private events are not scheduled. Should the Tenant decide that natural grass would be suitable for use at the site, the Tenant would substitute for or replace the artificial turf with natural grass. As a result, Appendix K includes an evaluation of the potential differences in impacts between artificial turf and natural grass. The results of this analysis indicate that the substitution or replacement of artificial turf with natural grass as part of the Proposed Project would not result in new potentially significant impacts or a substantial increase the severity of impact considered in the Draft SEIR, the 2009 SPW EIS/EIR, or the 2016 Addendum, which considered landscaping and lawn areas as part of the City Park and Discovery Sea Amusement elements.

In Section 2.4.1.1, *Amphitheater Changes*, Page 2-30, text has been revised as follows:

Pyrotechnics (i.e., fireworks) may be used at certain events. Specifically, tenant-sponsored fireworks may be launched from a barge (or barges) at approximately 1025 events per year, with the show lasting up to 1020 minutes, with one show annually permitted to run for up to 20 minutes. Three annual Port of Los Angeles fireworks shows will also be permitted and subject to the requirements outlined in this document, with 2 shows lasting up to 10 minutes and one show lasting up to 20 minutes. Each event (13 in total) would undergo appropriate permitting from the Los Angeles Regional Water Quality Control Board (RWQCB) and the U.S. Coast Guard, as necessary. The U.S. Coast Guard, under the authority of the Ports and Waterways Safety Act, would ensure that the fireworks would be launched from an established safety zone and that each event would be published in the *Local Notice to Mariners* at least 20 days prior to the event.

In Section 2.5, *Anticipated Project Approvals and Permits*, Page 2-38, text has been revised as follows:

The approvals or permits that could be required for the Proposed Project are anticipated to include, but not be limited, to the following.

- **City of Los Angeles:** Building, occupancy, electrical, and mechanical permits to include compliance with LID requirements;
- **Los Angeles Fire Department:** Approval of fire suppression system;
- **LAHD:** Issuance of a Harbor Engineer Permit, Coastal Development Permit, or amendment and site lease amendments, as necessary;
- **South Coast Air Quality Management District:** Permit for emergency generator;
- **State Water Resources Control Board (SWRCB):** Construction General Permit ~~and Commercial, Industrial, and Institutional Permit (in draft)~~;
- **Los Angeles RWQCB:**

Issuance of a National Pollutant Discharge Elimination System (NPDES) permit, authorizing discharges into waters of the United States within the Los Angeles region, subject to the waste discharge requirements in draft Order R4-2022-XXXX *Waste Discharge Requirements for Stormwater Discharges Associated with Commercial, Industrial, and Institutional Facilities in the Dominguez Channel/Greater Los Angeles and Long Beach Harbor Watershed and the Los Cerritos Channel/Alamitos Bay Watershed* (Note: The draft order was issued in July 2022, and the final order has not been issued, but is expected to be issued prior to commencement of the Proposed Project); and

- Issuance of an NPDES permit for fireworks.
- MS4 Permit – As of June 1, 2017, Regional Water Quality Control Boards, as the Permitting Authorities, started requiring all MS4 permits to have trash control implementation requirements and compliance milestones to demonstrate progress towards 100 percent compliance with the Trash Provisions. On June 22, 2022, the State Water Board reissued the Statewide Department of Transportation General Permit. On September 8, 2022, the State

Water Board reissued the General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities. These reissued permits implement the Trash Provisions for the Department of Transportation and construction dischargers. The General Permits for Stormwater Discharges Associated with Industrial Activities and the Small MS4 General Permit will implement the Trash Provisions when reissued.

### 3.2.3 Changes Made to Section 3.1, Aesthetics

In Section 3.1.8, *Thresholds of Significance*, Page 3.1-9, a fireworks discussion has been added as follows:

#### Fireworks

The Port already conducts firework shows; therefore, the introduction of fireworks in the Proposed Project area would be consistent with current Port operations. Although additional shows would be added each year, all firework shows would comply with City of Los Angeles Municipal Code, Section 57.5608, *Fire Displays* (City of Los Angeles 2023). Because firework shows are already conducted by the Port, the Proposed Project would not be introducing a foreign event to the Project Site. ~~The frequency and duration of fireworks shows has been adjusted. 13~~ Thirteen firework shows are would be permitted annually, 11 of which would be permitted to run for up to 10 minutes and two of which would be permitted to run up to 20 minutes ~~with a duration of 10 minutes. An additional~~ Two of these two firework shows will be permitted to run up to ~~be~~ 20 minutes in duration ~~long for an event such as the 4<sup>th</sup> of July. Salute fireworks no longer would be permitted. Information about potential violations would be reported to the Port.~~ Therefore, impacts would be less than significant.

In Section 3.1.8, *Thresholds of Significance*, Page 3.1-13, a fireworks discussion has been added as follows:

#### Fireworks

The proposed fireworks of the Proposed Project do not represent a substantial change in the visual landscape from what was evaluated in the 2009 SPW EIS/EIR and the 2016 SPPM Addendum. The new light sources proposed would not represent a substantial change over the existing ambient illumination levels associated with the night lighting of port operations, given that the Port already uses the area for firework shows. Although the Proposed Project would increase the frequency of the firework shows, the illumination levels per show would not constitute a significant change. ~~The frequency and duration of fireworks shows has been adjusted. Thirteen~~ 13 firework shows would be permitted annually, 11 of which would be permitted to run for up to 10 minutes, and two of which would be permitted to run up to 20 minutes ~~for an event such as the 4<sup>th</sup> of July, with a duration of 10 minutes, with. An additional two of the firework shows are permitted to be 20 minutes long for an event such as the 4<sup>th</sup> of July. Salute fireworks no longer would be permitted. Information about potential violations would be reported to the Port.~~ The Proposed Project would not result in new significant Aesthetic impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the 2009 SPW EIS/EIR. Therefore, Aesthetic impacts resulting from operation of the Proposed Project would be less than significant.

## 3.2.4 Changes Made to Section 3.3, Biological Resources

In Section 3.3.6, *Methodology, Amphitheater and Fireworks Noise Analysis*, Page 3.3-16, the methodology for amphitheater and fireworks noise analysis has been revised as follows:

~~Eight~~ Nine receiver points were identified for analysis of potential noise impacts on marine mammals known to utilize the Harbor. Receiver points were located in areas where marine mammals have a high potential for being located out of the water (i.e., known haul-out locations) and at a range of distances from the proposed firework launch location. Based on standard geometric spreading of sound, noise levels attenuate (reduce) at a rate of 6 dB per doubling of distance from the source (Amphitheater or fireworks launch location), excluding any excess sound attenuation from other effects such as ground absorption, shielding, or atmospheric effects. The receiver points used in the noise analysis for marine mammals are shown on Figure 3.3-2.

The predicted average noise level ( $L_{eq}$  dBZ) at the center of each receiver point was calculated for noise generated from both the Amphitheater and proposed firework launch locations. The modeling for Amphitheater noise examined the range of noise levels that could reasonably be expected, based on the anticipated sound-system design and the range of anticipated atmospheric/weather conditions. Under the assumption that a concert would last an hour or more, it was assumed that the same noise level would occur continuously for at least an hour. The model calculations for the fireworks show were based on the distance from the fireworks barge and the proposed maximum fireworks display duration of 20 minutes; the model did not account for any variability due to atmospheric/weather conditions. Short-term maximum noise levels ( $L_{max}$ ) resulting from individual fireworks detonations would be substantially higher than the hourly average noise levels. Therefore, these  $L_{max}$  values were also estimated at each receiver point.

Because the Proposed Project-related noise sources that could affect marine mammals are concerts and fireworks shows, which produce in-air noise rather than underwater noise, analysis of noise effects on marine mammals was restricted to species that would potentially haul-out of the water and, therefore, be exposed to in-air noise. The predicted average noise level ( $L_{eq}$  dBZ) at the center of each receiver point was compared to the in-air thresholds for the onset of Level B harassment, based on behavioral disturbance, for different marine-mammal hearing groups, as determined by the National Marine Fisheries Service (NMFS) and the National Ocean Service (NMFS 2023c), to determine potential noise-related impacts on marine mammals resulting from Amphitheater and/or fireworks displays.

In Section 3.3.7, *Impact BIO-1, Impacts of the Proposed Project, Operations, Amphitheater and Fireworks*, Page 3.3-24, impact assessment text has been revised as follows:

As described in Section 2.4, *Project Description*, the Amphitheater addition to the Project Site is planned to seat up to 6,200 individuals. The proposed annual schedule for the Amphitheater would include up to 100 events between April and November, with additional, sponsored, smaller events per availability. Fireworks shows would occur at certain Amphitheater events (~~approximately no more than 1325~~ up to 100 events per year), and the shows would last a maximum of 10-minutes (with the exception of two longer shows [no longer than 20 minutes] per year) ~~for up to 20 minutes per event~~. When used

at an event, the fireworks would be launched from a barge, which would be placed temporarily in the Outer Harbor, just south of the Cabrillo Marina, off the edge of the eastern pier.

In Section 3.3.7, *Impact BIO-1, Impacts of the Proposed Project, Operations, Noise, Marine Mammals*, Page 3.3-25, noise impact assessment for marine mammals text has been revised as follows:

**Marine Mammals**

All marine mammals are protected under the Marine Mammals Protection Act (MMPA), and some are also protected by Federal Endangered Species Act (FESA). The MMPA includes protection against potential injury (Level A harassment) and disruption of behavioral patterns (Level B harassment). Under the MMPA, marine mammals are considered *harassed* when exposed to sound levels that may lead to mortality, temporary or permanent hearing impairment (i.e., Temporary Threshold Shift or Permanent Threshold Shift), non-auditory physical or physiological effects, and behavioral disturbance. Temporary Threshold Shifts qualify as a Level B harassment, and Permanent Threshold Shifts qualify as a Level A harassment.

Table 3.2-1 provides in-air thresholds for the onset of Level B harassment, based on behavioral disturbance, for different marine-mammal hearing groups, as determined by NMFS and the National Ocean Service (NMFS 2023c). Sound associated with human activities can result in negative behavioral impacts on marine mammals, including a reduction in fitness by disrupting rest periods in haul-out and other locations, particularly at night. Protecting against Level B harassment also means protecting against Level A harassment, greatly reducing the potential for potential injury.

**Table 3.2-1. In-Air Level B Harassment Acoustic Thresholds**

Species/Group	Threshold <sup>1</sup>
Harbor Seal	90 dBZ RMS, flat
All Other Pinnipeds	100 dBZ RMS, flat

Source: NMFS 2023c.

<sup>1</sup> Refer to Section 3.8.3.1, *Noise Fundamentals*, for additional information.

dBZ/flat = flat frequency response without any frequency-weighting adjustments (e.g., A-weighted decibels); RMS = root-mean-square sound-pressure level.

Based on the noise analysis for marine species, Amphitheater events and firework shows could produce noise levels high enough to equal or exceed the established thresholds for Level B harassment for harbor seals and all other pinnipeds, as follows (see Table 3.2-1 and Table 3.2-2).

- ~~Depending on the weather conditions, a~~ Average (i.e., L<sub>eq</sub> dBZ) Amphitheater noise levels are anticipated to exceed the Level B harassment criterion thresholds for harbor seals (90 dBZ) at Fish Harbor, Cabrillo Marina (north), and Main Channel (south), and Southwest Marine Facility/Coast Guard Dock.
- Average Amphitheater noise levels are anticipated to equal the Level B harassment criterion for all other pinnipeds (100 dBZ) at Southwest Marine Facility/Coast Guard Dock.
- Worst-case, maximum noise levels from fireworks shows are anticipated to exceed the Level B harassment criterion for harbor seals (90 dBZ) at Fish Harbor, Cabrillo Marina (north), Main

Channel (south), Cabrillo Marina (south), Firework Barge, Bait Barge Outer Harbor 1, Outer Harbor 2, and Cabrillo Beach.

- Worst-case, maximum noise levels from fireworks shows are anticipated to exceed the Level B harassment criterion for all other pinnipeds (100 dBZ) at Firework Barge, Bait Barge Outer Harbor 1, Outer Harbor 2, and Southwest Marine Facility/Coast Guard Dock.
- Combined hourly average-noise levels from the Amphitheater and fireworks displays are anticipated to equal or exceed the Level B harassment criterion for harbor seals (90 dBZ) at Fish Harbor, Cabrillo Marina (north), Main Channel (south), Firework Barge, and Bait Barge Outer Harbor 1, Outer Harbor 2, and Southwest Marine Facility/Coast Guard Dock.
- Combined hourly average-noise levels from the Amphitheater and fireworks displays are anticipated to equal the Level B harassment criterion for all other pinnipeds (100 dBZ) at Southwest Marine Facility/Coast Guard Dock.
- ~~Worst case, maximum noise levels from Amphitheater events and firework shows are anticipated to exceed the Level B harassment criterion for harbor seals at Fish Harbor, Cabrillo Marina (north), Main Channel (south), Cabrillo Marina (south), Firework Barge, and Bait Barge.~~
- ~~Worst case, maximum noise levels from fireworks shows are also anticipated to exceed the Level B harassment criterion for all other pinnipeds at Firework Barge and Bait Barge.~~

Table 3.2-2 provides the estimated noise levels for the receiver points from the biological noise analysis performed for the Proposed Project; receiver points were based on high-population density areas for marine species (Wood 2021). See Appendix F for detailed noise calculations.

**Table 3.2-2. Estimated Noise Levels for Marine Mammal Receiver Points near the West Harbor Amphitheater Project Site and Proposed Fireworks Launch Location**

Marine Mammal Receiver Point	Estimated Amphitheater Noise Levels (Leq dBZ)		Estimated Fireworks Noise Levels (Leq)			Estimated Combined Average Noise Levels (Leq dBZ)		Worst-Case Maximum Noise Level (dBZ)
	1-Hour Leq with Favorable Weather	1-Hour Leq with Unfavorable Weather	Distance from Fireworks Barge (feet)	1-Hour Leq for a 20-Minute Display (dBZ)	Lmax During Fireworks (dBZ)	1-hour Leq with Favorable Weather and 20-Minute Fireworks Display	1-hour Leq with Unfavorable Weather and 20-Minute Fireworks Display	
1. Main Channel (north)	74	79	10,000	62	82	74	79	82
2. Fish Harbor	<b>92<sup>1</sup></b>	89	6,800	65	86	<b>92<sup>1</sup></b>	89	<b>92<sup>1</sup></b>
3. Cabrillo Marina (north)	83	<b>92<sup>1</sup></b>	3,700	70	<b>91<sup>1</sup></b>	83	<b>92<sup>1</sup></b>	<b>92<sup>1</sup></b>
4. Main Channel (south)	<b>95<sup>1</sup></b>	<b>95<sup>1</sup></b>	2,800	73	<b>94<sup>1</sup></b>	<b>95<sup>1</sup></b>	<b>95<sup>1</sup></b>	<b>95<sup>1</sup></b>
5. Cabrillo Marina (south)	80	89	2,700	73	<b>94<sup>1</sup></b>	81	89	<b>94<sup>1</sup></b>
6. <del>Firework Barge</del> Outer Harbor 1	89	89	650	85	<b>106<sup>2</sup></b>	<b>90<sup>1</sup></b>	<b>90<sup>1</sup></b>	<b>106<sup>2</sup></b>
7. <del>Bait Barge</del> Outer Harbor 2	89	89	550	87	<b>108<sup>2</sup></b>	<b>91<sup>1</sup></b>	<b>91<sup>1</sup></b>	<b>108<sup>2</sup></b>
8. Cabrillo Beach	77	89	3,650	70	<b>91<sup>1</sup></b>	78	89	<b>91<sup>1</sup></b>
9. Southwest Marine Facility/Coast Guard Dock	<b>100<sup>2</sup></b>	<b>100<sup>2</sup></b>	<u>5,700</u>	<u>67</u>	<u>87</u>	<b>100<sup>2</sup></b>	<b>100<sup>2</sup></b>	<b>100<sup>2</sup></b>

<sup>1</sup> Exceeds in-air Level B harassment acoustic thresholds for harbor seal.

<sup>2</sup> Exceeds in-air Level B harassment acoustic thresholds for harbor seal and all other pinnipeds.

dBZ = “flat” or “unweighted” decibels; Leq = equivalent continuous sound level.

Areas where noise levels would exceed the Level B harassment threshold for harbor seals and all other pinnipeds would only affect haul-out areas; no breeding habitat is within the BSA, so nursery areas would not be affected. Additionally, marine mammals in the Port experience exposure to many noise-producing activities daily (e.g., large cargo ships, oil tankers, cruise ships moving through the Harbor, industrial work and machinery, cargo and freight activities), and have been exposed to temporary noise events, like firework shows (e.g., Fourth of July, Cars and Stripes events). Noise levels produced from the Amphitheater and combined Amphitheater events and firework displays have the potential to produce short-term and temporary impacts on harbor seals (and pinnipeds other than harbor seals), such as flushing them from their haul-out and foraging locations, although they return a short time later. While noise levels would exceed the Level B harassment threshold for harbor seal (i.e., 90 dBZ) from ~~both concerts at the amphitheater and combined amphitheater and fireworks shows~~ at Fish Harbor, Cabrillo Marina (north), ~~and~~ Main Channel (south), and Southwest Marine Facility/Coast Guard Dock receiver points, and from fireworks shows at Cabrillo Marina (north), Main Channel (south), Cabrillo Marina (south), Firework Barge, Bait Barge Outer Harbor 1, Outer Harbor 2, and Cabrillo Beach receiver points, harbor seal haul-out is not expected to occur at these locations. Wood (2021) indicates that harbor seals are most commonly observed adjacent to the southern portion of Pier 400, where they have a well-used haul-out area. No harbor seals were observed at Fish Harbor, Cabrillo Marina (south), or the Main Channel. Based on official Port surveys, which have been carried out over many years, harbor seals haul-out and congregate at Pier 400 and the breakwater south of Pier 400, during the evening and nighttime hours, which is when the majority of Amphitheater events, including concerts and fireworks, would occur. While harbor seals may be found throughout the San Pedro Harbor during the day when they are active and foraging, ~~There are no records of harbor seals congregating at other locations within the harbor besides Pier 400 during evening and nighttime hours.~~ As such, impacts from noise events on harbor seal are not anticipated. Because noise levels would exceed the Level B harassment threshold for all other pinnipeds (i.e., 100 dBZ) from concerts at the amphitheater at Southwest Marine Facility/Coast Guard Dock and from fireworks shows at Outer Harbor 1 and Outer Harbor 2 ~~the Bait Barge and Fireworks Barge~~, impacts on pinnipeds other than harbor seal at these ~~two~~ three locations could occur.

With the implementation of **MM-NOI-3** (described in Section 3.8, *Noise*, of this SEIR), Amphitheater noise levels would be reduced to below the Level B harassment thresholds at all of the receiver points for the marine mammal species expected to occur at these locations (i.e., pinnipeds other than harbor seal) (see Table 3.3-3 in Section 3.3.8.6, *Significance after Mitigation*). However, even with the implementation of **MM-NOI-3**, fireworks show noise levels at Outer Harbor 1 and Outer Harbor 2 ~~the Bait Barge and Fireworks Barge~~ would remain above the Level B harassment threshold for pinnipeds other than harbor seal (i.e., 100 dBZ). Particularly, the Outer Harbor 2 ~~Bait Barge~~ site is noted as a location of significance where pinnipeds other than harbor seals can be found (Wood 2021). Therefore, there is the potential for behavior modification to occur for pinnipeds other than harbor seal at Outer Harbor 1 and Outer Harbor 2 ~~the Bait Barge and Fireworks Barge~~ during fireworks shows. Due to the likelihood of pinnipeds other than harbor seal being present at these locations, and the potential of up to 25-13 firework shows per year, implementation of **MM-BIO-8**, *Marine Mammal Monitoring During Fireworks Events*, would be necessary to observe potential behavior modification of pinnipeds other than harbor seal at the Outer Harbor 1 and Outer Harbor 2 ~~Bait Barge and Fireworks Barge~~ receiver points.

In Section 3.3.7, *Impact BIO-1, Impacts of the Proposed Project, Operations, Noise, Water Birds*, Page 3.3-30, event-related noise impacts from fireworks shows text for water birds has been revised as follows:

Although the most directly relevant studies indicate that fireworks shows have little or no effect on nesting terns, due to the potential of up to ~~25~~13 fireworks shows per year, and the likely overlap with the nesting season, **MM-BIO-9**, *California Least Tern Nesting Colony Monitoring During Fireworks Events*, will be implemented to ensure that event-related noise impacts from fireworks shows are less than significant.

In Section 3.3.7, *Impact BIO-1, Impacts of the Proposed Project, Operations, Trash and Debris*, Page 3.3-31, fireworks-related trash text has been revised as follows:

Debris generated from both the Amphitheater events and/or fireworks shows could cause injury or death to sensitive species because the waste could cause entanglement or be mistakenly consumed, causing suffocation, starvation, or debilitation. Trash and debris could also be introduced to nearby haul-out locations, beaches, and riprap within the Port, as well as open-water areas, which could deter sensitive species from using these important habitat areas. Negative impacts could also occur via contamination of the marine environment if material used to support concert events (e.g., mylar or metallic confetti) were not biodegradable and wound up in the Harbor. However, these impacts are not substantially different from what was previously analyzed in the 2009 SPW EIS/EIR. In addition, where possible, sustainable products and practices, such as biodegradable confetti, would be used during events, and care would be taken to direct the spray away from the Main Channel. This material, along with other trash, would be cleaned up after each event as a part of Proposed Project operation to prevent debris from entering the storm drain system and ocean (see Section 2.4.1). **PF-BIO-1**, *Compliance with Local Regulations*, will be implemented so that the tenant will ensure agreements with Event Organizers contain provisions regarding compliance with applicable local regulations regarding event-generated waste. Event organizers will comply with all applicable City of Los Angeles Ordinances pertaining to waste reduction, single-use plastic and expanded polystyrene (EPS) foam (or Styrofoam) bans and the reduction of disposable foodware and accessories. Furthermore, implementation of **MM-BIO-7**, *Trash Management and Post-event Cleanup*, and **MM-BIO-10**, *Biodegradable Venue Products*, would ensure that trash and other debris resulting from Amphitheater events and/or fireworks shows would be removed from nearby marine environments that could support sensitive marine species and that biodegradable products would be used to reduce impacts on nearby marine environments. In addition, event organizers would comply with City of Los Angeles Ordinance No. 187030, *Disposable Foodware Accessories and Plastic Drinking Straws* and the City's Comprehensive Plastics Reduction Program and Zero Waste Plan, with the incorporation of Ordinance 187718, *Zero Waste at City Facilities and Events on City Property*, once adopted. Ordinance 187718 contains extensive provisions, including, but not limited to, the ban of single-use plastics and EPS foam (or Styrofoam™) and the reduction of disposable foodware and accessories. The fireworks discharger would be required to comply with the requirements specified in NPDES General Permit No. CAG994007 (Los Angeles RWQCB, Order No. R4-2023-0180, adopted May 25, 2023), which specifies standard operating procedures for all fireworks shows, including a BMP Plan that will include cleanup practices following fireworks shows. A Notice of Intent and BMP Plan would be prepared to obtain coverage under NPDES General Permit No. CAG994007 specifically for the proposed fireworks shows included in this Proposed Project, to be approved by the Water Board

through the issuance of a Notice of Applicability. The BMP Plan would be compliant with all of the applicable requirements listed in General Permit No. CAG994007 for all three described elements to avoid and/or mitigate potential impacts to receiving water quality (i.e., pollution prevention, pollutant identification, and pollution control), as well as all recording, reporting, and enforcement requirements. With implementation of these mitigation measures and adherence to local and state trash ordinances and NPDES General Permit No. CAG994007 for fireworks displays, the new potential impact from Amphitheater events and fireworks shows would be less than significant.

In Section 3.3.7, *Impact BIO-1, Impacts of the Proposed Project, Operations, Night Lighting*, Page 3.3-31, night lighting impact assessment text has been revised as follows:

### **Night Lighting**

~~Direct impacts on sensitive species resulting from Amphitheater events and fireworks shows could occur as a result of night lighting. Artificial night lighting can affect migrating birds by causing confusion and disorientation and trapping individuals in lit areas, which can, in turn, lead to exhaustion and depletion of energy reserves. Disorientation can also cause them to collide with glass buildings or windows (USFWS 2021; Audubon 2020). Although the Amphitheater venue would contain lights, it would not represent a substantial change from current ambient Port conditions. The lighting proposed would blend in with the night lighting of Port operations and would not adversely affect light sensitive areas. Lighting associated with the Proposed Project would be designed in accordance with the L. A. Waterfront Design Guidelines, which include lighting recommendations to minimize light pollution, light spill, and glare, and would adhere to local and national lighting standards and guidelines (see Section 3.1.9 for details). Furthermore, species that utilize the area are already adapted to the heavily human-disturbed environment. With adherence to these national and local lighting standards and guidelines, the new potential impact from lighting would be less than significant. This impact was not assessed in the 2009 SPW EIS/EIR.~~

Impacts from project-related night lighting on special-status species, including California least tern and marine mammals, are not anticipated. Although the amphitheater has been designed to face outward towards the water so that concert sound would be directed away from nearby residential areas, the lighting has been designed to be contained within the amphitheater, and lighting reduction measures would be implemented and incorporated into the Proposed Project design to limit light spilling outside of the venue, including into the adjacent waterways (see Section 3.1.9 for details). These lighting features would include shielding, glare reduction, and fixtures that are mounted lower on the poles to direct lighting to desired areas. In addition, lighting associated with the Proposed Project would be designed in consideration of the L.A. Waterfront Design Guidelines, which include lighting recommendations to minimize light pollution, spill light, and glare. The Proposed Project would also adhere to appropriate Illuminating Engineering Society of North America (IESNA) standards, the City of Los Angeles Bureau of Street Lighting, the International Dark Sky Association (IDA), and the City of Los Angeles Planning and Zoning Code. Incorporation of these guidelines and standards would reduce lighting impacts on adjacent waterways and any wildlife that may occur there, including California least tern and marine mammals.

The photometric analysis, which included lighting for the entire venue (e.g., seating area, stage, LED video screens, concessions, restrooms) determined that impacts from Proposed Project-related lighting would be minimal outside of the immediate amphitheater area (as detailed in Appendix B of

the Draft SEIR). Based on the calculations, although illumination levels are high within the amphitheater (maxing out at around 52 foot-candles closest to the stage), there would be a significant decrease in illumination levels at the waterways adjacent to the amphitheater site, where levels dramatically drop off to approximately 5 along the promenade and taper to less than 1 within the dock bordering the amphitheater. By the time light reaches approximately 100 feet into the water channel, which is well outside of the areas where California least tern and marine mammal haul-out areas occur, foot-candles are measured to be less than 1.0, with a majority of the measurements being less than 0.5.

Because lighting levels would drop off dramatically directly outside of the Proposed Project site, impacts on special-status wildlife species that occur well outside of this area, including nesting California least tern and marine mammal haul-out areas, are not anticipated. The Proposed Project site is located approximately 1.7 miles northwest of the California least tern colony, and lighting levels drop off to less than 1 foot-candle within 100 feet of the site. Furthermore, the line of sight between the tern colony and amphitheater is blocked by multiple landmasses (e.g., Reservation Point, APM Terminals), which contain multi-storied buildings that would obstruct the view of the amphitheater from the tern colony. Similarly, the marine mammal haul-out locations are located from approximately 0.6 to 1.5 miles from the proposed amphitheater, and all but two of these locations have obscured views of the site due to landmasses and building structures. Only two of the haul-out locations (Southwest Marine Facility/Coast Guard Dock and Main Channel [South]) have a direct line of site to the amphitheater, but they are approximately 0.3 mile and 0.7 mile away, respectively, on the opposite side of the channel and, as discussed above, Proposed Project-related lighting levels would drop off dramatically and would not reach farther than 100 feet into the waterway.

Lighting effects would be grounded within the amphitheater property for safety to shipping and Port operations; they would be aimed to terminate within the venue and never aimed outside of the venue. As with other types of lighting, should any of the concerts require the use of strobe lighting or other flashing lights that could be disruptive; they would be strictly controlled and prohibited from shining into the water, as flashing lights in the main channel are a navigation hazard to ships (as discussed Section 3.1 of the SEIR and response CSPNC-8). As such, there would be no impacts on any special-status wildlife species, including California least tern and marine mammals, from these types of lighting.

Based on the implementation of lighting reduction measures, the lighting design for the Proposed Project, the locations of special-status wildlife species in relation to the amphitheater, and the results of the photometric analysis, lighting impacts on special-status wildlife species, including California least tern and marine mammals, would be less than significant.

Direct impacts on non-special-status wildlife species resulting from Amphitheater events and fireworks shows could occur as a result of night lighting. Artificial night lighting can affect migrating birds by causing confusion and disorientation and trapping individuals in lit areas, which can, in turn, lead to exhaustion and depletion of energy reserves. Disorientation can also cause them to collide with glass buildings or windows (USFWS 2021; Audubon 2020). Although the Amphitheater venue would contain lights, it would not represent a substantial change from current ambient Port conditions. As described above, the lighting has been designed to be contained within the amphitheater, and lighting reduction measures would be implemented and incorporated into the Proposed Project design to limit light spilling outside of the venue. Furthermore, species that utilize

the area are already adapted to the heavily human-disturbed environment. With adherence to these national and local lighting standards and guidelines, the potential impact from lighting on non-special-status wildlife species would be less than significant.

In Section 3.3.7, *Impact BIO-1, Impacts of the Proposed Project, Operations, Ferris Wheel and Amusement Attractions*, Page 3.3-32, Ferris wheel and amusement attractions text has been revised as follows:

Both the Ferris wheel and Amusement Attractions would include some lighting on the structures. Artificial night lighting can cause disturbance, alteration of behavior, or disorientation in avian species, as described in the ~~Water Birds~~Night Lighting subsection above. However, as discussed above and in Section 3.1.9, lighting from the Proposed Project would not represent a substantial change from current ambient Port conditions, and lighting for Proposed Project features would adhere to national and local lighting standards and guidelines. Furthermore, species that utilize the area are already adapted to the heavily developed environment. Therefore, impacts from lighting would be less than significant.

As a result of comments expressing concern with the consumption of single-use plastics and Styrofoam at the Proposed Project site, Project Feature (PF)-BIO-1 was added to enforce compliance with local regulations.

In Section 3.3.7, *Impact BIO-1, New Mitigation Measures Applicable to the Proposed Project*, Page 3.3-34, PF-BIO-1 has been added as follows:

#### **PF-BIO-1: Compliance with Local Regulations**

Tenant will ensure agreements with Event Organizers contain provisions regarding compliance with applicable local regulations regarding event-generated waste. Event organizers will comply with all applicable City of Los Angeles Ordinances pertaining to waste reduction, single-use plastic and expanded polystyrene (EPS) foam (or Styrofoam) bans and the reduction of disposable foodware and accessories.

This measure will be incorporated into the Tenant's lease. Enforcement will include oversight by the LAHD Environmental Management and Real Estate Divisions. Annual staff reports will be made available to the Board at a regularly scheduled public board meeting. The Tenant will comply with the measure through contracts and/or agreements with all vendors operating in conjunction with the Amphitheater.

In Section 3.3.7, *Impact BIO-1, New Mitigation Measures Applicable to the Proposed Project*, Page 3.3-34, MM-BIO-8 and MM-BIO-9 have been revised as follows:

#### **MM-BIO-8. Marine Mammal Monitoring During Fireworks Events**

A qualified biologist will monitor marine mammals at ~~the Bait Barge and the Fireworks Barge~~Outer Harbor 1 and Outer Harbor 2 (see Figure 3.3-2) at Tenant expense during fireworks shows at least once per month for the first year of operation to determine whether event noises are negatively affecting marine mammals in the area. All monitoring will be conducted in accordance with a Marine Mammal Monitoring Plan that will be prepared by a qualified biologist and approved by LAHD in coordination with NMFS. A *qualified biologist* is a person who, by reason

of their knowledge of the natural sciences and the principles of marine biology, acquired by marine biology education and experience, performs services including, but not limited to, consultation investigation, surveying, evaluation, planning, or responsible supervision of marine biology activities when those professional services require the application of biological principles and techniques.

Any observed disturbances will be reported to LAHD and NMFS within 24 hours. Within 30 days following the completion of each monitoring event, the qualified biologist will prepare a report for submittal to West Harbor, LAHD and NMFS that details the findings of the monitoring results. This report will include an introduction/background, methods, results, discussion, and recommendations. Recommendations may include BMPs, additional monitoring, continuance of monitoring if impacts are observed, or other measures to ensure that no incidental harassment or other significant impact occurs at the monitoring sites, up to and including cessation of fireworks shows. If discernable negative changes in marine mammal behavior are observed, then consultation with NMFS will be initiated to develop measures to avoid negative impacts.

#### **MM-BIO-9. California Least Tern Nesting Colony Monitoring During Fireworks Events**

LAHD least tern monitors will monitor the California least tern nesting colony at Pier 400 at Tenant expense during Amphitheater fireworks shows, when terns are present during the California least tern nesting season (i.e., March 15–August 31), to ensure that event noise does not negatively affect nesting birds. Monitoring will be performed by a qualified biologist.

Any ~~nesting~~ disturbances that result from the ~~Amphitheater fireworks~~ monitored activities will be reported within 24 hours to LAHD, USFWS, and CDFW. Following the first ~~two nesting seasons~~ of monitoring, results will be assessed and shared with USFWS and CDFW, who will determine whether further monitoring would be necessary. Within 30 days of each monitoring event, the qualified biologist will prepare a report for submittal to West Harbor, LAHD, USFWS, and CDFW that details the findings of the monitoring results. All monitoring will be conducted in accordance with a California Least Tern Nesting Colony Monitoring Plan that will be prepared by the LAHD in coordination with USFWS and will be approved by the Port's Environmental Management Division and biology team. This report will include an introduction/background, methods (including monitoring timeframe), life stage of California least tern present, observations of any stressors and negative bird behavior, and any recommendations. Recommendations may include BMPs, additional monitoring, continuance of monitoring if impacts are observed, or other measures to ensure that no significant impact occurs at the nesting site, up to and including cessation of firework shows. If discernable negative changes in bird behavior are observed, then consultation with USFWS and CDFW will be initiated to develop measures to avoid negative impacts on California least terns.

In Section 3.3.7, *Impact BIO-1, New Mitigation Measures Applicable to the Proposed Project*, Page 3.3-35, MM-BIO-11 has been revised as follows:

#### **MM-BIO-11. Abandoned Nest Clearance Must Avoid Breeding Bird Season.**

To avoid impacts on nesting birds protected under the MBTA and/or similar provisions of the CFG Code, clearance of abandoned bird nests on the Ferris wheel, Amusement Attractions, or other Proposed Project structures (e.g., Amphitheater) must occur outside of the breeding-bird

season (February 15–September 1), unless a qualified biologist determines that the nest has been abandoned~~cleared by a qualified biologist.~~

In Section 3.3.7, *Impact BIO-1, Significance After Mitigation*, Page 3.3-35, significance after mitigation text has been revised as follows:

For other issues that were not assessed in the 2009 SPW EIS/EIR, including impacts from Amphitheater events, fireworks shows, the Ferris wheel and Amusement Attractions, as discussed above, implementation of **MM-BIO-2**, *Conduct Nesting Bird Surveys*, **MM-BIO-7**, *Trash Management and Post-event Cleanup*, **MM-BIO-10**, *Biodegradable Venue Products*, and **MM-BIO-11**, *Abandoned Nest Clearance Must Avoid Breeding Bird Season*, as well as compliance with the requirements specified in NPDES General Permit No. CAG994007, would fully reduce impacts on sensitive terrestrial and marine species as a result of debris and trash from Amphitheater events, fireworks shows, and the Amusement Attractions to less-than-significant levels. Lighting from Proposed Project features would not represent a substantial change from current ambient Port conditions and, therefore, any impacts from night lighting would be less than significant. Noise impacts from fireworks events would be above the Level B harassment thresholds for pinnipeds other than harbor seal at ~~the Bait Barge and Fireworks Barge~~Outer Harbor 1 and Outer Harbor 2. Noise impacts would be reduced, but not eliminated, by **MM-NOI-3** which would reduce noise levels from the Amphitheater (see Section 3.8.8.6, *New Mitigation Measures Applicable to the Proposed Project*, for details); predicted noise levels after implementation of **MM-NOI-3** are summarized in Table 3.2-3, below. Noise impacts on pinnipeds other than harbor seal would be reduced to less-than-significant levels with the implementation of **MM-BIO-8**, *Marine Mammal Monitoring During Fireworks Events*. Noise impacts on nesting California least tern would be reduced to less-than-significant levels with the implementation of **MM-BIO-9**, *California Least Tern Nesting Colony Monitoring During Fireworks Events*.

In Section 3.3.7, *Impact BIO-1, Significance After Mitigation*, Page 3.3-37, Table 3.3-3 has been revised as follows:

**Table 3.2-3. Estimated Noise Levels for Marine Mammal Receiver Points near the West Harbor Amphitheater Project Site and Proposed Fireworks Launch Location, after Implementation of MM-NOI-3**

Marine Mammal Receiver Point	Estimated Amphitheater Noise Levels (Leq dBZ)		Estimated Fireworks Noise Levels (dBZ)			Estimated Combined Average Noise Levels (Leq dBZ)		Worst-Case Maximum Noise Level, dBZ
	1-Hour Leq with Favorable Weather	1-Hour Leq with Unfavorable Weather	Distance from Fireworks Barge (feet)	1-Hour Leq for 20-Minute Display (dBZ)	Lmax During Fireworks (dBZ)	1-hour Leq with Favorable Weather and 20-Minute Fireworks Display	1-hour Leq with Unfavorable Weather and 20-Minute Fireworks Display	
1. Main Channel (north)	64	69	10,000	62	82	66	70	82
2. Fish Harbor	82	79	6,800	65	86	82	79	86
3. Cabrillo Marina (north)	73	82	3,700	70	<b>91<sup>1</sup></b>	75	82	<b>91<sup>1</sup></b>
4. Main Channel (south)	85	85	2,800	73	<b>94<sup>1</sup></b>	85	85	<b>94<sup>1</sup></b>
5. Cabrillo Marina (south)	70	79	2,700	73	<b>94<sup>1</sup></b>	75	80	<b>94<sup>1</sup></b>
6. <del>Firework Barge</del> <u>Outer Harbor 1</u>	79	79	650	85	<b>106<sup>2</sup></b>	86	86	<b>106<sup>2</sup></b>
7. <del>Bait Barge</del> <u>Outer Harbor 2</u>	79	79	550	87	<b>108<sup>2</sup></b>	88	88	<b>108<sup>2</sup></b>
8. Cabrillo Beach	67	79	3,650	70	<b>91<sup>1</sup></b>	72	80	<b>91<sup>1</sup></b>
9. <u>Southwest Marine Facility/Coast Guard Dock</u>	<b>90<sup>1</sup></b>	<b>90<sup>1</sup></b>	<u>5,700</u>	<u>67</u>	<u>87</u>	<b>90<sup>1</sup></b>	<b>90<sup>1</sup></b>	<b>90<sup>1</sup></b>

<sup>1</sup> Exceeds in-air Level B harassment acoustic thresholds for harbor seal.

<sup>2</sup> Exceeds in-air Level B harassment acoustic thresholds for harbor seal and all other pinnipeds.

dBZ = “flat” or “unweighted” decibels; Leq = equivalent continuous sound level; Lmax = short-term maximum noise level.

In Section 3.3.7, *Impact BIO-2, Impacts of the Proposed Project, Operations, Amphitheater and Fireworks*, Page 3.3-41, firework-related trash text has been revised as follows:

As a part of Proposed Project operation, trash would be cleaned up from the West Harbor area after each event to prevent debris from entering the storm drain system and ocean. The ~~TMDL Guidelines~~ MS4 Permit and the *Statewide Water Quality Control Plan for Trash* also require measures to limit load allocations associated with trash. Storm drains within the Project Site would comply with these requirements and implement full trash-capture systems. The fireworks discharger would be required to comply with the requirements specified in NPDES General Permit No. CAG994007 (Los Angeles RWQCB, Order No. R4-2023-0180, adopted May 25, 2023), which specifies SOPs for all fireworks shows, including a BMP Plan that will include cleanup practices following fireworks shows. A Notice of Intent and BMP Plan would be prepared to obtain coverage under NPDES General Permit No. CAG994007 specifically for the proposed fireworks shows included in this Proposed Project, to be approved by the Water Board through the issuance of a Notice of Applicability. The BMP Plan would be compliant with all of the applicable requirements listed in General Permit No. CAG994007 for all three described elements to avoid and/or mitigate potential impacts to receiving water quality (i.e., pollution prevention, pollutant identification, and pollution control), as well as all recording, reporting, and enforcement requirements. Where possible, sustainable products and practices, such as biodegradable confetti, would be used during events, and care would be taken to direct the spray away from the Main Channel (see Section 2.4.1). Furthermore, implementation of **PF-BIO-1: Compliance with Local Regulations**, **MM-BIO-7, Trash Management and Post-Event Cleanup**, and **MM-BIO-10, Biodegradable Venue Products**, would ensure that trash and other debris resulting from Amphitheater events and fireworks shows would be removed from the Harbor and that biodegradable products would be used to reduce impacts on nearby marine environments. With the implementation of these measures and compliance with state and local trash ordinances and NPDES General Permit No. CAG994007 for fireworks displays, impacts on sensitive natural communities would be reduced to less than significant. This impact was not assessed in the 2009 SPW EIS/EIR.

In Section 3.3.10, *Mitigation Monitoring Program*, Page 3.3-44, Table 3.3-5 has been revised as follows:

**Table 3.2-4. Mitigation Monitoring Program**

<u><b>PF-BIO-1: Compliance with Local Regulations:</b> Tenant will ensure agreements with Event Organizers contain provisions regarding compliance with applicable local regulations regarding event-generated waste. Event organizers will comply with all applicable City of Los Angeles Ordinances pertaining to waste reduction, single-use plastic and expanded polystyrene (EPS) foam (or Styrofoam) bans and the reduction of disposable foodware and accessories.</u>	
<u><b>Timing</b></u>	<u>Prior to and immediately following events. Once event-related operations begin, all clean-up must be completed as soon as practicable, and no later than 4 hours following the event.</u>
<u><b>Methodology</b></u>	<u>This measure will be incorporated into the Tenant’s lease. Enforcement will include oversight by the LAHD Environmental Management and Real Estate Divisions. Annual staff reports will be made available to the Board at a regularly scheduled public board meeting. The Tenant will comply with the</u>

	<u>measure through contracts and/or agreements with all vendors operating in conjunction with the Amphitheater.</u>
<p><b>MM-BIO-2, Conduct Nesting Bird Surveys:</b> This measure applies if construction is to occur between February 15 and September 1. Prior to ground-disturbing activities, a qualified biologist will conduct surveys for the presence of black crowned night herons, blue herons, and other nesting birds within Berth 78–Ports O’ Call or other appropriate and known locations within the BSA that contain potential nesting-bird habitat. Surveys will be conducted 24 hours prior to ground disturbance and/or the clearing, removal, or grubbing of any vegetation. If active nests of species protected under the MBTA and/or similar provisions of the CFG Code (i.e., native birds including, but not limited to, black-crowned night heron) are located, then a barrier installed at a 50–100 foot radius from the nest(s) will be established, and the tree/location containing the nest will be marked and will remain in place and undisturbed until a qualified biologist performs a survey to determine that the young have fledged or the nest is no longer active.</p>	
<b>Timing</b>	24 hours prior to ground disturbance or the clearing, removal, or grubbing of any vegetation, if construction is to occur between February 15 and September 1.
<b>Methodology</b>	The constructor contractor will retain a qualified biologist to conduct preconstruction nesting-bird surveys.
<p><b>MM-BIO-7, Trash Management and Post-Event Cleanup:</b> To prevent trash and debris produced by Amphitheater events from entering nearby waters and causing harm to sensitive marine environments and species, a Standard Operating Procedure (SOP) will be developed for trash management and post-event cleanup. The SOP will be reviewed by LAHD prior to implementation. At a minimum, the SOP must include the following.</p> <ul style="list-style-type: none"> <li>• Trash receptacles must be covered containers to deter animals (e.g., gulls) from easily accessing litter and prevent wind-blown trash from entering the Harbor. The number and placement of receptacles must be adequate to accommodate the event.</li> <li>• Following any events at the Project Site, trash will be removed from all venue locations including at the Amphitheater, parking lots, parks, surrounding walkways, and open areas as soon as practicable, and no later than 4 hours following the event. Trash and debris will be properly disposed of in accordance with all applicable regulations.</li> <li>• For events, the event organizer will be responsible for cleaning the 208 E. 22nd Street Parking Lot. For non-concert events and general use, the Port and/or event Tenants will be responsible for cleaning the 208 E. 22nd Street Parking Lot. When used for Amphitheater concerts, the 208 E. 22nd Street Parking Lot will be subject to the requirement that all trash will be removed as soon as practicable, and no later than 4 hours following the event, as described in the above bullet point.</li> </ul>	
<b>Timing</b>	Prior to and immediately following events, all clean-up must be completed as soon as practicable, and no later than 4 hours following the event.
<b>Methodology</b>	Per SOP for post-event cleanup.
<p><b>MM-BIO-8, Marine Mammal Monitoring During Fireworks Events:</b> A qualified biologist will monitor marine mammals at <del>the Bait Barge</del> <u>Outer Harbor 1</u> and <del>the Fireworks Barge</del> <u>Outer Harbor 2</u> at Tenant expense during fireworks shows at least once per month for the first year of operation to determine whether event noises are negatively affecting marine mammals in the area. All monitoring will be conducted in accordance with a Marine Mammal Monitoring Plan that will be prepared by a qualified biologist and approved by LAHD in coordination with NMFS. A <i>qualified biologist</i> is a person who, by reason of their knowledge of the natural sciences and the principles of marine biology, acquired by marine biology education and experience, performs services including, but not limited to, consultation investigation, surveying, evaluation, planning, or responsible supervision of marine biology activities when those professional services require the application of biological principles and techniques.</p>	

<p>Any observed disturbances will be reported to LAHD and NMFS within 24 hours. Within 30 days following the completion of each monitoring event, the qualified biologist will prepare a report for submittal to West Harbor, LAHD, and NMFS that details the findings of the monitoring results. This report will include an introduction/background, methods, results, discussion, and recommendations. Recommendations may include BMPs, additional monitoring, continuance of monitoring if impacts are observed, or other measures to ensure that no incidental harassment or other significant impact occurs at the monitoring sites, up to and including cessation of fireworks shows. If discernable negative changes in marine mammal behavior are observed, then consultation with NMFS will be initiated to develop measures to avoid negative impacts.</p>	
<b>Timing</b>	At the time of fireworks show, at least once per month.
<b>Methodology</b>	Monitoring of marine mammals at <del>the Bait Barge</del> <u>Outer Harbor 1 and Fireworks Barge</u> <u>Outer Harbor 2</u> by a qualified biologist per the Marine Mammal Monitoring Plan. Document any discernible negative changes in marine mammal behavior. Report findings within 30 days of the monitoring. Suggest future program modifications if significant impacts are observed.
<p><b>MM-BIO-9, California Least Tern Nesting Colony Monitoring During Fireworks Events:</b> LAHD least tern monitors will monitor the California least tern nesting colony at Pier 400 at Tenant expense during fireworks shows, when terns are present during the California least tern nesting season (i.e., March 15–August 31), to ensure that event noise does not negatively affect nesting birds. Monitoring will be performed by a qualified biologist.</p> <p>Any <del>nesting</del> disturbances that result from the <del>Amphitheater fireworks</del><u>monitored activities</u> will be reported within 24 hours to LAHD, USFWS, and CDFW. Following the first <del>two nesting seasons</del><u>season</u> of monitoring, results will be assessed and shared with USFWS and CDFW, who will determine whether further monitoring would be necessary. Within 30 days of each monitoring event, the qualified biologist will prepare a report for submittal to West Harbor, LAHD, USFWS, and CDFW that details the findings of the monitoring results. All monitoring will be conducted in accordance with a California Least Tern Nesting Colony Monitoring Plan that will be prepared by the LAHD in coordination with USFWS <u>and will be approved by the Port’s Environmental Management Division and biology team.</u> This report will include an introduction/background, methods (<u>including monitoring timeframe</u>), life stage of California least tern present, observations of any stressors and negative bird behavior, and any recommendations. Recommendations may include BMPs, additional monitoring, continuance of monitoring if impacts are observed, or other measures to ensure that no significant impact occurs at the nesting site, up to and including cessation of firework shows. If discernable negative changes in bird behavior are observed, then consultation with USFWS and CDFW will be initiated to develop measures to avoid negative impacts on California least terns.</p>	
<b>Timing</b>	At the time of Amphitheater fireworks shows, during the California least tern nesting season (i.e., March 15–August 31, as applicable).
<b>Methodology</b>	Monitoring of the California least tern nesting colony at Pier 400 by an LAHD least tern monitor during Amphitheater fireworks shows. Future program modifications will be suggested if significant impacts are observed.
<p><b>MM-BIO-10, Biodegradable Venue Products:</b> Wherever reusable, compostable, and/or recyclable products are infeasible or not required by regulations, event organizers will invest in biodegradable products (e.g., confetti, decorations, packaging, single-use items) for all Amphitheater events to prevent injury and damage to surrounding sensitive marine environments and protect species from harmful materials (e.g., plastics, mylar, metals). Event organizers are encouraged to utilize reusable food ware, drinkware, napkins, and accessories for dine-in services, to the extent feasible. Event organizers are</p>	

encouraged to procure paper products (i.e., napkins and event literature) that are unbleached and contain a minimum of 30-percent post-consumer recycled content.	
<b>Timing</b>	Prior to and during events.
<b>Methodology</b>	Invest in biodegradable products per guidance in <b>MM-BIO-10</b> .
<b>MM-BIO-11, Abandoned Nest Clearance Must Avoid Breeding Bird Season:</b> To avoid impacts on nesting birds protected under the MBTA and/or similar provisions of the CFG Code, clearance of abandoned bird nests on the Ferris wheel, Amusement Attractions, or other Proposed Project structures (e.g., Amphitheater) must occur outside of the breeding-bird season (February 15–September 1), unless <u>a qualified biologist determines that the nest has been abandoned</u> <del>cleared by a qualified biologist</del> .	
<b>Timing</b>	Any nest clearance must occur outside of the breeding-bird season (February 15–September 1).
<b>Methodology</b>	General nest-clearance procedures will be developed that are compliant with protections under the MBTA and similar provisions of the CFG Code. This can include removal, such as scraping or pressure-washing, and disposal of unoccupied or partially constructed nests that do not contain eggs or nestlings.

BMP = best management practice; BSA = biological study area; CFG Code = California Fish and Game Code; CDFW = California Department of Fish and Wildlife; LAHD = Los Angeles Harbor District; MBTA = Migratory Bird Treaty Act; MM = mitigation measure; NMFS = National Marine Fisheries Service; SOP = Standard Operating Procedure; SPW = San Pedro Waterfront; USFWS = U.S. Fish and Wildlife Service.

### 3.2.5 Changes Made to Section 3.8, Noise

In Section 3.8.6.3, *Traffic Noise*, Page 3.8-17, text has been revised as follows:

#### 3.8.6.3 Traffic Noise

Traffic noise was analyzed previously in the 2009 SPW EIS/EIR. That analysis considered traffic noise generated by the entire SPW Project site which was substantially larger than the Project Site. As a result, the 2009 SPW EIS/EIR considered a large roadway network of more than 120 roadway segments on approximately 24 roadways. The transportation analysis for the Proposed Project was much more focused on the routes to and from the Proposed Project site. Based on the trip generation analysis for the Proposed Project, determining the vast majority-95 percent of project-generated traffic would access the Proposed Project Site via Harbor Boulevard (from Interstate 110 or 7, traveling south directly to the Project Site from State Route 47) and 5 percent would access the Project Site via 22<sup>nd</sup> Street (including 4 percent via Gaffey Street). Therefore, the traffic noise analysis used ~~is~~ these trip assignments of 95 percent, 5 percent, and 4 percent, to also focused analyze potential traffic impacts on Harbor Boulevard, 22<sup>nd</sup> Street, and Gaffey Street, respectively and conservatively assumed that 100 percent of the Proposed Project trips would use Harbor Boulevard. To evaluate potential impact changes relative to the 2009 SPW EIS/EIR, it was necessary to quantify how predicted average daily traffic (ADT) volumes have changed since the 2009 SPW EIS/EIR and compare the updated traffic volumes to the baseline established in the 2009 SPW EIS/EIR. Therefore, baseline existing traffic volumes and traffic-noise levels were obtained from the 2009 SPW EIS/EIR, as well as predicted traffic volumes for the overall SPW Project. ~~Adjustments to those project traffic volumes were made based on data in the 2016 SPPM Addendum.~~ Then the net increase in traffic noise as a result of the Proposed Project was calculated based on the predicted new vehicle trips for the proposed Amphitheater (refer to the transportation analysis in Section 3.9, *Transportation*).

In Section 3.8.8.6, *Amphitheater Noise*, on Page 3.8-19, text has been revised as follows:

- a. **Wind Direction:** 850 degrees (from east–northeast) – toward residences; and

In Section 3.8.8, *Impacts of the Proposed Project, Impact NOI-1, Traffic Noise*, starting on Page 3.8-24, Table 3.8-6, Table 3.8-7, and text have been revised as follows:

**Table 3.2-5. Harbor Boulevard-Traffic Noise Data from 2009 SPW EIS/EIR for Harbor Boulevard, 22nd Street, and Gaffey Street**

<u>Street / Segment</u>	<u>Existing 2007 ADT</u>	<u>Existing 2007 Traffic CNEL at 50 feet, dB</u>	<u>Project ADT for 2007 SPW Project</u>	<u>Existing 2007 + SPW Project ADT</u>	<u>Existing 2007 + SPW Project 2007-Traffic CNEL at 50 feet, dB</u>	<u>dB Increase due to SPW Proposed Project</u>
<b><u>Harbor Boulevard</u></b>						
Swinford Street to Beacon Street	28,625	70.9	13,000	41,625	72.5	1.6
Beacon Street to O'Farrell Street	31,700	71.4	15,538	47,238	73.1	1.7
O'Farrell Street to Santa Cruz Street	30,550	71.3	15,588	46,138	73.1	1.8
Santa Cruz Street to 1st Street	27,013	70.8	15,625	42,638	72.8	2.0
1st Street to 2nd Street	25,663	70.5	15,513	41,176	72.6	2.1
2nd Street to 3rd Street	24,400	70.3	15,525	39,925	72.4	2.1
3rd Street to 5th Street	23,801	70.2	15,725	39,526	72.4	2.2
5th Street to 6th Street	20,763	69.6	15,938	36,701	72.1	2.5
6th Street to 7th Street	18,775	69.2	17,100	35,875	72.0	2.8
<b><u>22nd Street</u></b>						
<u>Signal Place to Miner Street</u>	<u>2,000</u>	<u>57.3</u>	<u>1,950</u>	<u>3,950</u>	<u>60.3</u>	<u>3.0</u>
<u>Miner Street to Via Cabrillo Marina</u>	<u>8,626</u>	<u>63.4</u>	<u>1,831</u>	<u>10,457</u>	<u>64.2</u>	<u>0.8</u>
<u>Via Cabrillo Marina to Mesa Street</u>	<u>8,263</u>	<u>63.2</u>	<u>1,863</u>	<u>10,126</u>	<u>64.1</u>	<u>0.9</u>
<u>Mesa Street to Pacific Avenue</u>	<u>9,038</u>	<u>63.4</u>	<u>1,750</u>	<u>10,788</u>	<u>64.2</u>	<u>0.8</u>
<u>Pacific Avenue to Grand Avenue</u>	<u>5,538</u>	<u>61.5</u>	<u>1,600</u>	<u>7,138</u>	<u>62.6</u>	<u>1.1</u>

<u>Street / Segment</u>	<u>Existing 2007 ADT</u>	<u>Existing 2007 Traffic CNEL at 50 feet, dB</u>	<u>Project ADT for 2007 SPW Project</u>	<u>Existing 2007 + SPW Project 2007-ADT</u>	<u>Existing 2007 + SPW Project 2007-Traffic CNEL at 50 feet, dB</u>	<u>dB Increase due to SPW Proposed Project</u>
<u>Grand Avenue to Gaffey Street</u>	<u>6,425</u>	<u>62.0</u>	<u>1,500</u>	<u>7,925</u>	<u>62.9</u>	<u>0.9</u>
<b><u>Gaffey Street</u></b>						
<u>Miraflores Avenue to Summerland Avenue</u>	<u>21,600</u>	<u>69.8</u>	<u>187</u>	<u>21,787</u>	<u>69.8</u>	<u>0.0</u>
<u>Summerland Avenue to 110 Freeway</u>	<u>17,588</u>	<u>69.4</u>	<u>193</u>	<u>17,781</u>	<u>69.4</u>	<u>0.0</u>
<u>110 Freeway to Sepulveda Street</u>	<u>67,150</u>	<u>74.5</u>	<u>3,125</u>	<u>70,275</u>	<u>74.7</u>	<u>0.2</u>
<u>Sepulveda Street to 1st Street</u>	<u>62,988</u>	<u>74.3</u>	<u>3,112</u>	<u>66,100</u>	<u>74.5</u>	<u>0.2</u>
<u>1st Street to 3rd Street</u>	<u>43,613</u>	<u>72.8</u>	<u>1,038</u>	<u>44,651</u>	<u>72.9</u>	<u>0.1</u>
<u>3rd Street to 5th Street</u>	<u>41,925</u>	<u>72.6</u>	<u>1,037</u>	<u>42,962</u>	<u>72.7</u>	<u>0.1</u>
<u>5th Street to 6th Street</u>	<u>37,638</u>	<u>72.2</u>	<u>1,012</u>	<u>38,650</u>	<u>72.3</u>	<u>0.1</u>
<u>6th Street to 7th Street</u>	<u>36,588</u>	<u>72</u>	<u>1,006</u>	<u>37,594</u>	<u>72.1</u>	<u>0.1</u>
<u>7th Street to 8th Street</u>	<u>32,438</u>	<u>71.6</u>	<u>1,062</u>	<u>33,500</u>	<u>71.7</u>	<u>0.1</u>
<u>8th Street to 9th Street</u>	<u>31,813</u>	<u>71.5</u>	<u>1,063</u>	<u>32,876</u>	<u>71.6</u>	<u>0.1</u>
<u>9th Street to 11th Street</u>	<u>29,138</u>	<u>71</u>	<u>1,063</u>	<u>30,201</u>	<u>71.2</u>	<u>0.2</u>
<u>11th Street to 13th Street</u>	<u>29,388</u>	<u>71.2</u>	<u>1,050</u>	<u>30,438</u>	<u>71.4</u>	<u>0.2</u>
<u>13th Street to 15th Street</u>	<u>25,700</u>	<u>70.5</u>	<u>1,050</u>	<u>26,750</u>	<u>70.7</u>	<u>0.2</u>
<u>15th Street to 17th Street</u>	<u>22,050</u>	<u>69.8</u>	<u>1,037</u>	<u>23,087</u>	<u>70</u>	<u>0.2</u>
<u>17th Street to 18th Street</u>	<u>19,000</u>	<u>69.3</u>	<u>1,025</u>	<u>20,025</u>	<u>69.5</u>	<u>0.2</u>
<u>18th Street to 19th Street</u>	<u>18,513</u>	<u>69.1</u>	<u>1,037</u>	<u>19,550</u>	<u>69.3</u>	<u>0.2</u>
<u>19th Street to 20th Street</u>	<u>15,038</u>	<u>68.3</u>	<u>1,113</u>	<u>16,151</u>	<u>68.6</u>	<u>0.3</u>

<u>Street / Segment</u>	<u>Existing 2007 ADT</u>	<u>Existing 2007 Traffic CNEL at 50 feet, dB</u>	<u>Project ADT for 2007 SPW Project</u>	<u>Existing 2007 + SPW Project ADT</u>	<u>Existing 2007 + SPW Project Traffic CNEL at 50 feet, dB</u>	<u>dB Increase due to SPW Proposed Project</u>
<u>20th Street to 22nd Street</u>	<u>14,675</u>	<u>68.1</u>	<u>1,100</u>	<u>15,775</u>	<u>68.4</u>	<u>0.3</u>

Source: LAHD 2009.

ADT = average daily traffic; CNEL = Community Noise Equivalent Level; dB = decibel; EIR = environmental impact report; EIS = environmental impact statement; SPW = San Pedro Waterfront.

The 2016 SPPM Addendum addressed various changes to the SPW Project for the Port’s O’Call site and identified a reduction in predicted visitor trips to and from the SPPM Project, from 8,632 trips to 5,798 trips on weekdays (a reduction of 2,837 daily weekday trips), and 8,517 trips to 6,285 trips on weekends (a reduction of 2,232 daily weekend trips). Because the distribution of these reductions on the local roadway network (including Harbor Boulevard, 22<sup>nd</sup> Street, and Gaffey Street) is unknown, they are conservatively ignored The most conservative (i.e., smallest) reduction of 2,232 daily trips is used in the analysis.

Total project trip generation for the Proposed Project is predicted to be 4,862 trips per day.

Table 3.2-6 summarizes these traffic changes and compares them to the original 2007 baseline to calculate updated traffic noise levels and noise increases. The “total project” values in the table refer to the combined traffic of the original SPW Project plus the Proposed Project.

**Table 3.2-6. Harbor Boulevard Traffic Noise Data, Proposed Project Modification Versus 2007 Baseline for Harbor Boulevard, 22nd Street, and Gaffey Street**

<u>Harbor Blvd / Street / Segment</u>	<u>Existing 2007 ADT<sup>a</sup></u>	<u>Existing 2007 Traffic CNEL at 50 feet, dB<sup>1</sup></u>	<u>Net-Total ADT Increase with Proposed Project<sup>2</sup></u>	<u>Existing 2007 + Total Proposed Project ADT</u>	<u>Existing 2007 + Net Increase Total Project Traffic CNEL at 50 feet, dB</u>	<u>dB Increase due to Proposed Total Project</u>
<b><u>Harbor Boulevard</u></b>						
Swinford Street to Beacon Street	28,625	70.9	<u>17,619</u> <u>15,630</u>	<u>46,244</u> <u>44,255</u>	<u>73.0</u> <u>72.8</u>	<u>2.1</u> <u>1.9</u>
Beacon Street to O’Farrell Street	31,700	71.4	<u>20,157</u> <u>18,168</u>	<u>51,857</u> <u>49,868</u>	<u>73.5</u> <u>73.4</u>	<u>2.1</u> <u>2.0</u>
O’Farrell Street to Santa Cruz Street	30,550	71.3	<u>20,207</u> <u>18,218</u>	<u>50,757</u> <u>48,768</u>	<u>73.5</u> <u>73.3</u>	<u>2.2</u> <u>2.0</u>
Santa Cruz Street to 1st Street	27,013	70.8	<u>20,244</u> <u>18,255</u>	<u>47,257</u> <u>45,268</u>	<u>73.2</u> <u>73.0</u>	<u>2.4</u> <u>2.2</u>
1st Street to 2nd Street	25,663	70.5	<u>20,132</u> <u>18,143</u>	<u>45,795</u> <u>43,806</u>	<u>73.0</u> <u>72.8</u>	<u>2.5</u> <u>2.3</u>

<u>Harbor Blvd Street / Segment</u>	<u>Existing 2007 ADT<sup>a</sup></u>	<u>Existing 2007 Traffic CNEL at 50 feet, dB<sup>1</sup></u>	<u>Net Total ADT Increase with Proposed Project<sup>2</sup></u>	<u>Existing 2007 + Total Proposed Project ADT</u>	<u>Existing 2007 + Net Increase Total Project CNEL at 50 feet, dB</u>	<u>dB Increase due to Proposed Total Project</u>
2nd Street to 3rd Street	24,400	70.3	<u>20,144</u> <sup>18,155</sup>	<u>44,544</u> <sup>42,555</sup>	<u>72.9</u> <sup>72.7</sup>	<u>2.6</u> <sup>2.4</sup>
3rd Street to 5th Street	23,801	70.2	<u>20,344</u> <sup>18,355</sup>	<u>44,145</u> <sup>42,156</sup>	<u>72.9</u> <sup>72.7</sup>	<u>2.7</u> <sup>2.5</sup>
5th Street to 6th Street	20,763	69.6	<u>20,557</u> <sup>18,568</sup>	<u>41,320</u> <sup>39,331</sup>	<u>72.6</u> <sup>72.4</sup>	<u>3.0</u> <sup>2.8</sup>
6th Street to 7th Street	18,775	69.2	<u>21,719</u> <sup>19,730</sup>	<u>40,494</u> <sup>38,505</sup>	<u>72.5</u> <sup>72.3</sup>	<u>3.3</u> <sup>3.1</sup>
<b><u>22nd Street</u></b>						
<u>Signal Place to Miner Street</u>	<u>2,000</u>	<u>57.3</u>	<u>2,193</u>	<u>4,193</u>	<u>60.5</u>	<u>3.2</u>
<u>Miner Street to Via Cabrillo Marina</u>	<u>8,626</u>	<u>63.4</u>	<u>2,074</u>	<u>10,700</u>	<u>64.3</u>	<u>0.9</u>
<u>Via Cabrillo Marina to Mesa Street</u>	<u>8,263</u>	<u>63.2</u>	<u>2,106</u>	<u>10,369</u>	<u>64.2</u>	<u>1.0</u>
<u>Mesa Street to Pacific Avenue</u>	<u>9,038</u>	<u>63.4</u>	<u>1,993</u>	<u>11,031</u>	<u>64.3</u>	<u>0.9</u>
<u>Pacific Avenue to Grand Avenue</u>	<u>5,538</u>	<u>61.5</u>	<u>1,843</u>	<u>7,381</u>	<u>62.7</u>	<u>1.2</u>
<u>Grand Avenue to Gaffey Street</u>	<u>6,425</u>	<u>62.0</u>	<u>1,743</u>	<u>8,168</u>	<u>63.0</u>	<u>1.0</u>
<b><u>Gaffey Street</u></b>						
<u>Miraflores Avenue to Summerland Avenue</u>	<u>21,600</u>	<u>69.8</u>	<u>381</u>	<u>21,981</u>	<u>69.9</u>	<u>0.1</u>
<u>Summerland Avenue to 110 Freeway</u>	<u>17,588</u>	<u>69.4</u>	<u>387</u>	<u>17,975</u>	<u>69.5</u>	<u>0.1</u>
<u>110 Freeway to Sepulveda Street</u>	<u>67,150</u>	<u>74.5</u>	<u>3,319</u>	<u>70,469</u>	<u>74.7</u>	<u>0.2</u>
<u>Sepulveda Street to 1st Street</u>	<u>62,988</u>	<u>74.3</u>	<u>3,306</u>	<u>66,294</u>	<u>74.5</u>	<u>0.2</u>
<u>1st Street to 3rd Street</u>	<u>43,613</u>	<u>72.8</u>	<u>1,232</u>	<u>44,845</u>	<u>72.9</u>	<u>0.1</u>
<u>3rd Street to 5th Street</u>	<u>41,925</u>	<u>72.6</u>	<u>1,231</u>	<u>43,156</u>	<u>72.7</u>	<u>0.1</u>

<b>Harbor Blvd Street / Segment</b>	<b>Existing 2007 ADT<sup>a</sup></b>	<b>Existing 2007 Traffic CNEL at 50 feet, dB<sup>1</sup></b>	<b>Net Total ADT Increase with Proposed Project<sup>2</sup></b>	<b>Existing 2007 + Total Proposed Project ADT</b>	<b>Existing 2007 + Net Increase Total Project CNEL at 50 feet, dB</b>	<b>dB Increase due to Proposed Total Project</b>
<u>5th Street to 6th Street</u>	<u>37,638</u>	<u>72.2</u>	<u>1,206</u>	<u>38,844</u>	<u>72.3</u>	<u>0.1</u>
<u>6th Street to 7th Street</u>	<u>36,588</u>	<u>72</u>	<u>1,200</u>	<u>37,788</u>	<u>72.1</u>	<u>0.1</u>
<u>7th Street to 8th Street</u>	<u>32,438</u>	<u>71.6</u>	<u>1,256</u>	<u>33,694</u>	<u>71.8</u>	<u>0.2</u>
<u>8th Street to 9th Street</u>	<u>31,813</u>	<u>71.5</u>	<u>1,257</u>	<u>33,070</u>	<u>71.7</u>	<u>0.2</u>
<u>9th Street to 11th Street</u>	<u>29,138</u>	<u>71</u>	<u>1,257</u>	<u>30,395</u>	<u>71.2</u>	<u>0.2</u>
<u>11th Street to 13th Street</u>	<u>29,388</u>	<u>71.2</u>	<u>1,244</u>	<u>30,632</u>	<u>71.4</u>	<u>0.2</u>
<u>13th Street to 15th Street</u>	<u>25,700</u>	<u>70.5</u>	<u>1,244</u>	<u>26,944</u>	<u>70.7</u>	<u>0.2</u>
<u>15th Street to 17th Street</u>	<u>22,050</u>	<u>69.8</u>	<u>1,231</u>	<u>23,281</u>	<u>70</u>	<u>0.2</u>
<u>17th Street to 18th Street</u>	<u>19,000</u>	<u>69.3</u>	<u>1,219</u>	<u>20,219</u>	<u>69.6</u>	<u>0.3</u>
<u>18th Street to 19th Street</u>	<u>18,513</u>	<u>69.1</u>	<u>1,231</u>	<u>19,744</u>	<u>69.4</u>	<u>0.3</u>
<u>19th Street to 20th Street</u>	<u>15,038</u>	<u>68.3</u>	<u>1,307</u>	<u>16,345</u>	<u>68.7</u>	<u>0.4</u>
<u>20th Street to 22nd Street</u>	<u>14,675</u>	<u>68.1</u>	<u>1,294</u>	<u>15,969</u>	<u>68.5</u>	<u>0.4</u>

<sup>1</sup> LAHD 2009.

<sup>2</sup> Calculated as follows: 2007 project traffic volume (varies by roadway segment) + 4,862 trips (proposed Amphitheater trips (4,619 trips on Harbor Boulevard, 243 trips on 22<sup>nd</sup> Street, and 194 trips on Gaffey Street) + 300 trips (proposed Amusement Attractions) - 2,232 trips (reduction identified in the 2016 SPPM Addendum).

ADT = average daily traffic; CNEL = Community Noise Equivalent Level; dB = decibel; EIR = environmental impact report; EIS = environmental impact statement; SPPM = San Pedro Public Market; SPW = San Pedro Waterfront.

Comparing Table 3.2-5 and Table 3.2-6, the Proposed Project would lead to a net increase in noise levels of 0.02 to 0.53 dB CNEL compared to the results of the 2009 SPW EIS/EIR analysis. Overall, these are very small increases that would typically be inaudible. Furthermore, none of the calculated increases lead to an exceedance of the established threshold of significance for potential traffic-noise impacts (increases at noise-sensitive receptors of 5 dBA or greater, where the existing CNEL is less than 70 dB; or 3 dB or greater where the existing CNEL exceeds 70 dB).

Based on the analysis and comparison described above, traffic-noise impacts from the operation of the Proposed Project would be less than significant. The significant and unavoidable traffic-noise impact reported in the 2009 SPW EIS/EIR for Miner Street, south of 22nd Street, would remain, but would not be directly associated with, and would not be affected by, the Proposed Project. Therefore, the Proposed Project would not create a new significant impact, increase the severity of any impacts reported in the 2009 SPW EIS/EIR, nor require the implementation of new mitigation measures.

In Section 3.8.8, *Impacts of the Proposed Project, Impact NOI-1, New Mitigation Measures Applicable to the Proposed Project*, Page 3.8-43, MM-NOI-6 has been revised as follows:

**MM-NOI-6: Noise Reporting Requirements Following Amphitheater Events.**

A sound-monitoring data report will be generated for each Tier 1 Event that includes all amplified activities at the Amphitheater. The report should show the measured  $L_{max}$  and  $L_{eq}$  for each consecutive 1-minute, 5-minute, and 1-hour period throughout each affected day and should indicate the start and end times of each activity (e.g., rehearsal, sound check, performance). Any  $L_{eq(5min)}$  that exceeds 100 dBA at the front-of-house monitoring location will be clearly flagged in the report, and a consolidated summary of all noise exceedances (if any) throughout each day will be provided. The report will identify any actions taken to reduce excessive noise levels and should evaluate the results of these actions.

The Tenant will maintain a log of all sound-monitoring data reports to provide a permanent record and document any violations of the sound level limit(s) that occurred. For events that cause any violations of the sound level limits, or for event logs requested at any time by the Executive Director, the sound monitoring log will be furnished to the Port within 48 hours of the conclusion of the event. For all other events, the sound monitoring logs will be furnished to the Port at the request of the Executive Director within 30 days. All sound monitoring data and associated reports will be maintained by the Tenant for a minimum of 5 years after each event day.

In Section 3.8.8, *Impacts of the Proposed Project, Impact NOI-1, New Mitigation Measures Applicable to the Proposed Project*, Page 3.8-43, MM-NOI-7 has been revised as follows:

**MM-NOI-7: Establish a Noise Complaint Hotline.**

The Tenant will maintain a dedicated noise-complaint hotline ~~and/or website~~ for the proposed Amphitheater, which will be staffed during all events to respond in real-time, to the extent feasible, to any complaints. At all times, the Tenant will remain in control of the sound emanating from the venue, directly operating the sound boards and/or overseeing those that do. The phone number/~~web address~~ for the hotline will be published on the Tenant's public website. All noise complaints will be documented and addressed by the Tenant. ~~The Tenant will respond to all complaints, if requested to do so by the complainant, within 48 hours of the complaint or the end of the event that triggered the complaint (whichever occurs last).~~ Complaint logs will be provided to the LAHD on an annual basis or as requested by the Executive Director.

In Section 3.8.8, *Impacts of the Proposed Project, Impact NOI-1, New Mitigation Measures Applicable to the Proposed Project*, Page 3.8-45, MM-NOI-11, MM-NOI-12, and MM-NOI-13 have been revised as follows:

**MM-NOI-11: Restrict the Total Number of Firework Displays to 2513 per Year.**

The total number of firework displays will not exceed 2513 per calendar year.

**MM-NOI-12: Limit the Duration of All Firework Displays.**

The duration of all firework displays will be no longer than 2010 minutes on all nights, with the exception of two firework displays that will be permitted to be up to 20 minutes, unless prior written permission has been granted by the Executive Director or designated Deputy. The Tenant is responsible for recording firework display start and end times, and logs will be provided to the LAHD on an annual basis or as requested by the Executive Director.

**MM-NOI-13: ~~Limit~~Eliminate the Use of “Salute” Fireworks.**

Fireworks display events will not use concussion-type, non-color shells such as “salutes” (salute fireworks, also known as maroon fireworks, are fireworks designed to make a very loud bang, or “report,” and an intense flash of light) ~~during the initial 25 percent of the duration of any display (e.g., within the first 5 minutes of a 20-minute display).~~

In Section 3.8.10, *Summary of Impacts and Mitigation*, Page 3.8-52, Table 3.8-14 has been revised as follows:

**Table 3.2-7. Summary Matrix of Potential Noise Impacts and Mitigation Measures for the Proposed Project**

Environmental Impacts	Impact Determination	Project Feature and Mitigation Measures	Impact After Mitigation
<i>Proposed Project</i>			
<p><b>Impact NOI-1:</b> Would the Proposed Project generate a substantial temporary or permanent increase in ambient-noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?</p>	<p>The 2009 SPW EIS/EIR finding of a significant impact remains unchanged for the Proposed Project.</p>	<p>Mitigation measures <b>MM-NOI-1</b> and <b>MM-NOI-2</b> from the 2009 SPW EIS/EIR would apply to the Proposed Project. New mitigation measures <b>MM-NOI-3</b> through <b>MM-NOI-14</b>, as well as <b>PF-NOI-1</b> would also apply to</p>	<p><del>No new or substantially more severe significant impacts would occur.</del>  <u>No new or substantially more severe impacts would occur as a result of construction after mitigation;</u>  <del>New significant noise impacts would result from amphitheater operations and fireworks displays.</del>                      Implementation <b>PF-</b></p>

Environmental Impacts	Impact Determination	Project Feature and Mitigation Measures	Impact After Mitigation
		the Proposed Project.	<b>NOI-1</b> and <b>MM NOI-1</b> through <b>MM-NOI-14</b> would reduce impacts, but impacts would remain significant <u>and unavoidable</u> .
<b>Impact NOI-2:</b> Would the Proposed Project generate excessive groundborne vibration or groundborne noise levels?	The 2009 SPW EIS/EIR finding of a less-than-significant impact remains unchanged for the Proposed Project.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
<b>Impact NOI-3:</b> Would the Proposed Project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	The 2009 SPW EIS/EIR finding of a less-than-significant impact remains unchanged for the Proposed Project.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
<b>Alternative 1 – No Project Alternative</b>			
<b>Impact NOI-1:</b> Would the Proposed Project generate a substantial temporary or permanent increase in ambient-noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	The 2009 SPW EIS/EIR finding of a significant impact remains unchanged for Alternative 1.	Mitigation measures <b>MM-NOI-1</b> and <b>MM-NOI-2</b> from the 2009 SPW EIS/EIR would apply to Alternative 1.	<del>No new or substantially more severe significant impacts would occur. Implementation <b>PF-NOI-1</b> and <b>MM NOI-1</b> through <b>MM NOI-14</b> would reduce impacts, but impacts would remain significant.</del> Implementation of <b>MM-NOI-1</b> and <b>MM-NOI-2</b> would reduce impacts, but impacts would remain significant <u>and unavoidable</u> .
<b>Impact NOI-2:</b> Would the Proposed Project generate excessive groundborne vibration or groundborne noise levels?	The 2009 SPW EIS/EIR finding of a less-than-significant impact remains	No mitigation is required.	No new or substantially more severe significant impacts would occur.

Environmental Impacts	Impact Determination	Project Feature and Mitigation Measures	Impact After Mitigation
	unchanged for Alternative 1.		
<b>Impact NOI-3:</b> Would the Proposed Project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	The 2009 SPW EIS/EIR finding of a less-than-significant impact remains unchanged for Alternative 1.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
<b>Alternative 2 – Half-Capacity Amphitheater Alternative</b>			
<b>Impact NOI-1:</b> Would the Proposed Project generate a substantial temporary or permanent increase in ambient-noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	The 2009 SPW EIS/EIR finding of a significant impact remains unchanged for Alternative 2.	Mitigation measures <b>MM-NOI-1</b> and <b>MM-NOI-2</b> from the 2009 SPW EIS/EIR would apply to Alternative 2. New mitigation measures <b>MM-NOI-3</b> through <b>MM-NOI-14</b> , as well as <b>PF-NOI-1</b> would also apply to Alternative 2.	<u>No new or substantially more severe impacts would occur as a result of construction after mitigation; New significant noise impacts would result from amphitheater operations and fireworks displays.</u> <del>No new or substantially more severe significant impacts would occur.</del> Implementation <b>PF-NOI-1</b> and <b>MM-NOI-1</b> through <b>MM-NOI-14</b> would reduce impacts, but impacts would remain significant and <u>unavoidable.</u>
<b>Impact NOI-2:</b> Would the Proposed Project generate excessive groundborne vibration or groundborne noise levels?	The 2009 SPW EIS/EIR finding of a less-than-significant impact remains unchanged for Alternative 2.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
<b>Impact NOI-3:</b> Would the Proposed Project be located within the vicinity of a private airstrip or an airport land use plan or, where	The 2009 SPW EIS/EIR finding of a less-than-significant impact remains	No mitigation is required.	No new or substantially more severe significant impacts would occur.

Environmental Impacts	Impact Determination	Project Feature and Mitigation Measures	Impact After Mitigation
such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	unchanged for Alternative 2.		

EIR = Environmental Impact Report; EIS = Environmental Impact Statement; SPW = San Pedro Waterfront

In Section 3.8.11, *Mitigation Monitoring Program*, starting on Page 3.8-57, Table 3.8-15, mitigation measures MM-NOI-6, MM-NOI-7, MM-NOI-9, MM-NOI-11, MM-NOI-12, and MM-NOI-13 have been revised as follows:

<p><b><i>MM-NOI-6: Noise Reporting Requirements Following Amphitheater Events.</i></b></p> <p>A sound-monitoring data report will be generated for each Tier 1 Event that includes all amplified activities at the Amphitheater. The report should show the measured <math>L_{max}</math> and <math>L_{eq}</math> for each consecutive 1-minute, 5-minute, and 1-hour period throughout each affected day and should indicate the start and end times of each activity (e.g., rehearsal, sound check, performance). Any <math>L_{eq(5min)}</math> that exceeds 100 dBA at the front-of-house monitoring location will be clearly flagged in the report, and a consolidated summary of all noise exceedances (if any) throughout each day will be provided. The report will identify any actions taken to reduce excessive noise levels and should evaluate the results of these actions.</p> <p>The Tenant will maintain a log of all sound-monitoring data reports to provide a permanent record and document any violations of the sound level limit(s) that occurred. For events that cause any violations of the sound-level limits, <u>or for event logs requested at any time by the Executive Director</u>, the sound monitoring log will be furnished to the Port within 48 hours of the conclusion of the event. For all other events, the sound monitoring log will be furnished to the Port <del>at the request of the Executive Director</del> <u>within 30 days</u>. All sound monitoring data and associated reports will be maintained by the Tenant for a minimum of 5 years after each event day.</p>	
<b>Timing</b>	Reports should be prepared after each Tier 1 event. For events that cause any violations of the sound-level limits, the sound monitoring log will be furnished to the Port within 48 hours of the conclusion of the event.
<b>Methodology</b>	The requirements for sound-monitoring data reporting after all Tier 1 Events will be incorporated into the lease agreement(s) with the Amphitheater Tenant. The format and delivery of the sound-monitoring data report will be via methods deemed acceptable to the Port.
<p><b><i>MM-NOI-7: Establish a Noise-Complaint Hotline and/or Website.</i></b></p> <p>The Tenant will maintain a dedicated noise-complaint hotline <del>and/or website</del> for the proposed Amphitheater, <u>which will be staffed during all events to respond in real-time, to the extent feasible, to any complaints. At all times, the Tenant will remain in control of the sound emanating from the venue, directly operating the sound boards and/or overseeing those that do.</u> The phone number/<del>web address</del> for the hotline will be published on the Tenant’s public website. All noise complaints will be documented and addressed by the Tenant. <del>The Tenant will respond to all complaints, if requested to do so by the complainant, within 48 hours of the complaint or the end of the event that triggered the complaint (whichever occurs last).</del> Complaint logs will be provided to the LAHD on an annual basis or as requested by the Executive Director.</p>	

<b>Timing</b>	The hotline and/or website will be set up prior to the operation of the proposed Amphitheater and be available at least 24 hours before and 7 days after any Tier 1 or Tier 2 Event at the Amphitheater.
<b>Methodology</b>	Complaints will be accepted, and responses will be by one or more current communication methods (e.g., phone, text message, email, web form), and new methods may be added or substituted as they become available in the future.
<p><b><i>MM-NOI-8: Enforce a Curfew and Restrict the Hours of Use and Duration for the Amphitheater’s Amplified Sound System.</i></b></p> <p>All events will conclude no later than 10:30 p.m. on all nights, unless prior written permission has been granted by the Executive Director or designated Deputy. In no case, however, will a performance extend past 11:00 p.m. The use of the sound system at the Amphitheater will start no earlier than 8:00 a.m. The Tenant is responsible for recording event start and end times and logs will be provided to the LAHD on an annual basis or as requested by the Executive Director.</p> <p>On any Tier 1 Event day that includes a public or private performance, the total use of amplified sound equipment for all activities (e.g., rehearsal, soundcheck, performance) will be limited to a cumulative total of 12 hours. Sound amplification may occur over multiple distinct intervals, as long as the sum of those intervals is 12 hours or less.</p> <p>On non-performance days, the total use of amplified sound equipment for all amplified events will be limited to no more than a cumulative total of up to 4 hours.</p>	
<b>Timing</b>	During the operation of the proposed Amphitheater.
<b>Methodology</b>	The curfew requirement and time restrictions will be incorporated into the lease agreement(s) with the Amphitheater Tenant. The requirements will also be included in all leases, contracts, permits, or other agreements made with all Users of the Amphitheater (e.g., musical acts, promoters, event organizers)
<p><b><i>MM-NOI-9: Fines for Non-Compliance.</i></b></p> <p>The maximum permissible front-of-house noise level within the Amphitheater is a 5-minute A-weighted equivalent noise level of 100 decibels, designated as 100 dBA <math>L_{eq(5min)}</math>. For the purposes of assessing compliance, the noise level will be assessed for each discrete consecutive 5-minute period starting at regular clock intervals (e.g., 8:00 p.m., 8:05 p.m., 8:10 p.m.). Every 5-minute interval during which the noise level exceeds 100 dBA <math>L_{eq(5min)}</math> will be considered one Offense, with the exception that the front-of-house noise limit does not apply to noise from fireworks that are operated in compliance with the Amphitheater lease and all other applicable permits and regulations.</p> <p>The noise monitoring station (as defined in <b>MM-NOI-5</b>) will include an interface that allows designated noise monitoring staff member(s) to view measured noise levels in real time. If sound levels exceed 100 dBA, sustained over any 3-minute interval, then the designated noise monitoring staff member(s) will issue the User an official warning to lower the sound levels. An official warning will be presumed to have been issued when sound levels exceed 100 dBA, sustained over any 3-minute interval, at the 3-minute mark. If additional violations occur, additional warnings and monetary penalties will apply as set forth below.</p> <ul style="list-style-type: none"> <li>• <b>First Offense:</b> A notification of Offense, including a second warning to lower sound levels, will be issued during the performance to lower if sound levels exceed 100 dBA <math>L_{eq(5min)}</math> over any discrete consecutive 5-minute period starting at regular clock intervals (e.g., 8:00 p.m., 8:05 p.m., 8:10 p.m.).</li> <li>• <b>Second Offense:</b> A \$5,000 fine.</li> <li>• <b>Third Offense:</b> A \$7,500 fine.</li> <li>• <b>Subsequent Offenses:</b> \$10,000 per violation.</li> <li>• <b>Curfew Penalty:</b> A penalty of \$1,000 per minute for the first 5 minutes past 11:00 p.m. the applicable curfew for the event (10:30 p.m. or as established in <b>MM-NOI-8</b>). A penalty of \$5,000 per minute will be assessed thereafter.</li> </ul>	

<p>However, should sound levels exceed 105 dBA <math>L_{eq(5min)}</math> at any time, there will be no warnings to lower the sound, and an immediate fine of \$10,000 will be assessed to the User and for any subsequent violations that also exceed 105 dBA <math>L_{eq(5min)}</math>.</p>	
<b>Timing</b>	<p>During the operation of the proposed Amphitheater, with fines (if applicable) issued following any performances with noise violations.</p>
<b>Methodology</b>	<p><del>As described in MM-NOI-9, with specific fine assessment and payment terms to be defined by POLA. Violation penalties will be placed into a Fund managed by the Harbor Department for the purposes of (1) reimbursing Harbor Department administration costs associated with mitigation monitoring and additional Harbor Department expenditures associated with Amphitheater events (additional to any Tenant-funded cost obligations) and (2) if accrued funds at any time equal \$100,000 or more, a portion of such funds shall be managed by the Harbor Department as a West Harbor Mitigation Fund to fund project grants to mitigate noise impacts in the Port communities of San Pedro and Wilmington. Such potential project grants may include local San Pedro and Wilmington schools and community senior centers or 501(c)(3) charity(ies) with project purposes directly mitigating noise impacts in the Port communities of San Pedro and Wilmington. Local charities selected must not have any conflict of interest with the Tenant, unless waived by the Executive Director.</del></p>
<p><b>MM-NOI-10: Restrict the Total Number of Tier 1 Event Performance Days to 100 per Year.</b>                  The total number of Tier 1 Event performance days will not exceed 100 per calendar year. For Tier 1 Event performances that run over multiple days, each calendar day that includes a performance will count against the allowed total. For example, a 3-night run by the same artist would count as three separate Tier 1 Event performance days, or a 2-day jazz festival would count as two separate Tier 1 Event performance days. Soundchecks or rehearsals on non-performance days will not count against the allowed total, provided they comply with all other applicable restrictions (including noise levels, curfews, and durations).</p>	
<b>Timing</b>	<p>During the operation of the proposed Amphitheater and repeated for every calendar year of Amphitheater operation.</p>
<b>Methodology</b>	<p>A list of all past and planned future Tier 1 Event counts and dates will be maintained by the Tenant and verified at least once per year by the Port. The Tenant is responsible for accurate accounting of the events and for not overbooking events in any year.</p>
<p><b>MM-NOI-11: Restrict the Total Number of Firework Displays to 2513 per Year.</b>                  The total number of firework displays will not exceed 2513 per calendar year.</p>	
<b>Timing</b>	<p>During the operation of the proposed Amphitheater and repeated for every calendar year of Amphitheater operation.</p>
<b>Methodology</b>	<p>A list of all past and planned future firework display counts and dates will be maintained by the Tenant and verified at least once per year by the Port. The Tenant is responsible for accurate accounting of the firework displays and for not allowing more than 1325 events in any year.</p>
<p><b>MM-NOI-12: Limit the Duration of All Firework Displays.</b>                  The duration of all firework displays will be no longer than 2010 minutes on all nights, with the exception of two firework displays that will be permitted to be up to 20 minutes, unless prior written permission has been granted by the Executive Director or designated Deputy. The Tenant is responsible for recording firework display start and end times, and logs will be provided to the LAHD on an annual basis or as requested by the Executive Director.</p>	
<b>Timing</b>	<p>During the operation of the proposed Amphitheater for all events involving fireworks.</p>
<b>Methodology</b>	<p>The requirements for limiting the duration of fireworks displays will be incorporated into the lease agreement(s) with the Amphitheater Tenant. The requirement will also</p>

	be included in all leases, contracts, permits, or other agreements made with all Users of the Amphitheater (e.g., musical acts, promoters, event organizers) and all vendors designing, planning, and implementing the fireworks displays.
<b><i>MM-NOI-13: <del>Limit</del>Eliminate the Use of “Salute” Fireworks.</i></b>	
Fireworks display events will not use concussion type, non-color shells such as “salutes” ( <i>salute fireworks</i> , also known as maroon fireworks, are fireworks designed to make a very loud bang, or “report,” and an intense flash of light) <del>during the initial 25 percent of the duration of any display (e.g., within the first 5 minutes of a 20-minute display).</del>	
<b>Timing</b>	During the operation of the proposed Amphitheater for all events involving fireworks.
<b>Methodology</b>	The requirements for <del>eliminating</del> <del>limiting</del> the use of “salute” fireworks will be incorporated into the lease agreement(s) with the Amphitheater Tenant. The requirement will also be included in all leases, contracts, permits, or other agreements made with all Users of the Amphitheater (e.g., musical acts, promoters, event organizers) and all vendors designing, planning, and implementing the fireworks displays.

### 3.2.6 Changes Made to Section 3.9, Transportation

Section 3.9.3, *Environmental Setting, Street System*, Page 3.9-3, was revised as follows:

Freight rail activity related to the former Westways Terminal at Berth 71 no longer occurs in the vicinity of the Project Site, and the Southern Pacific Railroad (SPRR) Railyard that was located along the eastern side of Harbor Boulevard and west of Sampson Way is no longer operational. This track was previously shared by the Waterfront Red Car Line, which is also not currently operational.

The SR-47/Vincent Thomas Bridge & Front Street/Harbor Interchange Project is currently under construction to improve access to Harbor Boulevard from the SR-47.

In Section 3.9.8.3, *Impact Determination and Mitigation Summary*, Page 3.9-33, Table 3.9-7 has been revised as follows:

**Table 3.2-8. Summary Matrix of Potential Impacts and Mitigation Measures Associated with the Proposed Project**

<b>Environmental Impacts</b>	<b>Impact Determination</b>	<b>Mitigation Measures</b>	<b>Impact After Mitigation</b>
<b>Impact TRAN-1:</b> Would the Proposed Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	The 2009 SPW EIS/EIR finding of a less-than-significant impact remains unchanged for the Proposed Project.	No mitigation is required.	No new or substantially more-severe significant impacts would occur.
<b>Impact TRAN-2:</b> Would the Proposed Project conflict or be inconsistent	<u>During the preparation and release of the</u>	New <b>MM-TRAN-1</b> would apply to the Proposed Project.	<del>Impacts would remain significant with implementation</del>

Environmental Impacts	Impact Determination	Mitigation Measures	Impact After Mitigation
with State CEQA Guidelines Section 15064.3, subdivision (b)?	<p><u>2009 SPW EIS/EIR, analysis of Vehicle Miles Traveled (VMT) was not considered for potential transportation impacts under CEQA. Impacts under the threshold applicable at that time were found significant and unavoidable.</u></p>		<p><del>of MM-TRAN-1.</del>  <u>New impacts would occur due to Amphitheater operations that would remain significant and unavoidable even with implementation of MM-TRAN-1 after mitigation.</u></p>

CEQA = California Environmental Quality Act; EIR = Environmental Impact Report; EIS = Environmental Impact Statement; MM = mitigation measure; SPW = San Pedro Waterfront

Section 3.9.10, *Significant Unavoidable Impacts*, Page 3.9-35, has been revised as follows:

As described in Section 3.9.7, above, the Proposed Project would result in a significant and unavoidable transportation impact regarding VMT (~~TRAN-1~~TRAN-2).

### 3.2.7 Changes Made to Chapter 4, Cumulative Impacts

In Section 5.1.2.1, *Past, Current, and Reasonably Foreseeable Future Projects*, Page 4-4, Table 4-1 has been revised as shown in Table 4-1 below. Note that only project #18 is being updated, and the updated project does not affect the conclusions found in Chapter 4, *Cumulative Impacts*, of the Draft EIR.

**Table 3-9. Cumulative Project List**

Number in Figure	Project Title and Location	Project Description	Project Status
<i>Port of Los Angeles Projects</i>			
1	Berth 163–164 (Nustar-Valero) Marine Oil Terminal Wharf Improvements Project	The proposed project involves demolishing the existing 19,000-square-foot timber wharf and constructing a new, steel-and-concrete loading platform, access trestles, mooring and berthing structures, and necessary utilities to comply with the Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS). The project also consists of a 30-year lease for the facility.	Initial Study (IS)/Mitigated Negative Declaration (MND) approved September 2021, construction pending.
2	Navy Way Seaside Interchange Project	Construction of roadway improvements at State Route (SR-) 47/Navy Way to eliminate traffic signal and movement conflicts. The project would augment an existing partial interchange at SR 47/Seaside Avenue/Navy Way by removing the last traffic signal and at-grade intersection between Interstate (I-) 710 and I-110, adding a new auxiliary lane and a new collector-distributor road, and implementing traffic channelization improvements.	Environmental review in process.
3	Cabrillo Way Marina Project	The proposed project includes developing, operating, and maintaining a marina, hotels, boater and visitor-serving club and meeting facilities, restaurants, retail buildings, and commercial areas at 2293 Miner Street. This project was evaluated in the <i>West Channel/Cabrillo Marina Phase II Development Project (Cabrillo Way Marina) Final Supplemental Environmental Impact Report</i> certified in December 2003.	Environmental review in process.
4	Berths 191–194 (Ecocem) Low-Carbon Cement Processing Facility	Construction and operation of a dry bulk terminal for vessel unloading, raw material milling, and storage and loading onto trucks of low-carbon construction binder.	Notice of Preparation (NOP) released in March 2022. Draft Environmental Impact Report (DEIR) released in October 2023.

Number in Figure	Project Title and Location	Project Description	Project Status
			Final Environmental Impact Report (FEIR) in preparation.
5	SA Recycling Amendment to Permit No. 750 Project	The proposed project is located at 901 New Dock Street on Terminal Island, 90731. The proposed project seeks an amendment to Permit No. 750 to allow for an up to 10-year extension of existing operations, with up to 5 additional years for use of the site as a non-operational restoration period for any necessary closure and remediation activities to restore the property.	Final Subsequent Environmental Impact Report (FSEIR) approved by the Board of Harbor Commissioners in April 2024.
6	Westway Decommissioning	Decommissioning of the Westway Terminal along the Main Channel (Berths 70–71). Work includes decommissioning and removing 136 storage tanks with total capacity of 593,000 barrels and remediation of the site.	Decommissioning completed in 2013. Remediation planning underway.
7	Berths 97–109, China Shipping Development Project	Development of the China Shipping Terminal Phase I, II, and III including wharf construction, landfill and terminal construction, and back-land development, including operation under a revised project to modify certain mitigation measures.	Final Supplemental EIR completed in 2019. Impact levels assumed in this Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) are those disclosed in the Final Supplemental EIR.
8	Wilmington Waterfront Master Plan (Avalon Boulevard Corridor Project)	Planned development intended to provide waterfront access and promote development specifically along Avalon Boulevard. Project elements include a promenade, waterfront park, pedestrian bridge, location for the Wilmington Youth Sailing and Aquatic Center, public pier, and other visitor serving uses.	Construction underway in phases.
9	Berth 44 Boatyard Project	The proposed project includes redevelopment of the former San Pedro Boatworks site at 2945 Miner Street. Project components include demolition of existing structures and buildings on site, grading, paving, and constructing concrete pads, docks, gangways, slips, underground utilities, water treatment systems, storm drain, fencing, lighting, and buildings to support boatyard operations.	IS/NOP released in January 2024. DEIR in preparation.
10	Berths 206–209 Chassis Depot and Repair Facilities	Use of existing warehouses at 849 E. New Dock St and 921 E. New Dock St for chassis depot, storage, maintenance, and repair.	Final Negative Declaration (ND) approved July 2019. Addendum considered in 2023.

Number in Figure	Project Title and Location	Project Description	Project Status
11	Berths 121–131 Container Terminal Improvements Project	Demolish existing wharf at Berths 126–129, construct a new wharf, install up to 10 new wharf cranes, reconstruct the shoreline, dredge and dispose of up to 310,000 cubic yards of sediments to deepen the berth, expand the existing on-dock railyard and install electric-powered rail-mounted gantry (RMG) cranes for railcar loading/unloading.	Notice of Intent (NOI)/NOP released in 2014. EIR/EIS in preparation.
12	Berths 148–151 (Phillips 66) Marine Oil Terminal Improvement Project	Various wharf and seismic ground improvements required to comply with MOTEMS and a new 20-year entitlement.	IS/NOP released in March 2022. DEIR in preparation.
13	Terminal Island Maritime Support Facility	Development and operation of a maritime support facility on an approximately 80-acre LAXT loop site on Terminal Island.	IS/NOP released in December 2023. DEIR in preparation.
14	Maintenance Dredging	Maintenance dredging is the routine removal of accumulated sediment from channel beds to maintain the design depths of navigation channels, harbors, marinas, boat launches, and port facilities. This is conducted regularly for navigational purposes (at least once every 5 years).	Continuous, but intermittent on average every 3–5 years.
15	Outer Harbor Cruise Terminal and Outer Harbor Park	Construction of two new, cruise terminals that would total up to 200,000 square feet (approximately 100,000 square feet each) and parking at Berths 45–47 and 49–50 in the Outer Harbor. The terminals would be designed to accommodate the berthing of a Freedom Class or equivalent cruise vessel (1,150 feet in length). A proposed Outer Harbor Park would encompass approximately 6 acres at the Outer Harbor. This project was evaluated in the 2009 San Pedro Waterfront (SPW) EIS/EIR.	Draft Request for Proposal for future development released January 2023.
16	City Dock No. 1 Marine Research Project (AltaSea)	This project includes development of a marine research center within a 28-acre area located between Berths 57–72. This project would change the break bulk areas east of East Channel (Berths 57–72) to institutional uses.	Phase I development in progress since 2017.
17	West Harbor Modification Project (formerly San Pedro Public Market (SPPM))	This project includes redevelopment of 42 acres, formerly known as the Ports O’ Call Village, with up to 300,000 square feet of visitor-serving commercial uses and up to a 75,000-square-foot conference center. This project would involve changing the	BHC certified the Final EIS/EIR and approved the project in 2009. Addendum 1 in May 2016 and Addendum 2 in November 2019.

Number in Figure	Project Title and Location	Project Description	Project Status
		<p>industrial uses along Harbor Boulevard to commercial. This project also includes a waterfront promenade and 3 acres of open space. This project was evaluated in the 2009 SPW EIS/EIR and subsequent 2016 SPPM Addendum. The revised project’s environmental analysis involves development of a 108,000-square-foot outdoor Amphitheater, an entertainment venue 2.1 acres in size, a 175-foot-diameter Ferris wheel, with additional amusement attractions, and other visitor-serving commercial uses. This project was evaluated in the 2009 SPW EIS/EIR.</p>	<p>Construction of the 2016 Project is ongoing. NOP released in April 2022. Draft Subsequent Environmental Impact Report in preparation. Conceptual planning by private developer ongoing.</p>
18	<p>SR-47/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration</p>	<p>Reconfigure the existing interchange at SR-47/Vincent Thomas Bridge and Harbor Boulevard/Front Street to improve safety and operation for vehicles exiting the highway. Improvements also include modifications of the eastbound entrance ramps and modification of Harbor Boulevard and Front Street approaching and between the ramp termini.</p>	<p><del>Construction underway.</del> <u>Under construction, anticipated completion in November 2026.</u></p>
19	<p>Port of Los Angeles and Port of Long Beach Workforce Training Facility</p>	<p>The proposed project includes development of an approximately 20-acre site at 1440 Anchorage Road for a goods movement workforce training facility.</p>	<p>IS/NOP released in February 2024. EIR in preparation.</p>
20	<p>Al Larson Boat Shop Improvement Project</p>	<p>Modernization of existing boat yard and 30-year lease extension. This project was evaluated in a Final EIR approved in 2009.</p>	<p>Project on hold.</p>
21	<p>Berths 302–306 (APL now known as Fenix Marine) Container Terminal Project</p>	<p>Improvements and expansion of the existing terminal, including the addition of cranes, modifications to the main gate, converting an existing dry container storage unit to a refrigerated unit, and the expansion of the terminal onto 41 acres adjacent to the existing terminal. Revised project includes continued operations with minor modifications to the terminal and a 15-year lease extension through 2043. This project was evaluated in a Final EIR in 2012 and Addendum in 2016.</p>	<p>Expansion project on hold, revised project ongoing.</p>
22	<p>Berths 238–239 (PBF Energy) Marine Oil Terminal Improvement Project</p>	<p>Demolition of the existing Berth 238 loading platform and construction of a new platform and associated mooring structures at Berth 238, and installation of landside improvements.</p>	<p>Construction pending.</p>

<b>Number in Figure</b>	<b>Project Title and Location</b>	<b>Project Description</b>	<b>Project Status</b>
23	Star-Kist Cannery Facility	Demolition of 14-acre site for future use as cargo support or container chassis storage.	BHC adopted MND February 2023; construction pending.
24	Berths 167–169 (Shell) Marine Oil Terminal Wharf Improvements Project	Various wharf and seismic ground improvements that are required to comply with MOTEMS, as well as other landside elements and a new 30-year lease. This project was evaluated in a Final EIR approved in 2018.	Construction is ongoing.
25	Avalon and Fries Street Segments Closure Project	Physical closure of segments of Avalon Boulevard and Fries Avenue by installing street modifications that include cul-de-sacs, curbs and gutters, and fencing and signage.	Construction is pending.
26	Berths 187–191 (Vopak) Liquid Bulk Terminal Wharf Improvements and Cement Terminal Project	Various wharf and improvements that are required to comply with MOTEMS, improvements to an adjacent wharf to facilitate resumption of cement terminal operations on the site, and a new 30-year entitlement.	IS/NOP issued July 2022. DEIR in preparation.
<b>Port of Long Beach Projects</b>			
27	Piers G & J Terminal Redevelopment Project, Port of Long Beach	Redevelopment of two existing marine-container terminals into one terminal. The Piers G and J redevelopment project is in the Southeast Harbor Planning District area of the Port of Long Beach. The project will develop a marine terminal of up to 315 acres by consolidating two existing terminals on Piers G and J and several surrounding parcels. Construction will occur in four phases and will include approximately 53 acres of landfills, dredging, concrete wharves, rock dikes, and road and railway improvements.	Approved project. Construction ongoing.
28	Pier B Rail Yard Expansion (On-Dock Rail Support Facility)	Expansion of the existing Pier B Rail Yard in two phases, including realignment of the adjacent Pier B Street and utility relocation.	FEIR certified February 2018. Construction pending.
29	Mitsubishi Cement Corporation Facility Modifications	Facility modification, including the addition of a catalytic control system, construction of four additional cement storage silos, and upgrading existing cement unloading equipment on Pier F.	Project approved in April 2015. Construction commenced June 2021.
30	Southern California Edison Transmission	Replace a series of transmission towers across the Cerritos Channel.	FEIR certified in 2017. Construction completed in August 2021. Demolition of old towers underway.

Number in Figure	Project Title and Location	Project Description	Project Status
	Tower Replacement Project		
31	Toyota Facility Improvements Project	Construction of a new consolidated Vehicle Processing and Distribution Center, Hydrogen Call and Generator Facility, and Fueling Station. Demolition of some existing facilities.	MND adopted in 2018. Construction ongoing.
32	World Oil Tank Installation Project	Installation and operation of two 25,000-barrel petroleum storage tanks.	Environmental review underway.
33	Pier Wind	Development of a 400-acre terminal to construct and assemble large offshore floating wind turbines and a 30-acre transport corridor to transport turbines for offshore wind projects in Northern and Central California coastal waters. The project will construct new land at the port and dredge approximately 50 million cubic yards for wharf construction, sinking basin, wet storage areas, and concrete piers adjacent to the transportation corridor.	IS/NOP issued January 2024. DEIR in preparation
<b><i>Army Corps of Engineers</i></b>			
34	Deep Draft Navigation and Main Channel Deepening Project	Dredge up to 10 million cubic yards of material to deepen channels, basins, and standby areas to improve waterborne transportation efficiencies and navigational safety for vessel operations. A new dredge substation may be constructed to provide electricity to dredge equipment.	Final EIR/EIS underway.
<b><i>Alameda Corridor Transportation Authority and Caltrans Projects</i></b>			
35	Schuyler Heim Bridge Replacement and SR-47 Terminal Island Expressway	Alameda Corridor Transportation Authority (ACTA)/California Department of Transportation (Caltrans) project to replace the Schuyler Heim Bridge with a fixed structure and improve the SR-47/Henry Ford Avenue/Alameda Street transportation corridor by constructing an elevated expressway from the Heim Bridge to SR-1 (Pacific Coast Highway [PCH]).	Construction completed. Elevated expressway deferred indefinitely.
36	SR-47 Vincent Thomas Bridge Deck Replacement Project	Bridge repairs including replacement of bridge deck, median concrete barrier, and guardrails and upgrading of seismic sensors.	Draft EIR released February 2024

Number in Figure	Project Title and Location	Project Description	Project Status
<b><i>ICTF Joint Powers Authority</i></b>			
37	Union Pacific Railroad ICTF Modernization and Expansion Project	Union Pacific proposal to modernize existing intermodal yard 4 miles from the Port.	Draft EIR on hold.
<b><i>Community of San Pedro Projects</i></b>			
38	John S. Gibson Truck and Chassis Parking Lot Project	Develop the 1599 John S. Gibson Boulevard 18.63-acre site with a short-term truck and chassis parking facility and related site improvements. The site is anticipated to be utilized for short-term parking, as chassis with or without containers are not anticipated to be parked on site over 24 hours. It includes paving of the site and striping of approximately 393 truck and chassis stalls. The project would be implemented in one development phase and would require a <i>Port Master Plan</i> Amendment.	IS/NOP was released in October 2023. DEIR in preparation.
39	Pacific Corridors Redevelopment Project, San Pedro	Development of commercial/retail, manufacturing, and residential components. Construction underway of four housing developments and Welcome Park.	Project underway. Estimated 2032 completion year according to City of Los Angeles Planning Department.
<b><i>Community of Wilmington Projects</i></b>			
40	Wilmington Redevelopment Plan Amendment/Expansion Project, Wilmington	The existing Wilmington Industrial Park would be expanded by an additional 2,487 acres, for a total of approximately 2,719 acres. Under the probable maximum level of development, the overall project area could support up approximately 7,326 residential units (primarily multifamily; zone changes under the Plan would permit multi-use and higher density residential development). In addition to the residential development, the project could accommodate up to approximately 207 acres (9 million square feet) of commercial development and up to 333 acres (14.5 million square feet) of industrial development.	NOP for Program EIR released for public review in August 2010. Currently on hold.
<b><i>City of Carson</i></b>			
41	Carson Stormwater and Runoff Capture Project	Excavation of 1.5-acre parcel at Sepulveda Boulevard and Figueroa Street and installation of an underground stormwater storage facility and associated infrastructure to store up to 17 acre-feet of water.	ND adopted 2017.

Number in Figure	Project Title and Location	Project Description	Project Status
42	Shell Carson Facility Ethanol (E10) Project	Conversion of existing 69,000 barrels of gasoline storage tanks to ethanol service. The EIR for this project included the following project objectives: (1) increase the Carson Facility’s ethanol storage capacity by approximately 75%; (2) increase ethanol tanker-truck loading capacity by at least 75%; (3) include modifications that would minimize impacts on its existing capacity to receive, store and deliver other petroleum products at current levels; and (4) maintain operational efficiency, safety and flexibility.	FEIR published December 2012.

### 3.2.8 Changes Made to Chapter 5, Alternatives

In Section 5.2.2, *Project Objectives*, Page 5-2, text has been revised as follows:

Proposed Project objectives include the following:

- Enhance and revitalize the existing SPW area by including a substantially larger outdoor concert Amphitheater and entertainment lawn venue and additional attractions to draw visitors to the SPW area, thereby increasing the public visibility of San Pedro in general and the waterfront specifically;
- Update previously adopted mitigation measures to reflect changes since their consideration, ~~including the addition of the 208 E. 22nd Street Parking Lot improvements;~~
- Provide public access to the SPW through increased parking amenities, including the addition of the 208 E. 22<sup>nd</sup> Street Parking Lot improvements, and pedestrian walkways;
- Provide for a variety of waterfront uses, including ~~berthing for visiting vessels and harbor service craft, as well as other~~ recreational, commercial, and Port-related waterfront uses; and
- Provide for enhanced visitor-serving commercial opportunities within the former site of Ports O' Call Village (now the *Project Site*), complementary to those found in downtown San Pedro.