



# **INITIAL STUDY/NOTICE OF PREPARATION**

## Notice of Preparation

# City Dock No.1 Marine Research Center Project



*Prepared by:*

Environmental Management Division  
Los Angeles Harbor Department  
425 S. Palos Verdes Street  
San Pedro, CA 90731

*with assistance from:*

Environmental Science Associates

December 2010





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Executive Director

December 3, 2010

**SUBJECT: RELEASE OF A NOTICE OF PREPARATION (NOP) FOR THE CITY DOCK NO. 1 MARINE RESEARCH CENTER PROJECT ENVIRONMENTAL IMPACT REPORT**

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

**CITY DOCK NO. 1 MARINE RESEARCH CENTER PROJECT**

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

A Public Scoping Meeting will be held to further define and accept input on the scope of this EIR on January 13, 2011 at 6:00 pm at the Port of Los Angeles Board Room.

Please submit your comments, concerns, mitigation measures, and any other pertinent information that may enable us to prepare a comprehensive and meaningful EIR for the project. It is requested that your comments be sent to Christopher Cannon, Director of Environmental Management, Los Angeles Harbor Department, 425 South Palos Verdes Street, San Pedro, CA 90731 or via e-mail to [ceqacomment@portla.org](mailto:ceqacomment@portla.org). Comments sent via email should include the project title in the e-mail's subject line and a valid mailing address within the email. Comments must be returned to this office by January 31, 2001. If you have any questions, please contact Jan Green Rebstock, Environmental Project Manager at (310) 732-3949.

Sincerely,

CHRISTOPHER CANNON  
Director of Environmental Management

ADP No.:100114-003  
Enclosures



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1° DE DICIEMBRE DE 2010

REF.: PUBLICACIÓN DE AVISO DE PREPARACIÓN DE INFORME DE IMPACTO AMBIENTAL PARA EL PROYECTO DE CENTRO DE INVESTIGACIONES MARÍTIMAS EN EL MUELLE N° 1 DE LA CIUDAD

La División de Gestión Ambiental del Departamento de Puertos de Los Ángeles va a preparar un Informe de Impacto Ambiental respecto del siguiente proyecto para el puerto de Los Ángeles:

PROYECTO DE CENTRO DE INVESTIGACIONES MARÍTIMAS EN EL MUELLE N° 1 DE LA CIUDAD

Por el presente presentamos a su revisión un Aviso de Preparación de un Estudio Inicial y un Listado de Control de Evaluación Ambiental Preliminar, de conformidad con los requisitos del Capítulo I de las directivas vigentes en la ciudad de Los Ángeles para la implementación de la Ley de Calidad Ambiental de California (California Environmental Quality Act, CEQA) de 1970, que fueran adoptadas por la Junta de la ciudad de Los Ángeles; los Artículos 15086 y 15087 del Capítulo 7 de las Directivas Estatales de la CEQA; y el Artículo 21153 del Código de Recursos Públicos (Public Resources Code) de California.

El día 13 de enero de 2011, a la hora 6:00 PM, se celebrará una Audiencia Pública en la Sala de Juntas del Puerto de Los Ángeles para definir en mayor detalle y aceptar comentarios sobre el alcance de este Informe de Impacto Ambiental.

Les rogamos presentar sus comentarios, inquietudes, medidas de mitigación y cualquier otra información pertinente que nos pueda ayudar a preparar un Informe de Impacto Ambiental completo y significativo para el proyecto de referencia. Les agradeceremos que envíen sus comentarios a Christopher Cannon, Director de Gestión Ambiental del Departamento de Puertos de Los Ángeles, 425 South Palos Verdes Street, San Pedro, CA 90731, o por correo electrónico a [ceqacomment@portla.org](mailto:ceqacomment@portla.org). Los comentarios que se envíen por correo electrónico deben incluir el título del proyecto en la línea de asunto y una dirección válida para correspondencia en el cuerpo del mensaje. Los comentarios deben llegar a nuestras oficinas antes del 31 de enero de 2011. Por consultas, rogamos comunicarse con Jan Green Rebstock, Gerente de Proyectos Ambientales, por el teléfono (310) 732-3949.

Muy atentamente,

CHRISTOPHER CANNON  
Director de Gestión Ambiental

ADP No.: 100114-003  
Adjuntos

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# **CITY DOCK NO.1 MARINE RESEARCH CENTER**

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## **Notice of Preparation**

### **1.0 Project Overview and Background**

#### **1.1 Project Overview**

This Notice of Preparation (NOP) is to inform responsible and trustee agencies, public agencies, and the public that the Los Angeles Harbor Department (LAHD) is preparing an Environmental Impact Report (EIR) for the City Dock No. 1 Marine Research Center Project (proposed Project or City Dock No. 1 Project). The proposed Project site is located within the Port of Los Angeles (Port) boundaries at Berths 56-60 and 70-71. The City Dock No. 1 Marine Research Center Project EIR will be prepared pursuant to the California Environmental Quality Act (CEQA) and California Public Resources Code (PRC) Section 21000 et seq. LAHD seeks comments from agencies and the public regarding the scope and content of this EIR. For agencies, LAHD seeks comments regarding the scope and content of environmental information that is relevant to each agency's statutory responsibilities in connection with the EIR and the various actions and activities to be evaluated in the EIR. The LAHD has prepared, as part of this NOP, an Environmental Checklist for the EIR determination in accordance with current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act of 1970 (Article I): the State CEQA Guidelines (Title 14, California Code of Regulations); and the California Public Resources Code (Section 21000, et seq.). The Environmental Checklist is attached to this NOP for public review and comment.

LAHD is chartered to develop and operate the Port of Los Angeles (Port) under the California Tidelands Trust Act of 1911, the Los Angeles City Charter (Article VI, Section 601) and the California Coastal Act (Public Resources Code PRC Division 20, Section 30700, *et seq.*). LAHD leases Port property to over 300 tenants who operate their own facilities.

The Port encompasses 7,500 acres and 43 miles of waterfront and provides a major gateway for international goods and services. With 27 major cargo terminals, including dry and liquid bulk, container, breakbulk, automobile and omni facilities, the Port handles almost 190 million metric revenue tons of cargo per year. In addition to cargo business operations, the Port is home to commercial fishing operations, shipyards, and boat repair yards, as well as recreational, community, and educational facilities.

The City Dock No. 1 Project site lies within the San Pedro Waterfront Plan area which generally encompasses approximately 400 acres along the west side of the Los Angeles Harbor's Main



Channel, from the Vincent Thomas Bridge to Cabrillo Beach, adjacent to the City of Los Angeles community of San Pedro.

Specifically, the proposed Project is located at Berths 56 through 60 and Berths 70 and 71. Berth 56 currently hosts a field office and vessel berth for the California Department of Fish and Game. Berths 57 through 60 are currently or were formerly in use for warehouse operations, and Berths 70 and 71 are part of the Westway Terminal site, formerly used for liquid bulk storage.

The *San Pedro Waterfront Project EIS/EIR* (2009) certified by the Los Angeles Board of Harbor Commissioners on September 29, 2009 included a programmatic analysis of the potential impacts of the proposed Project. This EIR examines the project-specific impacts of the proposed Project. Selected information and analysis is utilized from the *San Pedro Waterfront Project EIS/EIR*.

## 1.2 Project Background

With the creation of the San Pedro Waterfront Project, the Port demonstrated its commitment to improving the compatibility of its operations and activities with the neighboring communities of San Pedro and Wilmington and to place community concerns about the environment and quality of life at the forefront of its land use policy and development decisions. As part of this commitment, the Port is removing heavy industrial uses from the project area while increasing public access along the waterfront and enhancing connectivity between nearby communities and the Port. The proposed Project, which would convert the Project site to marine research, public education, and institutional and commercial uses, would further the Port's mission in this regard.

Reuse of the City Dock No. 1 Project site for marine science research and development and related institutional uses was considered at a programmatic level in the certified *San Pedro Waterfront Project EIS/EIR* (2009). In 2007 the Port, with funding from the Annenberg Foundation, initiated a visioning process with the Southern California Marine Institute (SCMI) to explore the creation of a marine research center at City Dock No. 1. This work resulted in the preparation of a visioning study that was completed in March 2009. Since development of the visioning study, the Port and SCMI have been working together to develop a plan to create a marine research center that can provide facilities for a cluster of university researchers, educational programs, and spin-off marine science technology ventures. The proposed Project is a result of this joint effort.

## 2.0 Project Description

### 2.1 Project Objectives

The proposed Project would provide a world-class marine research center to support the research needs of the region's universities, research and educational institutions, and government agencies, as well as to provide an incubator for marine-related business venues. Specifically, the proposed Project would:

- Provide a location at Berths 56-60 and 70-71 for marine researchers in Southern California with world-class facilities including laboratories, offices, classrooms, a lecture

hall/auditorium and storage space to conduct marine research, including, the study of global climate change and its related phenomena, fisheries, marine resource conservation and management, and other related marine science applications.

- Provide an opportunity for SCMI and its members, government and other institutional researchers and research organizations to berth research vessels that range in size from small vessels to large 250- to 300-foot vessels at the proposed Project site.
- Provide public amenities, including public education classroom space and interpretive exhibits related to marine studies, along with a continuous waterfront promenade as approved in the San Pedro Waterfront Project.
- Replace existing SCMI facilities now located at Berth 260 in Fish Harbor with a location that allows for an expanded and upgraded SCMI facility in the Los Angeles Harbor to address SCMI's desire for increased research laboratory space with a sea water circulation system, access to deep draft docks to accommodate research vessels, and teaching space.
- Construct the world's largest wave tank using seawater to allow scientists from around the world to study tsunamis, rouge waves, and the generation of wave energy.
- Provide a location for a marine-related business incubator park for synergy among research and commercial interests, such uses as aquaculture, sustainable energy production, and marine exploration.

## 2.2 Project Location

The proposed Project site is located within the San Pedro Waterfront Plan area, which encompasses approximately 400 acres along the western boundary of the Port, adjacent to the community of San Pedro. Project activity will be focused on City Dock No. 1, which encompasses approximately 28 acres and is bounded by the Main Channel on the east, the East Channel on the west, East 22<sup>nd</sup> Street to the north and Los Angeles Harbor to the south. The project site contains Berths 70 through 71 (the Westway Terminal site); Berth 56; Berth 57; Berths 58 through 60; and a water taxi service located beyond Berth 60 at the end of City Dock No. 1. Warehouse No. 1 is adjacent to the project site. See **Figure 1** for the regional location, **Figure 2** for a project vicinity map, and **Figure 3** for the project site and surrounding features.

## 2.3 Project Site

### Existing Conditions

Berth 56 contains a parking lot and a small building occupied by the California Department of Fish and Game (CDFG). Berth 57 and Berths 58 through 60 each contain a transit shed, which have been occupied by Crescent Warehouse Company (Crescent). Crescent, which has consolidated its operations into B.57, uses the warehouse space primarily to store hay and cotton that come from various locations throughout the western United States. Crescent then ships the materials to China and other primarily Asian countries. Berths 70 through 71 are occupied by defunct liquid bulk storage tanks that were formerly used by Westway Terminals, a historic pumping station, and an office building. The office building is currently in use by Crescent.

## **Berths 56-60**

### **Berth 56**

Berth 56 has a 1,600 square foot building, currently occupied by the California Department of Fish and Game, with a parking lot of approximately 16 spaces. The remaining area on Berth 56, measuring approximately .65 acres is currently vacant.

**Berth 56 Building Historic Resources Determination.** The Pan-Am Terminal Facility Building at Berth 56, currently occupied by California Fish and Game, was built in 1930 and was moved to its current location in 1940. The building has been determined eligible for listing on the National Register of Historic Places (NRHP) under Criterion A, which states that sites that are associated with events that have made a significant contribution to the broad pattern of our history are eligible for NRHP listing (ICF Jones & Stokes, 2008). The building was also determined to be eligible for listing in the California Register of Historical Resources (CRHR).

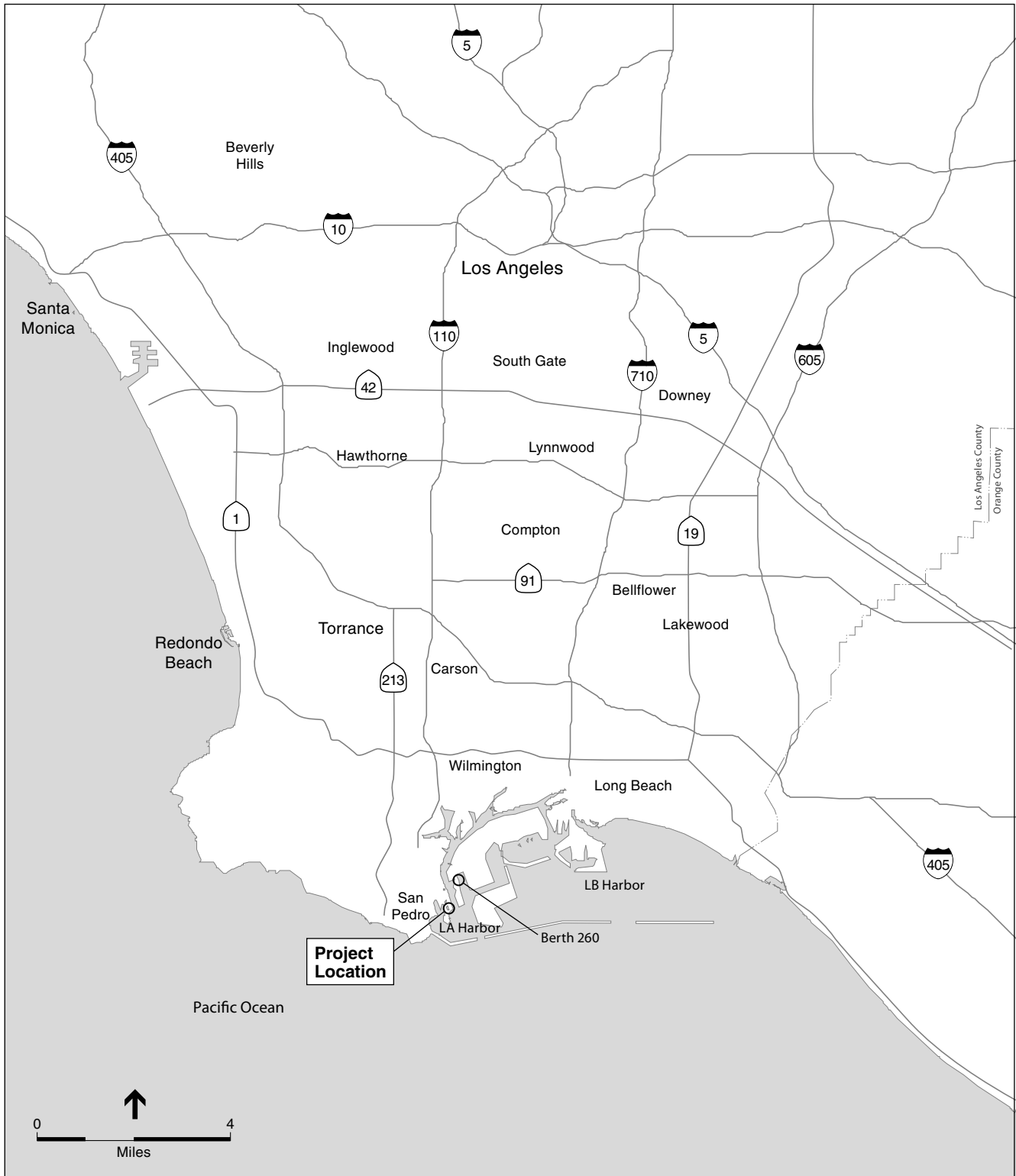
### **Berth 57 Transit Shed**

The transit shed at Berth 57 is a single-story steel-frame structure built in the mid-1920s. This 500 foot-long wood-framed rectangular building is approximately 93 feet wide and 25 feet in height. Clad in corrugated metal, this transit shed includes a loading dock that spans the full horizontal length of the north side of the building. The building also contains a 3,640-square foot wood frame facade on the north side of the building (facing East 22nd Street) that is not part of the original construction, but was added in 1933. A structural assessment conducted by the Port for the building concluded that the roof and siding appear to be in good condition with some corrosion (Port of Los Angeles, 2002). However, the steel rolling doors that provide access to the loading dock are unstable to lateral forces due to the absence of bracing elements. In addition, the building lacks solid connections between some of its columns and the roof trusses, and there is some evidence of corrosion in some of the steel columns. This transit shed is now used to store hay for Crescent.

**Berth 57 Transit Shed Historic Resources Determination.** Based on the results of an Architectural Survey and Evaluation commissioned by the Port, the transit shed at Berth 57 (Transit Shed 57) has been determined to meet the National Register of Historic Places (NRHP) Criterion A, which states that sites that are associated with events that have made a significant contribution to the broad pattern of our history are eligible for NRHP listing (ICF Jones & Stokes, 2008). Transit Shed 57 was also determined to be eligible for listing in the California Register of Historical Resources (CRHR) and the City of Los Angeles Historic-Cultural Monument database (ICF Jones & Stokes, 2008).

### **Berths 57 – 60 Wharf**

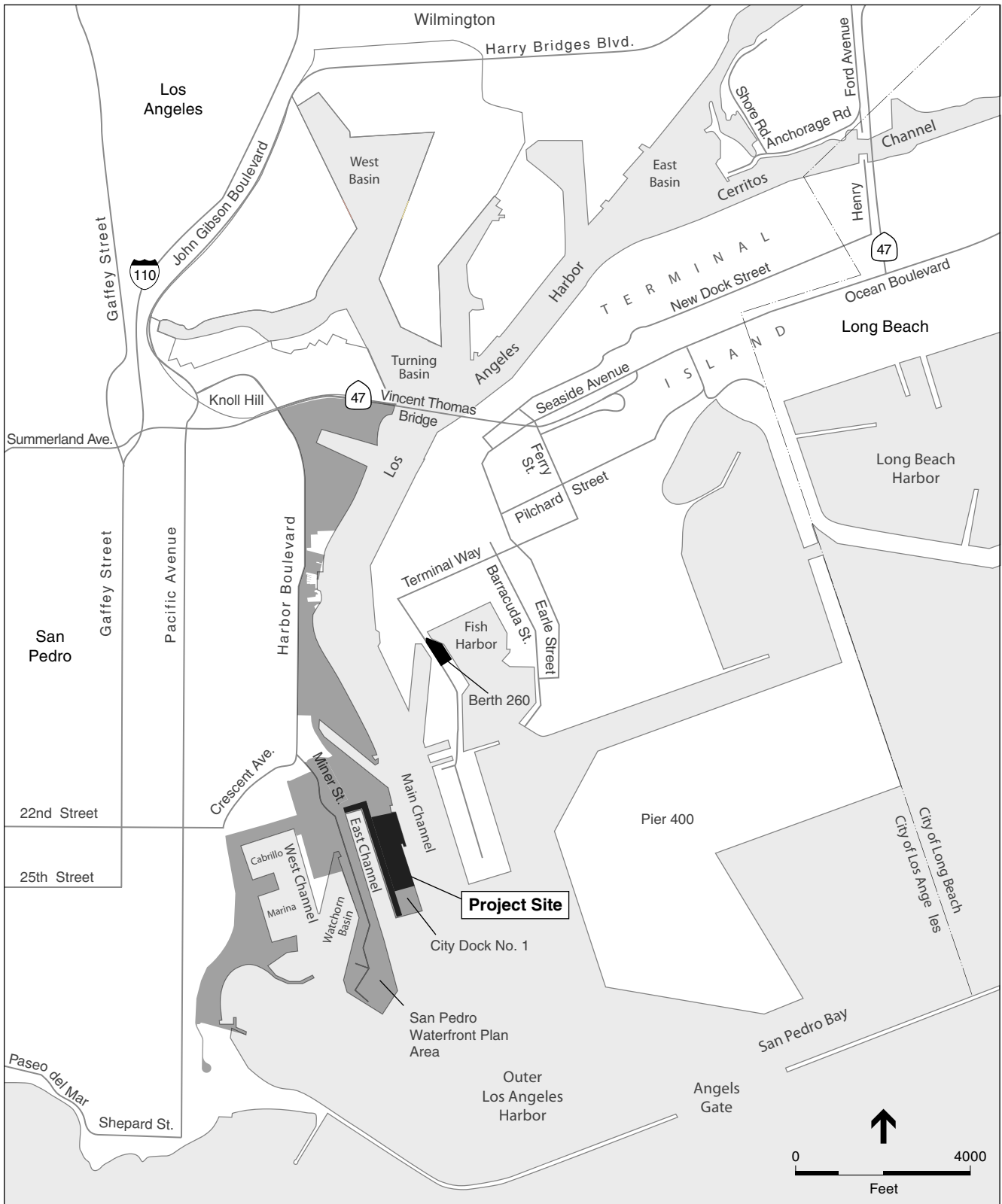
Recent Port engineering studies have shown that the slope and wharf structure over which the transit sheds at Berth 57 and Berths 58-60 are built are badly deteriorated and require extensive stabilization, retrofitting, and replacement. The original wharf structure was built in 1913 and an apron wharf was added in 1938. Both structures are potentially historic and a historic resources assessment of the wharves will be conducted as part of the special studies performed to support the Draft EIR.



SOURCE: ESA, 2010.

City Dock No. 1 Marine Research Center Project . 206278.14

**Figure 1**  
Regional Location Map



SOURCE: POLA; ESA, 2010.

City Dock No. 1 Marine Research Center Project . 206278.14

**Figure 2**  
Project Vicinity



SOURCE: POLA; ESA, 2010.

City Dock No. 1 Marine Research Center Project . 206278.14

**Figure 3**  
Project Site

**Berths 58-60 Transit Shed.** The transit shed at Berths 58 through 60 (Transit Shed 58-60) is a single-story steel-frame structure built in the 1910s. This large rectangular building measures 1,800 feet long by 100 feet wide and is approximately 35 feet in height, and includes a loading dock that spans the full horizontal length of the building. The warehouse is sided with corrugated metal siding. A structural assessment for the building has concluded that it is in good to fair condition with signs of deterioration similar to those noted for the Transit Shed 57.

**Berths 58 through 60 Historic Resources Determination.** Based on the results of an Architectural Survey and Evaluation commissioned by the Port, the Transit Shed 58-60 has been determined to meet NRHP Criterion A, which states that sites that are associated with events that have made a significant contribution to the broad pattern of our history are eligible for NRHP listing (ICF Jones & Stokes, 2008). Transit Shed 58-60 also meets NRHP Criterion C for sites that embody distinctive characteristics of a type, period, or method of construction. Transit Shed 58- 60 was also determined to be eligible for listing in the CRHR and the City of Los Angeles Historic-Cultural Monument database (ICF Jones and Stokes, 2008).

**Water Taxi.** A water taxi service is located at the southwestern corner of Berth 60. The water taxi service maintains an office, a small maintenance shed, some storage areas for supplies, and a fleet of approximately five vessels. This service transports supplies and materials to ships anchored outside the Breakwater.

#### **Berth 70-71 Liquid Bulk Storage Tanks (WestwayTerminal)**

The Westway Terminal occupies a large portion of the south side of the dock at Berths 70–71 along the Main Channel (east) and along Signal Street (west), and occupies a total area of approximately 14.3 acres. The site includes liquid bulk storage tanks, associated pipelines and infrastructure, and the Westway Terminal Building, also known as the Pan American Petroleum Company Marine Loading Station Facility and the Pan American Oil Company Pump House. The Westway Terminal Building has been recommended eligible for the listing on the NRHP, and would be maintained as part of the proposed Project. In 1996, GATX sold the facility to Westway Terminal Company. The Westway Terminal has approximately 134 above ground storage tanks. When in operation, the terminal was served by rail, truck, and ship and handled oils, lubricant base, fuel additives, glycols, ketones, acetates, and phthalates. Considered a hazardous cargo facility under the Port’s Risk Management Plan (RMP), this facility closed in 2009. As a part of the approved San Pedro Waterfront Project (September 2009), LAHD will demolish the site infrastructure. Remediation activities will be conducted under the oversight of the Los Angeles Regional Water Quality Control Board. Demolition of this site is considered a related project for analysis purposes in this EIR.

#### ***Project Site Contamination at Berths 70 and 71***

In 2003, an investigation was conducted by the Port to characterize the subsurface contamination and in 2008, an investigation was conducted to perform additional subsurface sampling, including sediment. There have been six (6) reported releases onsite between 1989 and 2007 involving the release of methanol, Neutral 100 Lube Oil, 1,1,1-trichloroethane (1,1,1-TCA), tetrahydrofuran, PCE, and caustic sodium hydroxide.

The subsurface soil, soil vapor, groundwater, and sediment have been impacted by the historical operations of GATX and Westway. There are several plumes of petroleum hydrocarbons and volatile organic compounds in the subsurface, which have comeled over time. Primarily chemicals of concern onsite include: tetrachloroethene, trichloroethene, cis-1,2-dichloroethene, trans-1,2-dichloroethene, vinyl chloride, 1,4-dioxane, 1,1-dichloroethane, and gasoline-range petroleum hydrocarbons, and diesel range petroleum hydrocarbons. In addition, there are several areas with free phase product petroleum, light non-aqueous phase product, as well as free-phase chlorinated solvents, and dense-non-aqueous phase product. The sediment has been impacted by chlorinated solvents.

A remediation strategy will be developed under the oversight of the Regional Water Quality Control Board. Completion of a full site characterization study, remedial action design, and an evaluation of future land use restrictions will occur after demolition of the above ground storage tanks.

### **Existing SCMI Facility**

SCMI is an organization with four major partners: the Ocean Studies Institute of the California State Universities (CSU), representing eight CSUs in Southern California; the University of Southern California (USC); the University of California Los Angeles (UCLA); and Occidental College. SCMI currently subleases and occupies a 1.32-acre site at 820 South Seaside Avenue on Terminal Island at Berth 260. The site consists of two noncontiguous parcels separated by a building operated by the Los Angeles Port Police. The northern side of the site includes a 19,000-square-foot building that was built in 1983 by USC (the building is still owned by USC), which contains offices, laboratories, classrooms, a circulating seawater system, storage, an inside water tank, meeting space and warehouse space. The site also includes a small parking lot and dock space at which approximately seven vessels dock. The southern side of the site is occupied by a machine shop, warehouse space, and an open storage yard.

SCMI has determined that this facility is inadequate to meet its needs. SCMI has indicated that the facility is too small, lacks sufficient parking, and the site abuts Fish Harbor, which at times exhibits water quality that is below research standards. In addition, the SCMI site is surrounded by industrial uses such as fish processing facilities.

The current SCMI facility accommodates approximately 25 researchers and staff, although this number was nearly 30 percent higher prior to the economic recession. SCMI operates as the shoreside support facility for USC's Wrigley Marine Science Center on Catalina Island and experiences the constant flow of personnel and students traveling to and from that offshore facility. Once used by Los Angeles Unified School District students, visitation to the existing SCMI facility is currently generally limited to groups of 40 to 50 students passing through several times a semester on their way to attend 4- to 15-week teaching classes on Santa Catalina Island at the USC Wrigley Center.



## Surrounding Uses

As noted above, the proposed Project site is surrounded on the west by the East Channel and on the east by the Los Angeles Harbor. Just south of the Westway Terminal are the Port of Los Angeles Pilot Station and Warehouse No. 1, which provides warehouse space for the Port and Crescent and is occasionally used for filming. Warehouse No. 1 is considered a prominent visual resource for ships entering the deep water channel as well as for the residents of San Pedro. The massive six-story Warehouse No.1 was listed on the NRHP in April 2000, and is currently unoccupied.

Other adjacent businesses include Mike's Marine Fueling Station, a municipal fish market, and Canetti's Seafood Grotto. More warehouse space is located across the East Channel from City Dock No. 1 in transit sheds at Berths 54 and 55, including fruit storage space for Stevedoring Services of America (SSA), the Cabrillo Way Marina Phase II, future cruise facilities at Berths 45 through 47 and 49 through 50, and public park space.

## 2.4 Project Elements

The proposed Project involves the following major project elements:

- Relocation of SCMI from its existing location at B. 260 on Terminal Island to Berth 56 and 57.
- Adaptive reuse of the transit sheds at Berths 57 - 60 to accommodate research, teaching, and meeting spaces within a collaborative environment to create research synergies among universities and colleges offering marine science programs. Wharf retrofits of Berths 57-60 and related infrastructure improvements would occur.
- Establishment of a marine science business park/incubator space with offices and research lab space within Berths 59-60 Transit Sheds.
- Remediation and development of Berths 70 and 71, following the demolition the existing Westway Terminal site. This development would include the construction of a new building for NOAA operations, the use of existing berthing space for research vessels, and the construction of a new building to host "the largest wave tank facility in the world."

**Table 1** provides a summary of the project components.

**TABLE 1  
PROJECT ELEMENTS**

Project Element	Area (sf)
<b>Phase I (2012 – 2016)</b>	
<i>Existing SCMI Facility at Fish Harbor (Terminal Island, Berth 260)</i>	
Site Restoration (Demolition of existing building, warehouse, shop storage, and floating docks)	57,500 sf
<i>Berths 56 and 57 (SCMI Facility)</i>	
Conversion of existing 46,500-sf transit shed into SCMI research facility with approx. 3,600-sf addition (including demolition of existing addition):	46,500 sf 3,600 sf
• Faculty office space	758 sf
• Teaching Laboratories	3,600 sf
• Research Laboratories	13,849 sf
• Lab Support Space	2,300sf
• Administrative Suite	3,381sf
• Staff Support Facilities (toilets, showers and lockers for staff)	1,964 sf
• Building Support Facilities (machine shop, storeroom, chemical storage, hazardous waste, etc)	6,870 sf
• Outdoor Teaching/Outreach classroom	1,997 sf
• Outside Storage Space	6,150 sf
• Hallways, Walkways	5,634 sf
Construct Learning Center at Berth 56 (150-seat lecture hall/auditorium, classrooms, public interpretive center, museum with small aquaria)	11,500 sf
<b>Berths 56 – 57 Subtotal:</b>	<b>61,600 sf</b>
<i>Parking Facilities</i>	
Surface parking adjacent to Berth 56	15 spaces
<i>Other Phase I Improvements</i>	
Construction of floating docks for 12 vessel slips adjacent to Berth 57	18,500 sf (12 vessel slips)
Circulating Seawater System for Berths 57– 60	new utility
Wharf retrofit/repairs for Berths 57–60	
Construction of a public plaza at Berth 57	7500 sf
<b>Total New Square Footage Under Phase I</b>	<b>80,100 sf</b>
(Does not include removal of existing SCMI facility at Berth 260)	
<b>Phase II (2013 – 2024)</b>	
<i>Berth 58–60</i>	
Conversion Berth 58 Transit Shed space into SCMI and SCMI Partners research facility	60,000 sf
Conversion Berths 59 – 60 Transit Shed space into a marine science business park/incubator space	70,000 sf
Creation of temporary NOAA space within Berth 59-60 Transit Shed <sup>a</sup>	50,000 sf
Provision of temporary berthing space for 2 to 3 NOAA research vessels at Berths 59-60 <sup>a</sup>	
Development of waterfront café	280 sf
Designation of public plaza/viewing platform at Berth 60	4000 sf
Relocation of water taxi service facilities to within B.60 vicinity	
<i>Berths 70-71 (Westways)</i>	
Construction of NOAA administration and research facility <sup>b</sup>	50,000 sf
Wharf maintenance (remove catwalks)	
Installation of Wave Tank, enclosed within its own building	80,000 sf (36,000 cy)
<b>Berths 70-71 Subtotal</b>	<b>130,000 sf</b>

**TABLE 1  
PROJECT ELEMENTS**

<b>Project Element</b>	<b>Area (sf)</b>
<i>Signal Street Improvements<sup>c</sup></i>	
• Repaving and restriping	
• Diagonal parking	195 spaces
• Removal of existing heavy rail line from street	8,000 square feet of disturbance
<b>Total New Square Footage Under Phase II</b>	<b>314,280 sf</b>
<b>Total New Square Footage for Proposed Project</b>	<b>394,380 sf</b>
<i>Parking Facilities</i>	
• Berth 56 Surface Parking	15 spaces
• Minor Street Diagonal Parking	195 spaces
• Sampson Way and 22nd Street Existing Parking Lot	409 spaces
<b>Total Parking Spaces</b>	<b>619 spaces</b>

<sup>a</sup> NOAA facilities, including office and research space within Berths 58-60 Transit Shed and berthing space at Berths 58-60 to be relocated to Berths 70-71 when remediation of those berths has been completed.

<sup>b</sup> Demolition of the Westways tanks, piping and related structures at Berths 70-71 has been analyzed under the San Pedro Waterfront EIS/EIR and is not considered a component of the proposed Project.

<sup>c</sup> Impacts associated with extension of Red Car Line construction and expansion of waterfront promenade were considered under the San Pedro Waterfront EIR and are not considered components of the proposed Project.

SOURCE: Port of Los Angeles, City Dock Marine Research Center Project Elements and Phasing, Draft September 15, 2010.

## Phase I

### ***Berths 56 and 57 Improvements***

Phase I would include the conversion of Berths 56 and 57 into a new SCMI facility. In order to achieve this, construction would involve first upgrading the adjacent wharf to current seismic code. Upon completion of the wharf retrofit, work would begin on upgrading and expanding the existing 46,500-square-foot Berth 57 Transit Shed to current seismic and occupancy codes. Phase I would also include the demolition of an existing 1933 wood-frame structure to allow construction of a new 3,600-square-foot glazed entryway that would provide space for a public education facility to be operated by SCMI; thus, total square footage for programs at Berth 57 would equal approximately 51,600 square feet upon completion of the proposed Project. The new 3,600-square-foot structure would comprise a contemporary, neutral and visually prominent entrance into SCMI facility, distinct from the existing historic transit shed façade. This new façade may include large glass aquaria at the entrance way. The new 3,600-square-foot façade would reflect the same general shape and profile as the transit shed in height and massing and would include an area for public education and outreach. The remainder of Berth 57 would be utilized for research laboratories, lecture and classroom spaces, and storage for use by SCMI.

The existing Berth 57 Transit Shed would require extensive renovations for occupancy by SCMI to convert it from warehouse use to its proposed new uses for research, education, office and laboratory. In addition, all renovations would be required to conform to the Secretary of the Interior’s Standards for Rehabilitation (the Secretary’s Standards). Due to the minimal nature of the existing structure (without insulation), the existing transit sheds would primarily serve as an

“outer shell building” to provide basic shelter from water, and wind and sun. The proposed SCMI facility would be in essence, a self-contained structure within the existing envelope of the transit shed. Therefore, maintenance of the historic integrity of Berth 57 would be maintained and at the same time adaptively re-used to integrate state of the art fire/ life safety protection, seismic resistance, security features and utility infrastructure that are required due to its change in use. Certain portions of the transit shed space would be left open and not included in the “building within a building” to allow for large-scale equipment and staging to be conducted within the warehouse but not within the interior building envelope. The exterior of the transit sheds would largely be maintained with the exception of necessary improvements to the siding, roof, cornices, etc.

Repair, retrofit, and rehabilitation of the transit shed to address structural deficiencies is expected to be additive and easily accessed since all structural elements are exposed. These include repair of rusted exterior corrugated metal siding with new panels, upgraded structural connections to meet established seismic and wind load resistance, retrofit large openings (east and west facades) to ensure stability, and water tight openings, sandblast and repaint corroded steel members and gusset plates, and replacing deteriorated and damaged steel members, as required. In addition, it is anticipated that new traverse and longitudinal frames would be added, interior steel columns repaired, and new concrete encasements around the base of each column constructed. Installation of a continuous perimeter foundation wall, limited to shallow (two to three feet maximum) excavations to inhibit water intrusion at the building perimeter and utility placement may be required.

Berth 56 improvements under Phase I would include construction of an 11,500 square-foot Learning Center. This center would include a 1,059 square-foot museum, two 30-seat classrooms and one 60-seat classroom, a 515 square-foot bathroom, and a 150-seat auditorium that would feature theater-style seating. A small 15-space surface parking area would be located adjacent to the auditorium. The existing building and associated parking operated by California Fish and Game would remain in place.

Upon completion of the conversion of Berth 57 into new SCMI space, the existing SCMI building and parking lot at Fish Harbor on Terminal Island would be vacated. The building would be demolished and the site graded as required by the LAHD’s agreement with USC. Any future development associated with this site would not be covered in the Draft EIR and would be subject to separate environmental review in accordance with CEQA.

It is anticipated that SCMI researchers and staff could increase to as much as 100 over the next few years. In addition, visitation to the facility by students and other interested parties would be expected to increase.

Also under Phase I, an 18,480-square-foot, 12-slip floating dock would be installed in the East Channel adjacent to Berth 57 to accommodate existing small SCMI research vessels and to allow sufficient capacity for additional small research vessels.

## ***Aquaculture***

The research organizations that would occupy the proposed marine institution would require space for aquaculture and hatchery operations for their ongoing research, particularly research related to propagation of safe and sustainable seafood. This space would be accommodated through the use of water tanks housed within the laboratories. Aquaculture-related activities could include raising spotted sea bass, abalone, oysters, mussels, and kelp. Hatchery activities would begin in existing laboratories within the Berth 57 transit sheds. Grow out operations could occur in landside tanks as well or in the open ocean. The infrastructure for the aquaculture program would be constructed during Phase I and operations could commence after its completion. In all likelihood, more expansive aquaculture facilities would be planned for Phase II in Berths 58 and 60. Basic research as well as aquaculture operations would require constructing a large capacity, state of the art, circulating seawater system with both flow through and re-circulating capabilities to serve the entire dockside research complex (Berths 57, 58, 59, and 60 and Berths 70-71).

## ***Support Structures***

Ancillary support structures for SCMI operations would also be constructed during Phase I, including the circulating seawater system and berthing space. At first, the system would only serve Berth 57, but it would be designed with enough capacity to ultimately serve Berths 58 through 60 and Berths 70-71 once they are completed in Phase II (see below).

## ***Waterfront Promenade***

The *San Pedro Waterfront Project EIS/EIR* (POLA, 2009) assessed the construction of a continuous waterfront pedestrian promenade throughout the project site. Extending the promenade through a marine laboratory facility could pose special challenges because the waterfront would be utilized for vessel loading on a routine basis by forklifts, cranes, and other heavy equipment at unpredictable intervals. The promenade would be constructed along the edge of the wharf in such a manner as to maintain public access without creating a safety hazard or otherwise unduly impeding the work that is necessary at a marine laboratory. As such, as part of the proposed Project, the proposed location of the promenade would be located along E. 22<sup>nd</sup> Street, Signal Street, and along the existing wharf that runs the perimeter of City Dock No. 1.

## **Phase II**

### ***Berths 58 - 60***

Under Phase II, Berth 58 would be converted into approximately 60,430 square feet of marine research/laboratory/office space for use by SCMI. Berths 59–60 would be retrofitted to accommodate up to 70,000 square feet of future research and/or marine-related business incubator space, or other similar institution, as well as a waterfront café and a public plaza. An additional 50,000 square feet of space would be constructed for temporary use by NOAA as well as temporary berthing space for two to three research vessels, which would be relocated to Berth 70 when docking space is available.

In order to achieve the conversion of Berths 58 through 60, construction would first involve upgrading the wharf to current seismic code (see Section 2.4, above). Upon completion of the wharf, next steps would involve upgrading and expanding the existing 180,000 square-foot Transit Shed 58-60 to current seismic code, as well as renovating the building in conformance with the Secretary of the Interior's standards for buildings eligible for or listed on the National Register of Historic Places. Conversion of Berths 58 through 60 would occur much as it would for Berth 57 in that tenant improvements would be constructed within the envelope of the existing warehouses. In addition, the south end of Berth 60 would be developed to accommodate a public viewing area due to the views it affords of the Main Channel and the harbor entrance, including development of a waterfront café and a viewing platform. Under the proposed Project, the water taxi service would remain but the maintenance operations would be relocated within the general vicinity of Berth 60 to better accommodate the public space.

Prior to commencement of the proposed project, the existing occupants, the Crescent Warehouse Company, would relocate their operations from this location to another site which is currently unknown at this time but will be further addressed in the Draft EIR.

### ***Berths 70 and 71 (Westway Terminal)***

Under the proposed Project, the Westway Terminal would be remediated under the oversight of the Los Angeles Regional Water Quality Control Board and would then be developed with a 50,000-square-foot facility for NOAA that would include office and laboratory space. The Westway Terminal Administration Building (also known as the Pan-American Oil Company Pump House) would be adaptively reused by a future occupant. In addition, Berths 70 and 71 along the Main Channel would be made available for up to three potential NOAA vessels ranging in size from approximately 170 feet to 250 feet. There are no plans to relocate current vessels in the NOAA fleet to the project site, but there is a possibility that future built vessels could be located at the Project Site, which therefore must be prepared to accommodate these or other non-NOAA vessels. Furthermore, full functioning of the site will include the regular docking of NOAA vessels home-ported in other locations but passing through Los Angeles as part of research expeditions.

Redevelopment of Berths 70 and 71 would also involve development of an 80,000-square-foot wave tank on the land side, which would be enclosed within its own building. The wave tank would use seawater pumped from the adjacent Main Channel and will measure 200 feet by 400 feet by 12 ft deep, totaling 36,000 cubic yards.

### ***Signal Street Improvements***

Signal Street would be repaved and realigned as part of the proposed Project. As part of the realignment of Signal Street, a total of approximately 195 diagonal parking spaces would be provided along one side of Signal Street. In addition, the existing heavy rail tracks that are embedded within Signal Street would be removed (approximately 8,000 lineal feet) and the area that is disturbed during the rail removal would be repaved. After removal of the heavy rail tracks, the Waterfront Red Car line would be extended along Signal Street to Warehouse No. 1.

### **Waterfront Promenade**

The public promenade extending around the Berths 58-60 transit sheds would be constructed during Phase II.

## **2.5 Project Schedule**

The proposed Project would be completed in two phases. The proposed Project is anticipated to commence construction in the third quarter of 2012. Phase I would be completed by 2016. Phase II would consist of the conversion of Berths 58 through 60 and Berths 70 through 71 and would be completed by 2024. **Table 2.5-1** provides the anticipated timeline for each phase of the proposed Project and the Project components that would be completed in each phase.

## **3.0 Project Alternatives**

The Draft EIR will include analysis of alternatives to the proposed Project. Among the alternatives being considered are:

### **3.1 Alternative 1 – No Project Alternative**

Under this alternative, the proposed Project would not be constructed. Berths 57 through 60 would continue to be used for warehousing space by Crescent; these berths would not be converted to a marine research center, and wharf repair and transit shed repairs would not occur. SCMI would continue to operate the 19,000-square-foot facility in Fish Harbor and continue to face the inadequate space and conditions required for their research. Berth 56 would continue to existing uses, which include the use of a small building by CDFG and surface parking.

As part of a related action (and not part of the proposed Project), the Westway Terminal liquid bulk storage tanks would be removed and Berths 70 and 71 would subsequently be remediated. With the exception of the existing historic Westway/Pan-American Oil Company Pump House, which would remain and the existing office building, Berths 70 and 71 would otherwise remain vacant indefinitely after remediation under this alternative until new development plans could be established. In addition, as part of implementation of the San Pedro Waterfront Project, the proposed waterfront promenade would also be constructed under this alternative.

### **3.2 Alternative 2 – Reduced Project Alternative**

Under this alternative, only Berths 57-60 would be developed into marine research space to be occupied by SCMI, USC and their partner organizations, and repairs, rehabilitation and upgrades would be made to Berth 57 and Berths 58-60 as specified under Section 2.4, above. This alternative would not include the auditorium at Berth 56. The Westway site (Berths 70 and 71) would still be demolished and remediated as a separate project, but development of Berths 70 and 71, including the NOAA facilities, the business park/incubator space, and installation of the wave tank, would not occur. The waterfront promenade would be constructed within City Dock No. 1 as part of implementation of the San Pedro Waterfront Plan. **Table 2** summarizes development under this alternative.

**TABLE 2**  
**ALTERNATIVE 2: REDUCED PROJECT ALTERNATIVE**

Project Element	Area
<b>Phase I</b>	
<i>Existing SCMI Facility at Fish Harbor (Terminal Island)</i>	
Demolition of Existing Building	19,000 sf
Site Restoration	57,500 sf
<i>Berth 57 Transit Shed</i>	
Conversion of existing 48,000-sf transit shed into SCMI research facility with 3,600-sf addition for public education/outreach	52,197 sf
Construction of floating dock adjacent to Berth 57	18,480 sf (12 vessel slips)
Installation of seawater water system throughout Berth	New Utility
<b>Phase II</b>	
<i>Berths 58 - 60</i>	
Conversion of Berth 58 transit shed into SCMI and SCMI Partners research facility	60,430 sf
Conversion of Berths 59 and 60 into Business park/incubator space	120,150 sf
Installation/continuation of seawater water system from Berth 57	New Utility
<i>Signal Street Improvements</i>	
Waterfront Promenade	
Diagonal Parking Space	195 spaces
Extension of the Waterfront Red Line	
<i>22<sup>nd</sup> Street Improvements</i>	
Construction of Public Parking Area	49 spaces

### 3.3 Alternative 3 – New Construction at Berths 57-60

Under this alternative, the transit sheds at Berths 57 through 60 would be demolished and new buildings constructed following upgrades to the wharf structure. While the Port will strive to retain the transit sheds, as reflected in the proposed Project, recent studies have shown that the slope and wharf structure over which the buildings are constructed are badly deteriorated and require extensive stabilization, retrofitting, and replacement. The Port will analyze retaining the transit sheds based on all salient factors as part of the proposed Project. Further studies are required to assess the costs and technical requirements for reconstructing the wharf while the buildings remain in place or relocating the buildings to an area adjacent to the wharf and keeping them intact.

If demolition of the transit sheds is required to rehabilitate the wharf structure, following this work new buildings would be constructed that would accommodate the uses identified for the proposed Project. A total of up to five new buildings would be constructed to accommodate the following uses:

- New facilities for SCMI;
- New facilities for USC and other interested universities and colleges;



- Dock-side facilities for storage and other related uses, such as structures related to infrastructure; and
- Marine research business incubator park

The close proximity of these buildings would encourage the exchange of resources while ensuring privacy. This arrangement would allow a park-like environment that would include landscaping, cafes with outdoor access, and public access to the waterfront along the promenade and from viewing areas. The square footages and design of these buildings would be described in more detail in the Draft EIR. Under this alternative, the realignment of Signal Street and associated street parking, plans for the extension of the Red Car Line, removal of the existing heavy rail line from the street, and other elements of the proposed Project would be incorporated into this alternative without substantial change.

Uses identified for Berths 70 and 71 would remain unchanged from those described for the proposed Project.

## 4.0 CEQA Baseline

The CEQA baseline is the set of conditions that prevailed at the time this Notice of Preparation is circulated. CEQA Guidelines Section 15125 states “[a]n EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published...from both a local and regional perspective. The environmental setting will normally constitute the baseline physical conditions by which a Lead Agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to an understanding of the significant effects of the proposed Project and its alternatives.”

To determine significance, impacts resulting from implementation of the proposed Project and Alternatives are compared to a baseline condition. The difference between the Project and the baseline impact levels is then compared to a threshold to determine if the difference between the two is significant.

For purposes of the EIR, the CEQA baseline will include the operational activity for the 12-month period preceding the NOP date (Dec 2009 – Nov 2010). This information is considered representative of the physical conditions at the time this NOP is published.

## References

- ICF, Jones & Stokes, *Final Architectural Survey and Evaluation of Signal Street Properties, Port of Los Angeles, Los Angeles, California*, July 2008.
- Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.
- Port of Los Angeles, *Berths 57-60 Warehouse Structural Assessment Report*, undated.
- Southern California Marine Institute, *City Dock #1 Marine Research Institute Opportunity Site*, March 19, 2009.

# ENVIRONMENTAL CHECKLIST

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## Initial Study

1. **Project Title:** City Dock No. 1 Marine Research Center Project
2. **Lead Agency Name and Address:** Los Angeles Harbor Department  
Environmental Management Division  
425 South Palos Verdes Street  
San Pedro, CA 90731
3. **Contact Person and Phone Number:** Jan Green Rebstock  
CEQA Environmental Project Manager  
Environmental Management Division  
Telephone: (310) 732-3949
4. **Project Location:** City Dock No. 1, Signal Way and 22nd Street,  
San Pedro, CA, Planning Area 2
5. **Project Sponsor's Name and Address:** Los Angeles Harbor Department  
Engineering Division  
425 South Palos Verdes Street  
San Pedro, CA 90731
6. **General Plan Designation(s):** Port of Los Angeles (Commercial,  
Industrial/Non-Hazardous, General/Bulk  
Cargo)
7. **Zoning Designation(s):** (Q)M2, (Q)M3
8. **Description of Project:** The Port of Los Angeles (Port) working with the Southern California Marine Institute (SCMI) and other universities and institutions, proposes to create City Dock No. 1 Marine Research Center at a 28-acre site within the San Pedro Waterfront Plan area, that encompasses Berths 56 through 60, and Berths 70 and 71. To be constructed in two phases, the first phase of the proposed Project would include improvements to the historic Berth 57 Transit Shed and the wharf for use by the SCMI, as well as construction of a Learning Center at Berth 56 and construction of a 12-slip finger dock for SCMI and visiting small vessels. SCMI, which is a consortium of universities in Southern California, currently occupies a building in the fish harbor district that would be demolished upon SCMI's relocation to the project site. The second phase of the proposed Project would consist of improvements to the Berth 58–60 transit shed for use by SCMI and SCMI partners, and of improvements to Berths 70 and 71 for use by the National Oceanic and Atmospheric Administration (NOAA), including docking for up to three NOAA vessels, and construction

of an 80,000-square-foot wave tank within the current Westways footprint. A promenade would provide public access to the berths. The transit sheds at Berths 57 through 60 are eligible for the National Register of Historic Places and would be re-used and rehabilitated according to the Secretary of the Interior's Standards for Rehabilitation. In addition, the Westway Terminal Administration Building/Pan-American Oil Company Pump House at Berth 70 is also eligible for the National Register. The Port intends to retain this building. The Fish and Game building at Berth 56 is also considered a historic resource by the Port. Additional detail is provided in the Project Description, which is attached as part of the Notice of Preparation.

- 9. Surrounding Land Uses and Setting:** The project site is bounded by East 22<sup>nd</sup> Street to the north, the Main Channel to the south, the Los Angeles Harbor to the east and the East Channel on the west. Adjacent land uses include the Port Pilot Station, Warehouse No. 1, and a water taxi service. Beyond these immediately adjacent land uses are the Ports O'Call shops and restaurants to the north and the San Pedro Breakwater to the south, Terminal Island to the east and Berths 49 through 55 across the East Channel to the west. The transit sheds at Berths 57–60 are currently in use as warehouses for cotton and hay to be shipped to Asian countries. Approximately five vessels operated by the Water Taxi Service are located near Berth 60.

**10. Potential Responsible Agencies, Trustees, and City of Los Angeles Departments:**

U.S. Army Corps of Engineers  
U.S. Fish and Wildlife Service  
National Marine Fisheries Service  
U.S. Coast Guard  
California Environmental Protection Agency  
State Lands Commission  
State Water Resources Control Board  
California Coastal Commission  
California Department of Toxic Substances Control  
California State Historic Preservation Officer  
California Department of Boating and Waterways  
South Coast Air Quality Management District  
Los Angeles Regional Water Quality Control Board  
City of Los Angeles Department of Transportation  
City of Los Angeles Planning Department  
City of Los Angeles Department of Public Works  
City of Los Angeles Fire Department

**Environmental Factors Potentially Affected:**

The environmental factors checked below would potentially be affected by the proposed Project (i.e., the proposed Project would involve at least one impact that is a “potentially significant impact”), as indicated by the checklist on the following pages.

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

**Determination:**

On the basis of this initial evaluation:

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

I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.



Chris Cannon, Director of Environmental Management Division

December 6, 2010

Date

## Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except “no impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “no impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “no impact” answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially significant impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “potentially significant impact” entries when the determination is made, an EIR is required.
4. “Negative declaration: less than significant with mitigation incorporated” applies when the incorporation of mitigation measures has reduced an effect from a “potentially significant impact” to a “less than significant impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063[c][3][D]). In this case, a brief discussion should identify the following:
  - (a) Earlier analysis used. Identify and state where earlier analyses are available for review.
  - (b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - (c) Mitigation measures. For effects that are “less than significant with mitigation incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting information sources. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - (a) the significance criteria or threshold, if any, used to evaluate each question, and
  - (b) the mitigation measure identified, if any, to reduce the impact to a less than significant level.

# Environmental Checklist

## Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>1. AESTHETICS — Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

### a) Would the project have a substantial adverse effect on a scenic vista?

**Potentially Significant Impact.** The *San Pedro Waterfront Project EIS/EIR* identifies objectives, goals and policies from City of Los Angeles and Port plans that promote the conservation of views of the ocean, harbor and scenic coastal areas. These goals and policies are found in the Los Angeles General Plan Framework, Transportation, Conservation, Infrastructure and Public Service Elements, the Port of Los Angeles Plan, the San Pedro Community Plan, and the San Pedro Specific Plan/San Pedro Coastal Land Use Plan. The City of Los Angeles Community Plan for San Pedro identifies 10 scenic view sites in the San Pedro area (City of Los Angeles 1999). Of these, the proposed Project site is visible from Lookout Point, which is located on Gaffey Street approximately 2.4 miles from the project area, and Harbor Boulevard Bluff, north west of the site. Following development of the proposed Project, elements of the Project site will be visible from the foot of 22<sup>nd</sup> Street, Inner Cabrillo Beach, and public facilities such as the 22nd Street Park, Bloch Field Park along Harbor Boulevard, and other nearby development. In addition, the waterfront promenade would provide new views of harbor operations. Views would include the new buildings, such as the auditorium and wave tank structure, and the adaptively reused warehouse research facilities, landscaping, surface parking and docked vessels. As a result, the impact of the proposed Project on scenic vistas could be considered potentially significant and will be discussed further in the EIR.

### b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

**Potentially Significant Impact.** The California Department of Transportation (Caltrans) administers the state's Scenic Highway Program. Caltrans maintains lists of both designated scenic highways and eligible scenic highways. The closest officially designated state scenic highway is approximately 33 miles north of the project site and consists of a segment of State Route 2,

extending from La Canada to the San Bernardino County line, approximately three miles north of Interstate 210. The closest eligible state scenic highway is a segment of U.S. 1 approximately nine miles northwest of the project site. The project site is not located within the view corridors of either highway segment. However, Harbor Boulevard, locally identified in the San Pedro Community Plan as a major scenic highway, runs North/South along the West side of the Los Angeles Main Channel from the Vincent Thomas Bridge to Crescent Avenue and offers direct southeastern views of the proposed Project site. As a result, the impact of the proposed Project on scenic highways would be considered potentially significant and will be addressed further in the EIR.

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

**Potentially Significant Impact.** The proposed Project would result in the reuse of existing buildings, including the transit sheds at Berths 57 and 58–60, new buildings at Berths 70 and 71, the construction of a new auditorium at Berth 56 along 22<sup>nd</sup> Street, surface parking, a wave tank building, new boat slips, and associated structures. Overall, development of the site would improve the visual quality of the site and the site would visually be part of existing harbor operations. The project site is located within the Look Out Point key observation points (KOPs) identified in the San Pedro Waterfront Project EIS/EIR. The site is also visible from Inner Cabrillo Beach; from points along 22nd Street, including the 22nd Street Park and Crescent bike path; Bloch Field Park along Harbor Boulevard; and points along Sampson Way. People would also become part of the visual attributes of the site. Because the visual quality of the site would undergo substantial change—a change that was not fully analyzed in the San Pedro Waterfront Project EIS/EIR, the impact of the proposed Project on the visual quality of the site and surrounding public views will be considered potentially significant and will be addressed further in the EIR.

**d) Would the project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?**

**Less than Significant Impact.** According to the *San Pedro Waterfront Project EIS/EIS* (p. 3.1 41), all “lighting associated with project components would comply with the San Pedro Waterfront and Promenade Design Guidelines, which include lighting recommendations to minimize light pollution, spill light and glare, while promoting goals to create an attractive and safe daytime and nighttime waterfront that supports local economic growth.” Lighting would also conform to the Port Master Plan, which requires an analysis of design and operational effects on existing community areas. As a result, consistency with these guidelines and regulations would ensure that views in the project vicinity would not be adversely affected. Although impacts are considered to be less than significant, this issue will be addressed further in the EIR.

## References

Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.

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## Agricultural and Forest Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>2. AGRICULTURAL AND FOREST RESOURCES —</b>				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p>				
<b>Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

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

**No Impact.** The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) identifies Prime Farmland, Unique Farmland, and/or Farmland of Statewide Importance in the state, based on indicators such as historical use as farmland and other local data; uniqueness of crops; and soil conditions such as the water table, flooding, permeability rate, soil sodium content, rock fragment depth, etc. The proposed Project site has no history of being used for farmland and is unmapped by the Department of Conservation's FMMP. The site is located in a highly urbanized area, within the confines of a working Port. As a result, no farmland would be converted to accommodate the proposed project. The proposed Project would have no impact related to the conversion of Farmland. This issue will not be discussed further in the EIR.



**b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** The proposed Project site does not contain land zoned for agricultural use, or land that is under a Williamson Act contract.<sup>1</sup> The proposed Project site is part of a wharf, located in an urbanized area within the confines of the Port of Los Angeles, and therefore is not near land zoned for agricultural use or land subject to a Williamson Act contract. The proposed Project would therefore have no impact on land zoned for agricultural use or on land subject to a Williamson Act contract. This issue will not be discussed further in the EIR.

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

**No Impact.** The proposed Project site is part of an urbanized waterfront area that includes wharfs located within the confines of the Port of Los Angeles, and includes no trees. The project site would not be considered forest land,<sup>2</sup> timberland,<sup>3</sup> or timberland zoned Timberland Production.<sup>4</sup> The proposed Project site would, therefore, have no impact on forest land, timberland or timberland zoned Timberland Production. This issue will not be discussed further in the EIR.

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

**No Impact.** The proposed Project site is part of an urbanized waterfront area that consists of wharfs and waters, located within the confines of the Port of Los Angeles; and the site includes no trees. The proposed Project would have no impact on the loss of forest land or the conversion of non-farmland to non-forest use. This issue will not be discussed further in the EIR.

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<sup>1</sup> Under the California Land Conservation (Williamson) Act, private landowners can contract with cities and counties to voluntarily restrict their land to agricultural and compatible open-space uses with a rolling term 10-year contract. In return, the restricted land is assessed at a property tax rate consistent with its actual use instead of potential market value (California Department of Conservation, 2010).

<sup>2</sup> According to Public Resources Code Section 12220(g): “‘Forest land’ is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.”

<sup>3</sup> According to Public Resources Code 4526: “‘Timberland’ means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis after consultation with the district committees and others.”

<sup>4</sup> According to Government Code Section 51104(g): “‘Timberland production zone’ or ‘TPZ’ means an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to the general plans of cities and counties, ‘timberland preserve zone’ means ‘timberland production zone.’”

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

**No Impact.** The proposed Project site does not contain any trees and consists of working wharfs in an urbanized area within the confines of the Port of Los Angeles. The proposed Project would therefore not result in the conversion of farmland to non-agricultural or forest land to non-forest use.

## References

- California Department of Conservation, *Farmland Mapping and Monitoring Program*,  
<http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>, accessed July 29, 2010.
- California Department of Conservation, *Williamson Act Program*,  
<http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx>, accessed July 29, 2010.
- Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.

## Air Quality

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

### Discussion

**a) Would the project conflict with or obstruct implementation of the applicable air quality plan?**

**Potentially Significant Impact.** A project would be inconsistent with air quality plans if it would result in population and/or employment growth that exceeds growth estimates included in the applicable air quality management plan (AQMP), and thereby obstructs implementation of the AQMP. Because the proposed Project includes the development of new uses beyond those currently existing at the Project site and beyond those considered in the *San Pedro Waterfront Project EIS/EIR*, the proposed Project has the potential to conflict with the AQMP. As a result, this impact is considered potentially significant and will be further evaluated in the EIR.

**b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Potentially Significant Impact.** Project-related air emissions would have a significant effect if they resulted in concentrations of air contaminants that could result in either a violation of an ambient air quality standard or contribute to an existing air quality violation. The *San Pedro Waterfront Project EIS/EIR* identified a significant and unavoidable impact with mitigation incorporated for construction-related and operational impacts under CEQA. Portions of the proposed Project contributed to these impacts. Therefore, this impact is considered potentially significant and will be further evaluated in the EIR.

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

**Potentially Significant Impact.** As part of the cumulative analysis presented in the *San Pedro Waterfront Project EIS/EIR*, the proposed Project (without Berth 56) was part of a significant and unavoidable cumulative impact for a cumulatively considerable increase in criteria pollutant emissions for which the region was in nonattainment under a national or state ambient air quality standard or for which SCAQMD has set a daily emission threshold. Although the proposed Project's individual contribution may be less than significant, this impact is considered potentially significant and will be further evaluated in the EIR.

- d) **Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Potentially Significant Impact.** Certain persons are particularly sensitive to air pollution emissions; these "sensitive receptors" include the very young, elderly, and those suffering from some illnesses or disabilities. Examples of land uses that can be sensitive to air pollution emissions include schools, daycare centers, parks, recreational areas, medical facilities, rest homes and convalescent care facilities. Nearby schools are listed in **Table 3**.

The east side of the proposed Project site is located within approximately 1,000 feet (across the Main Channel) of the Federal Correctional Institution (FCI) at Terminal Island near Reservation Point and the office and housing associated with the FCI facility located south of Reservation Point. The west side of the project site is located within 500 feet of the Cabrillo Marina (Phase II); within 1,000 feet of the 22<sup>nd</sup> Street Landing Park, the Yacht Club and the west end of the Cabrillo Marina (Phase I); and within 1,000 feet of the Municipal Fish Market, Bloch Field, Ports O'Call and residential areas of San Pedro. Sensitive users are located within these areas and may be affected by air emissions during construction and operation. This impact is therefore considered potentially significant and will be addressed in the EIR.<sup>5</sup>

- e) **Would the project create objectionable odors affecting a substantial number of people?**

**Potentially Significant Impact.** Odors can be associated with industrial and institutional land uses. Odors related to the proposed Project could be released by the disturbance of former industrial areas and during the construction process from diesel-powered construction equipment, paving and asphaltting. Odors could also be associated with aquaculture related research. During the project construction stage, any remediation could release odors as well. This impact is therefore considered potentially significant and will be addressed in the EIR.

<sup>5</sup> The uses detailed in the *San Pedro Waterfront Project EIS/EIR* (see p. 3.2-19) are more than three miles from the project site.

**TABLE 3**  
**SCHOOLS IN THE VICINITY OF CITY DOCK NO. 1 SITE**

School Name	Address	Public/Private	Approx. Distance from Project Site
Port of Los Angeles High School	250 W. 5th Street San Pedro, CA	Public	1 mile
Bandini Street Elementary School	425 N. Bandini St. San Pedro, CA	Public	2.2 miles
Holy Trinity Elementary School	1226 W. Santa Cruz St. San Pedro, CA	Private	2.2 miles
Barton Hill Elementary School	423 N. Pacific Avenue San Pedro, CA	Public	1.6 miles
The Wiser Generation	914 W. Seventh Street San Pedro, CA	Private	1.5 miles
Mary Star of the Sea School	717 S. Cabrillo Avenue San Pedro, CA	Private	1.4 miles
Cabrillo Avenue Elementary School	732 S. Cabrillo Avenue San Pedro, CA	Public	1.2 miles
Fifteenth Street Elementary School	1527 South Mesa Street San Pedro, CA	Public	0.75 miles
Leland Street Elementary School	2120 South Leland Street San Pedro, CA	Public	1.4 miles
Academy of the Two Hearts	1540 S. Walker Avenue San Pedro, CA	Private	1.6 miles
Richard Henry Dana Middle School	1501 S. Cabrillo Avenue San Pedro, CA	Public	1.1 miles
Trinity Lutheran School	1450 w. Seventh Street San Pedro, CA	Private	2.1 miles
San Pedro Senior High School	1001 W. 15 <sup>th</sup> Street San Pedro, CA	Public	1.4 miles
Ernst P. Willenberg Special Education Center	308 Weymouth Avenue San Pedro, CA	Public	2.1 miles

## References

Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.

## Biological Resources

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

## Discussion

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

**Potentially Significant Impact.** The proposed Project would require replacement of existing wharf structure and pilings with new concrete pilings at Berths 57-60 along the East Channel. No pile driving will occur at Berths 71-72 along the Main Channel. Among the listed and other sensitive species identified in the *San Pedro Waterfront Project EIS/EIR* that could be potentially displaced or affected during construction, include the California least tern, California brown pelican, American peregrine falcon, double-crested cormorant, black skimmer, elegant tern, Caspian tern, western snowy plover, black-crowned night heron, great blue heron and other native avian species included under the Migratory Bird Treaty Act. A number of marine mammals are known to inhabit the San Pedro Waterfront area, including both the California sea lion and harbor seal, Pacific bottle-nose dolphin, common dolphin, and Pacific white-sided dolphins. Sea lions are known to frequent the adjacent Municipal Fish Market at Berth 72. Although most listed and

other sensitive species have not specifically been identified as inhabiting the areas around or near Berths 56 through 60 and/or Berths 70 and 71, others are identified as using the entire harbor area. As a result, this potential impact will be studied in the EIR.

Natural habitats identified by the *San Pedro Waterfront Project EIS/EIR* in the general Project area include kelp beds, salt marsh, mudflats, and eelgrass, none of which except kelp have been identified in the East Channel. The proposed Project site is located in an area designated as Essential Fish Habitat for both coastal pelagic and groundfish species. With the implementation of mitigation measures required by the *San Pedro Waterfront Project EIS/EIR*, potential impacts from any contaminated sediment would be less than significant. Although only small amounts of benthic infauna and epibenthic macroinvertebrates would be lost within the footprint of the piles being driven and rock placed around the pilings, mitigation measures from the *San Pedro Waterfront Project EIS/EIR* would not be sufficient to reduce potential short-term construction impacts to less than significant levels under CEQA.

From an operations perspective, the greatest potential for operational impacts on sensitive species would be from accidental fuel spills and/or unauthorized discharges associated with increased vessel activity in the East Channel. The proposed Project includes the relocation of 12 vessels from Fish Harbor to the East Channel with the addition of possibly three more research vessels. The increase in the number of vessels to Port operations resulting from the proposed Project would be small. With the appropriate Port controls, compliance with permit requirements, regulations related to spill control, and mitigation measures included in the *San Pedro Waterfront Project EIS/EIR*, potential impacts to sensitive species would be considered less than significant. The increase in the number of vessels, as a result of the proposed Project, would be proportionally small compared to the existing number of vessels using the Port and the probability of research vessels new to the Port harming endangered, threatened or species of concern via collisions is low. As a result, risks to sensitive species related to sensitive species, would be less than significant. However, this impact will be studied further in the EIR to ensure that project-specific impacts would remain less than significant.

**Would the 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 the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**Potentially Significant Impact.** The *San Pedro Waterfront Project EIS/EIR* indicates that scattered kelp outcrops along the Main Channel adjacent to Warehouse No. 1 (located near Berth 68) could be affected by the San Pedro Waterfront Project. Warehouse 1 is located in close proximity to the proposed Project at Berths 70 and 71. Kelp beds near Berths 70 and 71 could be temporarily affected by construction, such as construction of the promenade and/or potential wharf improvements. The project site is not in close proximity to the Youth Camp or the Salinas De San Pedro Salt Marsh area. Essential Fish Habitat would be affected by sound pressure waves in the water from pile driving, which would be required to replace wharf pilings at Berths 57-60. In addition, there have been no documented instances of fish mortality resulting from pile driving within the Port. Fish in the Coastal Pelagics Fish Management Plan are not generally abundant in

the harbor. Construction effects would be short in duration and would occur in a small area, and with the implementation of applicable mitigation measures from the *San Pedro Waterfront Project EIS/EIR*, would be less than significant.

Although only small amounts of benthic infauna and epibenthic macroinvertebrates would be lost within the footprint of the piles being driven and rock placed around the pilings, mitigation measures from the *San Pedro Waterfront Project EIS/EIR* would not be sufficient to reduce potential short-term construction impacts to less than significant levels under CEQA. Short-term construction impacts could therefore be significant and unavoidable under CEQA and will be discussed in more detail in the EIR.

The *San Pedro Waterfront Project EIS/EIR* notes that operational effects, with the implementation of required mitigation measures would be less than significant.

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

**No Impact.** There are no wetlands located within the project area. The *San Pedro Waterfront Project EIS/EIR* identified a 0.30-acre coastal freshwater marsh adjacent to 22<sup>nd</sup> Street Park, which is approximately X feet from the project area. The *San Pedro Waterfront Project EIS/EIR* (p. 3.3-36) states: “The USACE [Corps] Regulatory Division staff preliminarily determined that this coastal freshwater marsh area would be considered an isolated wetland, and therefore would not be regulated pursuant to Section 404 of the CWA. Furthermore, this area would be avoided by the proposed Project [in this case, the Project is the Waterfront Project], and thus, it would not be included in the Section 404 permit for fill issued for the proposed Project even if it were included in the USACE’s geographic jurisdiction.” There is no impact and this issue will not be discussed further in the EIR.

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

**Less than Significant Impact.** The *San Pedro Waterfront Project EIS/EIR* indicates that no known terrestrial wildlife migration corridors are present in the San Pedro Waterfront area and that the only defined migratory species in the harbor area are birds. As stated in the *San Pedro Waterfront Project EIS/EIR*, construction within the San Pedro Waterfront area would not “block or interfere with migration or movement of any of the species covered under the [Migratory Bird Treaty Act (MBTA)] because the work would be in a small portion of the harbor area where the birds occur and the birds could easily fly around or over the work.” Project operations would, as stated in the *San Pedro Waterfront Project EIS/EIR*, result in no barrier to wildlife passage and would have no effect on wildlife movement or migration within the harbor. Common fish habitat could be affected by dredging and/or the replacement of wharf pilings.



This potential impact, although less than significant, will be discussed further in the EIR.

**e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**No Impact.** The proposed Project site consists of developed wharfs and portions of the Main Channel and the East Channel. There are no trees, shrubs or grass on the project site. The proposed Project would include limited landscaping along the Signal Street frontage. Landscaping included as part of the proposed project would be required to conform to local ordinances and policies, and would not conflict with any local policies or ordinances implemented to protect biological resources. Therefore, there would be no impact and this issue will not be discussed further in the EIR.

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

**No Impact.** Based on the findings in the *San Pedro Waterfront Project EIS/EIR*, the proposed Project would not be located within an adopted Natural Communities Conservation Plan (NCCP) or Habitat Conservation Plan (HCP). The NCCP program, which began in 1991 under California's Natural Community Conservation Planning Act, is administered by the California Department of Fish and Game (CDFG), and is a cooperative effort between resource agencies and developers that takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. As noted in the *San Pedro Waterfront Project EIS/EIR*, there is only one NCCP approved or under consideration near the Port and it was designed to protect coastal scrub (Palos Verdes Peninsula Sub-Regional Plan).

HCPs are administered by the U.S. Fish and Wildlife Service (USFWS) and are designed to identify how impacts would be mitigated when a project would impact endangered species. There are no HCPs in place for the Port. A Memorandum of Understanding (MOU) is in place for the Port, CDFG, USFWS, and the Corps to protect the California least tern and requires a 15-acre nesting site – outside of the project site boundaries – to be protected during the annual nesting season (May to October). The site is located across the Main Channel from the project site and is being considered for designation as a Significant Ecological Area (SEA) by the County of Los Angeles.

The proposed Project would have no impact on HCPs, NCCPs, the MOU regarding California least tern, or the SEA for least tern, and no further discussion will be provided in the EIR.

## References

Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.

## Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>5. CULTURAL RESOURCES — Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

#### Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

**Potentially Significant Impact.** According to the *San Pedro Waterfront Project EIS/EIR*, in December 2007, the Corps determined and documented an Area of Potential Effects, an area that consists of “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if such properties exist.” Within the APE, the Corps determined that eight properties are listed on or eligible to be listed on the National Register of Historic Places (NRHP). Administered by the US Department of the Interior, the NRHP lists properties that under four criteria are used to determine eligibility for the NRHP:

Criterion A: The property must be associated with events that have made a significant contribution to the broad patterns of our history;

Criterion B: The property must be associated with the lives of persons significant in our past;

Criterion C: The property must embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; and/or

Criterion D: The property must have yielded, or may be likely to yield, information important in prehistory or history.

The project site contains no properties that are currently listed on the NRHP. However, one of the eight properties identified by the Corps as eligible for listing on the NRHP under Criteria A and B – the Westway/Pan-American Oil Company Pump House – is located at Berth 70, within the project site. In addition, the Transit Sheds at Berth 57 and Berths 58–60 are considered by the City of Los Angeles to be local historical resources and eligible for the NRHP under Criterion A. The transit shed at Berths 58–60 is also considered eligible by the City of Los Angeles for the

NRHP under Criterion C “for its interesting and ambitious use of neoclassical treatments” (*San Pedro Waterfront Project EIS/EIR*, p. 3.4-31). Local historical resources surveys have identified the Westway/ Pan-American Oil Company Pump House at Berth 70 as historic. The Port has identified the Pan American Clipper Terminal (Berth 56) as eligible for listing on the NRHP under Criterion A and the California Register “as the last remaining portion of a complex that made a significant contribution to the transportation heritage of the region from 1935-1941 through its association with Pan American Airlines’ pioneering long distance and transoceanic flight to China via Manila and later to New Zealand” (*San Pedro Waterfront Project EIS/EIR*, p. 3.4-34). Berth 56 is also listed as eligible for the California Register.

Resources adjacent to the project site include the Municipal Warehouse No. 1, located across Signal Street from Berth 58; Municipal Warehouse No. 1 is listed on the NRHP and the California Register. The former U.S. Immigration Station (currently Cannetti’s Sea Food Restaurant), near Berth 56 was identified in a historic resources survey as potentially eligible for listing on the NRHP under Criterion A “as the only extant building at the Port designed and used for civilian federal purposes” (*San Pedro Waterfront Project EIS/EIR*, p. 3.4-30).

The *San Pedro Waterfront Project EIS/EIR* specifically identified Municipal Warehouse No. 1, the former U.S. Immigration Station, the Berth 57 Transit Shed, and the Pan American Terminal as buildings and structures that would not be altered in an adverse manner. The Pump House at Berth 70 is specifically identified as a structure that would be maintained. The project could result in changes to the entrance to the transit shed at Berth 57, including removal of a wood-frame entrance added to the building a few years after it was built. Alterations could also be made to other structures and/or the vicinity of these historic structures.

Because many of the existing structures within the project site are considered eligible for listing on the National Register, the proximity of the project to other historical resources, proposed changes to the entrance to Berth 57, and proposed reuse of historic Berths 57 and 58–60 Transit Sheds, and the potential historic nature of the wharf itself from B.57-60, the impact of the project on historic resources will be discussed further in the EIR.

**b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

**Potentially Significant Impact.** The *San Pedro Waterfront Project EIS/EIR* (p. 3.4-47) states that no known archaeological sites are located within the boundaries of the San Pedro Waterfront. However, 16 sites have previously been identified within one mile of the waterfront and these include three that are adjacent to the boundaries of the San Pedro Waterfront. None are, however, adjacent to the City Dock project site. The nearest, CA-LAN-1129H, which is in the Fort MacArthur area, is more than more than 2,000 feet north of the project site. In addition, no ship wrecks are known to have occurred in the proposed Project site or its immediate vicinity. The proposed Project site has been in use for over 80 years and as a result, potential resources could be found in the waters adjacent to the proposed Project site during piling driving or water quality testing. The proposed Project site was not specifically analyzed in the *San Pedro Waterfront*

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*Project EIS/EIR* with regard to potential archaeological resources. As a result, the potential impact of the proposed Project on archaeological resources will be discussed further in the EIR.

- c) **Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less than Significant Impact.** The *San Pedro Waterfront Project EIS/EIR* (pp. 3.4-61 and 3.4-62) states that construction-related excavations in the East Channel would be limited to areas underlain by artificial fill materials and would therefore not affect potential paleontological resources. No other potential paleontological resources are identified within the proposed Project site or adjacent waters. The proposed Project includes the installation of structures that may require pilings beyond existing artificial fill materials. However, these areas have already been highly disturbed. Although impacts to paleontological resources are anticipated to be less than significant, this issue will be discussed further in the EIR.

- d) **Would the project disturb any human remains, including those interred outside of formal cemeteries?**

**No Impact.** The proposed Project site consists of wharfs and associated structures, and adjacent waters of the Port, including portions of the East Channel and Main Channel. The proposed Project site is not part of the historic shoreline. Neither the East Channel nor the Main Channel is known to be a burial site. The proposed Project site waters are known to have been disturbed by previous dredging and are covered with artificial fill. As a result, the proposed Project would have no impact on human remains and no further discussion will be provided in the EIR.

## References

Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.

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## Geology, Soils, and Seismicity

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>6. GEOLOGY, SOILS, AND SEISMICITY —</b>				
<b>Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

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

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

**Potentially Significant Impact.** Several earthquake faults are located near the Project vicinity and extend through the Port, both on land and in the water channels. None of these faults are designated as a special study zone under the Alquist-Priolo Earthquake Zoning Act (City of Los Angeles, 1996). However, the proposed Project site is within the Palos Verdes Fault Zone and, therefore, substantial damage to structures or infrastructure could occur at the Project site during a seismic event. Therefore, this issue will be discussed in the EIR.

ii) ***Strong seismic ground shaking?***

**Potentially Significant Impact.** Several principal active faults lie within 25 miles of the proposed Project. These include the Palos Verdes, Newport-Inglewood, Elysian Park, Whittier-Elsinore, and Santa Monica-Raymond faults. These faults are capable of producing ground movements of a maximum moment magnitude 6.6 to 7.1. Faults such as these are typical of southern California and it is reasonable to expect a strong ground motion seismic event during the lifetime of any project in the region. This issue area will be discussed in the EIR.

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

**Potentially Significant Impact.** The proposed Project site lies within an area susceptible to liquefaction based on the historic occurrence of liquefaction, or local geological, geotechnical, and groundwater conditions, which indicate a potential for permanent ground displacements (City of Los Angeles, 1996). Therefore, this issue will be discussed in the EIR.

iv) ***Landslides?***

**No Impact.** The topography of the site is flat. As identified in the Safety Element of the Los Angeles General Plan, the proposed Project site is not within the landslide inventory (City of Los Angeles, 1996). Therefore, no significant impacts are anticipated as a result of the proposed Project, and no further study is required. This issue does need require further analysis in the EIR.

b) **Would the project result in substantial soil erosion or the loss of topsoil?**

**Potentially Significant Impact.** During Project construction, there is potential for soil erosion. This would be of short duration and would be subject to fugitive dust and stormwater runoff management as required by regulatory agencies. During demolition and excavation, the site would be managed in accordance with the Los Angeles Regional Water Quality Control Board (LARWQCB) Permit No. CAS004001 for Municipal Storm Water and Urban Runoff Discharges within the County of Los Angeles and in accordance with South Coast Air Quality Management District (SCAQMD) rules and regulations (i.e., Rule 403 – Fugitive Dust).

The proposed Project would disturb more than one acre of soil, and therefore a Statewide General Construction (and National Pollutant Discharge Elimination System (NPDES)) permit would be required along with submittal of a notice of intent to the State Regional Water Quality Control Board (SRWQCB) prior to commencement of demolition activities. As part of the NPDES permit requirements, development of a Storm Water Pollution Prevention Plan (SWPPP) for the proposed Project site will be required prior to construction, which includes stormwater control measures. The proposed Project is also subject to compliance with the applicable Standard Urban Storm Water Mitigation Plan (SUSMP). With development of a SWPPP, which is required for the proposed Project, and compliance with all applicable regulations during grading, soil erosion on the proposed Project site would be minimized. Still, the proposed Project has the potential for impacts resulting from substantial topsoil erosion, and, therefore, this issue area will be addressed in the EIR.

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

**Potentially Significant Impact.** As described under response to Section 6(a)(iii), above, the proposed Project site is located in an area designated as a liquefiable area in the Safety Element of the Los Angeles General Plan (City of Los Angeles, 1996). This issue area will be discussed in the EIR.

- d) **Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**Potentially Significant Impact.** Expansive soil may be present in the proposed Project area. These soils can significantly impact building foundations and associated structures. The proposed Project could create substantial risks to life or property by building on this site. Therefore, further study is required and this issue will be addressed in the EIR.

- e) **Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No Impact.** The Los Angeles Department of Public Works Bureau of Sanitation provides sewer service to all areas within its jurisdiction, including the proposed Project site. The proposed Project would be connected to this system, and sewage would be sent to the Terminal Island Facility. There would be no use of septic tanks or alternative wastewater disposal systems; therefore, no impacts would occur. This issue does not require further analysis in the EIR.

## References

City of Los Angeles, *City of Los Angeles General Plan, Safety Element*, approved August 8, 1996; adopted November 26, 1996.

Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.

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## Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>7. GREENHOUSE GAS EMISSIONS — Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

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

**Potentially Significant Impact.** Greenhouse gases (GHGs) are gases that trap heat radiated from the sun as it is reflected back into the atmosphere. The accumulation of GHGs has been implicated as one of the leading causes of global climate change. GHGs include naturally occurring and man-made gases, including carbon dioxide (CO<sub>2</sub>), methane,<sup>6</sup> nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and nitrogen trifluoride (NF<sub>3</sub>). The *San Pedro Waterfront Project EIS/EIR* identified significant and unavoidable impacts related to CO<sub>2</sub> emissions under CEQA, despite significant reductions that would result from the implementation of mitigation measures. These mitigation measures would result in, for example, a 30-percent reduction in ship emissions of CO<sub>2</sub>e (equivalent carbon dioxide) as a result of implementing the Port's Vessel Speed Reduction Program (VSRP). The proposed Project would include more development than anticipated by the *San Pedro Waterfront Project EIS/EIR*, and therefore the impact would be potentially significant. As a result, the contribution of the proposed Project to the generation of GHGs will be discussed further in the EIR.

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

**Potentially Significant Impact.** The proposed Project would be required to conform to all applicable plans, policies and regulations adopted for the purpose of reducing the emissions of GHGs. However, for informational purposes, applicable plans, policies and regulations will be considered potentially significant and will be discussed further in the EIR.

### References

Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.

<sup>6</sup> Methane is a colorless and odorless gas that is a principal component of natural gas and is formed largely by the decomposition of organic materials.



## Hazards and Hazardous Materials

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

### Discussion

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

**Potentially Significant Impact.** All hazardous materials are required to be stored, handled, and disposed of in accordance with local, county, and State laws that protect public safety. Removal and disposal of asbestos, lead and any other hazardous material, soil, and/or groundwater will adhere to all applicable local, State and federal regulations. Although adherence to these regulations would minimize the potential for hazardous materials impacts to the public and the environment, the proposed Project, specifically dredging activities related to retrofits and reparations to the existing berths and wharfs, would involve the handling and disposal of hazardous materials. In addition, the remediation of the Westways site, which is under the jurisdiction of the Los Angeles Regional Water Quality Control Board, will be occurring during

implementation of the proposed Project and therefore will be considered in this analysis. Thus, this issue is considered potentially significant and will be further evaluated in the EIR.

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

**Potentially Significant Impact.** As described in response to Section 7(a) above, although all hazardous materials are required to be stored, handled, and disposed of in accordance with local, county, and State laws that protect public safety, because the proposed Project would involve handling and disposal of hazardous materials, an unforeseeable upset or accident could occur. Therefore, this impact is considered potentially significant and will be further evaluated in the EIR.

- c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**No Impact.** The closest school to the proposed Project site is the Fifteenth Street Elementary School, which is approximately 0.8 mile northwest from the proposed Project site. This school is not located within one-quarter mile of the proposed Project site. In addition, there are no planned schools located within one-quarter mile of the proposed Project site. Therefore, the proposed Project would not result in hazardous emissions or the handling of hazardous materials within one-quarter mile of an existing or planned school. This issue does not require further analysis in the EIR.

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

**Potentially Significant Impact.** While none of the uses on the proposed Project site currently involve the storage, use or generation of hazardous materials, several of the site's historic uses, which included liquid bulk storage and boat repair, involved the storage and/or use of hazardous materials and may be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The Westways site, particularly, has identified areas of contamination and will be undergoing remediation as a related project. Currently, there is monitoring and limited remediation under LARWQCB oversight. The activities generate small quantities of hazardous waste (55-gallon drums), which are temporarily stored onsite prior to offsite disposal. Impacts associated with worker and public exposure to this site is considered potentially significant; therefore, this issue will be evaluated in the EIR.

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

**No Impact.** The proposed Project is not located within the vicinity of a public airstrip and is not within two miles of a public airport. The closest public airport, Long Beach Airport, is located approximately nine miles to the northeast of the proposed Project site. Therefore, no impact will occur, and no further study is required.

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

**No Impact.** The proposed Project is not located within the vicinity of a private airstrip. The closest private use airport is the Torrance Municipal Airfield located approximately 6.5 miles to the northeast. Therefore, the proposed Project would not result in a safety hazard to people working or residing in the proposed Project area and this issue requires no further analysis in the EIR.

**g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Potentially Significant Impact.** The Los Angeles City Fire Department (LAFD) currently provides emergency medical and fire protection support, and the Port Police and the Los Angeles Police Department (LAPD) are responsible for coordinating law enforcement and traffic control operations in emergency situations. During construction activities, adequate vehicular access would be provided and maintained in accordance with LAFD requirements. LAFD would review all construction and design plans before development of the proposed Project to ensure that access is provided for emergency equipment. The proposed Project would not affect potential emergency response routes. The proposed Project's proximity to the harbor may make it susceptible to impacts related to a tsunami and a seiche. Impacts to emergency evacuation should a tsunami or seiche occur could be significant and coordination with LAFD, LAPD, and Port Police would be required. In addition, the U.S. Coast Guard coordinates efforts related to homeland security at the Port. Because the proposed Project now includes docking NOAA vessels on the Main Channel, security for the proposed Project site will be addressed further in the EIR.

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

**No Impact.** The proposed Project site is in an urban area surrounded on all sides by industrial uses and by Port waters. No wildlands are adjacent to the proposed Project site and the proposed Project would not affect nor be affected by wildland fires. No impacts would occur and this issue does not require further analysis in the EIR.

## References

Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.

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## Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>9. HYDROLOGY AND WATER QUALITY — Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

- a) **Would the project violate any water quality standards or waste discharge requirements?**

**Potentially Significant Impact.** The *San Pedro Waterfront Project EIS/EIR* concluded that potential development along the San Pedro waterfront would result in a less than significant impact related to the potential to violate water quality standards and/or waste discharge requirements under CEQA. All development would be required to conform to the NPDES stormwater permit and would be required to conform to Section 13050 of the California Water

Code (CWC). Dredging, new wharf construction and wharf reconstruction and upgrades during the construction phases of development along the San Pedro waterfront “would not entail any direct or intentional discharges of wastes to waters of the harbor” (p. 3.14-39), and “[i]n-water dredged material disposal at the LA-2 and/or LA-3 sites would result in minor, transitory changes in turbidity that have previously been determined to be less than significant (EPA and USACE 2004)” (p. 3.14-39). However, in relationship to the proposed Project, only in-water work (installation of pilings) related to the proposed promenade was considered. Also, aquaculture operations, the wave tank, and the circulating seawater system could produce discharges that have an adverse effect on the surrounding area. Because the proposed Project site would include additional in-water work, this potential impact is, for the purposes of this analysis, considered potentially significant and will be discussed further in the EIR.

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

**No Impact.** According to the *San Pedro Waterfront Project EIS/EIR*, the City of Los Angeles area obtains water from the following three basic sources: the Owens Valley in the Sierras; groundwater wells in the Los Angeles Basin; and the Metropolitan Water District, which imports water from the Colorado and Feather Rivers. Depth to groundwater beneath the San Pedro Waterfront area is approximately six to ten feet below ground surface. No drinking wells are located within a two-mile radius of the San Pedro Waterfront area, which encompasses the project site. Although the proposed Project would include a seawater system throughout the project complex, the proposed Project would not result in the direct withdrawal of groundwater to provide water needed by the proposed Project. (Groundwater in the harbor area is non-potable because of salt water intrusion.)

The proposed Project would include development of new impervious surfaces. This development would not, however, prevent groundwater recharge. Development of the proposed project would have little or no effect on groundwater recharge capacity and no impact would occur. This issue will not be addressed further in the EIR.

- c) **Would the project substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?**

**Less than Significant Impact.** The proposed Project would involve the retrofit of existing wharfs and the adaptive re-use of most buildings on those wharfs. These wharfs are already largely impermeable and the proposed Project would not substantially alter drainage patterns. As stated in the *San Pedro Waterfront Project EIS/EIR*, development along the San Pedro waterfront area would not result in changes to the existing flows of surface water, or result in stagnation. The proposed Project would likely not result in substantial changes to the drainage patterns at the wharfs; however, this issue will be addressed further in the EIR.

- d) **Would the project substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?**

**No Impact.** The proposed Project would include development of new impervious surfaces; however, any increases in flows would be similar to existing runoff, which is either the East or Main Channel of the Los Angeles Harbor. Considering the close proximity to the ocean, any potential increases in runoff would not result in flooding on- or off-site. This issue will not be addressed further in the EIR.

- e) **Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less than Significant Impact.** The proposed Project site is currently developed with considerable existing impervious surfaces. As stated above, the proposed Project would increase the total area of impervious surfaces. However, according to the *San Pedro Waterfront Project EIS/EIR*, development at the waterfront “would not increase the potential for flooding on site, due to the presence of existing and planned storm drains. Site elevations would remain generally the same subsequent to construction. In addition, proposed Project operations would not increase the runoff velocity.”

Regarding additional sources of polluted runoff, as discussed above, the proposed Project would be required to adhere to the NPDES stormwater permit and would be required to conform to Section 13050 of the California Water Code (CWC). Implementation of the water quality control measures of stormwater runoff under these regulatory requirements would minimize the potential for any polluted runoff being transported off site. Therefore, the proposed Project would likely have a less than significant impact related to capacity of existing or planned stormwater infrastructure or additional sources of polluted runoff. Still, this issue will be discussed in the EIR.

- f) **Would the project otherwise substantially degrade water quality?**

**Potentially Significant Impact.** The proposed Project would result in increased ship docking at the proposed Project site. According to the *San Pedro Waterfront Project EIS/EIR*, “increases in vessel traffic related to the proposed Project could also result in higher mass loadings of contaminants such as copper that are leached from vessel hull anti-fouling paints. Portions of the Los Angeles Harbor are impaired with respect to copper; therefore, increased loadings associated with increases in vessel traffic relative to baseline conditions would likely exacerbate water and sediment quality conditions for copper.” Also, in-water research and/or aquaculture could have adverse effects on the area’s water quality. For the purposes of this analysis, this impact will be considered potentially significant and will be discussed further in the EIR.

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

**No Impact.** The proposed Project would not include the construction of housing and therefore no housing would be placed within a 100-year flood hazard area. No impact would occur and this issue will not be addressed further in the EIR.

- h) Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?**

**No Impact.** The proposed Project site is currently developed and although implementation of the proposed Project would include redevelopment of the proposed Project site, there would not be any structures that could impede or redirect flood flows. No impact would occur and this issue will not be addressed further in the EIR.

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

**Less than Significant Impact.** The proposed Project site is located along the shoreline and therefore could be subject to flooding effects as a result of sea level rise. While there is no current consensus on the actual magnitude of sea level rise that can be expected in the future, there is agreement that coastal areas are at risk and various models have produced a range of possibilities. However, flooding in the context of this issue area refers to situations such as the overabundance of water to a river during a rain storm that causes flooding to land along its banks. Sea level rise, on the other hand, is incremental and any “flooding” that would occur as a result would be over the course of decades and assumes that no actions would be taken to prevent the flooding from occurring. Thus, it is not likely that flooding poses a significant threat to the Project area; however; and this issue will be discussed further in the EIR

- j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?**

**Less than Significant Impact.** The *San Pedro Waterfront Project EIS/EIR* indicates that the proposed the San Pedro Waterfront is not subject to mudflows because the waterfront is relatively flat (see Appendix A, p. 49). Tsunamis are defined by the *San Pedro Waterfront Project EIS/EIR* as “gravity waves of long wavelengths generated by seismic activities that cause vertical motions of the earth’s crust” (p. 49). This vertical motion can cause displacement of overlying waters that trigger transoceanic waves of water containing large amounts of energy. The proposed Project site is located within an area that can potentially be impacted by a tsunami. A seiche could also affect the proposed Project site (seismically-induced waves in enclosed bodies of water). However, according to the *San Pedro Waterfront Project EIS/EIR*, a model has been developed to predict tsunami wave heights in the Long Beach and Los Angeles harbors. This model indicates that, under certain conditions, a tsunami could result in overtopping at between 1.5 meters above mean sea level to 3.41 meters above mean sea level, which could affect the proposed Project site.

The conclusion is, however, that the potential is very low during the life of construction and operation of the proposed Project of being affected by a major tsunami. Still, this issue will be analyzed further in the EIR.

## **References**

Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.



## Land Use and Land Use Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>10. LAND USE AND LAND USE PLANNING —</b>				
<b>Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

**a) Would the project physically divide an established community?**

**No Impact.** The proposed Project site is located entirely within the Port of Los Angeles on the City Dock No. 1 Project site, which is occupied by existing warehouses and liquid bulk storage facilities that would be redeveloped from warehouse and storage uses into marine research uses and accessory uses. The proposed Project site is surrounded by Port-related uses, such as shipping and warehousing operations. The closest established community is San Pedro, which is located less than 0.5 mile west of the proposed Project site. The proposed Project would be contained entirely within existing Port lands with no element of the proposed Project being constructed or requiring any improvements within the neighborhoods of San Pedro. The proposed Project would therefore not divide an established community, no impacts would occur related to this criterion, and this issue does not require further analysis in the EIR.

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

**Potentially Significant Impact.** The applicable land use plans of agencies with jurisdiction over the proposed Project include the state Tidelands Trust, Port Master Plan, City of Los Angeles Zoning Code, City of Los Angeles General Plan, Port of Los Angeles Community Plan, and San Pedro Bay Clean Air Action Plan (CAAP). The Port of Los Angeles Master Plan is incorporated into the Local Coastal Program of the City of Los Angeles. Therefore, projects that are consistent with the Port of Los Angeles Master Plan are also consistent with the City of Los Angeles Local Coastal Program. The Port changed the land use designation of the proposed Project site from industrial uses to programmatic institutional uses, the impacts of which were analyzed in the *San Pedro Waterfront Project EIS/EIR* and were found to be less than significant with incorporation of mitigation. This issue will be analyzed in the EIR in order to ensure that the specific uses of the proposed Project remain consistent with the applicable land use plans and policies.

- c) **Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** The proposed Project site is within an industrialized area of the Port. As discussed in Section 4(f), the proposed Project is not located within any habitat conservation plan or natural communities conservation plan. Therefore, no impact will occur. This issue will not be addressed further in the EIR.

## **References**

Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.

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## Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>11. MINERAL RESOURCES — Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

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

**No Impact.** As described in the *San Pedro Waterfront Notice of Preparation/Notice of Intent*, most of the San Pedro Waterfront area is not in an aggregate resource zone or oil field drilling area. The San Pedro Waterfront area is classified as MRZ-1, which is defined as an area in which adequate information indicates that no significant mineral deposits are present or where it has been determined that there is little likelihood of their presence; or MRZ-3, which is an area containing mineral deposits, the significance of which cannot be evaluated from available data. The proposed Project site does not contain nor is it in close proximity to an oil, gas or geothermal well. In addition, the proposed Project site is not known to contain mineral resources that would be of value to the region or state. No quarrying operations are established in the vicinity of the proposed Project site and the nearest oil field and drilling areas include the Torrance Oil Field, located north of US 1, and the Wilmington Oil Field, located in the northern portion of the Port. The proposed Project site is located in an area that contains several recreational facilities and in which industrial operations would be limited or relocated, therefore reducing the potential for mining or drilling in the area. Therefore, no impacts to mineral resources would occur. This issue will not be addressed further in the EIR.

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

**No Impact.** The proposed Project site is not located in a mineral resource area. For the reasons stated above, no impacts to mineral resources would occur. This issue will not be addressed further in the EIR.

## References

Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.

## Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>12. NOISE — Would the project:</b>				
a) Result in Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

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

**Potentially Significant Impact.** During construction, noise would be produced by construction equipment, and during the operational phase of the proposed Project, the predominant source of noise would be generated from traffic and on-street activity along 22<sup>nd</sup> Street, Signal Street and adjacent Port uses. Other existing noise sources include industrial and shipping operations within the Port. The proposed Project would require substantial construction that would include new pilings, wharf upgrades, renovation of existing structures, and new construction. The new uses would increase traffic in the area above what exists and could, for example, result in the presence of new sensitive receptors at the site. In general, project construction activities would not exceed ambient noise levels by 5 db(A), as defined by City thresholds. Under the City's Noise Ordinance, no construction activities would occur between the hours of 9:00 PM and 7:00 AM, Monday through Friday, before 8:00 AM and after 6:00 PM on Saturday or any time on Sunday. In addition, the *San Pedro Waterfront Project EIS/EIR* analyzed a conceptual project. As a result, the Project-specific impacts related to local and agency standards should be fully analyzed. The relationship of Project-related noise and applicable standards is therefore considered potentially significant and will be evaluated further in the EIR.

- b) **Would the project expose persons to or generate excessive groundborne vibration or groundborne noise?**

**Potentially Significant Impact.** Although the *San Pedro Waterfront Project EIS/EIR* concluded that vibration-related impacts related to the San Pedro Waterfront Project would be less than significant (p. 3.10-24), the proposed Project is now more fully defined and could potentially result in some vibration-related impacts. As a result, potential impacts from vibration are considered potentially significant and will be evaluated further in the EIR.

- c) **Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Potentially Significant Impact.** The *San Pedro Waterfront Project EIR/EIS* included ambient noise level measurements from the proposed Project site vicinity, including 15-minute measurements at 18<sup>th</sup> Street and Crescent Avenue, as well as at Cabrillo Marina (see Figure 3.10-1). None were taken at the proposed Project site. In addition, because the proposed Project is now more fully defined, the impacts related to increases in the ambient noise levels related to the proposed Project and in the vicinity could be understated. Therefore, potential impacts are considered potentially significant and will be evaluated further in the EIR.

- d) **Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Potentially Significant Impact.** Construction of the proposed Project would increase ambient noise levels temporarily and periodically over several years. In addition, certain elements of the proposed Project, such as the proposed auditorium at Berth 56, outdoor events along the wharf, and docking vessels (large) could result in periodic increases in ambient noise levels. Although the *San Pedro Waterfront Project EIR/EIS* included ambient noise level measurements in the proposed Project site vicinity (see Figure 3.10-1), none were taken at the proposed Project site. In addition, because the proposed Project is now more fully defined, impacts related to temporary and periodic increase in ambient noise levels may differ from those in the *San Pedro Waterfront Project EIR/EIS*. As a result, potential impacts are considered potentially significant and will be further evaluated in the EIR.

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

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

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

**No Impact.** The proposed Project would not be located within the vicinity of a private airstrip. The closest private use airport is the Torrance Municipal Airfield located approximately 6.5 miles to the northeast. Therefore, the proposed Project would not result in a safety hazard to people working or residing in the proposed Project area and no further discussion will be provided in the EIR.

## **References**

Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.

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## Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>13. POPULATION AND HOUSING — Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

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

**No Impact.** The proposed Project would not establish residential uses at the site and would not require substantial expansion of roads or other infrastructure. The proposed Project involves the construction of a marine research center that would consolidate existing research organizations and personnel from throughout the region. It would not result in a major employment center that would require the relocation of a substantial number of people from outside of the region. Therefore, the proposed Project would not induce substantial population growth either directly or indirectly. No impact will occur and no further discussion will be provided in the EIR.

- b) **Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?**

**No Impact.** There are no housing units on or adjacent to the site. No housing would be displaced and therefore, no replacement housing would be constructed. No impact would occur and no further discussion will be provided in the EIR.

- c) **Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** As discussed in response to Section 13 (b) above, there are no housing units on or adjacent to the proposed Project site. No individuals will be displaced from implementation of the proposed Project and no construction of replacement housing will be required. No impact will occur and no further discussion will be provided in the EIR.

### References

Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.

## Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>14. PUBLIC SERVICES — Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of, 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 any of the following public services:				
i) Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

- a) **Would the project result in substantial adverse physical impacts associated with the provision of, 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 any of the following public services:**

*i, ii) Fire and police protection?*

**Potentially Significant Impact.** The Los Angeles Fire Department (LAFD) currently provides fire protection and emergency services for the proposed Project area. LAFD facilities in the vicinity of the proposed Project site include land-based fire stations and fireboat companies. The Los Angeles Harbor Department Port Police (Port Police) and the Los Angeles Police Department (LAPD) both provide police services to the Port. The Port Police is the primary responding agency in the Port and is responsible for operations within the Port’s property boundaries. Port Police headquarters is located in the LAHD administration building at 425 South Palos Verdes Street in San Pedro.

The impacts of developing institutional uses at the proposed Project site were considered in the *San Pedro Waterfront Project EIS/EIR*, which determined that existing fire and police resources were adequate to serve the development that would be implemented under the San Pedro Waterfront project with the incorporation of mitigation. This issue will be analyzed in the EIR to ensure that Project-specific impacts would remain less than significant.



*iii) Schools?*

**No Impact.** The proposed Project would not involve residential development that would increase the demand for additional or modified school facilities. Therefore, no impact will occur, and no further study is required.

*iv) Parks?*

**Potentially Significant Impact.** The proposed Project includes the creation of a waterfront promenade, a public plaza, and other public open space areas, which could potentially result in increased demand on Port services for maintenance and ongoing operation. Although some of the elements of the proposed Project were considered in the *San Pedro Waterfront Project EIS/EIR*, not all were considered. This impact is therefore considered potentially significant and will be evaluated in the EIR.

*v) Other public facilities?*

**Potentially Significant Impact.** The U.S. Coast Guard (USCG) is a federal agency responsible for a broad scope of regulatory, law-enforcement, humanitarian, and emergency-response duties. The USCG mission includes maritime safety, maritime law enforcement, protection of natural resources, maritime mobility, national defense, and homeland security. Within the Port area, the USCG's primary responsibility is to ensure the safety of vessel traffic in the channels of the Port and in coastal waters. The 11<sup>th</sup> USCG District, which maintains a post within the Port on Terminal Island, would provide USCG support to the Port area and the proposed Project. USCG, in cooperation with the Marine Exchange, also operates Vessel Traffic Information Systems. This voluntary service is intended to enhance vessel safety in the main approaches to the Port. The proposed Project would involve vessel traffic, and, therefore, could result in impacts to USCG facilities or operations. Impacts could be potentially significant and will be evaluated in the EIR.

## References

Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.

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## Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>15. RECREATION — Would the project:</b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

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

**Less Than Significant Impact.** The proposed Project would include new recreational amenities, including a waterfront promenade and public plaza, which would relieve the burden on existing community recreational facilities. The demand for parks is generally associated with the increase of housing or population into an area. The proposed Project consists of primarily institutional uses and would not include residential uses. However, visitors and workers at the proposed Project site could potentially add to visitors of the nearby 22<sup>nd</sup> Street Park and related recreational facilities. These potential impacts to recreation relative to increasing physical deterioration of existing parks and recreational facilities are considered less than significant but will be discussed further in the EIR.

- b) **Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

**Potentially Significant Impact.** The proposed Project would involve construction of a waterfront promenade and public plaza on or near sites that are known to have once experienced a hazardous material spill or to have handled substantial quantities of hazardous materials. Disturbance of these sites during construction activities could result in the release of potentially harmful chemicals or compounds. This impact is considered potentially significant and will be evaluated in the EIR.

## References

Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.

## Transportation and Traffic

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>16. TRANSPORTATION AND TRAFFIC —</b>				
<b>Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air or water traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Result in inadequate parking capacity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

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

**Potentially Significant Impact.** The proposed Project would increase vehicular, pedestrian, and vessel traffic to the proposed Project site. The proposed Project would also involve improvements to the surrounding streets as well as the extension of the Red Car Line down Signal Street. The impacts associated with the increased traffic resulting from the various modes described above will be analyzed in the EIR to determine their consistency with applicable plans and policies contained in the Southern California Association of Governments (SCAG) 2008 Regional Comprehensive Plan, the Port of Los Angeles Master Plan, the Port of Los Angeles Strategic Plan 2006-2011, the City of Los Angeles General Plan, and any other applicable plan.

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

**Potentially Significant Impact.** As discussed above, the proposed Project would result in an increase in vehicular traffic on the roadways at and surrounding the proposed Project site. This increased traffic may conflict with the levels of service and/or traffic demand measures that have been established by the 2004 Congestion Management Program for Los Angeles County. This issue will be analyzed in the EIR.

- c) **Would the project result in a change in air or water traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?**

**Potentially Significant Impact.** The proposed Project would not result in a change in air traffic patterns or result in a substantial safety risk surrounding air traffic. The closest public airport is the Long Beach Airport, which is approximately 9 miles to the north, and the closest private airstrip is located at the Torrance Municipal Airfield, which is approximately 6.5 miles to the northeast. However, the proposed Project will result in increased vessel traffic at the proposed Project site, which could result in significant impacts related to water traffic. Therefore, this issue will be analyzed in the EIR.

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

**Potentially Significant Impact.** The proposed Project would result in an increase in vehicular and pedestrian traffic on the roadways surrounding the proposed Project site and vehicle/vehicle and pedestrian/vehicle conflicts would increase. These types of traffic hazards will be evaluated in the traffic study that will be prepared for the proposed Project and this issue will be evaluated in the EIR.

- e) **Would the project result in inadequate emergency access?**

**Less than Significant Impact.** Emergency access to the proposed Project site would be provided via roads within the proposed Project area. As part of the proposed Project, fire and law enforcement services would have access to the proposed Project site. Also, as part of the Project approval process, the LAFD would review and approve all plans to ensure that they comply with applicable access requirements. This compliance would ensure that emergency access to, from, and within the proposed Project site is adequate. During construction, there would be potential for temporary traffic impacts requiring traffic control measures to insure adequate emergency access. These components of the proposed Project and the Project approval process would likely result in less than significant impacts; however, this will be further analyzed in the EIR.

- f) **Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

**Potentially Significant Impact.** The proposed Project would involve the construction of new pedestrian facilities, including a waterfront promenade and public plazas that would be adjacent to a working waterfront. The proposed Project would also include the extension of the Red Car Line into the proposed Project site. The EIR will analyze the consistency of these proposed Project components with applicable plans and policies surrounding pedestrian facilities and public transit, and will analyze any safety concerns surrounding the implementation of these facilities near a working waterfront.

- g) **Would the project result in inadequate parking capacity?**

**Potentially Significant Impact.** The proposed Project involves the development of a marine research center that would result in an intensification of uses at the proposed Project site and would result in a substantial increase in the number of users of the site, including SCMI staff, faculty and students from the region's educational institutions, and tourists. The proposed Project would also include the development of parking areas to accommodate the increased number of visitors to the site. The adequacy of the planned parking areas to serve the proposed Project will be analyzed in the EIR.

## References

Port of Los Angeles, *San Pedro Waterfront Notice of Preparation/Notice of Intent*, December 2006.

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## Utilities and Service Systems

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

### Discussion

**a) Would the project conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**Potentially Significant Impact.** The proposed Project would be required to conform to all applicable wastewater standards set forth by the Los Angeles Regional Water Quality Control Board (LARWQCB). The proposed Project would result in the generation of additional wastewater from the proposed marine center and accessory uses. The proposed Project would tie into existing sewer lines that may or may not require capacity expansion. Wastewater would likely flow to the Terminal Island Treatment Plant, which is operated by the City's Department of Public Works Bureau of Sanitation. Project consistency with wastewater treatment requirements will be discussed in the EIR.

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

**Potentially Significant Impact.** The proposed Project would increase the demand for potable water and would increase the generation of wastewater. While the *San Pedro Waterfront Project*

*EIS/EIR* determined that sufficient water supplies exist to meet increased water demand and the existing wastewater treatment facilities are also adequate to accommodate the increased generation of wastewater (see pp. 3.13-25 through 3.13-29), the EIR will analyze the Project-specific impacts to ensure that they remain less than significant.

- c) **Would the project require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Potentially Significant Impact.** The proposed Project is expected to increase the amount of stormwater runoff because it would result in an increased area of impervious surfaces. The EIR will analyze the Project's generation of stormwater to determine if the existing drainage facilities are adequate to accommodate the proposed Project.

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

**Potentially Significant Impact.** As discussed above, it was determined in the *San Pedro Waterfront Project EIS/EIR* that sufficient water supplies exist to accommodate build out of the San Pedro Waterfront Project. The proposed Project includes a wave tank, but this feature will utilize seawater, not potable water. This issue will be discussed in the EIR to ensure that Project-specific impacts remain less than significant.

- e) **Has the wastewater treatment provider that serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Potentially Significant Impact.** The analysis conducted for the *San Pedro Waterfront Project EIS/EIR* concluded that the existing wastewater treatment facilities could accommodate the increased generation of wastewater that would result from the San Pedro Waterfront Project. Project-specific impacts associated with the marine research center will be assessed in the EIR/EIS to ensure that impacts remain less than significant.

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

**Potentially Significant Impact.** As discussed above, it was concluded in the *San Pedro Waterfront Project EIS/EIR* that sufficient landfill capacity exists to accommodate build out of the San Pedro Waterfront Project. The proposed marine research center is not anticipated to exceed the demand estimated as part of that analysis. However, Project-specific impacts related to landfill capacity will be addressed in the EIR to ensure that they remain less than significant.

- g) **Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

**No Impact.** As discussed in the Notice of Preparation/Notice of Intent prepared for the *San Pedro Waterfront Project EIS/EIR*, the proposed Project would comply with all applicable codes pertaining to solid waste disposal. No impacts would occur and this issue does not require further analysis in the EIR.

## **References**

Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.

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## Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>18. MANDATORY FINDINGS OF SIGNIFICANCE —</b>				
<b>Would the project:</b>				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

- a) **Would the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

**Potentially Significant Impact.** The proposed Project could result in substantially adverse impacts to benthic infauna and epibenthic macroinvertebrates during the installation of new pilings to support Berths 57 through 60 for mitigation identified in the *San Pedro Waterfront Project EIS/EIR* would be insufficient. In addition, other Project-specific impacts to biological resources at the proposed Project site and in the Project site vicinity should be studied further to ensure that impacts would be less than significant. In addition, the proposed Project site includes structures and buildings that are eligible for listing on the National Register of Historic Places based on Criterion A and/or C. Because potential Project-specific impacts to these structures are unknown, the impacts of the proposed Project on these historic resources and potential archaeological resources will be discussed further in the EIR.

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

---

**Potentially Significant Impact.** Because the proposed Project would comprise more development than anticipated by the *San Pedro Waterfront Project EIS/EIR*, the proposed Project could result in a cumulatively considerable contribution to greenhouse gas emissions, as well as a cumulatively considerable contribution to poor air quality during construction. Because the Project-specific impacts to greenhouse gas emissions and air quality are unknown, cumulative impacts will be discussed further in the EIR.

- c) **Would the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?**

**Potentially Significant Impact.** The proposed Project could result in environmental effects that could cause substantial affects on human beings, either directly or indirectly. These potentially significant impacts will be discussed further in the EIR.

## References

Port of Los Angeles, *San Pedro Waterfront Project EIS/EIR*, September 2009.

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# COMMENTS RECEIVED



# Coalition For A Safe Environment

1601 N. Wilmington Blvd., Wilmington, California 90744  
P.O. Box 1918 Wilmington, California 90748  
wilmingtoncoalition @ prodigy.net 310-704-1265

January 31, 2011

Christopher Cannon  
Director of Environmental Management  
Port of Los Angeles  
Environmental Management Division  
Los Angeles Harbor Department  
425 S. Palos Verdes Street  
San Pedro, CA 90731

ceqacomment@portla.org  
Jan Green Rebstock  
Environmental Project Manager  
310-732-3949

Re: City Dock No.1 Marine Research Center Project NOP  
ADP No. 100114-003  
Su: Public Comments

The Coalition For A Safe (CFASE) Environment is happy to support the City Dock No. 1 Marine Research Center Project proposal. Since 2001 our Environmental Justice Organization identified a marine research center project as a high priority land use at the Port of Los Angeles.

CFASE does have some major concerns over the potential use of the Marine Research Center by its tenants at the Port of Los Angeles in which we do not approve or support and wish to now identify. These would apply to any domestic or foreign public or private university, college institute, business, corporation, joint power authority or governmental agency tenant.

1. CFASE does not approve of any military weapons research including biological weapons research on public California Coastal Tidelands, at the Port of Los Angeles (POLA) and POLA owned property. Our accepted definition of Biological Weapon is: The use of disease-producing microorganisms, toxic biological products, or organic biocides to cause death or injury to humans, animals, or plants.
2. CFASE does not approve of any military weapons including biological weapons related technology, parts, systems, equipment, tools and including software support research on public California Coastal Tidelands, at the Port of Los Angeles and POLA owned property.
3. CFASE does not approve of any animal-sea mammal to be used in any weapons or biological weapons research on public California Coastal Tidelands, at the Port of Los Angeles and POLA owned property. As an example: using dolphins or whales (Flipper &

Free Willy) to carry weapons, weapons detection devices, weapons parts, delivering weapons or facsimile substitutes thereof etc. in the proposed wave tank, simulated ocean environment, ship, boat or water submersible craft.

4. CFASE does not approve of any nuclear technology advancement or support research and development on public California Coastal Tidelands, at the Port of Los Angeles and POLA owned property.
5. CFASE does not approve of any public sea food source such as fish, sea mammal, shell fish, aquatic life or aquatic plant genetic research which involves non-natural genetic modification, non-reproduction or genetic use restrictive technology (GURT) terminator technology which causes second generations to be sterile. Growing genetically altered larger fish with less nutrition benefits and unknown future human genetic and endocrine disruptor impacts is research we do not trust especially when public universities license their technologies to corporations like Monsanto.
6. CFASE wants all research patents developed on public California Coastal Tidelands, at the Port of Los Angeles and POLA owned property to be held in the public domain interest.
7. CFASE wants any research patent developed on public California Coastal Tidelands, at the Port of Los Angeles and POLA owned property to never be awarded to any public or private business entity in exclusivity, long term agreement exceeding 5 years, in perpetuity or allowing them exclusively the rights to modify, enhance or replace. As an example the Port of Los Angeles signed an exclusive contract giving up public rights with Union Pacific and BNSF Railroad companies for use of the Alameda Corridor which requires their permission to replace them or their rail transportation system with new cleaner transportation technologies. The public wants to electrify the Alameda Corridor and replace diesel fuel locomotives with a Zero Emissions Electric or Maglev Trains the railroads have the legal right to refuse forever.
8. CFASE requests that all tenants public, private and governmental CEO's sign an annual statement under perjury of law that no such weapons research was performed on public California Coastal Tidelands, at the Port of Los Angeles and POLA owned property.
9. CFASE requests that all tenants public, private and governmental annually within 30 days of submission, release or publication provide a copy of all research papers, reports, studies and annual reports to the Port of Los Angeles for placement on the POLA website for public access and provide free copies upon public request.
10. CFASE requests that every research tenant provide for free public access to visit their facility and research. Create a public information program and establish a local public school, college and university outreach, internship and scholarship program for youth with a priority to local Port of Los Angeles harbor community youth.
11. CFASE requests that a minimum of one tenant must include research on California Coastal tidelands, wetlands, reefs, plant life, wildlife and aquatic life preservation, ecosystems habitat protection, mitigation, restoration and disaster recovery.

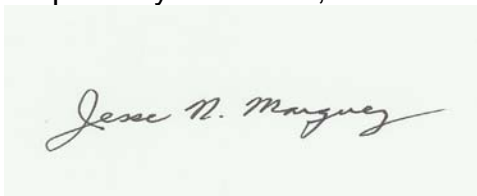
12. CFASE requests that a minimum of one tenant must include research on waters, to include tidelands, river passages, estuaries, ocean waters preservation, disaster prevention, clean-up, recovery and remediation.
13. CFASE requests that a minimum of one tenant must include research on global warming and climate change impacts on California Coastal tidelands, wetlands, reefs, plant life, wildlife, aquatic life, tidelands, river passages, estuaries and ocean waters.
14. CFASE requests that a minimum of one tenant be an aquaculture fish and shell fish hatchery that raises native California coastal fish and shell fish species in order to replenish that currently devastated fish and shell fish populations in San Pedro Bay.
15. CFASE requests that the Port of Los Angeles establish a grading and priority system for approving Tenants that incorporate the most public benefit research as described herein.
16. CFASE requests that the tenants also allow potential small public sponsored research projects that may not involve universities, colleges and institutes or the government, yet may provide significant public benefits.

CFASE has made these public comments and requests on behalf of the public best interests and hopes that the Port of Los Angeles acts in good faith to advertise and recruit the most public beneficial tenants and research projects. CFASE would also like to state that research and projects do not have to have a profit benefit to be a good quality public benefit. A prestigious tenant is not a priority over a public benefit or global eco-system need.

As an example a fish hatchery is needed to replenish the ocean and releasing fish into the sea will not necessarily generate a profit for the port or one of its is potential tenants yet the public supports this as a high priority and recognized aquaculture eco-system balance need. While the NOP includes aquaculture we do not want to find out later the space is not available or so small it could not be a major public benefit because the land was awarded for some other big project idea. The NOP is too vague on information on the size of the proposed aquaculture component, its hatchling growing capacities and future production.

Current university, college and research institute tenants at the Port of Los Angeles have provided no direct benefits or opportunities to the Wilmington community or youth to our knowledge in the past. What will be the assurances in the future that the Wilmington and San Pedro communities will benefit?

Respectfully submitted,

A handwritten signature in cursive script that reads "Jesse N. Marquez". The signature is written in black ink on a light green rectangular background.

Jesse N. Marquez  
Executive Director

**Los Angeles Maritime Institute TopSail Youth Program**  
**Response to POLA NOP - City Dock No. 1 Marine Research Center Project (1/31/2011)**

For the Los Angeles Maritime Institute (LAMI), the City Dock No.1 Marine Research Center (MRC) Project brings opportunities for partnerships at every phase, first in support of the research focus and then in building collaborative educational programs for the future.

Our comments support both facility and program development, adding shipboard experiences and expanding education *under sail*.

We offer the unique educational synergy of a sailing ship -- a 'tradition with a future' and a value-added key to the success of this dynamic endeavor for the Port of LA. Our ships are USCG Sailing School Vessels, *Irving Johnson* and *Exy Johnson*, honored to be the Official Tall Ships and Maritime Ambassadors of the City of Los Angeles; and *Swift of Ipswich*, now being restored and soon to be back in service.

Collaborations that utilize our ships will multiply positive outcomes for all concerned. LAMI's emphasis has been on meeting the needs of 'at-risk' youth, especially middle-school students – most saying they've never seen the ocean. Our programs change the lives of 'youth-of-all-ages'...student participants, volunteers and paid staff including college students, teachers, USCG licensed professionals, adventurers...all focused on *sailing the sea to educate for life*.

Here are some comments with questions relating to the NOP:

**1.0 Overview and Background**

The MRC plan offers mutual benefits and exponential potential with LAMI! We are grateful to be home-ported in the Port of LA, with strong relationships with the local community and area-wide, indeed international, recognition. Our program and our ships impact uncounted numbers of people through the schools and diverse groups who participate in TopSail; plus our volunteer 'family' of supporters; and the vast public who are fascinated by tall ships' adventure education and exploration. In fact, Tall Ships Challenge – Festival of Sail events have attracted more people to the waterfront than any other events!

LAMI is already part of the San Pedro Waterfront Plan, with the Downtown Harbor being designed around tall ships' needs and community visibility.

LAMI will add to and benefit from increasing community involvement and future educational opportunities with the Marine Research Center, especially through coordinating partnerships with COSEE-West, POLA HS, Cabrillo Marine Aquarium, ITEP – Banning HS, Wrigley Institute, SCMI, etc. POLA's leadership will be valuable in encouraging innovation and collaboration.

**2.0 Project Description – Objectives, Location, Site, Elements**

LAMI can both use and enhance the facilities planned in Phase 1 immediately - our ships offer researchers 'floating laboratories under sail,' and shipboard data-gathering, student internships, leadership and service opportunities directly related to marine research.



Later, when the project gets to Phase 2, our priority of education under sail will be a primary asset to the MRC goals.

Our questions for Phase 1 include:

Would we be able to share shore-side space already being planned for offices, meeting rooms, storage, boat maintenance and repair? Will there be space for indoor storage?

(With the Downtown Harbor plan, our current offices and storage will be demolished.)

What are the plans for the Outdoor Teaching/ Outreach classroom?

(Consider the opportunity for ships as dockside “classrooms.” Cabrillo Marine Aquarium is within walking distance of major water habitats: rocky shore, sandy beach, tide-pool and salt marsh...our ships can add experience on the ocean habitat.)

How about plans for a (research) library?

(LAMI has a collection of books with inadequate space to make them accessible for use.)

Will ‘Support Facilities’ include dockside Pump-Out facilities for vessel waste water?

(Existing pump-out facility is awkward – and costly - for our ships.)

What are the plans for docks and docking? Considering surge conditions in the outer harbor...

(Our ships are secure at floating docks further up the main channel, but could operate in and out of City Dock No.1, when in service of the MRC – depending on design plans for safe boarding of students.)

Could there be space for sail and rigging repair – and training in these skills?

(Since such space is mostly non-existent and inaccessible in So. Calif., this would be invaluable for our ships and attract other sailing school vessels in the Pacific.)

In Phase 2:

For the Waterfront Café, how about using students in Restaurant and Hospitality classes from Banning HS MATCH Academy and/or from El Camino and Harbor College?

---

**At the same time as Phase 1 priorities for the MRC are moving forward, LAMI is continuing to strengthen our partnerships with educational programs like COSEE-West, SCMI, CMA, and POLA HS. We are committed to supporting marine education and research in innovative ways and broaden the vision for the future of City Dock No. 1 Marine Research Center.**

**I am speaking from my local dedication to the LA Maritime Institute TopSail Youth Program and also from decades-long experience with marine education on Tall Ships nationally and internationally.**

**I suggest that we would all benefit from a coordinated collaboration of marine education organizations, including those with Tall Ships, to explore ways to partner with the MRC. In addition to LAMI with *Irving Johnson*, *Exy Johnson* and *Swift of Ipswich*, other Southern Californian Tall Ship education groups not mentioned in the proposal or the original Visioning Study might be interested. They include: Ocean Institute – *Spirit of Dana Point* and *Pilgrim*; CIMI - *Tole Mour*; and Sea Education Association - *Robert C. Seamans*.**

**Consider:**

- **Sailing school vessels\* for MRC expeditions would be fuel-efficient, for local excursions and distant voyages. (We have overnight accommodations for up to 30 + 8 crew on our LAMI ships.)**
- **Making LAMI ships and crew available as ‘Floating Laboratories Under Sail’ to complement MRC shore side programs –**
  - College, Graduate-level, Continuing Education, High School and Advanced Placement
  - Underway seamanship training and sea-time for ship and boat operators
  - Educational transits, day sails and overnights to research locations or island facilities
  - Marine-life observations, data-gathering, census-taking in harbor and offshore sites
  - ‘Green’ boat operation and maintenance
  - Organizational/corporate leadership, team-building and management development
- **Exchanging marine education curricula, linking national and state standards and USCG regulations, infusing Ocean Literacy Principles into diverse content areas and developing 21<sup>st</sup> Century skills**
- **Modeling, testing and interpreting ‘green’ technology and practices**
  - Exploring funding for equipping our ships with ‘green’ engines and equipment
  - Educating youth and the public on the imperative of ‘green’ practices and relevant research and technology
  - Supporting Port TechLA innovations
- **Offering opportunities for MRC students sailing with TopSail to gain experience and credit as educators in an experiential learning environment**
  - Becoming mentors for TopSail Ocean Ambassadors (our pilot project)
  - Gathering, analyzing and interpreting data, i.e. on HAB (Harmful Algae Blooms)
  - Giving community service
  - Exploring marine and maritime careers at sea and ashore.

**Sailing ships are a unique reality-based setting for adventure education, a natural fit for marine science, research and POLA GREEN priorities...and, a proven way to build social competence, character, courage, confidence—gained at sea and carried into life ashore:**

- better sailors, skilled and safe for sailing through life,
- better shipmates, responsive and responsible, valuing diversity on our ocean planet
- better stewards, competent and committed to making the world a better place

**Looking forward to being ‘shipmates’ as we sail through this project,  
Sincerely,**

**Nancy H. Richardson  
LA Maritime Institute TopSail Youth Program  
Berth 84, Foot of 6<sup>th</sup> St., San Pedro, CA 90731  
Office: 310-833-6055 Mobile: 310-429-3277  
nrichardson@lamitopsail.org**

**\*See the Note below that addresses concerns about USCG restrictions on the current research vessels of the Marine Research Center**

**(as mentioned in the Visioning Study – p. 11):**

**LAMI brigantines are U.S. Coast Guard Inspected and Certified, operating under CFR Title 46 Shipping. Subchapter R - Sailing School Vessels. Part 169.107 definitions:**

**“*Sailing Instruction* means teaching, *research*, and practical experience in operating vessels propelled primarily by sail, and may include *any subject related to that operation and the sea*, including seamanship, navigation, oceanography, other nautical and marine sciences, and maritime history and literature. In conjunction with any of these subjects, ‘sailing instruction’ also includes instruction in mathematics and language arts skills to a sailing school student with a learning disability.”**

**“*Instructor* means any person who is aboard a sailing school vessel for the purpose of providing sailing instruction and is not an officer, operator, or member of the crew required to be aboard the vessel, and who has not paid any consideration, either directly or indirectly for his or her carriage on the vessel.”**

**“*Sailing School Student* means any person who is aboard a sailing school vessel for the purpose of receiving sailing instruction.”**



# Northwest San Pedro Neighborhood Council

"Your Community Voice"

January 14, 2011

Chris Cannon  
Los Angeles Harbor Department  
425 S. Palos Verdes St.  
San Pedro CA 9071

**Diana Nave**  
President

**Robert J. Bryant**  
Vice President

**Craig Goldfarb**  
Treasurer

**George Thompson**  
Secretary

RE: CITY DOCK 1 NOP COMMENTS

Thank you for this opportunity to comment on the City Doc 1 NOP. The Northwest San Pedro Neighborhood Council is very excited about this proposal and we think it has the potential to be a real game changer for San Pedro. At our Board and Community meeting on January 10, 2011, the Board unanimously approved the following comments on the NOP.

Whereas, the Los Angeles Harbor Department (LAHD) has released a Notice of Preparation (NOP) for the City Dock 1 Marine Research Center Project in advance of preparation of an Environmental Impact Report (EIR). As part of the NOP process the LAHD is accepting input on the scope of the project to be evaluated as part of the EIR.

Whereas the Northwest San Pedro Neighborhood Council supports the preparation of a complete EIR that describes the City Dock 1 project and associated project alternatives and mitigation measures we offer the LAHD the follow comments.

Within the public services section or where appropriate, the EIR should discuss incorporation of linkages to local education programs. The City Dock 1 project should be viewed as an opportunity to engage youth and our community in marine science and the scientific method. The NWSPNC Board would like to see the City Dock 1 project and SCMI relocation evaluate linkages to the existing education programs in the area such as the San Pedro High School Marine Magnet or small Environmental Learning Community at Banning High School. In addition, we believe the youth programs at Cabrillo Marine Aquarium should be evaluated for linkages to City Dock 1 and SCMI.

As part of the overall design of the City Dock 1 project we would like the LAHD to evaluate linkages to the community so that the project does not become an enclave. An option to provide connectivity between downtown and the proposed project site could be accomplished via the Red Car, or other public transportation. We also recommend that the LAHD include waterfront walkway

enhancements in the City Dock 1 project that are similar or the same as have those approved as part of the LA Waterfront Plan.

Our final comment relates to the former Westways facility and current status of the site. As part of the DEIR we ask the LAHD to evaluate removal of the existing above ground storage tanks and infrastructure as part of any project alternative. As part of this evaluation the future use of the Westways site should be evaluated as part of the City Dock 1 project and as part of the Los Angeles Waterfront plan should the City Dock 1 project not occur. The final EIR should study sufficient alternatives so that should the City Dock 1 project not occur future development at the Westways site can proceed as part of the approved LA Waterfront Plan.

Thank you for your consideration on these comments.

Diana Nave, President  
Northwest San Pedro Neighborhood Council



Comments on City Dock #1 EIR  
Anthony Michaels [tony@proteusenv.com]  
Sent: Thu 1/13/2011 11:27 PM  
To: Ceqacomments  
CC: Anthony Michaels; Garrett, Barb  
Dear Port of Los Angeles,

I would like to submit the following comments as part of the public hearing process for the Environmental Impact Study process for the City Dock #1 Marine Research Center.

Overall, I applaud the creation of this center. It is the right thing to do at the right time and leverages many of the natural benefits of the Port, Los Angeles and California to create some important public goods.

I would like to suggest that the focus of the review and the plan encompass the full mix of research, education, training, innovation, entrepreneurs, job creation and outreach to the public in a very balanced way. These are all important elements of the plan and engage a wide range of constituents. The current plan seems to focus on the needs of SCMI (which are important), but does so in a way that is out of balance with the plan that will lead to success for the overall facility. Bring in all elements of the plan, ensure their linkage with each other and with a diversity of outside communities and approve a plan that provides for this full mix and an adaptive balance of activities as opportunities arise.

Let there be fun! You rightfully want the public and the promenade to come through this space and provide access. Let there be things to do and make sure that they are fun! Mix in the arts. Add in a variety of food opportunities. Encourage or even mandate regular public events. Make the promenade through this area an interactive science museum experience. Let the public peer into the buildings to see what is going on and have every building have a public space and a gift shop. Create community among the tenants and open that community to the public.

I strongly support the retention of the existing warehouse buildings as a shell with the new structures created inside. However, the repair of the over-water piers may be incredibly expensive. Only a small proportion of the uses identified for the space require a lot of waterfront and, in practice, the whole thing might be successful with only part of that over-water landscape. Thus, the most cost-effective thing may be to tear down some of the warehouses and retain only those that need the waterfront space. I wonder if that balance could be incorporated into the EIR options or balance of options. It is unfortunate that the warehouses are partially over the water and this reality means that a gradation of options for new or reuse of the warehouses is warranted.

I support the business incubator as a critical tool for the whole project and another element that will make this unique on a global basis (I have a conflict of interest here as I run a company that could benefit from that very facility). I suggest that you keep the use of that space flexible and generic in the EIR since it is hard to accurately predict exactly what kinds of companies might need that space.

I suggest that the jobs elements of the EIR be thought through carefully. I think that there are more jobs in this overall plan than people might realize and that important benefit should be an accurate part of the overall balance.

I would suggest that you be fairly careful about how proscriptive you are on specific elements of the types of research or education are done. There are adequate safety mechanisms built into environmental laws, OSHA and other agencies to ensure that the standard practices in marine science are safe when these rules are followed. Placing additional restrictions on molecular biology, marine mammals, the types of fish that could be held, the types of class topics that can or cannot be done, whether the department of defense funds research or if any of it helps safeguard our military are all examples of things that I suggest not be too proscriptive in the EIR. Reference the existing laws and the safe records of the local universities. Maybe set up some kind of tenant review process for subleases. However, please don't micro-manage in advance who and what can use the facility. It would hinder its success in many different ways.

I hope that these are useful comments. I am available to help in any way makes sense for you.

Cheers, Tony

Anthony F. Michaels  
Proteus Environmental Technologies  
200 Continental Blvd.  
El Segundo, CA 90245  
Phone: 310-990-7641  
Fax: 213-533-8285  
[tony@proteusenv.com](mailto:tony@proteusenv.com)  
<http://proteusenv.com>





**TRANSCRIPT OF THE JANUARY 13, 2011  
PUBLIC SCOPING MEETING**



IN RE THE MATTER OF CITY )  
DOCK NUMBER 1, MARINE )  
RESEARCH CENTER PROJECT, )  
LOS ANGELES HARBOR DEPARTMENT, )  
SAN PEDRO, CALIFORNIA. )  
\_\_\_\_\_ )

Transcript of the Public Scoping Meeting  
Thursday, January 13, 2011  
San Pedro, California

**SNYDER HEATHCOTE INC.**

REPORTED BY Jamie L. Apodaca, CSR #10990.

OUR FILE NO.

OFFICIAL COURT REPORTERS  
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IN RE THE MATTER OF CITY )  
DOCK NUMBER 1, MARINE )  
RESEARCH CENTER PROJECT, )  
LOS ANGELES HARBOR DEPARTMENT, )  
SAN PEDRO, CALIFORNIA. )  
\_\_\_\_\_ )

Transcript of the public scoping meeting for the  
City Dock Number 1 Marine Science Center,  
Los Angeles Harbor Department, held on Thursday,  
January 13, 2011, at 425 South Palos Verdes Street,  
San Pedro, California, transcribed by  
Jamie L. Apodaca, CSR #10990.

1 MS. GREEN REBSTOCK: Hello. Welcome to the public  
2 scoping meeting for the City Dock Marine Science Research  
3 Center. I'd like to thank all of you for your patience as  
4 we're working with our new security system, but you guys had  
5 a chance to enjoy our new lobby coming in.

6 And I'm going to turn the mic over now to our  
7 executive director, Geraldine Knatz, and she's going to give  
8 a broad overview about the wonderful vision that we have for  
9 this project.

10 MS. KNATZ: Thank you, Jan.

11 Happy New Year, everyone. I too also want to  
12 apologize for the hassle getting into the building, and I see  
13 some of you have the new badges on where you actually have  
14 your photo on it, and I guess that that machine must take an  
15 awfully long time. So we probably won't use that for future  
16 public meetings.

17 I just wanted to open the meeting and kind of give  
18 you a little bit of background about how this project  
19 originated and some of the bigger strategies that were kind  
20 of at work in the thinking around here that sort of resulted  
21 in the idea for this project.

22 One of the things that we started doing several  
23 years ago is trying to look at different areas of the port  
24 and see maybe where we had land-use conflicts where we wanted  
25 to make changes. You know, it was sort of like playing

1 dominoes. If we could move all -- some of these around into  
2 the perfect spot, where would we like them to be?

3 And so as we looked on Terminal Island, surprise.  
4 We come across the Southern California Marine Institute,  
5 which of course has been here for at least 30 years, maybe a  
6 little bit longer. Well, actually much longer than that but  
7 under different names.

8 And over here in Fish Harbor and looking at plans  
9 and development around there, we thought, "Gee. You know,  
10 over here, they might be in the face of future development.  
11 Maybe someplace else in the port might be a better spot for  
12 them." Right now we've got 11 universities that have  
13 facilities that use the facility here in the port, and they  
14 are on 1.3 acres, and they have their laboratory and research  
15 vessels.

16 Most people didn't even know Southern California  
17 Marine Institute was even a tenant of the Port of Los Angeles  
18 because it was very difficult to find them. If you had a  
19 child in the Port of Los Angeles Maritime Charter School from  
20 the very beginning, the students actually went out there and  
21 did some of their science lab work out there before the lab  
22 facilities were put into the charter school. But a lot of  
23 people didn't know about it.

24 And so at that point, I happened to talk to the  
25 director there and said, "What do you think about maybe

1 moving out of here and moving to San Pedro?" And I can  
2 remember his comment. It was, like, "Well, we've been  
3 waiting 30 years for someone to ask us this."

4 And, meanwhile, over on the San Pedro side, a lot of  
5 planning going on on the San Pedro waterfront. And what came  
6 out of that master planning process was people's affinity for  
7 the warehouses there. One of the concepts in the plan was  
8 that this area is no longer destined to be used long-term for  
9 cargo handling but that it would be good to adaptively reuse  
10 the warehouses and put some other things in there.

11 So it looked like a prime spot for the Southern  
12 California Marine Institute. And they came over and looked at  
13 it and thought, "Wow. This is pretty fabulous."

14 So in addition to sort of the strategy of trying to  
15 do land-use planning and get the things -- right things in  
16 the right spot, there's another strategy going on in the  
17 San Pedro waterfront. And as you know, we had brought on  
18 consultants to help us with planning the waterfront,  
19 particularly going out and finding developers to undertake  
20 the Ports of Call development.

21 And one of the things that consultants said, too,  
22 "You've really got to get a lot of activity going along the  
23 waterfront to make it really attractive to a developer." So  
24 they want to know that people -- a lot of people are going to  
25 be down there for various things. So the more activities you

1 can kind of get underway, the more attractive that would be  
2 for the developer. So, of course, you know, that we've got,  
3 you know, some activities out there already.

4 One of the other big things for the San Pedro  
5 waterfront is next fiscal year, which begins July, we're  
6 going to go to bid on the downtown harbor, start doing that.  
7 That's a -- that's a -- you know, kind of a sure indication  
8 that we're moving forward with this project, and the  
9 developers will see that.

10 Meanwhile, some of you know we had issued an R.F.P.  
11 for warehouses 9 and 10, which are right next to the park on  
12 22nd Street, and there was a lot of publicity about those  
13 warehouses, how they might be used. And we recently had  
14 developers and interested people come down, and we had 17  
15 different groups go on a tour to look at using those  
16 warehouses. So that's another thing in close proximity that  
17 would bring people down to the waterfront.

18 And one of the things the Ports of Call developer  
19 said -- "Now, that City Dock thing -- if that got going, that  
20 would be another thing that would kind of pique their  
21 interest because they'd know, gee, there would be a lot more  
22 people that are coming down to the waterfront."

23 So -- and so we're trying to get a number of  
24 activities underway, trying to build that critical mass  
25 because we want to go forward and do a subsequent R.F.P. to



1 select a developer to redo Ports of Call, which is sort of  
2 one of the crown jewels in the San Pedro waterfront.

3           So this particular project -- you know, after we  
4 talked to S.C.M.I. -- "Gee. Are you interested?" --  
5 scientists came over. They looked at the warehouses and  
6 thought, "Oh, my gosh. There's really a lot of space  
7 there."

8           And so we gave the Southern California Marine  
9 Institute a planning grant, and it was matched by the  
10 Annenberg Foundation. And a couple of people that were very  
11 involved in undertaking that visioning study are here. Tony  
12 Michaels, the former head of the Wrigley Institute -- he was,  
13 you know, one of the people we first met with. And it was  
14 Tony that said, "Oh, there could be business components and  
15 educational components -- all of these great things that  
16 could be there." Dr. Jim Fawcett, who was part of the team  
17 that worked on the visioning study. Larry Allen, who is the  
18 current executive director of Southern California Marine  
19 Institute. And so they all came together, did a lot of  
20 outreach in the community, and they produced a visioning  
21 study.

22           And so from that visioning study, this project  
23 description has been crafted, and we're now to the stage of  
24 kicking off the public process to undertake the environmental  
25 impact report. And as you'll see in this project, a lot of

1 different components. It's not just -- it's moving S.C.M.I.,  
2 allowing them to expand; promoting research as a use in the  
3 harbor that takes advantage of the fact that this is a  
4 peninsula surrounded by water, deep water.

5           We sort of boldly in our planning decided, gee,  
6 wouldn't it be great if NOAA, the agency that has everything  
7 to do with sea-level rise and climate and the oceans, had  
8 some presence in Los Angeles? They don't. So we just said,  
9 "Oh, there's space. We'll just stick their logo on this."  
10 And then we went back to Washington and said, "Oh, you know.  
11 Did you ever think of coming to L.A.?"

12           And they, you know, came out, and they looked at the  
13 site and looked up and down our main channel and said,  
14 "Los Angeles -- we never thought about being here. But now  
15 they asked, we're kind of interested."

16           And so, actually next week, I'm going back to  
17 Washington to meet with the NOAA administrator because, hey,  
18 this is something really cool. There's space for a business  
19 component and educational facilities -- you know, programs  
20 for K to 12; research programs for graduate students; classes  
21 being taught there; community college involvement. To us,  
22 it's a place where all -- everyone comes together to really  
23 take advantage of what could be there.

24           But a key component in our waterfront is the  
25 promenade all the way around it, because it will be another

1 thing for people that are walking along that eight miles in  
2 San Pedro, is "Oh, let me look into this wave tank. Let me  
3 look and see what's going on down here. Let me walk past  
4 these research vessels because they're kind of neat to look  
5 at." So that was the vision.

6 We actually got into the wave-tank idea, and after  
7 looking at wave tanks around the world and interacting with  
8 the researchers, we learned that the three pre-eminent  
9 scientists who study ocean waves happen to all be located in  
10 the United States, and one of them lives in the L.A. area.

11 And one of the things we learned is that, gee, all  
12 the wave tanks where researchers study use artificial sea  
13 water. But in this location, you have the opportunity to use  
14 real sea water, and waves behave, from my understanding from  
15 the scientists, differetly with real sea water.

16 So if that component was part of it, that could make  
17 this research facility something that would draw researchers  
18 from around the world who would want to come here and use  
19 that tank for research for things like sea-level rise and  
20 tsunami and rogue waves and all of that other cool stuff.

21 So that's kind of a little bit of the background --  
22 you know, how we sort of got to where we are now. So this is  
23 the start of kind of our second public process after the  
24 outreach for the visioning to kick off the environmental  
25 process.

1           And so I'm going to turn it over to Jan, who is our  
2 project manager, and she's going to tell you a little bit  
3 more about the project.

4           MS. GREEN REBSTOCK: Great. Thank you, Geraldine.

5           And I also wanted to take this opportunity to  
6 highlight some of the other staff faces that you're going to  
7 see associated with this project over the next year.

8           So we have Barb Garrett here.

9           If you want to stand up, Barb.

10          She's the project lead for the port.

11          And we also have Adrienne Fedrick, who is the  
12 project engineer who is going to be working with me through  
13 the environmental review process, and we'll all meet again  
14 this summer once we've drafted the draft E.I.R.

15          So tonight we're going to -- I'm going to give you a  
16 broad overview of the CEQA process that we're about to embark  
17 on. Adrienne will give you a description of the project a  
18 bit further, and then we're -- participation will be if you  
19 choose. You can come up here and provide public comment.  
20 You'll have three minutes to say whatever you like -- you  
21 know, your concerns about the scope of the environmental  
22 review, support of the project, you know, and so forth.

23          If you'd like to speak, please fill out a comment  
24 card. They are at the front of the room. And please make  
25 sure you sign in so we can track attendance for the meeting

1 and make sure that you're on the mailing list.

2 And then I'll give a final summary of kind of what  
3 we've heard, and then we'll move forward.

4 Okay. So the purpose of our meeting this evening is  
5 just to identify for you that the Port of Los Angeles is  
6 serving as the lead agency in the environmental review process  
7 for this project, and we're going to provide you some more  
8 information about the project in a bit more detail. And this  
9 process will help us assist the environmental issues that  
10 need to be looked at in the review, any mitigation measures  
11 that can be identified to reduce environmental impacts and  
12 alternatives that need to be considered. And we invite you  
13 to participate in this process with us.

14 So the objectives of the CEQA process -- the  
15 California Environmental Quality Act -- is to disclose any  
16 environmental effects that could be created as developing the  
17 project, identify how to avoid or reduce those impacts, and  
18 how to use mitigation measures, maybe to prevent  
19 environmental damage, or alternatives that could reduce those  
20 impacts.

21 And at the end when we are faced with making a  
22 decision about the project, you'll have an understanding of  
23 what alternatives were chosen or why the proposed project is  
24 moving forward. And this also gives us an opportunity to  
25 interact with other agencies and enhance your participation

1 in the decision-making process.

2 Okay. So tonight we are here -- we've released the  
3 notice of preparation, which I hope all of you have received,  
4 and if you haven't, there's additional copies at the front of  
5 the room. We're having a scoping meeting. All of your  
6 comments are being recorded by the court reporter. So if you  
7 do decide to come up and make a comment, please speak slowly  
8 for her benefit and state your name.

9 We'll take all of the comments that we have received  
10 through the mail, through e-mail, and tonight and take those  
11 back and inform what the scope of the environmental review is  
12 going to be and then present to you a draft E.I.R., hopefully  
13 this summer. And then we'll meet back here in this room most  
14 likely and talk about some of the findings of the  
15 environmental review. And hopefully the end game is to  
16 present the Board of Harbor Commissioners with a final  
17 document at the end of the year.

18 Okay. So the environmental review process addresses  
19 a range of environmental issues. In this particular case,  
20 the cultural resources, historic resources are going to be of  
21 interest because we are dealing with some historic  
22 structures. Obviously air quality is always something that  
23 we need to be concerned about here at the port and mitigation  
24 measures for reducing emissions associated with the  
25 construction activities, the traffic that might be created

1 through operations of the project. But you can see that  
2 there's a range of environmental issues that are going to be  
3 looked at.

4 And with that, I'm going to turn it over to  
5 Adrienne, who is going to give you some more detail about the  
6 project.

7 MS. FEDRICK: I'm going to speak from up here if that's  
8 okay.

9 So, again, I'm Adrienne. I'm the project engineer,  
10 and I'll be speaking to you about the project objectives and  
11 the project elements.

12 So as you can see on this aerial, S.C.M.I. is  
13 currently located on Terminal Island at berth 260, and the  
14 proposed project would be in San Pedro at the corner of 22nd  
15 Street and Signal Street and will encompass berth 56 through  
16 60 and berth 70 and 71.

17 The existing S.C.M.I. facilities, just as I  
18 mentioned before, are located on Terminal Island. This area  
19 is obviously constrained for space and depth. They only have  
20 1.3 acres, and they're fitting 11 universities doing research  
21 here. They have their building here, which is an old  
22 building and it's been there 30 years; and they have their  
23 machine shop, warehouse, storage, parking lot, small-boat  
24 storage, lab, offices, and docks all crammed into 1.3 acres.

25 So the proposed project location -- again, as I

1 mentioned before, on 22nd Street and Signal Street -- it has  
2 a total area of 28 acres. So this is very exciting for  
3 S.C.M.I. And for the San Pedro waterfront E.I.R., this  
4 rendering shows that City Dock will be a part of the San  
5 Pedro waterfront, or within the vicinity.

6 The proposed project -- Geraldine did a great job of  
7 introducing the project; so this is -- the main City Dock  
8 vision is to become home to a thriving cluster of university  
9 researchers, educational facilities, and spin-off technology  
10 ventures seeking to solve problems, create jobs, and improve  
11 the quality of life in Los Angeles.

12 The main project objectives: City Dock -- we hope  
13 to construct a world-class marine institute at berth 56  
14 through 60 and 70 and 71 with state-of-the-art facilities.  
15 The research here will involve climate change; robotic and  
16 remote sensing of oceans and habitat; fisheries; marine  
17 resource conservation and management as well as several other  
18 studies. I just wanted to mention a few.

19 The main objective here is to replace S.C.M.I. from  
20 berth 60 at Terminal Island to a location that allows for  
21 expanded capabilities. We hope to provide dock space for  
22 small and large vessels. We have enough space to have  
23 300-foot vessels, or even larger.

24 Continuing with the project objectives, City Dock  
25 will provide public amenities, including public education



1 classroom space and interpretive exhibits related to  
2 marine-related research studies. Also, as Geraldine  
3 mentioned, this will provide a continuous waterfront  
4 promenade, as approved in the San Pedro waterfront project.

5           And the most exciting part of this project, I think,  
6 is to construct the world's largest salt-water wave tank  
7 where we can study tsunamis, rogue waves, and different types  
8 of wave energy; and then, lastly, to provide a location for  
9 marine-related businesses, to provide a synergy among  
10 research and commercial interests for such uses as  
11 aquaculture, sustainable energy production, and marine  
12 exploration.

13           This is the proposed site plan. I'll go into this a  
14 little bit further on the next few slides, but I just wanted  
15 to get you acquainted with the site. So -- I know it's kind  
16 of hard to see this pointer, but here at berth 56 will be a  
17 new building. Currently at berth 57 is an existing transit  
18 shed, or warehouse. Berth 58 through 60 is another huge  
19 warehouse, basically three into one. And then the project  
20 also encompasses the old former Westways terminal, which is  
21 at berth 70 and 71.

22           So the first project element -- this rendering here  
23 is zoomed in of berth 56 and 57. This will be the first  
24 phase of the project, which I'll show later on in the phasing  
25 slide. But this involves recollecting S.C.M.I. from Terminal

1 Island to this facility, the warehouse at berth 57 and the  
2 new building at berth 56. The project also will include  
3 demoing the current S.C.M.I. facility and restoring it back  
4 to its original condition. This will include a large wharf  
5 retrofit of berth 57 to bring the wharf up to seismic code  
6 and make it safe for all who enter.

7 The main idea of the project is to do adaptive reuse  
8 so we can save the old historic buildings and build out  
9 inside different classrooms and research facilities and make  
10 it look like a really great modern facility.

11 And lastly, within berth 56 -- which is the orange  
12 part here, if you can see here -- this will be new facilities  
13 for a 150-seat auditorium and a lecture hall, and then it  
14 will have two classrooms inside -- two indoor classrooms and  
15 one outdoor classroom.

16 Next we move on to berth 58 through 60. So this  
17 warehouse is 180,000 square feet. So it's actually about  
18 four acres. So it's a huge building; so there's lots of  
19 space in there. So part of the project elements on this part  
20 is to retrofit the wharf as well as same as berth 57 -- do  
21 all the seismic upgrades and next do adaptive reuse of the  
22 transit shed inside to have research labs and all different  
23 teaching labs and classrooms and graduate student cubicles.

24 And here is a zoomed-in picture, if you can see.  
25 This is just basic from the visioning study, but we've

1 done -- S.C.M.I. has done some programming space here.

2 And then lastly at berth 59 and 60 are spaces  
3 allotted for marine research businesses that could be  
4 associated.

5 Moving on to the main channel side, the former  
6 Westways terminal, which is in the process of being demoed --  
7 demolished -- this will be the new site for the largest wave  
8 tank in the world as well as hopefully NOAA coming to the  
9 Port of L.A. This site actually provides 70 lineal feet of  
10 docking space, and the wharf is in very good condition.  
11 So -- the 80,000 square foot wave tank is, in volume,  
12 36,000 cubic yards.

13 And my last slide will be phasing. So Phase I for  
14 the project is, as you read in the N.O.P., 2012 to 2016, and  
15 it will involve berth 57, S.C.M.I. relocation; the berth 56  
16 new building with the lecture hall and classroom space; and a  
17 public plaza at berth 57.

18 Phase II is everything that you see in magenta here,  
19 which includes the berth 58 through 60, 180,000 square foot  
20 building; the business park within the building at berth 59  
21 and 60; Signal Street improvements; the continuous  
22 waterfront promenade, as well as the largest wave tank in the  
23 world.

24 And with that, I'm going to turn it back over to  
25 Jan.

1 MS. GREEN REBSTOCK: Thanks. Okay. So another thing  
2 we're going to be looking at is alternatives. You've heard  
3 Adrienne going into detail about the proposed project, but  
4 under CEQA, we also have to look at alternatives to see if  
5 they will reduce any of the environmental impacts.

6 So no project will be looked at where S.C.M.I. stays  
7 in its current location. The Westways terminal will be  
8 demoed because that was analyzed under another project; so  
9 that will move forward, but everything else would stay in its  
10 existing condition.

11 Under the reduced project, you'll see S.C.M.I.  
12 relocate to berths 57 and 58, but the Westway -- the  
13 development proposed for the Westway terminal for future  
14 development would not occur and a new building at berth 56  
15 would not occur.

16 And then under the third alternative under  
17 consideration right now would be demolishing the buildings at  
18 57 through 60 with new construction happening.

19 So, you know, we welcome your comments on the  
20 alternatives, any new alternatives that you would like to  
21 propose for us to consider through the environmental review  
22 process.

23 And, again, we'd love to take your comments tonight.  
24 You can also send written comments in. They're due at the  
25 end of the month, January 31st, or you can also send an

1 e-mail to cegacomment@portla.org.

2 I have received a few comment cards; so we're going  
3 to go ahead and get started on the public-comment process.  
4 So I'm going to call your name, and I'll call them in twos.  
5 So if one person can kind of queue up behind the other and  
6 please state your name for the court reporter before you make  
7 your comment. You will have three minutes, and there's a  
8 little light stick here. So when it hits red, that's when  
9 you need to end your turn.

10 So with that, the first person I'm going to call is  
11 Herb Zimmer.

12 MR. ZIMMER: Are we going to face that way, go up, or  
13 what do you want to do, Jan?

14 MS. GREEN REBSTOCK: You can make your comment there, and  
15 I'll stand up here so you don't feel like you're talking to  
16 yourself.

17 MR. ZIMMER: Hi, Jan.

18 Okay. My name is Herb Zimmer. The Port of  
19 Los Angeles is to San Pedro's communities one of our greatest  
20 assets, and we need to capitalize on that fact at every  
21 opportunity if we want to become an economically,  
22 environmentally, and socially sustainable community.

23 So I have to praise the port management for their  
24 vision and efforts over the last three or four years in  
25 crafting, first, the waterfront development project and,

1 second, for joining with the community in founding PortTech  
2 L.A., which is a non-profit corporation bringing companies to  
3 the harbor area that will create jobs and develop new  
4 technologies to clean the air, create new energy sources,  
5 secure the port, and reduce negative effects on surrounding  
6 communities.

7 Closer?

8 MS. GREEN REBSTOCK: Please.

9 MR. ZIMMER: Okay. Now we're going to add to that list  
10 the proposed marine research center. As we've recently,  
11 experienced with the economic recession, our mainstay  
12 industry, international trade, sharply declined and the  
13 number of jobs related to cargo movement declined with it.  
14 That had a real negative affect on San Pedro's work force and  
15 on the community. Thankfully, it's once again showing signs  
16 of improving, but being so dependent on just one industry is  
17 not a path to community sustainability.

18 And that's the reason that the diversification  
19 represented by the waterfront redevelopment, PortTech L.A.,  
20 and now the marine research center is so important. It will  
21 add well paid, scientific, technical jobs to the mix of  
22 longshore, tourism, and manufacturing jobs represented by the  
23 other waterfront and maritime industries.

24 The proposed center's environmental benefits are  
25 obvious. Researching how a lush marine environment, a large

1 industrial port, and a large population center like  
2 Los Angeles interact in an era of global warming is an  
3 extremely important study, and it sets us on the path to  
4 becoming the world center for such research and attracting  
5 the world's best scientists to San Pedro.

6 The center will also add great value to our  
7 community's social environment through well paid jobs and  
8 provide a career ladder for local high school students  
9 studying marine science at the Port of L.A. High School and  
10 San Pedro High School.

11 Just as any good investment adviser would tell a  
12 client, diversification is the key to long-term  
13 profitability, and additionally, this project has an  
14 excellent triple bottom line -- that is, that it profits the  
15 community in all three areas -- economically,  
16 environmentally, and socially.

17 So representing the San Pedro Chamber of Commerce,  
18 PortTech L.A., and myself as a downtown business owner, I  
19 fully endorse the proposed marine research center and will  
20 advocate for its swift completion.

21 Thank you, Jan.

22 MS. GREEN REBSTOCK: Thank you, Herb.

23 MR. ZIMMER: You can have that (indicating).

24 MS. GREEN REBSTOCK: We're going to have Nancy  
25 Richardson, then, followed by Dominick Miretti.

1 MS. RICHARDSON: My name is Nancy Richardson, and I'm  
2 speaking from my local dedication to the L.A. Maritime  
3 Institute, Topsail Youth Program, and also from decades-long  
4 experience -- excuse me -- with marine education on tall  
5 ships nationally and internationally.

6 Expanded education programs under sail would support  
7 marine education and research in innovative ways. We offer  
8 the unique educational synergy of the sailing ship, a  
9 tradition with a future, and value-added key to the success  
10 of this dynamic endeavor. Any of our ships -- in fact, we  
11 are the only twin brigantines in the world, Irving Johnson  
12 and Exy Johnson -- could add up to shipboard offerings from  
13 City Dock number 1.

14 In the face of today's economic challenges,  
15 collaborations that will fully utilize our ships will  
16 multiply positive outcomes for all concerned. LAMI-TYP's  
17 emphasis has been on meeting the needs of at-risk youth,  
18 especially middle school students, half of whom say they've  
19 never seen the ocean. Sailing tall ships, we know, is good  
20 for youth of all ages.

21 I'd like to suggest that we would all benefit from  
22 forming a working group of other experiential marine  
23 education organizations, including those with tall ships, to  
24 explore ways to collaborate with the programs at the marine  
25 research center, both as contributors and as customers.



1           We could add such groups -- Southern California  
2 groups with ships as the L.A. Maritime Institute; Ocean  
3 Institute, with the Spirit of Dana Point and Pilgrim; Totally  
4 More (phonetic) out of Long Beach; Seaward, which comes  
5 through here from their home port in San Francisco; Robert C.  
6 Seamans, which is actually part of the Sea Education  
7 Association in California and in San Pedro -- I mean San  
8 Diego. We'd be able to add to COSEE West and L.A.U.S.D. and  
9 others in the plan, adding such groups as the Southwest  
10 Marine Educators and others not yet mentioned in the project  
11 plan.

12           What we can do is provide sailing ships for maritime  
13 research center research expeditions that would be  
14 fuel-efficient and provide local excursions as well as  
15 distant voyages, including on our ships, for example,  
16 overnight accommodations for up to thirty, plus eight crew.  
17 We could make LAMI ships and crew available as floating  
18 laboratories under sail to complement shoreside classes.

19           We could offer things like marine-life observations,  
20 data gathering, and census-taking in harbor and offshore  
21 sites, because we're out there all the time with kids and  
22 could gather data. We would offer green -- or I guess if  
23 we're talking about the ocean -- blue boat operation and  
24 maintenance. I think it would be great if we could exchange  
25 more "marine education under sail" curricula, and I think

1 modeling, testing, and interpreting green technology and  
2 practices would be a positive.

3 Sailing ships are a unique, reality-based setting  
4 for adventure education, a natural fit for the new marine  
5 research center. We build better sailors, sailing through  
6 life skilled and safe; better shipmates, responsive and  
7 responsible, getting along with and valuing diversity; and  
8 better stewards, competent and committed to making the world  
9 a better place. Obviously, we're for it.

10 MS. GREEN REBSTOCK: Thank you.

11 Dominick Miretti? You're next.

12 And he will be followed by Ed Kaufman.

13 MR. MIRETTI: Thank you for the opportunity to speak this  
14 evening. I'm Dominick Miretti, a member of the International  
15 Longshore and Warehouse Union, Local 63, and the union's  
16 liaison to the ports of San Pedro Bay.

17 The I.L.W.U. has expressed its interest and support  
18 for the City Dock 1 Marine Research Center project during its  
19 early inception, and our interest and support continues. The  
20 academic, research, and educational component of the project,  
21 we believe, will benefit our local schools, colleges, and  
22 universities and will generate student interest in pursuing  
23 careers in a variety of scientific disciplines.

24 Always interested in job creation, the I.L.W.U. sees  
25 the project offering technology venture opportunities and its

1 business component as a means of creating a variety of new  
2 jobs for our local area. Those of us who work the docks and  
3 live in the harbor community hope that the National Oceanic  
4 and Atmospheric Administration will become a key player in  
5 the City Dock 1 project. Their presence could provide us  
6 with a greater understanding of our oceans and atmosphere and  
7 the role they might play in climate change.

8           Aside from my duties as a marine clerk, I am also  
9 chairman of the Earth Science Department at East Los Angeles  
10 College, and as such, I can assure you that the Los Angeles  
11 Community College District, which includes nine colleges and  
12 upwards of 150,000 students, is very interested in and  
13 supportive of the City 1 Maritime Research Community project.

14           Presently, the Los Angeles Community College  
15 District is implementing plans to become a part of a  
16 consortium of colleges and universities that will house the  
17 City Dock research and educational facilities. I have  
18 discussed in the past with the port of Los Angeles the  
19 possibility of expanding City Dock's scope to include issues  
20 dealing with economic and environmental sustainabilities.  
21 This is an important research and educational component for  
22 both growing and greening our ports.

23           Most seem to agree that the City Dock project will  
24 be a great benefit to our community. The I.L.W.U. and the  
25 Los Angeles Community College District wish the project

1 success, and we hope to play an important role in its  
2 development, implementation, and use. Thank you.

3 MS. GREEN REBSTOCK: Thank you.

4 We have Ed Kaufman, followed by Robert Gelfan.

5 MR. KAUFMAN: Hello. Good evening, everyone. This will  
6 be real interesting. I'm not used to public speaking.

7 My name is Ed Kaufman. You would probably know me  
8 through my editorials which appear in the local paper quite  
9 often, and I don't know if Geraldine is still here, but  
10 they're usually in opposition to you. So --

11 The only thing I'd like to say tonight is the most  
12 important thing you heard tonight was when Geraldine said she  
13 met with developers and they suggested that perhaps if they  
14 saw a little activity here at the port, they'd be more  
15 interested in coming here.

16 Now, let me tell you, I know S.C.M.I. I love  
17 S.C.M.I. If you don't know it, they do some of the best  
18 environmental work that is being done right now. They're  
19 fantastic people. But they're a research institute. They're  
20 not what developers want to see. Developers want to see  
21 things like West Marine, an Outback restaurant -- things that  
22 are more retail-oriented.

23 Now, having said that, I will say this: I jumped to  
24 conclusions. I really didn't realize exactly where this  
25 institute is going to be put, and I notice -- I think it's

1 right across from a tank farm. So I'm not sure what kind of  
2 retail could go here. You know, I'd have to discuss that  
3 with the Harbor Commission.

4 But my main point of being here tonight -- and I'm  
5 surprised that the I.L.W.U. and some of the dock workers here  
6 support this project, saying it's going to bring more jobs.  
7 It's not going to bring more than 40 or 50 jobs, and I will  
8 point out that last week, this commission turned down a  
9 project which would have brought 2,500 union jobs to this  
10 city.

11 So I guess -- I'm not putting this project down.  
12 I'm going to have to really go look at the site. I'll have  
13 to admit that I wasn't familiar with where it's going, but I  
14 think when somebody is in Los Angeles and wants to come to  
15 San Pedro, they really don't want to look at wave pools and  
16 research. This to me is mainly a project for students, which  
17 is great, but I think S.C.M.I. is where it's at because that  
18 is an industrial area. I see this as a retail area, and I  
19 guess that's mainly what I have to say here tonight. So  
20 thank you.

21 MS. GREEN REBSTOCK: Okay. Thank you.

22 Next would be Robert Gelfan, followed by Jesse  
23 Marquez.

24 MR. GELFAN: Hi there. I'll introduce myself as  
25 Dr. Robert Gelfan because I'm a molecular biologist and have

1 an interest in this subject and at one time in my life, even  
2 spent some time working at Woods Hole marine biology  
3 laboratory working with the horseshoe crab.

4 A very preliminary part of this project was  
5 presented to our neighborhood council, Coastal San Pedro  
6 Neighborhood Council, I think a few years ago, and it  
7 received a rousing welcome. We said, "Geraldine, we love  
8 it." And the only comment made at the time was it should  
9 probably be about four times bigger, and what I see here  
10 tonight looks probably about ten times bigger than that  
11 original schema. So I think you have got the right idea.

12 I'll simply point out that -- a couple of things,  
13 first of all. I think Harbor-UCLA/L.A. Bio-Med might like to  
14 have a little piece of this action too, and I just heard from  
15 the community colleges, who have lots and lots of students  
16 and almost nowhere to put them.

17 When you design research laboratories, the design is  
18 considerably different from, let's say, a business building  
19 or an office building like this. I mean, for example, almost  
20 every room has to have access to flowing deionized water.  
21 You don't think about that. So what I'm thinking is that you  
22 probably did invite a designer who is involved in design of  
23 research facilities. You should be willing to carefully  
24 criticize and evaluate this and possibly revise it several  
25 times in order to make it just right.

1           And as for whether people come down to San Pedro as  
2 tourists to go to the latest Denny's or to see something  
3 really different like a container ship or a world-class  
4 research institute, I think would take quite a bit of  
5 thinking. Thank you.

6           MS. GREEN REBSTOCK: Thank you.

7           So Jesse Marquez is going to be followed by Diane  
8 Nave.

9           MR. MARQUEZ: Thank you for this opportunity. My name is  
10 Jesse Marquez. I am a lifetime Wilmington resident. I'm  
11 also a father of three children and a harbor resident. I  
12 will also be speaking as an executive director of the  
13 Coalition for Safe Environment. And the reason I'm stating  
14 it that way is when I filed a lawsuit against the port last  
15 year, the port made a motion to dismiss my court case because  
16 I did not state I was a resident of the harbor or of  
17 Wilmington.

18           As you well know, I serve several purposes in my  
19 organization, and that is evaluating environmental impact  
20 reports and project proposals; so I do that in depth. I  
21 always try to look at positive signs in terms of marine  
22 research. I'd like to state for the record, since 2001, our  
23 organization was one of the first to request and recommend  
24 that port property be allocated for marine research  
25 institutes and things of that nature, and I'm glad to see

1 that on our tenth anniversary this year, it's now coming to  
2 pass.

3 Over the years I've been able to have opportunity to  
4 meet with many companies with newly emerging technologies.  
5 So I'm one of the great advocates for innovation and in  
6 support of technologies. So that is the nice side of my hat.

7 On the other side, however, I must also look at the  
8 potential dangers and hazards of project proposals. So I'm  
9 going to state certain things which are my request and  
10 recommendations, and then the second part will be examples of  
11 why I'm stating what I'm stating in case people are not going  
12 to comprehend why I'm bringing up some of these issues.

13 Number one, I want no military weapons research or  
14 biological weapons research and development to be permitted  
15 on these sites.

16 Number two, I want no military weapons or biological  
17 support equipment, parts, systems, or software research and  
18 development to be permitted at the site.

19 Number three, I want no research and development  
20 that involves any biological DNA, nonreproduction,  
21 termination, genetic modification to be permitted at this  
22 facility. I want all research that results in a patent will  
23 be held in public domain.

24 Number five, no public patent can be awarded to any  
25 one private business enterprise in exclusivity or in



1 perpetuity.

2           Number six, I want an annual signed statement by the  
3 C.E.O. of each one of these universities and institutes that  
4 will occupy this facility that they have not violated any of  
5 these previous five requirements.

6           Number seven, I want an annual report of all the  
7 alleged benefits and contributions that will improve my  
8 quality of life as well as everyone else's quality of life,  
9 that will improve our environment, improve public health,  
10 improve our economic situation and our future  
11 sustainability.

12           Now I'd like to give you some examples of why these  
13 concerns. Number one, every port in the United States and  
14 every U.S. customs office in the United States denies that  
15 they're responsible for the West Nile Virus mosquito causing  
16 deaths and illnesses of hundreds of residents and children.

17           Monsanto has created termination seeds that cannot  
18 reproduce themselves. So if you want to plant corn and you  
19 want to save some of the seeds and plant them in the future,  
20 you cannot. They will not allow that to happen. A good  
21 example of that is fish have already been genetically  
22 modified.

23           Dolphins have been used extensively by the military,  
24 and they have been used in doing weapons and various type of  
25 weapons applications which I'm concerned about, which

1 includes bomb detection, carrying of weapons, carrying of  
2 other type of instrumentation. And we talk about the  
3 wave-generating machine. Well, they can also stick a dophin  
4 in that wave-generating machine to see can it achieve its  
5 objective.

6 So these are some of the concerns that I have, and I  
7 want to have those addressed and included in the  
8 environmental impact report. I'd also like to have them  
9 included in the lease agreements.

10 MS. GREEN REBSTOCK: Thank you, Jesse. That's three  
11 minutes. And we'll be happy to receive your letter with the  
12 rest of --

13 MR. MARQUEZ: And I'll just say one last line, and that  
14 is people have referred to the economic situation of the  
15 United States and our recession. It was the corruption and  
16 fraud of Fortune 1000 companies' financial sector that caused  
17 it. We the public did not.

18 MS. GREEN REBSTOCK: Thank you. And we'll have Diane  
19 Nave, followed by Liz Johnson.

20 MS. NAVE: Good evening. I'm Diane Nave. I'm the  
21 president of the Northwest San Pedro Neighborhood Council,  
22 and I'm speaking in that capacity.

23 Our neighborhood council is very excited about this  
24 project, and we think that it has the potential to be a real  
25 game-changer for our community. But with that said, we do

1 have three comments that we would like to submit for  
2 consideration with regards to the scope of the E.I.R.

3           The first one I think several other people have  
4 talked about, and that is that the E.I.R. should discuss  
5 incorporating linkages to local youth and education programs.  
6 Okay. The City Dock 1 project should be viewed as an  
7 opportunity to engage the youth and the community in marine  
8 science and scientific method.

9           The second comment is that we would like to see it  
10 evaluate linkages to the community itself so that it does not  
11 become an enclave in and of itself. And so linkages such as  
12 the connectivity to the Red Car -- how do we connect it and  
13 involve the people who are working there in the day-to-day  
14 life of the community? And we recommend that it include the  
15 waterfront walkway enhancement that are similar or the same  
16 as those that have been approved as a part of the L.A.  
17 waterfront plan.

18           Our final comment relates to the former Westways  
19 facility and the current status of the site. And I believe I  
20 understand now that everything is being removed already from  
21 there. So that was the first part of our comment, was we  
22 wanted to make sure that everything got removed no matter  
23 what else happens.

24           And then as a part of the E.I.R. to actually look at  
25 the future of the Westways site and how it fits into the

1 waterfront plan, should the City Dock 1 project for some  
2 reason not occur so that this E.I.R. takes care of that  
3 property even if this project doesn't go forward. And that's  
4 our last one. Thank you very much.

5 MS. GREEN REBSTOCK: Thank you.

6 And next up is Liz Johnson, followed by our last  
7 speaker for the evening, which will be John Schafer.

8 MS. JOHNSON: Hello, Jan.

9 My name is Liz Schiller-Johnson, and I run Grand  
10 Vision Foundation, a nonprofit organization in downtown  
11 San Pedro, and I've been very involved with the overall  
12 revitalization of downtown San Pedro. I care very much about  
13 that and very much about the role of the port in creating  
14 jobs and invigorating our community.

15 This seems like a really exciting project. I think  
16 there's very few people that would be, you know, against the  
17 concept of bringing education and educators and top-level  
18 scientists and expanding a -- growing a much needed -- giving  
19 a much-needed expansion to a very small facility that has  
20 probably been doing amazing work but in some sense is  
21 hobbling along because of its constraints. So of course I  
22 came tonight because I'm really for it, and I believe that  
23 any type of expansion of education makes a community richer  
24 and better and more desirable.

25 Couple small comments. One is that it does seem

1 like a bit of a distant outpost, and in your future meetings  
2 and in your explanation -- further development explanation of  
3 the project, can you do more to help us understand how it  
4 won't be a separate enclave and how the people involved will  
5 be more connected to our community?

6           Also -- so what Diana was talking about, about  
7 linkages -- let's build those in. Let's not make those  
8 afterthoughts. And I can't say tonight what those are, but  
9 I'm sure smarter people and people who have more experience  
10 with how to blend an educational institution with a community  
11 can do that.

12           And if this doesn't -- I don't fully understand it;  
13 I don't pretend to -- but I believe this sounds like a very  
14 big gift of a -- I don't want to misinterpret it, but it does  
15 seem like a gift of public land and public dollars to private  
16 or possibly public universities. But in some way, it is a  
17 gift. I don't -- and as it should be.

18           But at the same time, since it is a gift from the  
19 citizens of California, it should in some sense give back in  
20 more than possibly just the overall good that education  
21 provides, and maybe it can give back to our community  
22 specifically. And there could be ways that we can connect  
23 the people -- maybe the people who work there need to live in  
24 our community and need to buy houses in our community and  
25 patronize our shops. And maybe there's more to it than that.

1           And just finally, I think what's really important --  
2 and it sounds really superficial -- but we just don't want to  
3 have it be so isolated that if you come to visit, there's  
4 nothing to do. So let's make sure there is at least a small  
5 cafe on the property. Let's make sure that your zoning and  
6 your regulations don't prevent that or require endless  
7 security. Let's make sure that people can come and see our  
8 giant wave-maker and understand what's good about it and  
9 what's important. Thank you.

10           MS. GREEN REBSTOCK: Thank you.

11           And, John, you get the last word.

12           MR. SHAFER: Yeah. My name is John Schafer. I'm a San  
13 Pedro resident and business manager of the Piledriver's Local  
14 2375. I just wanted to comment, particularly hearing the  
15 other comments, regarding jobs and also the importance of  
16 research that goes through there.

17           Just to provide historical context, I guess at  
18 first, 106 years ago -- or 107 years ago now with the new  
19 year, the origins of our Piledriver's Local 2375 began in  
20 San Pedro in 1904. And we had -- we're accused of bombing  
21 the L.A. Times some time ago, and so we had to change it.  
22 Went to the Piledrivers Local 2375 in 1923.

23           In 1928 my grandfather joined the local. Came from  
24 Santa Barbara to work on developing Terminal Island. And he  
25 had two sons who both went to Todd Shipyard when they got out

1 of high school and then to the piledrivers.

2 My dad and his kids all became piledrivers, but my  
3 uncle -- I wanted to point out for the research -- my dad and  
4 my uncle were piledrivers, and they -- my uncle and them  
5 built Hyperion --

6 So we're talking about 50, 60 years ago. I forgot  
7 the date. A little while ago.

8 -- and he went on to research because he loved the  
9 marine environment, fishing, all this other stuff, and he  
10 captained the boat that studied the marine biology effects of  
11 what was going on with Hyperion.

12 His sons -- one became a marine biologist who did  
13 one of the first comprehensive studies of the effects of  
14 pollution and so forth on the outer harbor and the immediate  
15 coastline. His other son now captains the boat for Hyperion,  
16 and we have worked on projects up and down, as have my  
17 members, throughout the coast and throughout particularly the  
18 Port of L.A. and the Port of Long Beach.

19 As you know, through the environmental review  
20 process and lawsuits and politics and so forth, there hasn't  
21 been much activity down in the port area, particularly in the  
22 Ports of Call area -- lot of consultants, lot of lawyers and  
23 what have you, but not much activity as far as the  
24 construction, although now with China Shipping and Rowe  
25 Marine (phonetic), many of my members are working right now.

1           This is a tremendous opportunity for people who care  
2 about the marine environment, not only building the state of  
3 the art facilities, but also the studies and the jobs that  
4 are created from the technology.

5           We also represent hardhat divers, and we were  
6 talking to the PortTech group regarding wave-energy  
7 possibilities. So we look forward to working with the port  
8 and with whoever ends up being selected to inhabit this  
9 facility in creating jobs and opportunities to be stewards of  
10 the marine environment. Thank you.

11           MS. GREEN REBSTOCK: Thank you.

12           So just a couple of things I want to respond to.  
13 Hopefully this will help clarify how this project is related  
14 to the overall San Pedro waterfront project. In that  
15 document, we did assess the demolition of the Westways  
16 terminal. So that would move forward regardless of whether  
17 this project got approved or not. This is really looking at  
18 the future development of that site.

19           It also assumes that the Red Car extension down to  
20 warehouse 1 gets built and the Promenade. So you've heard a  
21 little about those physical linkages and connections that you  
22 were -- those will be maintained within the overall scope of  
23 the waterfront development.

24           You also heard some comments tonight about how this  
25 project fits in with the port sustainability goals and



1 diversification of port operations and connections with other  
2 educational facilities here. And so feel free to continue to  
3 give us our comments.

4 And we do have the court reporter here. We're going  
5 to be posting a transcript of the meeting on our Web site  
6 along with the presentation. If you continue to like to look  
7 at that and get your comments in to us by the 31st, and we'll  
8 see you again in the summer. Thank you.

9 MS. KNATZ: Jan, I thought there was a cafe in the plans.

10 MS. GREEN REBSTOCK: There is. Thank you. I did want to  
11 highlight that. We are including a cafe. Thank you.

12 (Whereupon the proceeding was

13 adjourned at 7:19 P.M.)

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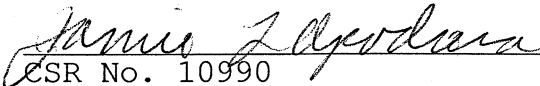
I, Jamie L. Apodaca, Certified Shorthand Reporter qualified in and for the State of California, do hereby certify:

That the foregoing transcript is a true and correct transcription of my original stenographic notes.

I further certify that I am neither attorney or counsel for, nor related to or employed by any of the parties to the action in which this proceeding was taken; and furthermore, that I am not a relative or employee of any attorney or counsel employed by the parties hereto or financially interested in the action.

I further certify that I am not interested in the event of the action.

IN WITNESS WHEREOF, I have hereunto set my hand this 24th day of January, 2010.

  
CSR No. 10990