



Al Larson Boat Shop Improvement Project

Notice of Preparation (NOP)

PROJECT SUMMARY

The Al Larson Boat Shop Improvement Project (proposed Project), located at 1046 Seaside Avenue on Terminal Island in the Port of Los Angeles, involves redeveloping an existing boat shop to modernize the facility, comply with regulatory requirements, and to improve its ability to build and repair ships and vessels. Improvements would include maintenance dredging to ensure adequate vessel access to the site, beneficially reusing dredged material by constructing two confined disposal facilities (CDF) which would result in approximately 0.9 acre of new land for increased vessel maintenance and repair, constructing new wharves, and installing a new travel-lift boat hoist. In addition, the proposed Project would improve site hydrology to comply with stormwater regulations and remove historical sediment and soil contamination.

The proposed Project would be constructed in three phases to allow for continued operations during construction. Operation of the proposed Project would occur under a new 30-year lease.

NOP AVAILABILITY

This Notice of Preparation is to inform responsible and trustee agencies, public agencies, and the public that the City of Los Angeles Harbor Department will be preparing an Environmental Impact Report (EIR) for the proposed Project. A copy of the NOP can be obtained at:

- <http://www.portoflosangeles.org>
- Port of Los Angeles; San Pedro and Wilmington Libraries

AGENCY & PUBLIC COMMENTS

Comments are due **October 18, 2010**

Please send comments to:
Christopher L. Patton, Acting Director Environmental Management
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

Or email: ceqacomment@portla.org
For more information, please call: (310)732-3682

California Environmental Quality Act (CEQA)

Step 1: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR)

- A NOP is the **first step** in the EIR process. It is a document stating that an EIR will be prepared for a particular Project.
- The NOP is released for review to solicit feedback. This feedback helps identify:
 - **Scope and environmental impacts** to be addressed in the EIR.
 - **Alternatives and mitigation measures** to be addressed in the EIR

Step 2: Draft EIR

- The Draft EIR analyzes and discloses the environmental impacts of the proposed Project and Project Alternatives and Mitigation Measures.
- The Draft EIR is released for review and comment, which is used to determine whether all environmental impacts were adequately analyzed.

Step 3: Final EIR

- The Final EIR presents the responses to public comment on the Draft EIR and any changes to the Draft EIR as a result of the comments.
- The Final EIR is presented to the decision-makers for certification/approval.
- For the proposed Project, the decision-makers are the Board of Harbor Commissioners.

PUBLIC NOTICE
SCOPING MEETING for the
Al Larson Boat Shop Improvement Project and
Transmittal of the Notice of Preparation (NOP) of the
Draft Environmental Impact Report (EIR)

Meeting Date: September 29, 2010

Scoping Meeting

The Los Angeles Harbor Department (LAHD) will conduct a public scoping meeting to receive public and agency comments and assess concerns regarding the appropriate scope and preparation of the Draft Environmental Impact Report (EIR) for the proposed Al Larson Boat Shop Improvement Project (proposed Project). Participation in the public meeting by federal, state, and local agencies and other interested organizations and persons is encouraged. This meeting will be conducted in both English and Spanish. Members of the public who wish to communicate and listen entirely in Spanish are encouraged to attend this meeting. The meeting time and location are as follows:

September 29, 2010

6:00 pm

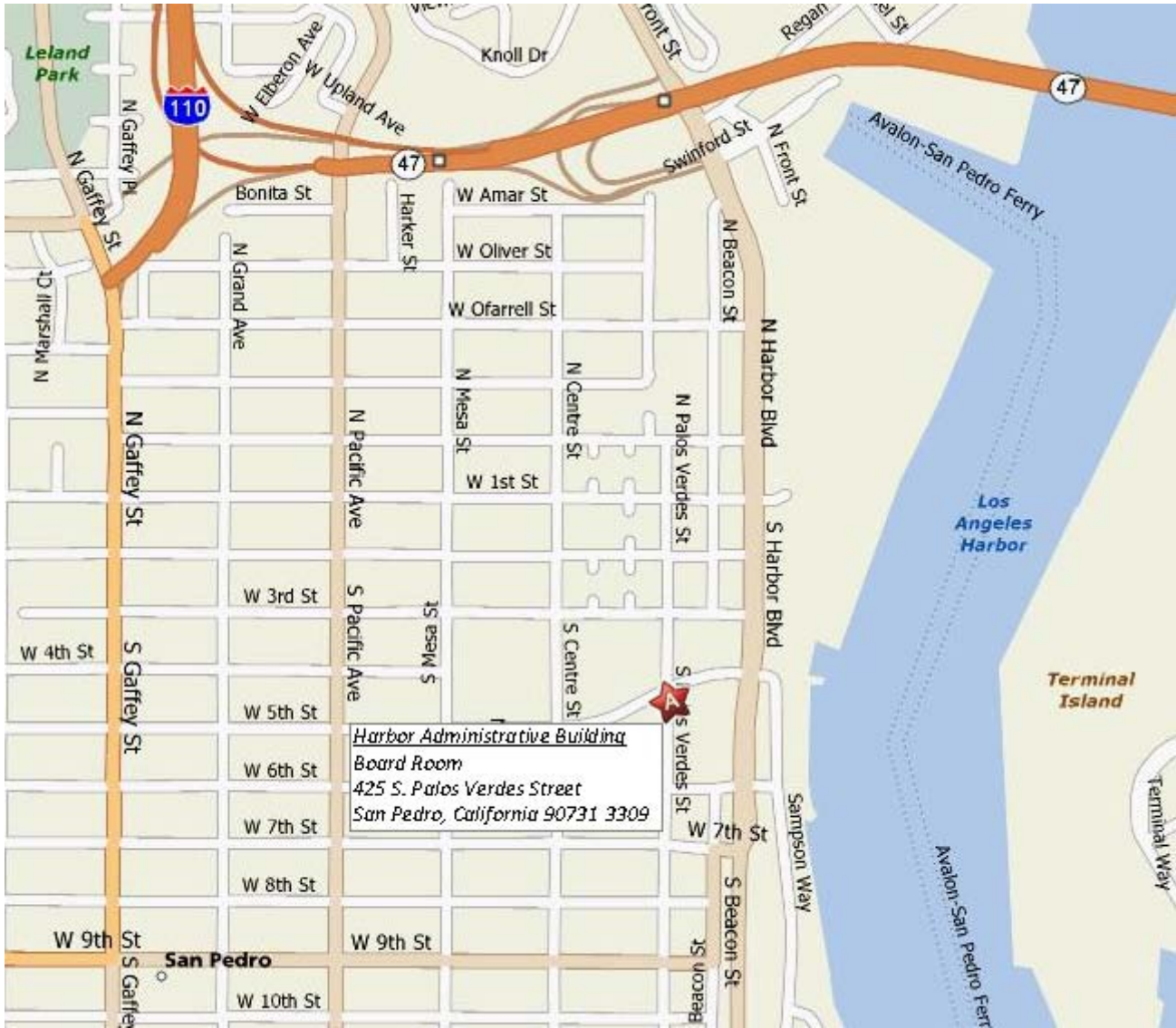
at the

Board Room

Harbor Administration Building
425 S. Palos Verdes Street
San Pedro, CA 90731

See Attachment 1 for a map of the meeting location. The scoping process is intended to provide the LAHD with information the public and agencies feel is necessary to establish the appropriate scope for preparing the environmental analysis in the Draft EIR. Please submit your comments, concerns, mitigation measures, suggestions for Project alternatives, and any other pertinent information that may enable us to prepare a comprehensive and meaningful EIR for the proposed Project. The LAHD is not yet requesting public input on the merits or detriments of the overall proposal, or advice on whether or not to approve or deny the proposal. There will be future opportunity to provide these types of comments during the Draft EIR public comment period and Project approval process.

Attachment 1: Map of Meeting Location



Public Comment at the Scoping Meeting:

During the public scoping meeting, anyone wishing to make a statement will be allocated a certain amount of time to provide information on the proposed Project, including the scope of environmental analysis, significant environmental issues, reasonable alternatives, and mitigation measures. The amount of time each person is allowed will be directly dependent on the number of people who sign up to speak at the public hearing. At this time, we estimate that individuals will be given 3 minutes to provide their comments orally. We would like to encourage interest groups to designate an official spokesperson to present the group's views. We will allocate a larger amount of time to official representatives of such groups upon request.

Written Comments:

Written and email comments to the LAHD will be received until **October 18, 2010**.

Written comments: Please send written comments to the address below:

Mr. Christopher L. Patton
Acting Director of Environmental Management Division
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

Email Comments: Please send email comments to the email address below:

ceqacomment@portla.org

Comment letters sent via email should include the Project title "AL Larson Boat Shop Improvement Project" in the email subject line and the commenter's physical mailing address in the body of the email.

Project information provided by LAHD can be found at the following website:

<http://www.portoflosangeles.org>

Contact:

LAHD Project Manager: Dennis Hagner, (310) 732-3682, dhagner@portla.org

Al Larson Boat Shop Improvement Project Notice of Preparation (NOP)

1.0 Introduction

This Notice of Preparation (NOP) is to inform responsible and trustee agencies, public agencies, and the public that the Los Angeles Harbor Department (LAHD), as the Lead Agency under the California Environmental Quality Act (CEQA), has independently determined that there are potential significant environmental impacts associated with the proposed Al Larson Boat Shop Improvement Project (the proposed Project) and an Environmental Impact Report (EIR) is required. 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.

2.0 Project Overview and Background

The Los Angeles Harbor Department (LAHD) administers the Port of Los Angeles (Port) under the California Tidelands Trust Act of 1911 and the Los Angeles City Charter. The Port consists of approximately 28 miles of waterfront and 7,500 acres of land and water. The LAHD is chartered to develop and operate the Port to benefit maritime uses, and it functions as a landlord by leasing Port properties to more than 300 tenants who operate the facilities. The Port includes a variety of terminals – automobile, container, omni (handles various types of cargo, including bulk steel, bundled paper, wood, pipe, and containers), break bulk, and cruise ship, as well as liquid and dry bulk facilities – and extensive transportation infrastructure for cargo movement by truck or rail. The Port currently accommodates commercial fishing, and ship repair yards. As the center of recreational water activity for the Los Angeles area, the Port provides slips for approximately 6,000 pleasure craft, sport fishing boats, and charter vessels. The Port also supports community facilities, including a public swimming beach and a Boy/Girl Scout Camp, as well as educational facilities, such as the Cabrillo Marine Aquarium and the Maritime Museum.

2.1 Proposed Project Overview

In June 2008, the Al Larson Boat Shop (ALBS) submitted an application to the LAHD (through LAHD's Application for Discretionary Project (ADP) process) for a new long-term (30 year) lease and to modernize and upgrade the existing Boat Shop. The proposed Project represents the first major upgrade to the facility since 1923. The proposed Project would redevelop the existing Boat Shop to modernize the facility, comply with, ALBS National Pollution Discharge Elimination System (NPDES) permit and Water Discharge Requirement (WDR), and to improve its ability to build and repair ships and vessels. Improvements would include replacing obsolete facilities with new facilities, improving site hydrology to address National Pollution Discharge Elimination System (NPDES) stormwater requirements, maintenance dredging to ensure adequate vessel access to the site, and constructing two Confined Disposal Facilities (CDFs) over two phases of the Project. A CDF is an engineered landfill designed to safely sequester sediment not eligible for open water disposal such that the contaminated material is not in contact with the surrounding water. The Project's CDFs would beneficially reuse contaminated dredge materials and result in approximately 0.9 acre of new land for increased vessel maintenance and repair, constructing new wharves, and installing a new travel-lift boat hoist. Construction would include demolishing and reconstructing a number of existing buildings, maintenance dredging to a depth of -22 feet mean lower low water (MLLW) plus an additional -2 feet overdredge¹ (for a total of approximately 19,000 cubic yards of sediment), creation of the CDFs containing cement-stabilized dredged materials, and installing new equipment. In addition, the proposed Project would remove historical sediment and soil contamination.

To minimize operational impacts to the facility during construction, the proposed Project would be constructed in three phases, with construction of the first CDF occurring in Phase 1 and construction of the second CDF occurring in Phase 2. Phase 1 consists of demolishing an existing timber wharf and demolishing three buildings, dredging approximately 3,000 cubic yards, installing a sheet pile wall for the CDF construction, constructing two new finger piers to support the travel-lift boat hoist, construction of the new travel lift hoist, installing facilities including storm drains and an oil/water separator consistent with Standard Urban Stormwater Mitigation Plan (SUSUMP) provisions², and grading, paving and lighting improvements within the Phase 1 footprint. Phase 2 consists of dredging approximately 16,000 cubic yards, constructing a second sheet pile wall for Phase 2 of the CDF construction, upgrading facility lighting, and grading, paving and lighting within the Phase 2 footprint. Phase 3 consists of demolishing three buildings, constructing new replacement buildings throughout the site, and grading and paving improvements within the Phase 3 footprint. The proposed Project would take approximately 3 years to construct and would be operational until 2042, which is the duration of the proposed 30-year lease.

The proposed Project will also require a permit from the U.S. Army Corps of Engineers (USACE) to perform maintenance dredging and to construct the CDFs. The National Environmental Policy Act (NEPA) analysis is being completed separately from the CEQA analysis; a preliminary determination

¹ Overdredge refers to the amount of dredging that is allowed over what is stated in the dredging permit. Dredging is somewhat imprecise, and as a result, a certain amount of overdredge is allowed under the U.S. Army Corps of Engineers Dredge Permit.

² Regional Water Quality Control Board, Los Angeles Region, Order No. 01-182, NPDES Permit No. CAS004001, December 13, 2001.

has been made by the USACE that an Environmental Impact Statement (EIS) is not required for the proposed work.

The Draft EIR will evaluate the potential impacts of the construction and operation of the proposed Project, as described in greater detail in Section 3 below, as well as Project alternatives and mitigation measures.

2.2 Proposed Project Background/Existing Facilities

The ALBS was established in the Port in 1903 and was originally located on Mormon Island in Wilmington, CA; the original lease was with the Banning family. The operation was moved to its current location, 1046 Seaside Avenue, Terminal Island, at the entrance of Fish Harbor in the San Pedro Bay (Figure 1), in 1924. The ALBS is the last remaining large-capacity dry dock boat repair facility within the Port. ALBS, which is considered a mid-sized shipyard, can dry dock vessels up to 260 feet long. The existing ALBS occupies approximately 7.7 acres (2.35 acres of land and 5.35 acres of water) at Berth 258, under Revocable Permit No. 07-15. The ALBS is a full-service shipyard that provides maintenance and repair of tugboats, government vessels, fireboats, ferries, barges, offshore oil equipment, research vessels, and yachts. The existing facility has the capacity to accommodate five vessels; this includes four marine railways, one floating dry dock for underwater hull repairs, and dock space for dockside repairs. The existing marine railways' capacities range from 100 to 1,250 tons with the ability to haul-out barges up to 60 feet wide by 250 feet long. The floating dry dock is 200 feet long by 44 feet wide, with the ability to haul-out vessels up to 1,000 tons. Wood, welding, and machine shops; storage areas; and crew quarters currently support the shipyard. Existing equipment includes portable and fixed cranes, portable forklifts, welders and sand blasting equipment.

The site currently services on average 120 to 130 ships/vessels per year and has between 70 to 100 employees onsite depending on workload. The hours of operation of the facility span two shifts, 7:45 am to 4:15 pm, and 3:30 pm to 11:00 pm. Land access to the site is via the adjacent and recently realigned Seaside Avenue.

2.3 Project Location and Setting

The Project site is located on Terminal Island, within the western portion of the Port in an area known as Fish Harbor. The site is within the Port of Los Angeles Community Plan area of the City of Los Angeles, which is adjacent to the communities of San Pedro and Wilmington, and approximately 20 miles from downtown Los Angeles (see Figure 1).

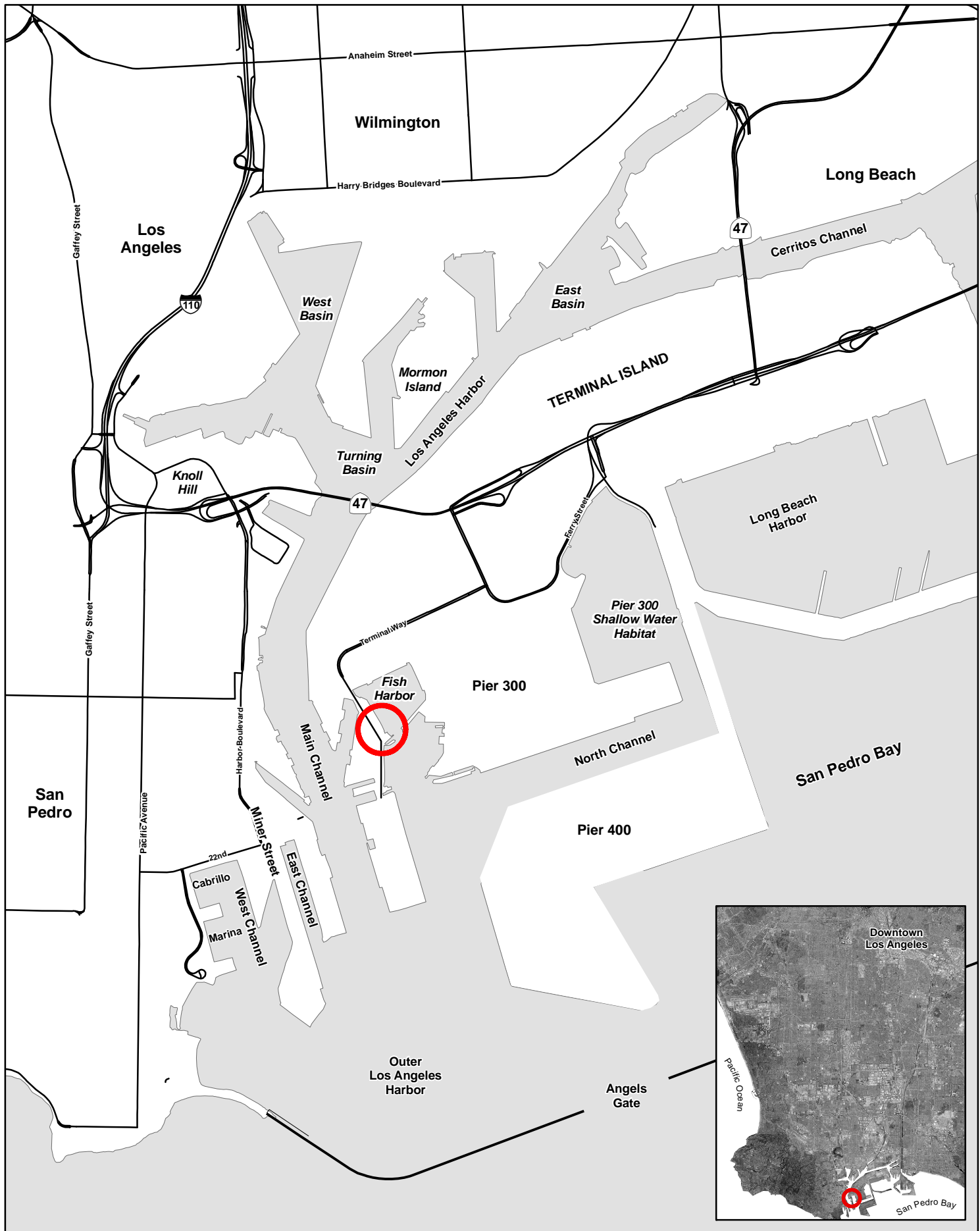
The current navigable capacity of the facility is -20 feet MLLW. Approximately 19,000 cubic yards of sediment have accumulated at the facility's approach channel. Dredging of this material is required to maintain safe navigation within the Project area, as well as to accommodate larger vessels.

The existing ALBS facility is located at 1046 Seaside Avenue, and the Boat Shop occupies Berth 258 at the entrance to Fish Harbor (see Figure 2). As shown on Figure 3, the Project site includes the following existing facilities:

- A. Office (approximately 3,767 square feet) and Workshop (approximately 4,054 square feet) Complex
- B. Paint Shed (approximately 12,226 square feet)
- C. Wood, Welding, and Machine Shops (approximately 8,190 square feet) – known collectively as the Machine Shop Complex
- D. Building No. 4 (approximately 3,440 square feet)
- E. Docks, Piers, Walls, and existing Marine Railways
- F. Floating Dry Dock and Pier
- G. Marina
- H. Ancillary Buildings and Structures

Roadway access to the property is available from Seaside Avenue, which is west of the site and has recently been realigned adjacent to the Project site. The Southwest Marine Shipyard site is to the west (across Seaside Avenue), Exxon Mobil terminal is to the northwest, fisheries and canning facilities to the north (across Fish Harbor), Fish Harbor is to the east, and the boat marina (Al Larson's Marina with 128 slips), Reservation Point/Coast Guard/Federal Prison is to the south. See Figure 2.

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Legend

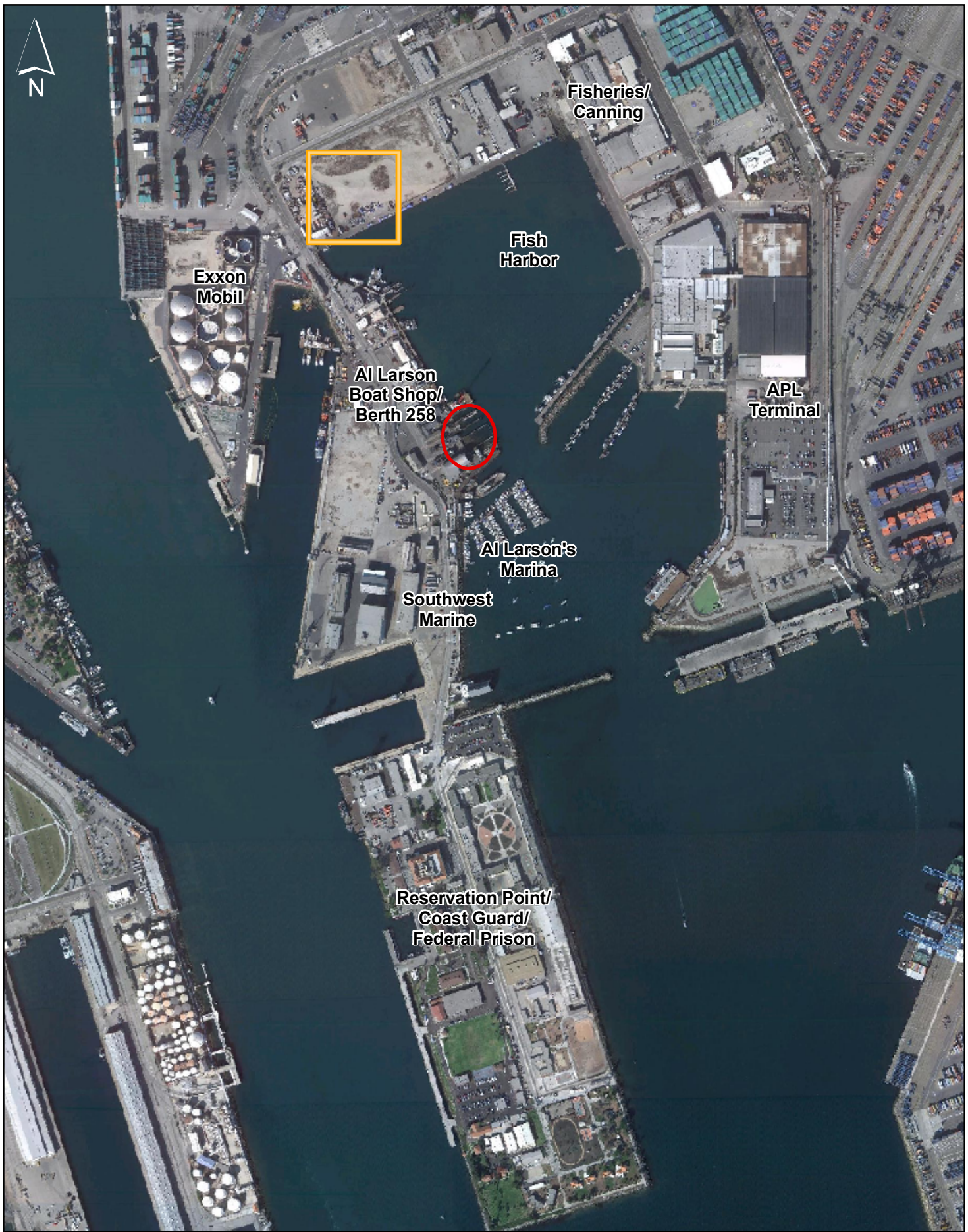
 Project Site Vicinity





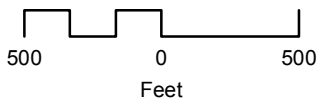
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**Port of Los Angeles
Al Larson Boat Shop
Improvement Project
Regional Location Map
Figure 1**

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-  Project Site Vicinity
-  Proposed Site for Dredged Material/Concrete Mixing

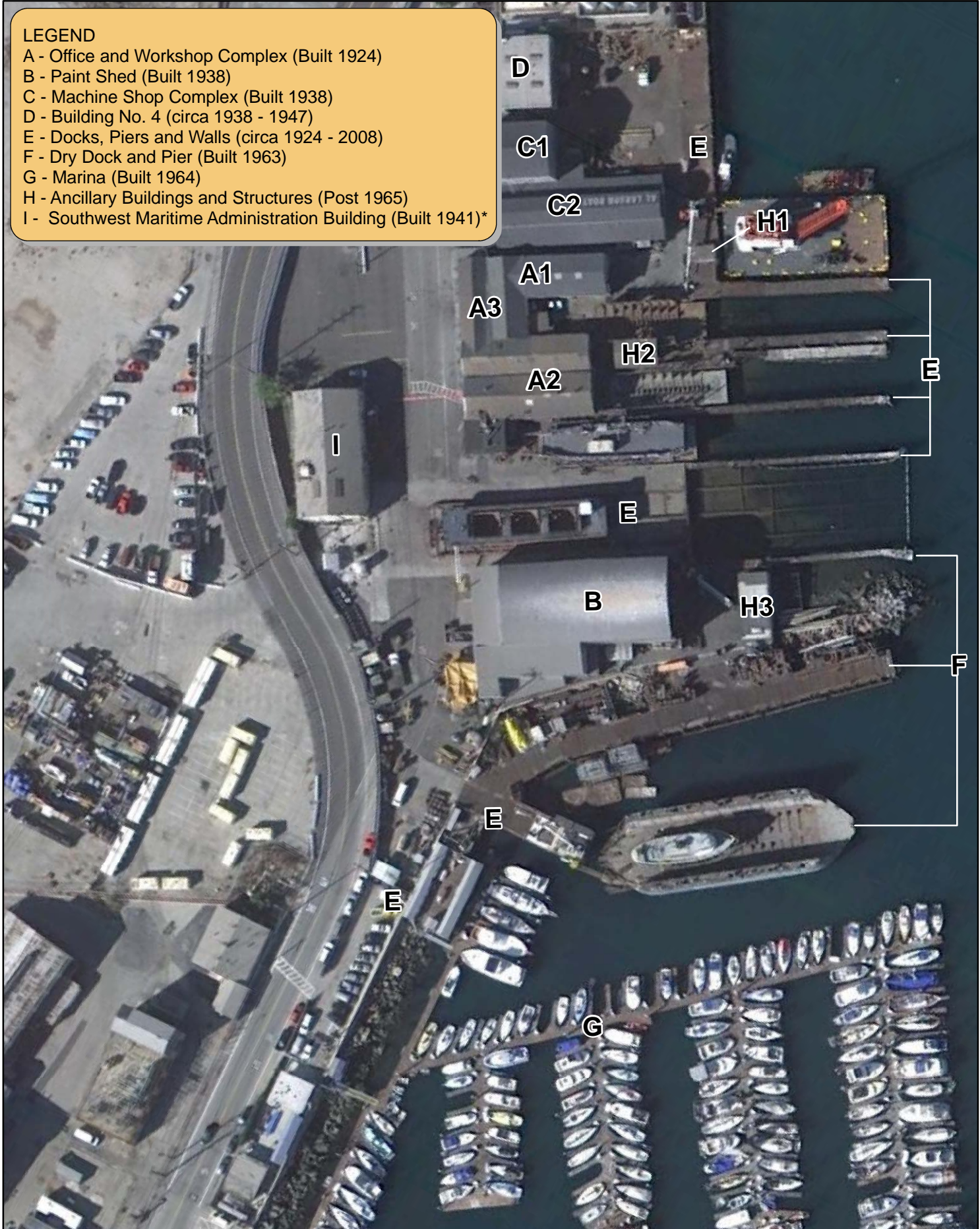


Port of Los Angeles
*Al Larson Boat Shop
Improvement Project*
Project Site and Vicinity Map
Figure 2

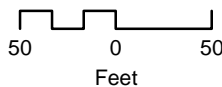
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LEGEND

- A - Office and Workshop Complex (Built 1924)
- B - Paint Shed (Built 1938)
- C - Machine Shop Complex (Built 1938)
- D - Building No. 4 (circa 1938 - 1947)
- E - Docks, Piers and Walls (circa 1924 - 2008)
- F - Dry Dock and Pier (Built 1963)
- G - Marina (Built 1964)
- H - Ancillary Buildings and Structures (Post 1965)
- I - Southwest Maritime Administration Building (Built 1941)*



* Not part of the project.



**Port of Los Angeles
Al Larson Boat Shop
Improvement Project
Project Site - Existing Conditions
Figure 3**

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3.0 Project Objectives & Purpose

A statement of the objectives sought by the proposed Project is required by CEQA Guidelines³ Section 15124(b). The definition of the Project objectives is important in that it aids the lead agency in formulating a reasonable range of alternatives to the proposed Project that also can achieve, at least in part, the objectives of the proposed Project. The CEQA Guidelines also provide that the statement of objectives should include the underlying purpose of the Project. The basic purposes of the proposed Project are to improve the safety and efficiency of the marine ship building, expand the maintenance and repair capabilities of the operation, modernize the site in order to comply with existing and future water quality regulations, ALBS NPDES and WDR permits, and to take advantage of the opportunity to remove contaminated soils for disposal offsite and contaminated bottom sediment for use in the CDFs. Requirements of the NPDES permit and WDR include a Best Management Practices Plan implementing site-specific plans and procedures to prevent hazardous material from being discharged to harbor waters and an updated Stormwater Pollution Prevention Plan (SWPPP) that describes site-specific management practices for minimizing contamination of stormwater runoff and for preventing contaminated stormwater runoff from being discharged to waters.

The objectives of the proposed Project are as follows:

- Improve Project site drainage to comply with current and future environmental requirements, including NPDES stormwater regulations;
- Optimize the existing boat shop location by increasing the land available for use in order to safely increase shipbuilding and vessel maintenance and repair capacity;
- Modernize existing boat yard facilities, including the replacement of aging infrastructure with newer, state-of-the art equipment, including a new 600-ton travel-lift boat hoist and maintain or continue to meet a regional need for marine vessel repair;
- Restore the navigable capacity of the facility by removing sediments that have accumulated above the design depth of -22 feet MLLW;
- Take the opportunity to clean-up Project site legacy contaminants from the historical use of the site as a boat shop, including contaminants located beneath existing pavement and buildings and sediments within Fish Harbor;
- Provide onsite disposal capacity for placement of contaminated dredge materials from the Project site; and
- Promote regional sediment management objectives by beneficially reusing dredged material to create a CDF cell(s).

³ Cal. Code Regs., tit. 14, § 15000 et seq.

The current infrastructure is aging and dilapidated, and the current and future trend in the increase in ship size and tonnage cannot be currently accommodated safely and efficiently at the existing facility. The proposed expansion and improvements of the ALBS are required to accommodate modern ship building and repair needs, implement a SWPPP specifying Best Management Practices (BMPs) as called for in the ALBS' NPDES Permit and WDR from the California Regional Water Quality Control Board Los Angeles Region (RWQCB), comply with the City of Los Angeles Standard Urban Stormwater Mitigation Plans (SUSMP), and promote regional sediment management objectives.

Currently, the proposed Project site is situated such that runoff from the Project site travels through existing buildings and structures, which is disruptive to operations. There is a need to improve the manner in which runoff is managed on the site to comply with current water quality and related regulations. The installation of stormwater BMPs is necessary to comply with current and future water quality requirements.

In addition, the proposed Project provides the opportunity to remove legacy contaminants associated with historical ship building and repair activities, and other historical uses in the vicinity of the Project site. The clean-up of the contamination in the sediment within the proposed footprint of the Project and on the land portion of the Project site would assist ALBS and the Port in complying with current environmental regulations.

4.0 Description of the Proposed Project

4.1 Project Components

The proposed Project would be constructed in three phases, and includes the following general elements:

- Demolish obsolete facilities;
- Remove existing Project site dredge sediment and upland soil contamination;
- Installation of new storm drain system in conjunction with the oil/water separation system;
- Construct new facilities to replace the demolished facilities;
- Add a new 600-ton capacity travel-lift boat hoist and associated pier structures to accommodate the travel lift operation;
- Perform maintenance dredging on the approach channel of the Project site to -22 (with an additional -2 feet overdredge) MLLW to improve navigation and accommodate larger ship building and repair operations;
- Reuse dredge material by creating approximately 0.9 acre of new fill/land, which would serve as two CDFs (one each installed in Phase 1 and Phase 2 of the overall Project) to contain existing contaminated sediment; and

- Site improvements (i.e., paving and lighting).

Removal of obsolete infrastructure and structures including a number of existing buildings, and two structures (Office/Workshop and Machine Shop) potentially eligible for listing on the California Register of Historic Resources (CRHR) and City of Los Angeles Historic-Cultural Monuments (HCM). See Section V of this document for additional information on specifics related to historic resources.

Maintenance dredging would be performed as part of the proposed Project to remove the accumulated sediment and to allow for the safe transit of vessels to the facility. The approach channel would be dredged to -22 feet below MLLW (-22 feet below MLLW with an allowable overdredge an additional -2 feet, per the Master Dredge Permit). The maintenance dredging, along with the installation of the 600-ton capacity travel-lift boat hoist would accommodate the building and repair of deeper draft vessels. Approximately 19,000 cubic yards of sediments would be dredged over two phases and beneficially reused thru creation of two CDFs.

Phase 1

During Phase 1, an existing 200-foot creosote-treated timber wharf and piles would be demolished and the waste would be transported to an appropriate landfill⁴, however the existing riprap revetment⁵ under the wharf would remain (Figure 3). A boom would be placed around the perimeter of the work area to contain floating debris that may be generated during the removal process. The creosote debris, which is not suitable for disposal in a municipal landfill, would be transported to a disposal facility suitable for handling creosote wood waste. Once the timber wharf has been removed, a steel sheet pile wall would be constructed in approximately the same outline as the wharf, with a 10-foot offset from the face of the wharf to form the perimeter of the CDF cell located within the footprint of Phase 1. Then, working from a barge, a clamshell bucket and crane would dredge approximately 3,000 cubic yards within the Phase 1 footprint to a depth of -22 feet MLLW, plus an additional a 2-foot overdredge allowance. The dredged material would be placed in a scow for treatment by cement stabilization prior to permanent placement in the CDF cell.

Cement stabilization, or immobilization technology, stabilizes and solidifies contaminated dredged material. This process involves stabilization and solidification of contaminated dredged material with cement-based additive mixes to convert contaminants in the material into the least soluble, mobile, or toxic form and enhances the physical properties of the material. Cement stabilization is very successful in immobilizing contaminants (such as PCBs) generally not mobile through air, soil, and water.⁶ Cement stabilization binds soluble constituents, reduces chloride mobility, and significantly reduces compaction times. For this Project, the dredged material would be placed in a scow, and the binder would be added to the sediment and mechanically mixed. There is no access for the cement truck at the ALBS wharf; therefore, scows would be tugged to an accessible area approximately 0.23 mile north from the dredge location (dredge location is shown in the area labeled Phase 1 on Figure 4 and the

⁴ Five landfills within Los Angeles County, one within Orange County, and two within Riverside County accept treated wood waste (TWW).

⁵ Rock or other material used to armor shorelines, and other shoreline structures, to protect against erosion.

⁶ *Wiles and Barth, 1992.*

proposed location for dredge material storage and concrete mixing is shown on Figure 2). Two scows would be used for this process. The material would be allowed to stabilize in the scow (approximately 1 to 2 days) and would be returned to ALBS and placed behind the sheet pile wall and into the CDF using the clamshell bucket. There is no bulking factor in regards to filling the CDF, the stabilized material is placed in the CDF cell, and hardens within a 24-hour period.

The new boat lift piers would be constructed in the Phase 1 footprint to allow the existing marine railways to continue to operate during construction. Two finger piers supported by 32 24-inch octagonal concrete piles for each pier (64 total) would be installed to support the new 600-ton travel-lift hoist.

The final stage of Phase 1 consists of completing upland improvements within the footprint of Phase 1. Buildings D, C1, and H1 (Figure 3) would be demolished. Existing pavement within the Phase 1 footprint would also be demolished, contaminated soil would be removed, the area would be graded, and the areas within the Phase 1 footprint would be paved with new high strength pavement, including the new surface area created by construction of the CDF. In addition BMPs including storm drains and an oil/water separator described in greater detail below. The site would be constructed to drain inland to be processed in the proposed upland oil/water separator.

Phase 2

To begin Phase 2, the finger piers for the existing boat hoist railway would be removed, although the rails associated with the existing railway system would remain because this area would be contained within the second CDF and covered with treated dredge material. Asphalt areas currently being used for dry docking would also be removed. The second cell of the CDF would be constructed by installing sealed sheetpile.

In Phase 2, approximately 16,000 cubic yards of material would be dredged to -22 feet MLLW (plus an additional 2-foot over-dredge allowance) to provide navigation for the upgraded facilities. As in Phase 1, the dredged material would be stored on a scow and treated by the cement stabilization method. As the treatment process is completed, the material would be placed in a newly constructed CDF cell within the footprint of Phase 2. The CDF cell would be approximately 145 feet wide and would be up to 140 feet in length. Clean material would be imported to fill in any remaining space in the CDF, if necessary, bringing the upland area to the same elevation as the sheet pile wall (12 feet MLLW). See Figure 4.

The final stage of Phase 2 consists of the demolition of Building H2 (Figure 3) in order to complete all upland improvements, including paving the remaining areas within the Phase 2 footprint with high strength pavement. The pavement would cover the entire Phase 2 footprint, including the new surface area created by the CDF.

In Phases 1 and 2, the sheet piles⁷ would be installed using a vibratory hammer to a minimum depth of -47 feet MLLW. Phase 2 would also include a new storm drain system and an oil/water separator. The

⁷ Interlocking sheets of steel placed in the ground to contain the contaminated soil material.

final elevation of the material inside the CDF would be approximately 5 feet higher than the existing wharf, to ensure the new surface is the same elevation as the upland area so the water would be able to drain inland into the oil/water separator, before discharge into the harbor, complying with the requirements of ALBS NPDES permit and WDR. The joints of the sheet piles would be sealed to prevent exchange of water between the cement stabilized sediments inside the CDF cells and the marine environment.

Phase 3

Phase 3 would consist of the demolition of the remaining buildings landside of the Phase 2 CDF (the buildings labeled A2 and A3 in Figure 3). In addition, landside improvements would occur, including removal of contaminated soil, grading, paving, existing utility protection, electrical relocations, yard lighting, shop air, installation of new storm drain lines, and construction of a new office building. Upon project completion, lighting improvements would consist of 40 foot perimeter lightpoles, fixtures directed toward the interior to accommodate nighttime operations (two 8-hour shifts commencing at 8:00 AM). The lights would emit five footcandles of light. Additional security lighting would be provided in the employee parking area and property perimeter as necessary.

Travel Lift Boat Hoist

The first phase of the Project would include the installation and operation of a new 600-ton travel-lift boat hoist at the dry dock pier along the north end of the Project site and to increase the ALBS's ability to handle larger and heavier ships in dry dock. The proposed Project would change ALBS lease hold (4.1 acres of land and 3.2 acres of water) and the dry dock/railway capacity of the ALBS from the current capacity of five vessels to twelve vessels simultaneously. The new boat lift piers would be constructed as part of Phase 1 (the area shown as Phase 1 in Figure 4) to allow the existing marine railways to continue operating during construction. Two concrete finger piers supported by thirty-two 24-inch octagonal concrete piles for each pier (64 total) would be installed to support the new 600-ton travel-lift hoist.

Contaminated Soils

That portion of contaminated materials excavated to accommodate proposed Project improvements, including but not limited to the installation of new utilities and asphalt paving would be tested on site and disposed of off-site at an approved disposal facility. It is estimated that 1,000 tons of soil and 800 tons of asphalt would be removed to an off-site location.

The proposed sheet pile bulkhead would be constructed to elevation 12 feet MLLW to allow for the site to drain toward the street and into a new storm drain and oil/water separator system. This would allow the site contamination to be capped.

Any lease for continued occupancy of the site by ALBS will contain provisions providing that contamination not removed during the course of the proposed redevelopment project would be removed prior to ALBS vacation of the premises.

Stormwater Management & Best Management Practices (BMP)

One of the major components of the Project is the installation of facilities on the site to change the direction of the flow of stormwater on the site. Currently, the stormwater flows untreated through the existing stormwater system or over the wharf and into the harbor in a storm event.

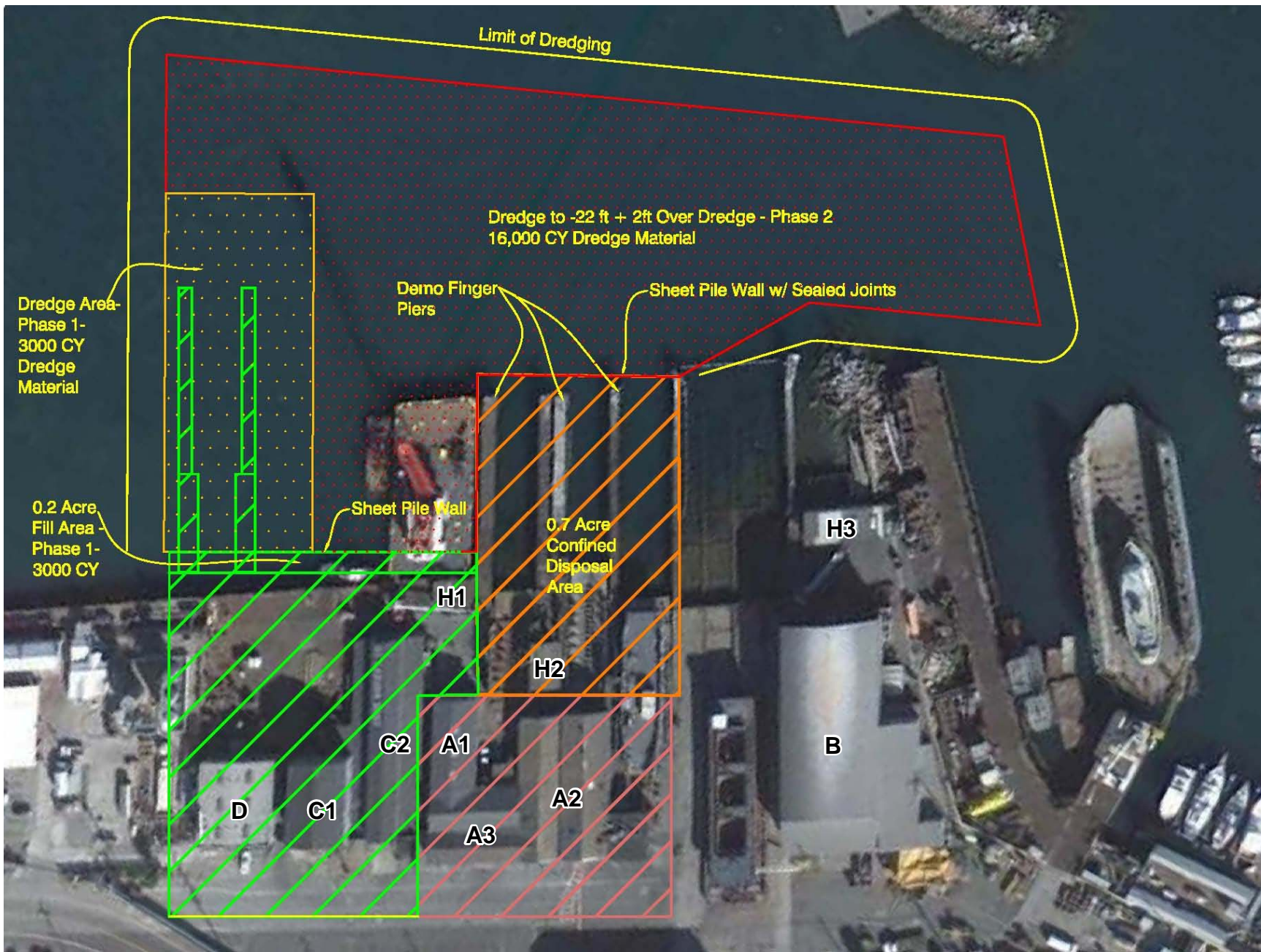
As part of the proposed Project, a new storm drain would be installed in conjunction with the installation of an oil/water separator. The current pavement would be replaced with high strength pavement (including over the newly constructed CDF cell) designed to drain stormwater away from harbor waters to be collected by the storm drain system for treatment in the proposed oil/water separator facility.

Under the proposed Project, dikes would be used to redirect the flow of stormwater around the remaining buildings. A raised curb/step would be constructed around buildings C2 and A1, a combination of either trench drains and/or catch basins to capture the flow would be introduced, and the flow would be directed to the new oil/grease separator unit(s) to comply with the BMP requirements for NPDES and WDR permitted discharge into harbor waters. Along the north side of the remaining buildings, a small retaining structure would be required to allow the grades for Phase 1 to be raised. On the south side of the wall, a concrete curb and trench drain to capture any drainage from the Phase 1 area would be required.

Project Operation

Currently the dry dock capacity at the ALBS is comprised of four marine railways, and one floating dry dock. The proposed Project would replace three of the marine railways systems with a 600-ton travel lift. With the introduction of the travel lift, there would no longer be the need to solely depend upon the use of the existing ways, which require the tides to be high enough to launch the vessel safely. With the new travel lift operations, ALBS would be able to launch vessels without these tidal delays.

Eventually, this would allow for the removal of three marine railway systems in Phase 2, leading to more flexible scheduling of vessel repairs, allowing ALBS to dry dock more vessels at a time, thus minimizing backlog in dry docking.



- A - Office and Workshop Complex
- B- Paint and Shed
- C - Machine Shop Complex
- D - Building No. 4
- H - Ancillary Buildings and Structures

LEGEND:

-  PHASE 1
-  PHASE 2
-  PHASE 3



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4.2 Project Phasing

The EIR will evaluate the environmental impacts of the construction and operation of the proposed Project, as well as alternatives. The proposed Project would be constructed in three phases to allow for continued ALBS operations during construction. The basic elements of the three phases are as follows:

Phase 1

- Demolish the existing 200-foot creosote-treated timber wharf and piles within the Phase 1 footprint.
- Demolish buildings D, C1, and H1 (shown in Figure 3) in the Phase 1 footprint. The Phase 1 footprint is shown in Figure 4.
- Install two concrete finger piers supported by 32 24-inch octagonal concrete piles for each pier (64 total) to support the new 600-ton travel lift.
- Install a new 600-ton travel lift at the dry dock pier along the north end of the Project site.
- Construct a steel sheet pile wall to form the perimeter of the CDF cell.
- Dredge approximately 3,000 cubic yards within the Phase 1 footprint to a depth of -22 feet MLLW, plus an additional 2-foot over-dredge allowance. The dredged material would be placed in the CDF cell.
- Install facilities consistent with the SUSUMP provisions, including new storm drain system within the Phase 1 footprint and the installation of an oil/water separator.
- Grading, paving and lighting improvements within the Phase 1 footprint, including paving over the CDF.

Phase 2

- Removal of the finger piers associated with the existing marine railways for the existing boat hoist railway (the rails associated with the existing lift system would remain because this area would be contained within the second CDF).
- Dredge approximately 16,000 cubic yards of material to -22 feet MLLW (plus an additional 2-foot over-dredge allowance) to provide navigation for the upgraded facilities. The dredged material would be placed in the CDF.
- Construction of a second sheet pile wall for the second CDF.
- Import clean material to bring the upland area to the same elevation as the sheet pile wall (12 feet MLLW).

- Demolish Building H2.
- Install facilities consistent with the SUSUMP provisions, including new storm drain system and an oil/water separator within the Phase 2 footprint.
- Grading, paving, and lighting improvements within the Phase 2 footprint.

Phase 3

- Demolish buildings A2 and A3, landside of the Phase 2 CDF.
- Perform landside improvements including grading, paving, existing utility protection, electrical relocations, yard lighting, shop air and installation of new storm drain system.
- As part of the Project work, remove any existing contamination encountered as part of the Project excavation requirements on the Project site, including contamination associated with the structures and beneath existing facilities (approximately 0.81 acre of pavement would be removed for offsite disposal and the area graded).
- Construct new buildings as required for the operations to replace buildings A2, A3, C1, and D that were demolished in Phases 1 and 2.
- Grading, paving, and lighting improvements within the Phase 3 footprint.

Through the EIR process, potentially feasible environmental alternatives and mitigation measures will be developed to reduce environmental impacts, as feasible. Measures to reduce construction impacts would be implemented through construction contract specifications.

4.3 Project Schedule

Construction of the proposed Project is anticipated to commence in 2011 and last for approximately three years. Operation of the proposed Project would occur under a new 30-year lease. The new lease term would begin in 2012.

5.0 Project Baseline

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 ALBS configuration and operational activity for the 12-month period preceding the NOP date (September 2009 to August 2010). This information is considered representative of the physical conditions at the time this NOP is published.

6.0 Project Alternatives

The Draft EIR will include an analysis of alternatives to the proposed Project. Alternatives being considered include the following:

1. Reduced Project Alternative 1: Under this alternative, ALBS would not implement any of the proposed improvements on the site. However, in order to comply with the RWQCB requirements and remain in operation, they would implement measures on the site to redirect water away from Fish Harbor. Under this alternative, ALBS would place dikes around existing buildings and/or change the slope of the site so stormwater runoff would drain away from Fish Harbor into an oil/water separator before discharge. Under this alternative, ALBS would continue to operate on the site.
2. Reduced Project Alternative 2: This alternative would be similar to the proposed Project; however, only one of the two potentially historic structures (Office/Workshop or Machine Shop) would be demolished and all other Project components would be constructed.
3. Proposed Project without Impacts on Historic Buildings: This alternative would contain all of the elements of the proposed Project; however, the historic buildings (Office/Workshop and Machine Shop) would not be demolished.
4. Proposed Project with Relocation of Historical Building(s): This alternative would be the same as the proposed Project; however, LAHD would relocate one or both of the potentially historic buildings to another location (yet to be determined) within the Port.
5. Alternative ALBS Site location: This alternative would construct and operate the ALBS at a different location (yet to be determined) elsewhere within the Port.
6. No Project Alternative: The No Project Alternative required by CEQA represents what would reasonably be expected to occur in the foreseeable future if the proposed Project were not approved, based on current plans and consistent with available infrastructure and community services. Under this alternative, no development would occur on the site and no action would be taken by the tenant to bring the site into compliance with the applicable surface water quality standards. Currently, ALBS has a revocable permit and month to month lease with the Port of Los Angeles to operate on the site. However, the current configuration of the ALBS is not in compliance with the current NPDES permit, which would require them to implement measures on the site to redirect stormwater away from Fish Harbor to be in compliance. Because no development would occur on the site, including improvements to the site that would result in

water draining away from the Harbor, ALBS would be forced to cease operation. Upon cessation of the existing operation on the site, ALBS would be required to clear the site and return it to its original condition. This site would then be available for use consistent with its zoning, shipbuilding/ship repair facilities, light manufacturing and industrial activities, or ocean resource-oriented industries.

7. No Federal Action: As discussed, the proposed Project will require a permit from the USACE. The No Federal Action Alternative represents what would reasonably be expected to occur in the foreseeable future if the USACE Permit were not approved. Under the No Federal Action Alternative, there would be no maintenance dredging, no CDF construction (no removal of historical sediment and soil contamination), and no construction of the concrete piers for the travel-lift boat hoist. However, the landside construction could occur and a new lease would be issued to ALBS.

Additional alternatives may be added in the Draft EIR based on public comment and additional environmental analysis.

Environmental Checklist Form

1. Project Title:	Al Larson Boat Shop Improvement 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:	Christopher L. Patton, Acting Director Environmental Management Division c/o Dennis Hagner, Project Manager (310) 732-3682
4. Project Location:	Port of Los Angeles, Terminal Island
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 – Port Community Plan:	Commercial Fishing (Area 8, “Fish Harbor”) [Port Master Plan Area 8, “Fish Harbor”]
7. Zoning:	[Q]M3-1 ZI-2130 Harbor State Enterprise Zone
8. Description of Project:	The proposed Project involves redeveloping the existing Al Larson Boat Shop (ALBS) to modernize the facility and to improve its ability to build and repair ships and vessels. Improvements would include maintenance dredging to ensure adequate vessel access to the site, beneficially reuse dredged material by constructing two confined disposal facilities (CDF) which would result in approximately 1 acre of new land for increased vessel maintenance and repair, demolition of some of the existing buildings, construction of a new office building, constructing new wharves, and installing a new travel-lift boat hoist. In addition, the proposed Project would improve the site's runoff (hydrology and water quality) and remove historical sediment and soil contamination.

<p>9. Setting and Surrounding Land Uses</p>	<p>The Project site is located on Terminal Island, within the western portion of the Port in an area known as Fish Harbor. The site is within the Port of Los Angeles Community Plan area of in the City of Los Angeles, which is adjacent to the communities of San Pedro and Wilmington, and approximately 20 miles from downtown Los Angeles. Surrounding land uses include the Southwest Marine Shipyard site to the west (across Seaside Avenue), Exxon Mobile terminal to the northwest, fisheries and canning facilities to the north (across Fish Harbor), Fish Harbor to the east, and the boat marina (Al Larson's Marina with 128 slips), Reservation Point/Coast Guard/Federal Prison to the south.</p>
<p>10. Potential Responsible Agencies, Trustees and City of Los Angeles Departments:</p>	<p>U.S. Environmental Protection Agency U.S. Fish and Wildlife Service U.S. Coast Guard National Marine Fisheries Service California Environmental Protection Agency California State Lands Commission California Coastal Commission California Public Utilities Commission California Department of Transportation (Caltrans) California Department of Fish and Game California Office of Historic Preservation Department of Toxic Substances Control (CalEPA) South Coast Air Quality Management District Southern California Association of Government Los Angeles Regional Water Quality Control Board Los Angeles County Fire Department City of Los Angeles Harbor Department City of Los Angeles Planning Department City of Los Angeles Fire Department City of Los Angeles Department of Building and Safety City of Los Angeles Bureau of Engineering City of Los Angeles Bureau of Sanitation City of Los Angeles Department of Transportation</p>


Environmental Factors Potentially Affected:

The environmental factors checked below would potentially be affected by this 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
	Land Use/Planning		Mineral Resources	X	Noise
	Population/Housing		Public Services		Recreation
	Transportation/Traffic		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.
<input checked="" type="checkbox"/>	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.
	Date September 14, 2010
Christopher L. Patton, Acting Director of Environmental Management Division	

Evaluation of Environmental Impacts:

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

9. The explanation of each issue should identify:
 - (a) the significance criteria or threshold, if any, used to evaluate each question, and
 - (b) the mitigation measure identified, if any, to reduce the impact to a less than significant level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the Project:				
a. Have a substantial adverse effect on a scenic vista?	X			
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?			X	
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	X			
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	X			

Discussion:

a. Would the Project have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. Installation and operation of a new 600-ton travel lift (height 46.5 feet, width 52 feet and wheel base of 60 feet) at the dry dock pier along the north end of the Project site may partially obstruct views of the Port available from public and private vantages, including panoramic views from hillside residential areas of San Pedro. Demolition of buildings as tall as 48 feet may alter views of the Port available from public and private vantages, including views of the Port available from hillside residential areas of San Pedro. These issues 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?

Less Than Significant Impact. The nearest officially designated state scenic highway is approximately 34 miles north of the proposed Project (State Highway 2, from approximately three miles north of Interstate 210 in La Cañada to the San Bernardino County Line). The nearest eligible state scenic highway is approximately ten miles northeast of the Project (State Highway 1, from State Highway 19 near Long Beach to Interstate 5 south of San Juan Capistrano). The Project site is not visible from either of these locations. In addition to Caltrans' officially designated and eligible state scenic highways, the City of Los Angeles has city-designated scenic highways that are considered for local planning and development

decisions. These include several streets in San Pedro that are in the vicinity of the proposed Project. Project implementation may directly affect features within the Project area. John S. Gibson Boulevard, Pacific Avenue, Front Street, and Harbor Boulevard are city-designated scenic highways because they afford views of the Port and the Vincent Thomas Bridge. Significant impacts to a scenic highway are not anticipated due to a lack of proximity of the Project site to the local scenic highways. In addition, there are no other scenic resources, such as trees, rock outcroppings or historic buildings within a scenic highway that could be impacted by the Project. Although a less than significant impact is anticipated, this issue will be discussed 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. Project implementation would not increase the number of portable and fixed cranes along the timber wharf; however, the Project would involve the construction of a 600-ton travel lift (height 46.5 feet, width 52 feet and wheel base of 60 feet). In general, the ultimate improvement of the boat shop would be compatible with the existing visual character of the area (i.e., the visual character of the Project area and Terminal Island is comprised of industrial uses consistent with the proposed Project improvements). However, the proposed Project would include the demolition of two eligible historic buildings, construction of new buildings, and would construct two CDFs that would fill in portions of the existing marine railways. These proposed changes could significantly change the visual character of the site; therefore, this issue will be discussed further in the EIR.

d. Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. As described above, the Project site is located in Fish Harbor in the Community Plan and the General Plan. Currently, Fish Harbor is not one of the more visible areas of the Port at night as the site does not contain large quantities of infrastructure such as illuminated backlands, dockyards, and shoreside cranes associated with container terminals. However, the amount of onsite lighting would be increased above existing levels as a result of the lighting required for the new structures, equipment and expanded land area created by the CDFs. In addition, some lighting could be generated as a result of Project construction. Lighting would be focused downward in a manner that would only illuminate the intended areas, thus reducing lighting and glare impacts. However, specifics regarding site lighting will be further discussed in the EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	AGRICULTURE AND FOREST RESOURCES. In determining whether impacts on 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. 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 Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the Project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?				X
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)) or timberland (as defined in PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				X

e.	Involve other changes in the existing environment that, 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?				X
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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) develops maps and statistical data to be used for analyzing impacts on California's agricultural resources. The FMMP categorizes agricultural land according to soil quality and irrigation status; the best quality land is identified as Prime Farmland. According to the FMMP, the proposed Project site is an area designated as Urban and Built-Up Land, which is described as land occupied by structures that has a variety of uses including industrial, commercial, institutional facilities, railroad or other transportation yards. There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance in the Project vicinity. No Farmland currently exists on the proposed Project site and, therefore, none would be converted to accommodate the proposed Project. Therefore this issue will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

- b. *Would the Project conflict with existing zoning for agricultural use or a Williamson Act contract?*

No Impact. The Project site is zoned for heavy industrial uses and there are no agricultural zoning designations or agricultural uses within the Project limits or adjacent areas. The Williamson Act applies to parcels consisting of at least 20 acres of Prime Farmland or at least 40 acres of land not designated as Prime Farmland. The Project site is not located within a Prime Farmland designation, nor does it consist of more than 40 acres of farmland. No Williamson Act contracts apply to the Project site. Therefore this issue will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

- c. *Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)) or timberland (as defined in PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 511401(g))?*

No Impact. The Project site is zoned for heavy industrial uses ([Q]M3-1) and therefore the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. Therefore this issue will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

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

No Impact. The proposed improvements would occur within the existing boat shop facilities, on new fill, or over navigable waters, and would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, this issue will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

- e. *Would the Project involve other changes in the existing environment that, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

No Impact. As discussed above, no farmland or forest land is located within the surrounding area or at the Project site. The proposed Project would not involve the disruption or damage of the existing environment that would result in the loss of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore this issue will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

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

Discussion:

a. *Would the Project conflict with or obstruct implementation of the applicable air quality plans?*

Potentially Significant Impact. Project construction and operation, including emissions from the proposed equipment as well as any additional mobile emissions, would likely result in increases in air emissions compared with current levels of activity from the Project site. These emissions may exceed applicable thresholds for air quality. This issue 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 construction, including upland, concrete pier, infrastructure improvements, and new fill/land area would likely result in fugitive dust and equipment emissions. Project operations would likely result in increased emissions of air pollutants from increased facility operations (compared to existing conditions), including emissions from boat shop equipment, and any increase in vessels. These issues 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 emission which exceed quantitative thresholds for ozone precursors)?*

Potentially Significant Impact. The proposed Project, in conjunction with other related projects, has the potential to make a substantial contribution to significant cumulative air quality impacts. This issue will be further evaluated in the EIR.

- d. *Would the Project expose sensitive receptors to substantial pollutant concentrations?*

Potentially Significant Impact. Construction activities may expose nearby receptors, including any live-aboards in the Al Larson Marina and residents within the Reservation Point Federal Prison, to air pollution conditions in the form of dust and equipment emissions. Compliance with SCAQMD rules and regulations would be required during these construction phases of the proposed Project.

Operational activities may expose receptors to increased levels of air pollution. In addition, there is the potential for the Project to result in increased air toxics associated with diesel emissions. These issues will be further evaluated in the EIR.

- e. *Would the Project create objectionable odors affecting a substantial number of people?*

Less Than Significant Impact. Short-term odors from the use of diesel powered heavy equipment, paving and asphaltting, and reuse of dredged sediments for CDF construction would likely occur at the proposed Project site during construction. Operation of the proposed improvements of ALBS would be similar to the odors produced from existing operations and related activities. Although not expected to be significant, the potential for construction or operation of the Project to result in odor impacts will be evaluated in the EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	BIOLOGICAL RESOURCES. Would the Project:				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
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, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
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?			X	
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?			X	

Discussion:

- a. *Would the Project have a substantial adverse impact, 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 the U.S. Fish and Wildlife Service?*

Potentially Significant Impact. No candidate, sensitive, or special-status species are found on the land side of the proposed Project site. Over 130 species of fish are found in the Los Angeles Harbor⁸. According to the MEC report, the abundance of fish within the federal breakwater is higher than outside the breakwater, and the diversity and abundance of fish decline as one proceeds into the Inner Harbor, especially into the blind slips. California least terns, which is on the federal and state endangered species lists, is found in the harbor area. The designated California least tern nesting area is located approximately 1.5 miles away on Pier 400. Removal of finger piers and placement of new fill for the CDF would add new acreage with dredged spoils. This area would provide no breeding or important resting or foraging habitat for the California least tern, and no California least terns would be affected. In addition, Peregrine falcons and Belding's savannah sparrows have the potential to be found in the Port area and are on the state endangered species list. California sea lions have also been observed in the harbor, especially adjacent to the municipal fish market in the Main Channel and in Fish Harbor⁹. Due to the heavy industrial use within the Project area, the proposed Project site is not a likely nesting, roosting or feeding area for any species of special concern, and no direct adverse affect on these species is anticipated as a result of the proposed Project. Although the proposed Project is not likely to result in any fills or construction in biologically sensitive areas, the potential for the Project to affect biological resources will be evaluated in the EIR.

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

Potentially Significant Impact. Dredging activities along the wharf face during wharf demolition and improvements would result in temporary impacts, during Project construction, to marine biota through re-suspension of dredged materials, and removal of benthic communities, as well as long-term impacts due to the placement of the new CDFs and the subsequent loss of soft-bottom habitat. New piles are expected to result in the addition of hard substrate in the water column that provides attachments for benthic invertebrates. In addition, although remote, the construction and operation of the proposed Project could introduce invasive species or affect local biological communities through accidental discharges, which may be potentially significant. BMPs implemented as part of the Project should reduce

⁸ MEC Analytical Systems (MEC). 1988. Biological Baseline and an Ecological Evaluation of Existing Habitats in Los Harbor and Adjacent Waters. Volumes I to III. Prepared for the Port of Los Angeles.

⁹ LAHD (Los Angeles Harbor Department). 2009. Draft Environmental Impact Report for Deep Channeling. Prepared for the Port of Los Angeles.

Project impacts due to runoff entering the harbor. However, this issue will be further evaluated in the EIR.

- 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, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?**

Less Than Significant Impact. No known federally protected wetlands exist in the Project area. Construction of wharves and sheet pile wall and dredging at the proposed Project site would temporarily disrupt benthic marine habitat until re-colonization can occur. No terrestrial wildlife habitats would be affected. Although a less than significant impact is anticipated, this issue will 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 wildlife nursery sites?*

Less Than Significant Impact. The proposed Project is not expected to 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 because there are no migration corridors or pathways on the Project site. Areas within the Port may be used for bird foraging, but related impacts would be discussed in the EIR as described under Checklist Item (a) above. The designated California least tern nesting area is located approximately 1.5 miles away on Pier 400, but no direct or indirect impacts are anticipated. Although a less than significant impact is anticipated, this issue 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 is not expected to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No known protected biological resources including trees exist in the Project area. This issue will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

- f. *Would the Project conflict with the provisions of an adopted habitat conservation plan, natural communities' conservation plan, or any other approved local, regional, or state habitat conservation plan?*

Less Than Significant Impact. The proposed Project is not expected to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Neither the Project site nor any adjacent areas are included as part of an adopted Natural Communities Conservation Plan (NCCP) or Habitat Conservation Plan (HCP). The NCCP program, which began in 1991 under the state's Natural Community Conservation Planning Act, is administered by the California Department of Fish and Game (CDFG). It is a cooperative effort between the resource agencies and developers and takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. There is currently only one NCCP that has been approved or is being considered near the Port. The NCCP for Palos Verdes Peninsula Sub-Regional Plan is currently under consideration. This plan intends to protect coastal sage scrub and does not include Port lands. There will be no impact and this issue will not be further discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

Essential Fish Habitat is managed under the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson Act). The proposed Project is located in an area (Los Angeles Harbor) designated as EFH for two Fishery Management Plans: the Coastal Pelagics and Pacific Groundfish Management Plans. Of the 95 species federally managed under these plans, 24 are known to occur in the Port Complex and could potentially be affected by the proposed Project. However, most of these 24 species have been collected only sporadically and in very low numbers, and habitat near the Project site is not suitable for these species. Although a less than significant impact is anticipated, this issue will be discussed further in the EIR.

HCPs are administered by the U.S. Fish and Wildlife Service (USFWS) and are intended to identify how impacts would be mitigated when a Project would impact endangered species. HCPs pertain to Incidental Take Permits for otherwise lawful activities that may harm listed species or their habitats. To obtain a permit, an applicant must submit an HCP outlining what he or she will do to "minimize and mitigate" the permitted take's impact on the listed species. There are no HCPs currently in place for the Port. There will be no impact and this issue will not be further discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

There is a Memorandum of Agreement (MOA) between the LAHD, CDFG, USFWS, and the USACE to protect the California least tern. The MOA requires a 15-acre nesting site on Pier 400 to be protected during the annual nesting season from May to October. The County of Los Angeles has also established 61 Significant Ecological Areas (SEAs) throughout the County. Los Angeles County developed the concept of SEAs in the 1970s in conjunction with adopting the original General Plan for the County. SEAs are defined and delineated in conjunction with the Land Use and Open Space Elements of the County General Plan. There is one proposed SEA within Port boundaries, which is the Pier 400 California Least Tern Nesting Site. The least

terns do not use the Project area for nesting or foraging. The proposed Project would not adversely impact any areas identified in an adopted plan. Although a less than significant impact is anticipated, this issue will be discussed further in the EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	CULTURAL RESOURCES. Would the Project:				
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	X			
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d.	Disturb any human remains, including those interred outside of formal cemeteries?				X

Discussion:

- a. *Would the Project cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?*

Potentially Significant Impact. The proposed Project property consists of four wood frame shop/office buildings; associated wood-deck piers, docks and slipways; several ancillary shed buildings and structures; a floating dry-dock; and a marina. During field surveys, the boatyard's buildings were recorded and evaluated for eligibility for the National Register of Historic Places, the CRHR or the HCM: The Al Larson Office and Workshop (Buildings A1, A2 and A3 - 1924), Paint Shed (Building B -1938), Machine Shop (Buildings C1 and C2 - 1938), and Building No. 4 (Building D - circa 1938-1947) (see Figure 3). The remaining buildings and features were determined to be not significant because they were constructed less than 50 years ago, were moved to the property, or no longer retain integrity. These include: the associated wood-deck piers, docks and slipways (1924-1964, continuously altered), several ancillary shed buildings and structures (post-1965, including Buildings H1 through H3), a floating dry-dock (1963) and a marina (1964, replaced 1983).

Two of the four structures evaluated within the ALBS, the Al Larson Office/ Workshop and the Machine Shop (Buildings A1 to A3 and C1 to C2), are eligible for listing in the CRHR, and for consideration as eligible for listing on as a HCM. The proposed Project would demolish Buildings D (Building No. 4), C1 (Machine Shop), A2 and A3 (Al Larson Office and Workshop), and H1 and H2 (ancillary structures) (see Figure 3). The Southwest Marine Administration Building is directly adjacent to the Project site (see Figure 3) but is not part of the present or proposed Al Larson lease, is not include as part of the Project and will not be demolished.

Construction of the two CDFs would fill three of the marine railways and could possibly interfere with the historic context of the buildings on the site. Impacts to the historic resources on the site as a result of each phase of the Project will be reviewed further in the EIR.

b. Would the Project cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?

Less Than Significant Impact. The proposed Project is located on artificial fill material constructed in the early 20th century. In addition, only artificial soils in a previously developed area would be removed. Although the proposed Project would not be expected to cause potential substantial adverse change related to archaeological resources, this issue will be discussed 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 Project will comply with Public Resource Code Section 5097.5 which protects against unanticipated discovery of paleontological resources on public lands. Furthermore, the geologic formation within the Project area consists of man-made fill material constructed in the early 20th century; therefore, the site would not be expected to yield significant paleontological resources or unique geologic features. Any soil excavation would consist of artificial soils in a previously disturbed area absent their geologic context, and therefore would not be expected to adversely impact unique paleontological resources or geologic features. Although impacts to paleontological resources are not anticipated, this issue will be discussed further in the EIR.

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

No Impact. The Project will comply with Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. These statutes prescribe the steps to be taken in the event unknown human remains are discovered; which includes (1) halting work, (2) contacting the coroner, (3) contacting, if applicable, an applicable Native American Tribe if necessary, (4) and reburial. Furthermore, the Project site is man-made fill material constructed in the early 20th century. No known cemeteries or burials are known to have occurred at the Project site; therefore, no human remains are expected to be disturbed by the proposed Project. This issue will not be addressed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI.	GEOLOGY AND SOILS. Would the Project:				
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	X			
	ii.) Strong seismic ground shaking?	X			
	iii.) Seismic-related ground failure, including liquefaction?	X			
	iv.) Landslides?				X
b.	Result in substantial soil erosion or the loss of topsoil?			X	
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 an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	X			
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?			X	
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?				X

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. The Los Angeles Basin, including the harbor, is an area of known seismic activity. The risk of seismic hazards such as ground shaking cannot be avoided. Building and construction design codes are meant to minimize structural damage resulting from a seismic event but cannot constitute a guarantee that no adverse effects would occur. The exposure of people to seismic ground shaking is a potential risk with or without any project undertaken in the harbor. Structures in California must be designed to withstand specific seismic loads, which may vary depending upon project location and soil conditions. The site is located within Seismic Zone 4 of the California Building Code (CBC), as is the case for most of southern California. Therefore, potential shaking impacts at the Project site would not be significantly greater than at most other potential site locations in the general area. Although no impacts are anticipated as a result of the Project, this issue will be further evaluated in the EIR.

(ii.) *Strong seismic ground shaking?*

Potentially Significant Impact. The Los Angeles Basin, including the harbor, is an area of known seismic activity. The risk of seismic hazards such as ground shaking cannot be avoided. Building and construction design codes are meant to minimize structural damage resulting from a seismic event but cannot constitute a guarantee. The exposure of people to seismic ground shaking is a potential risk with or without any project undertaken in the harbor. This issue will be evaluated further in the EIR.

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

Potentially Significant Impact. The Project area may be impacted by seismic-related ground failure, including liquefaction since it is partly constructed on existing landfill areas. This issue will be further evaluated in the EIR

(iv.) *Landslides?*

No Impact. The proposed Project would be constructed and operated on Terminal Island, which is not located in a landslide area. This issue will not be evaluated in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

b. *Would the Project result in substantial soil erosion or the loss of topsoil?*

Less Than Significant Impact. The proposed improvements would require the temporary exposure of soils that are currently below pavement at the site. Although a less than significant impact is anticipated, this issue will be discussed further in the EIR.

c. *Is the Project 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 onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse?*

Potentially Significant Impact. The proposed Project site is constructed on landfill areas, and the expanded backlands would also be constructed on existing newly created landfill. This issue will be further evaluated in the EIR.

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

Less Than Significant Impact. Expansive soils exist in the Project area that would require compaction according to approved engineering standards. Although a less than significant impact is anticipated, this issue will be discussed further in the EIR.

e. *Would the Project have soils that are incapable of supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. The proposed Project does not involve the use of septic tanks or alternative waste water disposal systems. This issue will not be evaluated in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII.	GREENHOUSE GAS EMISSIONS. Would the Project:				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b.	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

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 gas emissions would be released as a result of the proposed Project during both construction and operation. This issue will be discussed further in the EIR.

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

Less Than Significant Impact. The proposed Project is not expected to conflict with any applicable plan, policy or regulation of an agency. However, this issue will be discussed further in the EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the Project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	X			
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?	X			
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?			X	
d.	Be located on a site that 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?	X			
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?				X
f.	Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?				X
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
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?				X

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. Any hazardous materials discovered during construction would be handled in accordance with existing regulations. Potential short-term hazards may result from construction activities involving the routine transport, use and/or disposal of fuels, fluids, solvents, debris, or other potentially hazardous material. All hazardous materials are required to be stored, handled, and disposed of in accordance with local, state, and federal laws that protect public safety. Adherence to these regulations would minimize the potential for hazardous materials-related hazards to occur. This issue will be discussed further in the EIR.

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

Potentially Significant Impact. Hazardous materials may be present at the Project site during construction and operation activities, including materials brought to the site for routine maintenance activities related to construction equipment, and materials related to historic uses at the site. Implementation of appropriate emergency response plans and adherence to all safety and hazardous materials regulations would minimize potential impacts. A Health and Safety Plan would be required for construction activities, implementation of which would extend through the 30-year operational period. The proposed Project is not expected to significantly increase the potential hazard to the public or the environment; however, hazardous materials may be accidentally released while excavating soil contaminated by past uses and activities at the site, demolition of dilapidated structures, and dredging contaminated sediments from Fish Harbor. This issue will be evaluated in the EIR.

- c. *Would the Project emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

Less Than Significant Impact. The Project site is located within the Los Angeles Unified School District (LAUSD). The nearest schools to the site are located in San Pedro and include World Tots LA Preschool (approximately 0.7 mile away from the Project site at 100 West 5th Street) and Port of Los Angeles High School (approximately 0.8 mile away from the Project site at 250 West 5th Street). Both facilities are located northwest of the Project site, across the Port's Main Channel. The nearest proposed school site is the LAUSD's South Region High School #15, which is located approximately 2.0 miles southwest of the Project site at 3210 S. Alma Street in San Pedro adjacent to Angel's Gate High School. The Project site is not within 0.25 mile of an existing or proposed school, as stated above. Although no schools were identified to be within 0.25 mile of the Project site, the proposed Project would result in an increase in vehicle, truck, and boat emissions. As part of the air quality impacts analysis in the EIR, impacts related to toxic air contaminants would be evaluated as indicated in Checklist Item III (d) above. These issues will be evaluated in the air quality section of the EIR.

- d. *Is the Project located on a site that is included on a list of hazardous material 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. The USEPA's Enforcement and Compliance History Online (ECHO) Detailed Facility Report for the ALBS lists a Clean Water Act, NPDES Individual Permit (expiration date: 05/10/2012) and a permit for a large quantity generator (LQG) under the Resource Conservation and Recovery Act (RCRA).¹⁰ The State Water Resources Control Board's (SWRCB) online Geotracker¹¹ lists five sites within a 2,000-foot radius of the Project site, including: 1) Los Angeles Fire Station No. 111, located at 1444 S. Seaside Avenue, is listed as a Permitted Underground Storage Tank (UST) Facility; 2) Mobil, located at 799 S Seaside Avenue, is listed as a Permitted UST Facility; 3) Mobil Southwest Terminal – Berth 238, located at 799 Seaside Boulevard, is listed as a Cleanup Program Site for lead; 4) Southwest Marine Terminal, located at 985 Seaside Drive, is listed as a Cleanup Program Site for remediating lead contamination; and 5) Terminal Island Prison, located at 1299 Seaside Avenue, is listed as a Leaking Underground Storage (LUST) Cleanup Site. The Project site may have documented or undocumented releases of hazardous materials that could be encountered during construction. This issue will be discussed in the EIR.

- e. *For a Project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, 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 an airport land use plan or within 2 miles of a public airport or a public use airport. The nearest airports to the Project site include the Torrance Municipal Airport located approximately 6 miles to the northwest, and the Long Beach Municipal Airport located approximately 8 miles to the northeast of the Project site. This issue will not be evaluated in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

¹⁰ USEPA's ECHO Detailed Facility Report, available at: <http://www.epa-echo.gov>

¹¹ An environmental database that includes regulatory information pertaining to leaking underground fuel tanks (LUFT), Department of Defense (DoD), Spills-Leaks-Investigations-Cleanups (SLIC) and Landfill sites within California. Available at: <http://geotracker.waterboards.ca.gov/>

- f. *For a Project located 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. Helicopter-landing pads are currently located at Berth 95 (Catalina Air and Sea Terminal Helicopter) approximately 1 mile north, and at 1175 Queens Highway (Catalina Express Helicopter Tours), over 4.5 miles northeast of the Project site. Therefore, the Project site is not located within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the Project area. This issue will not be evaluated in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

- g. *Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. The Project site is currently used for maintenance and repair of ships and other vessels. The Safety Element of the City of the Los Angeles City General Plan identifies S. Seaside Avenue and Terminal Way as a *Selected Disaster Route*, and the Federal Correctional Institution (FCI), located south of the Project site on Reservation Point, is identified as a Major Jail Facility.¹² Project construction would occur primarily onsite or within Fish Harbor, and is not expected to affect emergency response or evacuations. Standard procedures for activities occurring on Port property, or within the area, require the contractor to coordinate with the Port and fire protection/service providers, as appropriate, on traffic management issues and other Port improvement plans occurring in the vicinity. Traffic control equipment would be in place to direct local traffic around the work area. Construction activities may require a temporary lane reduction or closure on Seaside Avenue in the vicinity of the Project site. However, emergency access would be maintained to all surrounding facilities, including the FCI and others on Reservation Point, during Project implementation. The proposed Project would incorporate planning to ensure that interference with emergency response and evacuation plans would not occur. Although a less than significant impact is anticipated, this issue will be discussed further in the EIR.

- h. *Would the Project expose people or structures to the 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. There are no wildlands at or near the Project site. The majority of the site would be paved, and is not expected to create or increase fire hazards. Therefore this impact will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

¹² Safety Element of the City of the Los Angeles City General Plan, Exhibit H: Critical Facilities & Lifeline Systems.1995.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	HYDROLOGY AND WATER QUALITY. Would the Project:				
a.	Violate any water quality standards or waste discharge requirements?	X			
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in 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 that would not support existing land uses or planned uses for which permits have been granted)?				X
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on site or off site?	X			
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site?			X	
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f.	Otherwise substantially degrade water quality?	X			
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map?				X

h.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?			X	
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?			X	
j.	Contribute to inundation by seiche, tsunami, or mudflow?			X	

Discussion:

a. Would the Project violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. The Project could result in violations of water quality standards or WDRs during dredging and disposal activities caused by an accidental release of contaminants from construction equipment, uncontrolled site runoff following construction of new fill areas, or during future operations. Construction of waterside improvements, including wharf, piers, and docks, could also result in discharges to water. The potential for discharges into the harbor during construction would be managed in accordance with applicable RWQCB regulations, including WDRs and water quality monitoring during dredging and disposal activities, compliance with the NPDES General Construction Permit requirements, and compliance with the USACE Section 404 Permit requirements. Construction under the proposed Project would incorporate BMPs, such as the use of a silt curtain around active dredging areas, to minimize turbidity and other water quality impacts during Project construction.

Dewatering is not anticipated during construction or operation of the Project. However, if groundwater is encountered during construction, dewatering may be required. If construction dewatering is required, it will comply with the requirements of the General Construction Permit, a General NPDES Permit for construction dewatering issued by the RWQCB, or an appropriate industrial user discharge permit issued by the City of Los Angeles, as applicable.

An objective of the proposed Project is to improve water quality in order to comply with water quality regulations. The Project design includes modification of the site's existing storm drainage system through recontouring the site to redirect drainage away from harbor waters to oil/water separators, and installation of structural BMPs. These actions are designed to comply with the SUSMP requirements as delineated in ALBS' NPDES Permit No. CA0061051 covering site operations.

The additional capacity created by the proposed Project is anticipated to increase future operations over current conditions. Project operations also have the potential to result in accidental discharges to harbor waters, which could be significant. However, the Project operations would adhere to NPDES Permit No. CA0061051 issued to the facility by the RWQCB

-General Industrial Activities Stormwater Permit (GIASP) to reduce the potential of accidental or incidental discharges to the storm drain and harbor waters. Although the proposed Project would implement BMPs during construction and operation, there is a potential to affect water quality standards or waste discharge requirements. These issues will be further evaluated 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 (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

No Impact. The nearest potable (drinking) water supply well to the proposed Project is approximately 4.6 miles to the north of the Project site.¹³ Groundwater in the harbor area is south of the Dominquez Gap Barrier and generally impacted by saltwater intrusion (salinity), and is therefore unsuitable for use as drinking water. In addition, the area does not support surface recharge of groundwater and the Project will have no affect on existing groundwater supplies. Therefore, the proposed Project would not affect or substantially deplete groundwater supplies or interfere with groundwater recharge that would affect the local groundwater table level. This will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

The potential for the proposed Project to increase the consumption of potable water that could potentially impact groundwater supplies or production indirectly (i.e., increase in employees and number of boats dry docked) is detailed in Section XVII – Utilities and Service Systems.

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

Potentially Significant Impact. The proposed Project would not alter the course of a stream or river. The Project would change the existing drainage pattern within the Project site as a result of increased land area (i.e., CDFs/fill areas) and impervious surface, and associated surface runoff. The land portions of the site would be graded so that runoff flows towards the oil/water separator, instead of directly into the harbor, as is the current situation. Installation of stormwater BMPs including new stormwater drains would ensure that runoff is captured and conveyed via a stormwater control system into the harbor. Construction activities would comply with the SUSMP requirements in the NPDES Permit, which would minimize the amount of runoff from the site. Although operation of the Project would result in some new impermeable surfaces, with modifications and drainage extensions, the proposed system would capture the majority of stormwater runoff after the Project is complete. This issue will be discussed further in the EIR.

¹³ Water Replenishment District of Southern California, Well Production Report at [http://gis.wrd.org/wrdmap/WRD_Well Production](http://gis.wrd.org/wrdmap/WRD_Well%20Production), last accessed September 10, 2010.

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

Less Than Significant Impact. There is nothing associated with the proposed Project that would alter the course of a stream or river. The proposed Project site is situated such that runoff during a storm even travels through existing buildings and structures and into the harbor. As discussed above, surface runoff from the new fill areas could result in increased runoff to the harbor. However, this surface runoff is not expected to cause flooding on- or offsite. The majority of the proposed Project site would be paved and thereby would alter the existing drainage patterns. The drainage system would comply with NPDES requirements regarding discharges, including compliance with the City's SUSMP requirements. The Project would result in some new impermeable surfaces; with modifications and drainage extensions, a new, efficient system would capture the majority of storm water runoff after the Project is complete. Although a less than significant impact is anticipated, this issue will be discussed further in the EIR.

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

Less Than Significant Impact. The proposed Project would increase the paved area at the site potentially resulting in additional surface runoff. However, improvements would include the design of an adequate stormwater system to handle existing and future runoff volumes. The development of future structures or equipment on the new fill areas may require extension of adjacent drainage systems; however, it is not anticipated that the capacity of these systems would be exceeded. It is also not expected that this runoff would contain elevated levels of pollutants in comparison to baseline conditions.

The proposed Project would not exceed the capacity of existing or planned stormwater drainage systems, and would comply with the NPDES requirements regarding discharges, including complying with City SUSMP requirements and incorporation of BMPs. Although a less than significant impact is anticipated, this issue will be discussed further in the EIR.

f. *Would the Project otherwise substantially degrade water quality?*

Potentially Significant Impact. Construction of the proposed Project could potentially affect harbor waters in the vicinity of in-water activities, including dredging and disposal of sediments at the two CDFs and demolition of the existing wharf, docks, and piers. These activities have the potential to degrade harbor and ocean water quality through increased turbidity, contaminant re-suspension, and introduction of contaminants from construction staging areas. Construction under the proposed Project would incorporate BMPs, such as the use of a silt curtain around active dredging areas, to minimize turbidity and other water quality impacts during Project construction. Construction permits would be required from the RWQCB and the USACE to perform work. In addition, a NPDES Construction General Permit is required for all construction projects disturbing an area greater than 1 acre. Adherence to NPDES program requirements and waste discharge/monitoring requirements associated with dredging, disposal activities, and future uses on landfills (two CDFs) would reduce the potential for degradation of water quality. This issue will be discussed further in the EIR.

An objective of the proposed Project is to improve water quality in order to meet water quality regulations. The Project design includes modification of the site's existing storm drainage system through recontouring the site to redirect drainage, and installation of structural BMPs. These actions are designed to meet the SUSMP requirements as delineated in ALBS' NPDES Permit No. CA0061051 covering site operations. This will be discussed further in the EIR.

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

No Impact. No housing is proposed within the Project site. Therefore this impact will not be evaluated in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

h. *Would the Project place within a 100-year floodplain structures that would impede or redirect flood flows?*

Less Than Significant Impact. A small portion of the Project site is located within the 100-year flood zone as identified by the Federal Emergency Management Agency (FEMA) on Flood Insurance Rate Map (FIRM) community panel number 061037 2032 F. The proposed structures included within the Project site would be constructed so as not to impede or redirect flood flows. However, this impact will be evaluated 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 Project site is not within a potential dam or levee inundation area as identified in the Los Angeles General Plan Safety Element; however, in-water structures (i.e., piers, docks, and marine railways) and a small portion of the waterside improvements are within the 100-year flood zone as identified by FEMA. The proposed Project is not expected to 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. However, this impact will be evaluated further in the EIR.

j. Would the Project contribute to inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. The proposed Project would not contribute to inundation by seiche, tsunami, or mudflow. Seiches are waves formed in response to seismic activity in an enclosed body of water. However, the Port is open to the ocean and not entirely closed, allowing entry of seismically induced waves, therefore reducing the potential for inundation resulting from a seiche.

According to the Safety Element of the Los Angeles City General Plan¹⁴, the Project site is within an area susceptible to impacts from a tsunami and subject to possible inundation as a result. However, in the period since publication of the Safety Element, a detailed *Tsunami Hazard Assessment for the Ports of Los Angeles and Long Beach* was prepared by Moffatt & Nichol. Conclusions of the study indicate that under various tsunami scenarios, the Project site would not experience significant impacts from inundations or flooding.

The new land area (two CDFs) created by disposal and beneficial reuse of the dredged material would be subject, as are existing areas of the harbor, to inundation by a seiche or tsunami. However, construction of the fill areas is not anticipated to result in significant impacts related to potential inundation. Future use of the fill areas could include construction of structures or placement of equipment. Measures to minimize impacts from seiches or tsunamis, such as the breakwater and constructing facilities at adequate elevation, are in place. However, the exposure of people to these hazards is possible and since the Port has historically been subject to seiches and tsunamis, this will be discussed in the EIR.

The topography of the Project site, which is essentially flat, lacks sufficient relief to support a mudflow; the occurrence of mudflows at the Project site is unlikely due to the lack of slope.

¹⁴ Safety Element of the Los Angeles City General Plan, Exhibit G: Inundation & Tsunami Hazard Areas. 1995.

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

Discussion:

a. *Would the Project physically divide an established community?*

No Impact. The Project site is in an area of the Port zoned for heavy industrial use ([Q]M3-1), specifically commercial fishing, bulk cargo, and heavy industrial and commercial activities. Project improvements would be confined to the Project site and would not alter the commercial areas or physically divide the existing community. This issue will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

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?*

Less Than Significant Impact. The proposed Project operates as a shipyard for commercial and recreational marine vessels. The Project site is entirely within the Port of Los Angeles Community Plan area. The Plan's Land Use Map designates the subject property for commercial fishing, recreation and marine research, non-hazardous general cargo operations and Port-related commercial and industrial uses. The Community Plan, adopted in 1982, is part of the City's General Plan and includes policies, goals, and development standards to meet existing and future needs of the commercial fishing industry or of vessels engaged in waterborne commerce, transportation or services. The Community Plan supports programs that may involve alternations or modifications to existing facilities in order to maintain its level of service, and dredging and fill projects for the purposes of expanding or creating new waterfront land for Port-related facilities.

In addition, the Project site is located within the Port Master Plan (PMP) Area Eight Terminal Island/Main Channel and is zoned for heavy industrial uses, such as shipbuilding/yard/repair facilities. Because the PMP serves as the Local Coastal Program for the California Coastal Commission (adopted by the Coastal Commission), the proposed Project, therefore, would be consistent with the Coastal Act.

The proposed Project does not propose any new uses on the site and is consistent with the Port Master Plan and City of Los Angeles Zoning Code and General Plan Designation, as well as regional plans, such as SCAG's Regional Transportation Plan. The proposed Project would modernize the existing facility while not threatening the commercial fishing's amenities. Although no conflict with applicable regional or local plans and policies are anticipated, this issue will be discussed further in the EIR.

c. Would the Project conflict with any applicable habitat conservation plan or natural communities' conservation plan?

No Impact. As discussed above in Section IV(f) – Biological Resources, as it relates to applicable habitat conservation or communities' conservation plans, this Project will not conflict with the provisions of an adopted HCP or NCCP. This issue will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES.	Would the Project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
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?				X

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. The proposed Project is located on Terminal Island, which is made mostly of man-made fill material. No known valuable mineral resources would be impacted by the proposed Project. According to the California Department of Conservation Division of Mines and Geology mineral resource maps, the nearest mineral resources area is located in the San Gabriel Valley. According to the City of Los Angeles General Plan Safety Element and the California Department of Conservation, Division of Oil, Gas, and Geothermic Resources, the Project site is located to the south of the Wilmington Oil Field. Because the proposed Project would not be located within the oil field and because construction would be at the surface or shallow depths relative to the oil field, no impacts are anticipated. Therefore this issue will not be addressed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

- 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. No known locally-important mineral resources would be impacted by the proposed Project. Therefore this will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE.	Would the Project:				
a.	Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	X			
b.	Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	X			
c.	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d.	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
e.	Be located within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?				X
f.	Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?				X

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. The Project site is in an area that is zoned heavy industrial, which is characterized by periodic increases in noise levels associated with onsite uses. The nearest residential area is located approximately 0.25 mile to the south, at Reservation Point. There are also two live-aboard vessels in the Al Larson Marina. Demolition and construction activities (such as dredging, pile driving, and use of heavy equipment during general site construction and demolition) could generate substantial noise levels to which people would be

exposed on a periodic basis. Expanded operational activities could also result in increased noise levels above existing conditions. This issue will be further evaluated in the EIR.

b. Would the Project expose persons to or generate excessive ground borne vibration or ground borne noise levels?

Potentially Significant Impact. As with noise, implementation of the proposed Project may result in a temporary generation of ground borne vibration or noise levels. The Project site is in an area that is zoned for heavy industrial uses, which is characterized by periodic ground borne vibration and noise associated with onsite and adjacent uses. Although the area is zoned for industrial uses, demolition and construction activities, including pile driving, could generate excessive ground borne vibration or ground borne noise levels on a periodic basis that could impact people working on or in the vicinity of the Project site. This issue will be further evaluated 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. Expanded operations could result in increased operational noise above ambient conditions. Operational noise would not likely change, in nature, but could increase, due to the increased operations on the site. This issue will be further evaluated 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. Demolition and construction activities may generate temporary or periodic increases in ambient noise levels. This issue will be further 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 2 miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

No Impact. The proposed Project is not within 2 miles of a public airport. The closest airport, Long Beach Airport, is located approximately 9 miles to the northwest of the Project site. The proposed Project is not located within an airport land use plan, or where such a plan has not been adopted, or within 2 miles of a public airport or public use airport. Therefore this will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

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

No Impact. The proposed Project is not located within the vicinity of a private airstrip. The closest private facility to the proposed Project are helicopter-landing pads located at Berth 95 (Catalina Air and Sea Terminal Helicopter), over 1 mile northwest of the site and at 1175 Queens Highway, in Long Beach (Catalina Express Helicopter Tours), located over 4.5 miles northeast of the site. Only small helicopters operate from these locations and transit primarily via the Main Channel of the Port. Given the distance of the heliport, persons at the Project site

would not be exposed to excessive noise levels associated with a private airstrip. Therefore this impact will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.	POPULATION AND HOUSING. Would the Project:				
a.	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?			X	
b.	Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?				X
c.	Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?				X

Discussion:

- a. *Would the Project induce substantial population growth in an area, either directly (e.g., by proposing new homes and business) or indirectly (e.g., through extension of roads or other infrastructure)?*

Less Than Significant Impact. The proposed Project involves boat shop improvements that would help accommodate existing levels of boat repairs and allow for increases in these activities. Specifically, the proposed Project would remove accumulated sediment and materials and expand cramped landside operations to allow larger vessels that cannot currently be accommodated at the Port. Such vessels are transitory in nature and would not directly result in new population growth. However, a minor increase in the number of employees is expected. While the level of increased employment is not anticipated to result in substantial induced population growth, employment issue will be discussed further in the Population and Housing section of the EIR.

- b. *Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. There is no housing within the proposed Project boundaries that would be displaced as a result of this Project. Therefore this issue will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

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

No Impact. There is no housing within the proposed Project boundaries that would be displaced as a result of this Project. Therefore this issue will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV.	PUBLIC SERVICES. Would the Project:				
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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?			X	
	ii.) Police protection?			X	
	iii.) Schools?				X
	iv.) Parks?				X
	v.) Other public facilities?			X	

Discussion:

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

i.) Fire Protection

Less Than Significant Impact. The proposed Project improvements would, as a standard practice, be reviewed by the Los Angeles Fire Department (LAFD) and any recommendations would be incorporated into Project designs. No new fire stations or expansion of existing fire stations or fire-fighting capabilities are anticipated. Although a less than significant impact is anticipated, this issue will be discussed further in the EIR.

ii.) Police Protection

Less Than Significant Impact. The LAHD maintains a police staff (Port Police) that provides first response services to terminals and facilities throughout the Port. The Los Angeles Police Department (LAPD) would provide support on an as-needed basis. The proposed Project is not expected to substantially increase demand for Port Police services or officers, or LAPD officers. Although a less than significant impact is anticipated, this issue will be discussed further in the EIR.

iii) Schools

No Impact. The demand for new schools is generally associated with increases in the school-aged population or decreases in the accessibility and availability of existing schools. The proposed Project consists of industrial Port-related uses, and would not include residential uses that could increase school age population in the area. Therefore, the proposed Project would not result in a demand on schools and this issue will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

iv) Parks

No Impact. The proposed Project does not include the creation of additional recreational resources. In addition, the Project improvements would be confined to the Project site on Terminal Island. Furthermore, the Project is not expected to induce substantial growth that would result in increased demand for parks beyond that which currently exists. This impact will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

v) Other Public Facilities

Less Than Significant Impact. The U.S. Coast Guard (USCG) is responsible for various federal mandates, including maritime safety and homeland security. The USCG provides related support to the Port, which includes the Project site. In addition, in the vicinity of the proposed Project is the U.S. Federal Correctional Institution. Although a less than significant impact is anticipated on these facilities, this issue will be discussed further in the EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV.	RECREATION. Would the Project:				
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X

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 facility would occur or be accelerated?*

No Impact. The proposed Project is expected to result in a minor increase in the number of ALBS employees but this is not expected to increase demand for parks beyond that which currently exists. This issue will not be discussed further in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

- b. *Does the Project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*

No Impact. The proposed Project is expected to result in a minor increase in the number of ALBS employees, but this is not expected to increase demand for recreational facilities. This issue will not be discussed further in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC. Would the Project:					
a.	Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	X			
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?	X			
c.	Result in a change in marine vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d.	Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e.	Result in inadequate emergency access?			X	
f.	Result in inadequate parking capacity?	X			
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., public transit, bicycle, or pedestrian facilities) or otherwise decrease the performance or safety of such facilities?				X

Discussion:

- a. *Would the Project exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all 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 result in increased vehicle trips during construction. These would primarily be construction worker private vehicles, and heavy trucks used for the construction process. In addition, the anticipated small increase in employment would result in an increase in operational traffic. This issue will be discussed further in the EIR.

- 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. Construction of the proposed Project would result in a temporary increase in truck trips to and from the site. Given that roads and highways in the Project vicinity experience various levels of congestion, the Project could have the potential to, individually or cumulatively, affect a Congestion Management Plan roadway or highway. Operation of the proposed Project would not increase truck trips however, with the anticipated small increase in employment a concomitant increase in traffic would occur. This issue will be discussed further in the EIR.

- c. *Would the Project result in a change in marine vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

Less Than Significant Impact. There may be a slight increase in marine vessel movements as a result of the proposed Project. Although a less than significant impact is anticipated, this issue will be discussed further in the EIR.

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

Less Than Significant Impact. The proposed Project improvements include modification of the boat shop entrance. The roadway modifications would be designed to increase efficiency and safety at the site. Although a less than significant impact is anticipated, this issue will be discussed further in the EIR.

- e. *Would the Project result in inadequate emergency access?*

Less Than Significant Impact. Project construction may result in increased traffic. The design of the proposed Project would consider and maximize emergency access. In addition, LAFD recommendations would be incorporated into Project design. Although a less than significant impact is anticipated, this issue will be discussed further in the EIR.

f. *Would the Project result in inadequate parking capacity?*

Potentially Significant Impact. Facility parking areas already exist and are expected to be adequate to accommodate parking needs associated with the proposed Project. Although parking is currently available on the Project site for employees of the ALBS, an increase in operations could generate additional employees, thus requiring additional parking on the site. In addition, Project construction would generate the need for parking (potentially on and/or off site) during the construction process. This issue will be further discussed in the EIR.

g. *Would the Project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., public transit, bicycle, or pedestrian facilities) or otherwise decrease the performance or safety of such facilities?*

No Impact. The Project site is located on Terminal Island within the Port of Los Angeles, which is an area that is focused on industrial uses related to the transfer of containers from ocean-going vessels to land-based modes of transportation. The proposed Project is therefore expected to have no impact on alternative transportation policies or facilities. Therefore this issue will not be discussed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS. Would the Project:					
a.	Exceed wastewater treatment requirements of the applicable regional water quality control board?			X	
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?			X	
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?			X	
e.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			X	

Discussion:

- a. *Would the Project exceed wastewater treatment requirements of the applicable regional water quality control board?*

Less Than Significant Impact. One of the main goals of the proposed Project is to modernize the site in order to comply with existing and future water quality regulations. The proposed Project consists of constructing new facilities to replace the old obsolete facilities, including the Office/Workshop and Machine Shop. Wastewater generated at these new facilities would incorporate and comply with any City or state regulations regarding water efficiency (i.e., such as the use of high efficiency fixtures as mandated in the City's Ordinance No. 180,822). In addition, wastewater generated by water blasting operations may increase due to the proposed Project. In addition, the proposed Project would be required to comply with requirements of the RWQCB. Although a less than significant impact is anticipated, this issue will be discussed further 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?*

Less Than Significant Impact. The Los Angeles Department of Public Works, Bureau of Sanitation provides sewer service to the Project site. The Bureau of Sanitation maintains sewer lines in the Project area, as well as a wastewater treatment plant on Terminal Island (the Terminal Island Water Reclamation Plant – TIWRP), which is less than a mile northeast of the Project site. The plant discharges treated effluent into the harbor in the vicinity of Pier 400, while some wastewater is further treated for reuse in irrigation and industrial water supplies. The proposed Project would not require, or result in the need for development of, new water or wastewater treatment facilities or expansion of existing facilities. Although a less than significant impact is anticipated, this issue will be discussed further in the EIR.

- c. *Would the Project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant Impact. Stormwater runoff from the Project site is a stormwater discharge associated with industrial activity as defined by 40 C.F.R 122.26(b)(14). The Project site is currently paved with impermeable surfaces and is situated such that runoff travels through existing building and structures, discharging into Fish Harbor. There is a need to improve the manner in which runoff is managed on the site to comply with current water quality regulations. The incorporation of stormwater BMPs and the implementation of a SUSMP would help comply with current and future water quality requirements. In addition, the proposed Project would require minor modification to the existing onsite stormwater drainage infrastructure to accommodate additional stormwater runoff. Upon completion of the proposed Project, the site would be graded such that runoff would flow away from harbor waters and into an oil/water separator before discharge into the harbor. Although a less than significant impact

is anticipated, this issue will be discussed further in the EIR.

- 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?*

Less Than Significant Impact. The Los Angeles Department of Water and Power provides potable water to the Project area. The department is responsible for supplying, conserving, treating, and distributing water for domestic, industrial, agriculture, and firefighting purposes within the City of Los Angeles. During building demolition, water may be needed for dust control. However, the amount anticipated to be required would be supplied by existing sources. The proposed Project may also require minor modifications to the existing onsite water distribution system.

The proposed Project could increase the operational activities (i.e. water blasting) and number of employees. Although the Project could increase the amount of water used, the new facilities constructed as part of the proposed Project would include water efficient fixtures (such as low-flow/high efficiency toilets and faucets) as required by the City's water efficiency requirements for new development and renovation of existing buildings (Ordinance No. 180.822), which could offset a portion of the increase. Although a less than significant impact is anticipated, this issue will be discussed further in the EIR.

- 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?*

Less Than Significant Impact. As noted in (b) above, the Project site is served by TIWRP. The plant receives 17 to 19 million gallon per day (gdp), which is 60 percent of its capacity. During building demolition and Project construction, portable toilets would be provided for workers and their content may go to TIWRP. During operation of the proposed Project, wastewater would continue to be discharged to the City's sewer system and treated by TIWRP. This is a minimal amount given the capacity of the treatment plant and would result in minor increases in wastewater treatment service requirements. Although a less than significant impact is anticipated, this issue will be discussed further in the EIR.

- f. *Is the Project served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?*

Less Than Significant Impact. Private waste disposal companies provide solid waste collection and disposal services to the Project site. These private collectors dispose of refuse at approximately six landfills in Los Angeles County. Construction of the proposed Project would generate some construction debris that would require disposal. However, the Port would minimize the generation of landfill waste by maximizing recycling of demolition debris. In addition, the proposed Project would reuse approximately 19,000 cubic yards of dredge material from the approach channel to create approximately 1 acre of new fill/land where the existing finger piers are located, which would also serve as a CDF. The CDF would promote regional sediment management objectives by isolating contaminated dredge material from harbor waters. Operation of the proposed Project would result in no significant increases in solid waste

generation. Solid waste generated during construction and operation is expected to be minimal and not anticipated to significantly affect landfill capacity. Waste generate would be handled and disposed of in recycling facilities and existing landfill with sufficient permitted capacity (such as the Chiquita Canyon and Sunshine Canyon Landfills). Although a less than significant impact is anticipated, this issue will be discussed further in the EIR.

g. Would the Project comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. The proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. The proposed Project would also comply with the California Solid Waste management Act (AB939), which requires each city in the State to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting. Wood debris from the timber wharf would be disposed of in landfills; clean wood would be recycled. Any material containing hazardous material would be disposed of in landfills or other facilities permitted to accept such waste. Because the proposed Project would implement and be consistent with the solid waste procedures and policies contained in the City of Los Angeles Municipal Code, no impact is anticipated. Although a less than significant impact is anticipated, this issue will be addressed in the EIR.

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

Discussion:

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

Potentially Significant Impact. As set forth, the proposed actions have the potential to degrade the quality of the environment with regard to several resource areas. These potential impacts will be evaluated in the EIR.

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

Potentially Significant Impact. The proposed Project, in conjunction with other related Projects, has the potential to result in significant cumulative impacts. The potential for cumulative impacts will be evaluated in the EIR.

- c. *Does the Project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?*

Potentially Significant Impact. This issue will be further evaluated in the EIR.

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