

Appendix L

Notice of Preparation Initial Study and Checklist

425 S. Palos Verdes Street

Post Office Box 151

San Pedro, CA 90733-0151

Tel/TDD 310 SEA-PORT

www.portla.com

April 14, 1998

TO ALL INTERESTED PARTIES

SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL
IMPACT REPORT



Richard J. Riordan, Mayor
City of Los Angeles

Board of Harbor
Commissioners

Leland Wong, President

Carol L. Rowen, Vice President

Frank M. Sanchez, Ph.D.

Jonathan Y. Thomas

John M. Wilson

Larry A. Keller
Executive Director

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

**KOLL REAL ESTATE GROUP/WESTREC MARINAS - West Channel/Cabrillo
Marina Phase II Development Project**

The Los Angeles Harbor Department will be the lead agency for the California Environmental Quality Act (CEQA). We transmit this Notice of Preparation, Initial Study, and Environmental Assessment Checklist to you for review, in accordance with current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act of 1970, Article VI, Section 1.5, adopted by the Los Angeles City Council; the State CEQA Guidelines, Article 7, Sections 15086 and 15087; and the California and Public Resources Code Section 21153.

Please submit your comments, concerns, mitigation measures, and any other pertinent information that may enable us to prepare a comprehensive and meaningful EIR for the subject project. It is requested that your comments be returned to this office within 30 days after receipt of this letter, to enable us to respond. If you require any additional information to complete your review, please contact Donald W. Rice, Director of Environmental Management, at (310) 732-3675.

Sincerely,

A handwritten signature in cursive script that reads "Donald W. Rice".

DONALD W. RICE
Director of Environmental Management

DWR:PJ:VPA
ADP No.: 970711-108

Enclosures

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF PREPARATION

(Article VI, Section 2 — City CEQA Guidelines)

TO:	RESPONSIBLE OR TRUSTEE AGENCY	FROM:	LEAD CITY AGENCY
	ADDRESS (Street, City, Zip)		Los Angeles Harbor Department ADDRESS (Street, City, Zip) 425 South Palos Verdes Street P.O. Box 151 San Pedro, CA 90733-0151

► **SUBJECT:** Notice of Preparation of a Draft Environmental Impact Report

PROJECT TITLE KOLL REAL ESTATE GROUP/WESTREC MARINAS - West Channel/Cabrillo Marina Phase II Development Project	CASE 970711-108
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PROJECT APPLICANT, IF KOLL REAL ESTATE GROUP/WESTREC MARINAS 16633 Ventura Blvd Encino CA 91436-1104 Hogan, Tom (818)907-0400
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The City of Los Angeles will be the Lead Agency and will prepare an environmental impact report for the project identified above. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by this City when considering your permit or other approval for the project.


The project description, location and probable environmental effects are contained in the attached materials.

- A copy of the Initial Study is attached.
 A copy of the Initial Study is not attached.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 45 days after receipt of this notice.

Please send your response to Donald W. Rice Director of Environmental Management at the address of the lead City Agency as shown above. We will need the name of a contact person in your agency.

Note: If the Responsible or trustee agency is a state agency, a copy of this form must be sent to the State Clearinghouse in the Office of Planning and Research, 1400 Tenth Street, Sacramento, California 95814. A state identification number will be issued by the Clearinghouse and should be thereafter referenced on all correspondences regarding the project, specifically on the title page of the draft and final EIR and on the Notice of Determination.

SIGNATURE  Donald W. Rice	TITLE Director of Environmental Management	TELEPHONE (310) 732-3675	DATE 4/14/98
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CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
AND CHECKLIST
(Article IV — City CEQA Guidelines)

LEAD CITY AGENCY Los Angeles Harbor Department	COUNCIL DISTRICT 15th	DATE 4/14/98
PROJECT TITLE/NO. KOLL REAL ESTATE GROUP/WESTREC MARINAS - West Channel/Cabrillo Marina Phase II Development Project		CASE NO. 970711-108

PREVIOUS ACTIONS CASE NO.	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.
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PROJECT DESCRIPTION:
See Attachment A

PROJECT LOCATION
B. 37-43

PLANNING DISTRICT	STATUS: <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> PROPOSED _____ <input type="checkbox"/> ADOPTED _____ <small>date</small>	
EXISTING ZONING [Q]M2, CM/MR2, & M2	MAX. DENSITY ZONING	PROJECT DENSITY <input type="checkbox"/> DOES CONFORM TO PLAN <input type="checkbox"/> DOES NOT CONFORM TO PLAN <input type="checkbox"/> NO PLAN
PLANNED LAND USE & ZONE	MAX. DENSITY ZONING	
EXISTING ZONING	MAX. DENSITY ZONING	

► DETERMINATION (to be completed by Lead City Agency)

On the basis of the attached initial study checklist and evaluation:

NEGATIVE DECLARATION	<input type="checkbox"/> I find the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
CONDITIONAL NEGATIVE DECLARATION	<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A CONDITIONAL NEGATIVE DECLARATION WILL BE PREPARED. (See attached condition(s))
ENVIRONMENTAL IMPACT REPORT	<input checked="" type="checkbox"/> I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Donald W. Rice 
SIGNATURE

Director of Environmental Management
TITLE

INITIAL STUDY CHECKLIST (To be completed by Lead City Agency)

▶ BACKGROUND

PROPONENT NAME KOLL REAL ESTATE GROUP/WESTREC MARINAS	PHONE (818)907-0400
PROPONENT ADDRESS 16633 Ventura Blvd Encino, CA 91436-1104	
AGENCY REQUIRING CHECKLIST Los Angeles Harbor Department	DATE SUBMITTED 4/14/98
PROPOSAL NAME (if applicable) West Channel/Cabrillo Marina Phase II Development Project	

▶ ENVIRONMENTAL IMPACTS

(explanations of all "yes" and "maybe" answers are required to be attached on separate sheets.)

	YES	MAYBE	NO
1. EARTH. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	_____	X	_____
b. Disruptions, displacements, compaction or overcovering of the soil?	X	_____	_____
c. Change in topography or ground surface relief features?.....	_____	X	_____
d. The destruction, covering or modification of any unique geologic or physical features?.....	_____	_____	X
e. Any increase in wind or water erosion of soils, either on or off the site?.....	_____	_____	X
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean of any bay, inlet or lake?.....	_____	_____	X
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	X	_____	_____
2. AIR. Will the proposal result in:			
a. Air emissions or deterioration of ambient air quality?.....	X	_____	_____
b. The creation of objectionable odors?.....	_____	X	_____
c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?.....	_____	_____	X
d. Expose the project residents to severe air pollution conditions?.....	_____	_____	X
3. WATER. Will the proposal result in:			
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?.....	_____	X	_____
b. Changes in absorption rates, drainage patterns, or the rate and amounts of surface water runoff?.....	_____	X	_____
c. Alterations to the course or flow of flood waters?.....	_____	X	_____
d. Change in the amount of surface water in any water body?.....	X	_____	_____
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?.....	_____	X	_____
f. Alteration of the direction or rate of flow of ground waters?.....	_____	X	_____
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?.....	_____	_____	X
h. Reduction in the amount of water otherwise available for public water supplies?.....	_____	_____	X
i. Exposure of people or property to water related hazards such a flooding or tidal waves?.....	_____	X	_____
j. Significant changes in the temperature, flow, or chemical content of surface thermal springs?.....	_____	_____	X
4. PLANT LIFE. Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops and aquatic plants)?.....	_____	X	_____
b. Reduction of the numbers of any unique, rare or endangered species of plants?.....	_____	_____	X
c. Introduction of new species of plants into an area, or is a barrier to the normal replenishment of existing species?.....	_____	_____	X
d. Reduction in acreage of any agricultural crop?.....	_____	_____	X

	YES	MAYBE	NO
5. ANIMAL LIFE. Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?.....		X	
b. Reduction of the numbers of any unique, rare or endangered species of animals?.....		X	
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?.....			X
d. Deterioration to existing fish or wildlife habitat?.....		X	
6. NOISE. Will the proposal result in:			
a. Significant increases in existing noise levels?.....		X	
b. Exposure of people to severe noise levels?.....		X	
7. LIGHT AND GLARE. Will the proposal			
a. Produce new light or glare from street lights or other sources?.....			X
b. Reduce access to sunlight of adjacent properties due to shade and shadow?.....			X
8. LAND USE. Will the proposal result in an alteration of the present or planned land use of an area?		X	
9. NATURAL RESOURCES. Will the proposal result in:			
a. Increase in the rate of use of any natural resources?.....	X		
b. Depletion of any non-renewable natural resource?.....			X
10. RISK OF UPSET. Will the proposal involve?			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?.....		X	
b. Possible interference with an emergency response plan or an emergency evacuation plan?.....			X
11. POPULATION: Will the proposal result in:			
a. The relocation of any persons because of the effects upon housing, commercial or industrial facilities?.....			X
b. Significantly change in the distribution, density or growth rate of the human population of an area?.....			X
12. HOUSING. Will the proposal:			
a. Affect existing housing, or create a demand for additional housing?			X
b. Have a significant impact on the available rental housing in the community?.....			X
c. Result in significant demolition, relocation or remodeling of residential, commercial, or industrial buildings or other facilities?.....			X
13. RIGHT OF WAY. Will the proposal result in:			
a. Reduced front/side lot area?.....			X
b. Reduce access?.....			X
c. Reduced off-street parking?.....			X
d. Creation of abrupt grade differential between public and private property?.....			X
14. Transportation/Circulation. Will the proposal result in:			
a. Generation of significant additional vehicular movement?.....		X	
b. Significant effects on existing parking facilities, or demand for new parking?.....		X	
c. Impact upon existing transportation systems?.....	X		
d. Alterations to present patterns of circulation or movement of people and/or goods?.....	X		
e. Alterations to waterborne, rail or air traffic?.....	X		
f. Significant increase in traffic hazards to motor vehicles, bicyclists or pedestrians?.....		X	
15. PUBLIC SERVICES. Will the proposal have a significant effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?.....		X	
b. Police protection?.....		X	
c. Schools.....			X
d. Parks or other recreational facilities?.....			X
e. Maintenance of public facilities, including roads?.....			X
f. Other governmental services?.....			X

	YES	MAYBE	NO
16. ENERGY. Will the proposal result in:			
a. Use of exceptional amounts of fuel or energy?.....		X	
b. Significant increase in demand upon existing sources of energy, or require the development of new sources of energy?.....			X
17. UTILITIES. Will the proposal result in a need for new systems or alterations to the following utilities:			
a. Power or natural gas?.....	X		
b. Communications systems?.....	X		
c. Water?.....	X		
d. Sewer or septic tanks?.....	X		
e. Storm water drainage?.....	X		
f. Solid waste and disposal?.....	X		
18. HUMAN HEALTH. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health?).....			X
b. Expose of people to potential health hazards?.....		X	
19. AESTHETICS. Will the proposed project result in:			
a. The obstruction of any scenic vista or view open to the public?.....			X
b. The creation of an aesthetically offensive site open to public view?...			X
c. The destruction of a stand of trees, a rock outcropping or other locally recognized desirable aesthetic natural feature?.....			X
d. Any negative aesthetic effect?.....			X
20. RECREATION. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?			X
21. CULTURAL RESOURCES:			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?.....			X
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?.....		X	
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?.....			X
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?.....			X
22. 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 the potential to achieve short-term, to the disadvantage of long-term, environmental goals?.....			X
c. Does the project have impacts which are individually limited, but cumulatively considerable?*		X	
d. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?.....			X

* "Cumulatively considerable" means that the incremental effects of an individual 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.

► DISCUSSION OF ENVIRONMENTAL EVALUATION

See Attachment B

PREPARED BY Valentin P. Amezquita	TITLE Environmental Scientist	PHONE (310) 732-3675	DATE 4/14/98
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DESCRIPTION OF THE PROJECT

PROJECT LOCATION

The project site is located at the southern end of the City of Los Angeles (Figure A-1), in the San Pedro District of the Port of Los Angeles (Master Planning Area 1 and a small southerly portion of Area 2 of the Port Master Plan, Figure A-2). The proposed project site boundaries are shown in Figure A-2, and include Site A1, Site 2A, and Site 2. This combined area constitutes the West Channel/Cabrillo Marina Phase II Development Project.

GENERAL SETTING

The Port of Los Angeles is a diverse group of land uses. The primary land use is industrial, although there is a substantial recreational component present in the form of a cruise liner terminal, small boat marinas, and a small recreational beach area. There are approximately 300 berths accommodating uses that range from individual fish stalls and retail tourist shops to hundred-acre container terminals. Activities at the Port of Los Angeles include recreation, tourism, the transfer of containerized goods, the shipping of liquid bulk items such as petroleum products and industrial chemicals, and the shipping of dry bulk items such as foodstuffs and coal. Although the project site area is underutilized, the existing uses include marinas, boat yards, recreational vessel dry storage yards, warehousing, and related activities.

There are a number of commercial and residential receptors adjacent to the project site. There are commercial receptors at 22nd Street Landing Sportfishing and across the West Channel at Cabrillo Marina. The nearest residential receptors are located along Crescent Avenue to the north and at Fort MacArthur to the west. It should be noted that short-term/non-permanent residential uses, including "liveaboards," may be considered residential receptors for purposes of the analyses only.

Development of the project site was assessed under the West Channel/Cabrillo Beach Recreational Complex Environmental Impact Report (LAHD, 1980) prepared by the Los Angeles Harbor Department. However, since the development scope has changed somewhat and the analyses in the EIR is out of date, a Supplemental Environmental Impact Report (SEIR) will be prepared.

The SEIR shall be prepared and circulated in accordance with the provisions of Section 15163 of the State CEQA Guidelines and Article VIII Section 4 of the City CEQA Guidelines.

PROJECT OBJECTIVES

The primary objective of this project is to develop the site to (1) enhance the value of one of the world's busiest ports through commercial development which can benefit from port operations while simultaneously maintaining marine-serving functions, and (2) once developed, the facilities will be leased for a 50-year term to a qualified operator. As a corollary, this development represents the highest and best value from both real estate value optimization and large-vessel navigability access standpoints for this area. Therefore the use of this area for lower-value, specialized access uses such as dry storage yards or boat yards will be replaced with higher-value marine and tourism retail, a vessel stack storage facility, restaurants, tour/charter/rentals, yacht sales display, marina catering to larger vessels, and special events.

Other related project objectives include, but are not limited to, the following:

- Provide waterfront access and use for the public
- Development of a vibrant public/private marina land and water community
- A village of recreational marine and boating activities that draws together the boater, tourist, local and regional residents and the Port oriented business community

Specific development objectives for the project are contained in the project description.

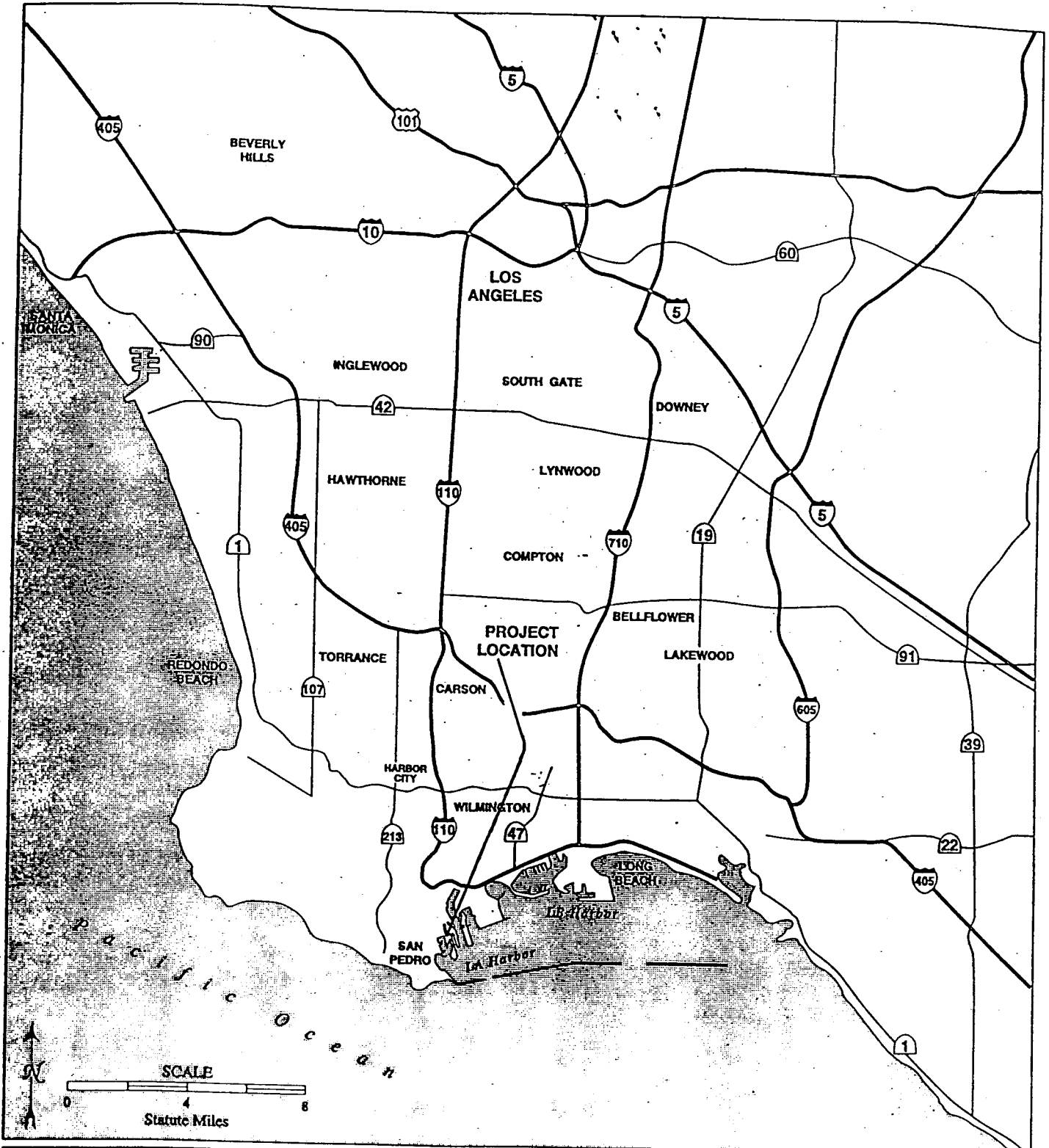


Figure A-1
REGIONAL LOCATION

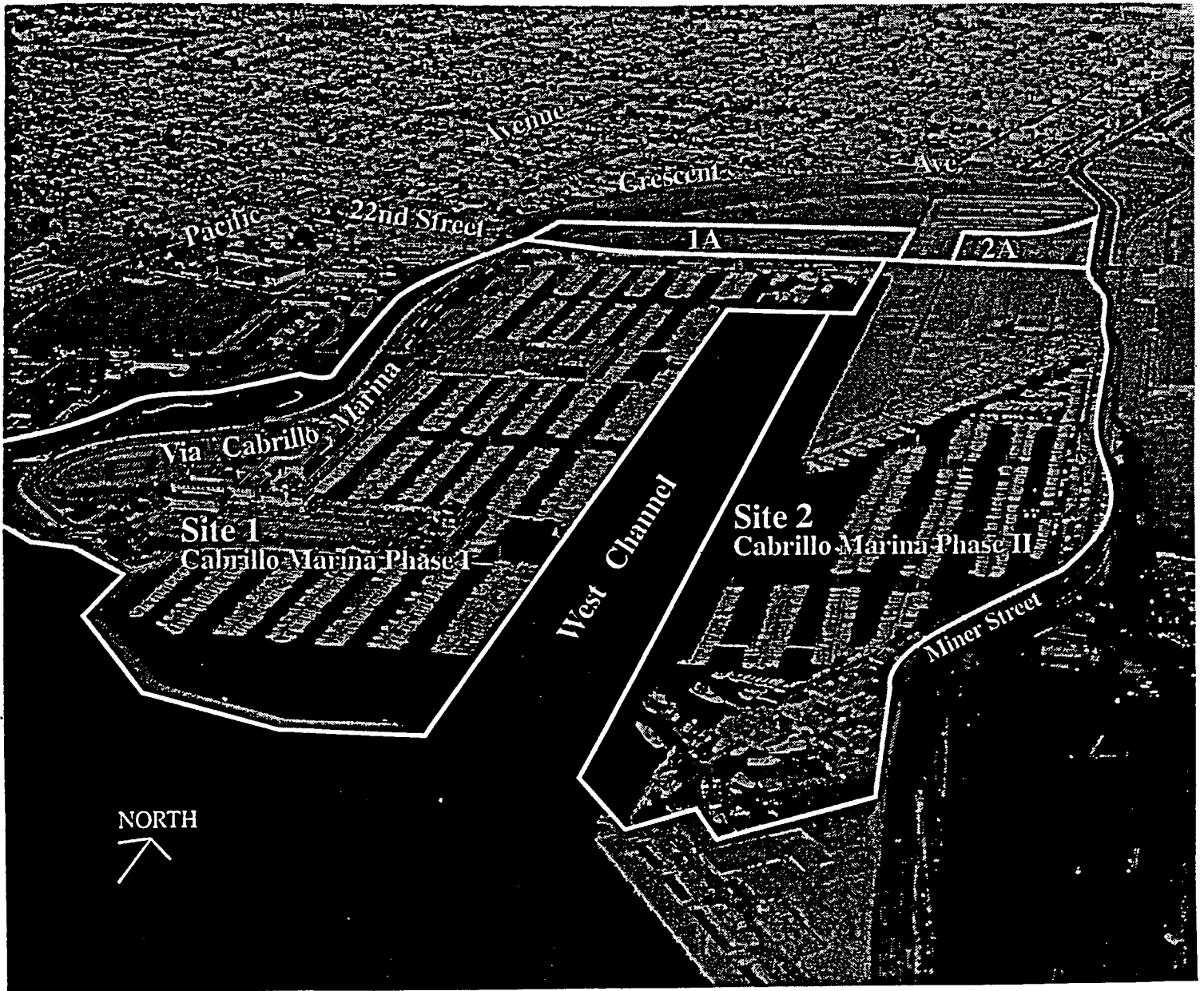


FIGURE A-2

Aerial Vicinity Map of Existing Conditions at the
West Channel Marina/Cabrillo Marina Area

PROJECT DESCRIPTION

The West Channel Development Area (WCDA) consists of two sites. The development plan for the aforementioned project site has 45 acres of land and 40 acres of water that will be masterplanned and developed under a unified program. The project site is also known as Site 2 of the Cabrillo Marina Phase II. The other site, Site 1 of the Cabrillo Marina Phase I which has 13 acres of land and 41 acres of water, is fully developed and operated by the Port of Los Angeles. Although there have been some changes to the development plans for the project site (see Waterside Infrastructure Improvements below), the full buildout will closely resemble that shown in Figure A-3.

The development is envisioned to consist of the following development items:

Marina Improvements. The marina will be the focus for development. The existing marina facilities will be demolished and replaced with new, modern floating dock systems. The marina will be designed and constructed to conform to applicable local, state, federal and acceptable industry standards. The marina is envisioned to accommodate approximately 650 boat slips ranging in size from 28 feet to 130 feet. There is also a 10,400 sq. ft. long dock contemplated for the Fire Department/Coast Guard at the south end of the project site.

Dry Stack Boat Storage. The development will include a large storage building and staging area for stacked storage of approximately 900 boats in its ultimate configuration. The building will be completed in early stages and the storage facilities will be placed as market demand dictates. The building will be used for maritime repair activities in conjunction with stacked boat storage. The repair activities will ultimately be replaced by boat storage.

Travel lift Pier. To facilitate the marine repair activities, a marine travel lift facility will be installed to haul and launch boats for repair activities. The travel lift will require two reinforced concrete piers for access to the boats being repaired. The travel lift access will work in conjunction with the dry stack storage operation.

Waterside Infrastructure Improvements. The full buildout plans have been revised with respect to the waterside and some portions of the landside as noted in the site development plan in Figure A-4. The waterside infrastructure improvements are envisioned to include, but are not limited to, the following:

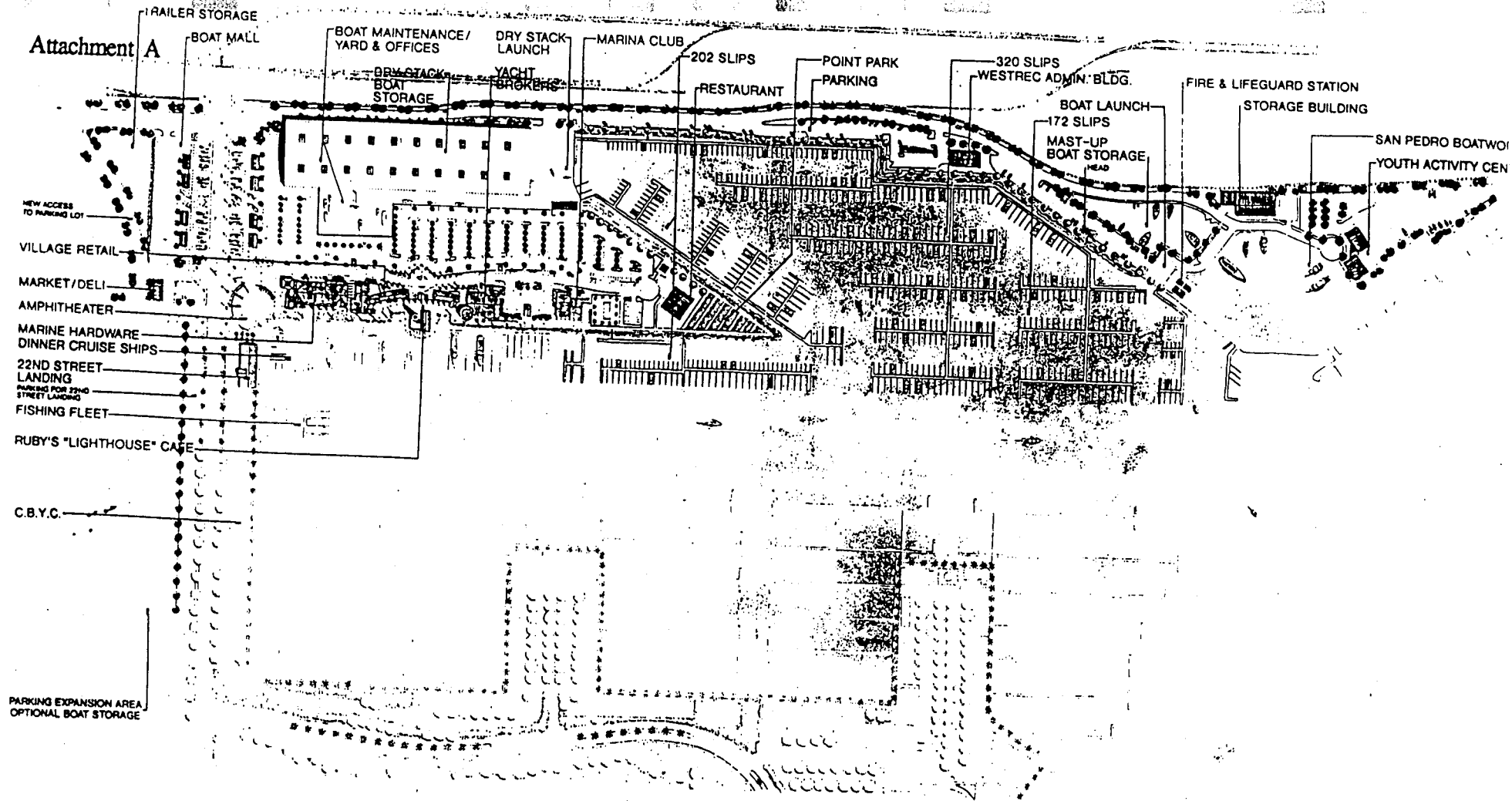
1) Dredging – Minor dredging activities may be required to create the appropriate marina basin shape and depth to accommodate the proposed development. Every effort will be made to minimize the dredging requirements when possible. The general area of the Yacht Anchorage in the Watchhorn Basin is going to be dredged up to -15 feet MLLW. In addition, the existing channel (approximately -20 to -25 feet MLLW) will remain to provide access for larger vessels for repairs at the dry stack boat storage only. The total area to be dredged is estimated at 9.6 acres with an estimated total volume of 75,000 cubic yards of sediment material.

2) Landfills – To create an efficient basin perimeter and to create needed land areas adjacent to the marina basin, landfills are anticipated as depicted in the site plan. Every effort will be made to minimize the landfill requirements when possible. There will be two small landfill areas (1.1 and 0.9 acres) and a third larger landfill area (3.0 acres at the Yacht Anchorage area) for a total landfill area of 5.0 acres and a total estimated fill volume of 185,000 cubic yards of material.

It should be noted that the materials extracted from cut and dredged areas are planned to be used in the fill portion of the site, as long as the materials meet engineering conditions and the respective regulatory disposal criteria.

3) Cut Land Areas – In order to obtain a waterside configuration that would allow more capacity for marina slips, some land areas are going to be removed. Two land areas will be cut out (0.6 and 0.5 acres at or near Berths 40 and 41, respectively) for a total of 1.1 acres. The total cut volume is estimated at 40,000 cubic yards of material.

4) Revetments – Revetted slopes are required to protect the marina perimeter and the slope along the main channel. During the conceptual engineering work completed to date, it has been considered as the most cost effective solution for perimeter protection.



CABRILLO WAY
at CABRILLO YACHT HARBOR

WEST CHANNEL DEVELOPMENT AREA
WORLDPORT LA / THE PORT OF LOS ANGELES

ILLUSTRATIVE PLAN

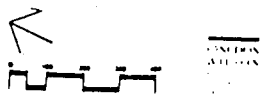


EXHIBIT 4.3

A proposal for a Waterfront Development by
KOLL/WESTREC MARINAS

FIGURE A-3

Conceptual Full Buildout Illustrative Plan

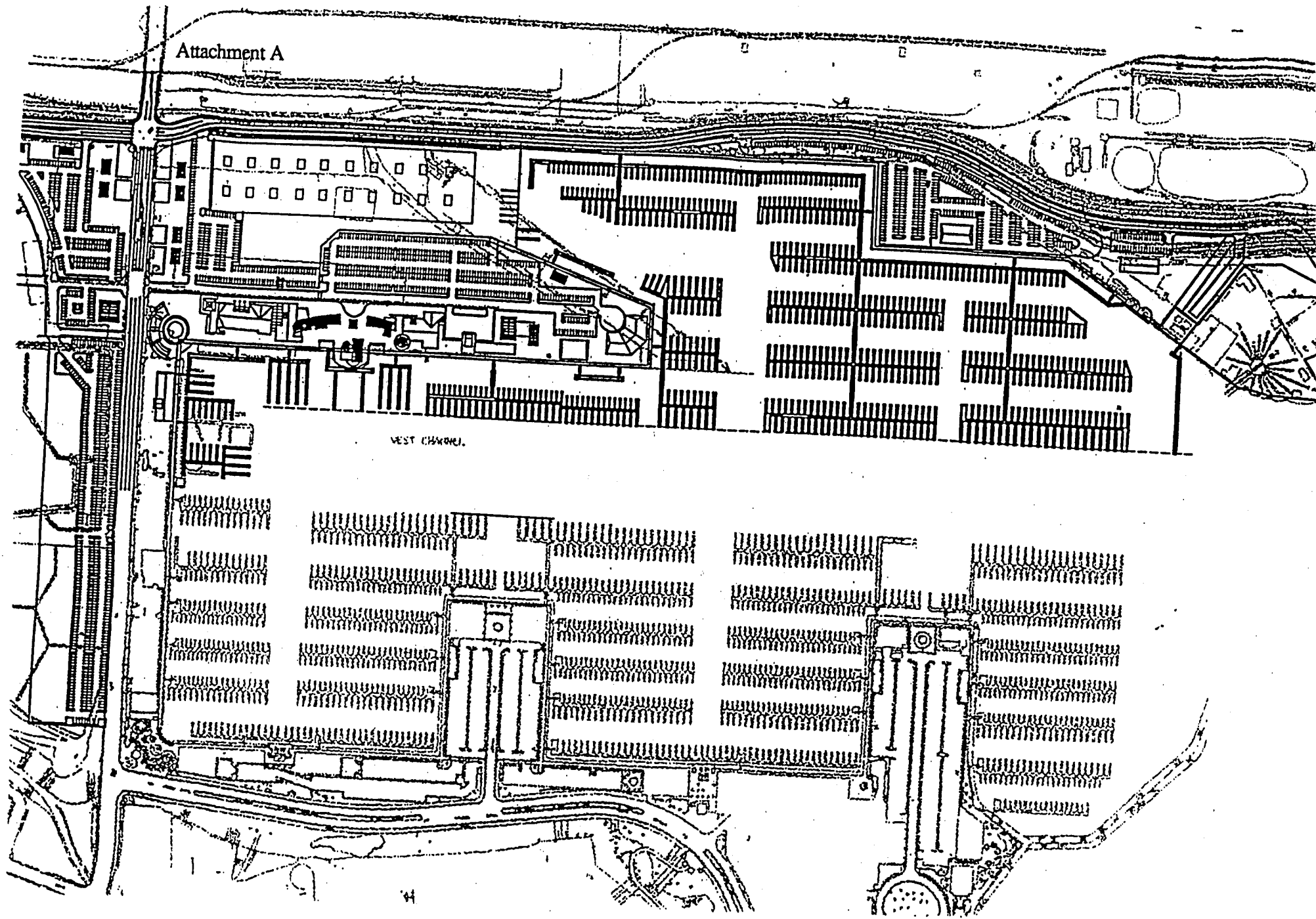


FIGURE A-4: Approved Site Development Plan and Marina Layout

5) **Vertical Bulkheads** – Vertical bulkheads are required for the effective launch and retrieval of boats handled in the dry stack storage operation. Also, a vertical bulkhead wall is required in the south end of the marina basin to accommodate the launch and retrieval of boats for the storage activities in this area. Every effort will be made to minimize the length and size of the walls required.

Access and Parking Improvements. - Parking and access improvements will be installed as shown in the site plan and as appropriate for the land uses developed. The current site plan contemplates approximately 22 acres of parking supply divided between three primary parking lots. Internal roadways will be included to accommodate internal circulation and emergency access.

Roadway Improvements. – Improvements will be necessary to Harbor Boulevard, 22nd Street and Harbor Boulevard (formerly Minor Street) to ensure and accommodate public and emergency access to the proposed development. The roadway improvements will be designed and constructed in compliance with all applicable local, state and federal standards and requirements. The roadway improvements include intersection signalization, directional and thematic signage and appropriate roadway lighting, striping and markings.

Demolition of Buildings, Paving, Substructure, Docks, Berths, Piers. – The existing facilities will be demolished and removed to accommodate the construction of the new facilities as shown in the site plan.

Railroad Track Removals, Relocation. – The existing yard tracks will be removed and reconfigured as necessary to accommodate the new development construction activities. It is anticipated that approximately 4,500 track feet of rail may have to be removed to accommodate the proposed project. The exact removals shall be determined during the detailed design phase.

Contaminant Remediation. – The existing and historical land uses may have resulted in contamination of some or all of the project site. The necessary investigations shall be completed, and any contaminants found, shall be removed, or remediated, as necessary to accommodate the proposed development. This includes surface, below grade and underwater investigations and remediation.

Site Improvements. The site will be improved as necessary to accommodate the proposed development. All improvements will be designed and constructed to all applicable local, state and federal code requirements. The site improvements are envisioned to include, but are not limited to the following:

- 1) Grading
- 2) Storm Drains
- 3) Utility Systems – The utility systems necessary for the development of this project include: Sanitary Sewer System; Electrical System; Water System; Natural Gas System; Lighting Systems; as well as Telephone System and Cable TV System (if required).
- 4) Site Landscaping, Irrigation
- 5) Fencing
- 6) Retaining walls (if needed)
- 7) Soil Stabilization (if needed)

Pedestrian Promenade. – Approximately 5,100 lineal feet of pedestrian promenade will be constructed to accommodate pedestrian access around the development. The promenade is envisioned to include special pavement treatments, handrails (where appropriate) and miscellaneous site furnishings (such as benches and landscaping) so as to compliment the pedestrian promenade in the existing Cabrillo Marina.

Structures, Buildings, Other Improvements. – The development includes a mix of proposed uses to be housed in a variety of structures. The site plan depicts developments that include, but may not be limited to, the following:

- 1) Marine Retail (approximately 39,000 square feet)
- 2) Boater Activity Center (approximately 3,000 sq. ft.)
- 3) Office Space – Yacht Sales (approximately 25,000 sq. ft.)
- 4) Restaurant Space – Mid level (approximately 5,000 sq. ft.)

- 5) Restaurant Space – High level (approximately 10,000 sq. ft.)
- 6) Marina Club Space (approximately 10,000 sq. ft.)
- 7) New Yacht Dealer Spaces (approximately 20,000 sq. ft.)
- 8) Marine Storage Facility (approximately 20,000 sq. ft.)
- 9) Market Deli Store Area (approximately 4,150 sq. ft.)
- 10) Administrative Buildings (approximately 76,000 sq. ft.)
- 11) Dry Stack Storage Building (approximately 131,500 sq. ft.)
- 12) Restrooms/laundry Buildings (approximately 2,000 sq. ft.)

EXISTING CONDITIONS

The project site is located on a landfill in San Pedro Bay. The landfill was created early in the 20th century (about 1915, Port Master Plan, 1979) and still maintains its original configuration. Except for some dry storage or boat yards and related activities, the land area of the site is generally underutilized, with vacant parcels scattered in the area. On the waterside, marina boat slips are located at the Watchhorn basin.

Impacts of the proposed project will be compared to some extent with the impacts assessed in the 1980 West Channel/Cabrillo Beach Recreational Complex EIR Project. Relevant impacts assessed in the subject EIR that apply to the proposed project development will be updated to ensure that compliance with any changes in the regulatory environment are maintained.

CONSTRUCTION

Construction will be conducted in three phases. There will be three phases of infrastructure improvements which will be followed by the corresponding facility improvements. The construction schedule will more or less follow the phasing outlined in the summary schedule (Figure A-5).

Of all the existing landside operations at the project site, only the San Pedro Boat Works will remain, including Fire Boat Station Number 5. All other landside tenants and lessees will be vacated to prepare the site for development. A program for working with existing lessees to coordinate the continued operation, maintenance, security and access, of these uses during the transition of operations will be developed. Marina slip renters who want to remain will have a choice to either stay in-water or be moved to dry storage; this will be coordinated in conjunction with the construction/development of the site.

PROPOSED OPERATION

The operational characteristics of the proposed project will resemble those of similar major multi-use water-oriented recreation complexes in Southern California. This development will resemble and complement the existing Cabrillo Phase I or Site 1 operations just west of the project site. The only difference between this project and other marinas is the presence of the project within a working commercial port. This may present unique operational requirements which may be borne out in the analyses to be done for the SEIR.

REFERENCES

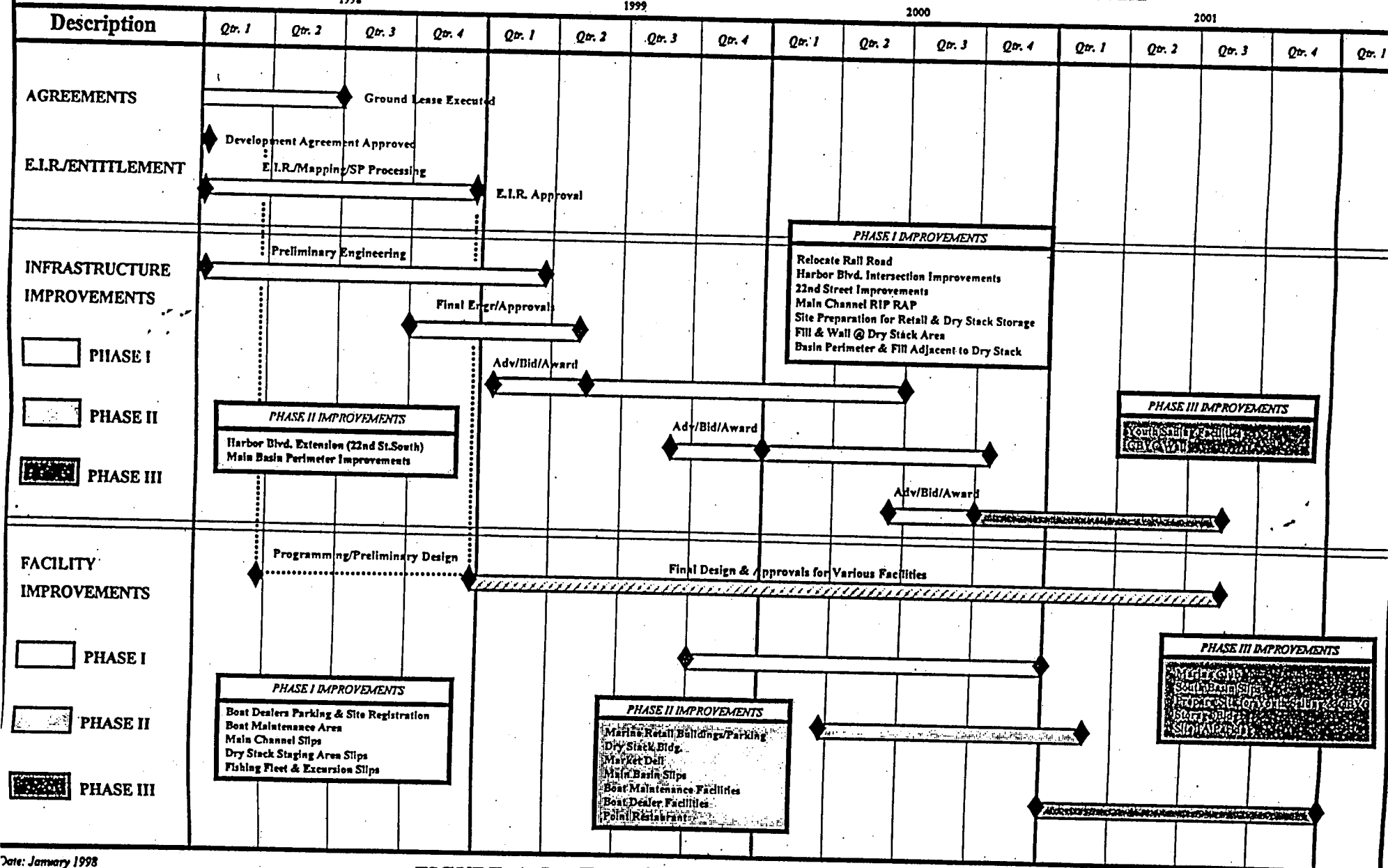
LAHD (Los Angeles Harbor Department). 1979. *Port Master Plan*.

LAHD (Los Angeles Harbor Department). 1980. *West Channel/Cabrillo Beach Recreational Complex Environmental Impact Report*.

LAHD. (Los Angeles Harbor Department). 1997. *Request for Proposal for Site 2. West Channel Development Area*.

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CABRILLO WAY MARINA PROJECT - SUMMARY SCHEDULE



Date: January 1998

FIGURE A-5: Tentative Construction Schedule

ENVIRONMENTAL SETTING

The Port of Los Angeles is primarily industrial in land use, and contains approximately 300 berths for shipping cargo to and from the region. Activities at the Port range from transfer of containerized goods and tankage to bulk items shipped in open containers, such as foodstuffs and coal. For additional project setting, refer to Attachment A, Description of the Project.

The site of the proposed project is the Watchorn Basin encompassing 45 acres of land and 40 acres of water in the extreme southwestern portion of the Port of Los Angeles (see Aerial Vicinity Map in Attachment A). The site is within Master Planning Areas 1 and 2 of the Port Master Plan.

Primary land access to the site is gained through the Harbor Freeway and a network of local arterials and secondary streets, including Harbor Boulevard, Pacific Avenue, 22nd Street, and Miner Street. Water access is achieved to the West Channel from the Outer Harbor and Angel's Gate.

Current improvements on the site include a marina with 650 slips, marine offices, commercial/retail development, boater parking, boater restrooms, common area walkways, landscaping, a fire and lifeguard station, a dry stack boat storage warehouse, and other related improvements and facilities.

ENVIRONMENTAL IMPACTS

1a. EARTH. Will the proposal result in unstable earth conditions or in changes in geologic substructures?

[Maybe] - The proposed facilities will be built on deposited fill material circa 1915, and should serve as a stable base for the landside development. The project will involve earth movement activity on the landside areas and excavation and filling of the Watchorn Marina Basin and two other smaller landfill areas on the waterside. This could result in unstable earth conditions to the land/water areas affected by the project (see item 1c) but not cause changes in geologic substructures. The Yacht Anchorage area will be dredged from about existing depth of -6 to 7 feet up to -15 feet MLLW. This item will be discussed in the Supplemental Environmental Impact Report.

1b. EARTH. Will the proposal result in disruptions, displacements, compaction or overcovering of the soil?

[Yes] - The proposed project will result in paving and building construction which will cover soil. However, not all of the site will be paved since landscaping is part of the project (see Aesthetics, item 19). Since some land areas are going to be removed, dredged, or filled, the Supplemental Environmental Impact Report will discuss soil disruptions and/or displacements.

1c. EARTH. Will the proposal result in change in topography or ground surface relief features?

[Maybe] - The project site involves a change in topography due to the removal and creation of aforementioned land areas. Except for the revetment work related to these land areas, there will be no change in ground surface relief features. This item will be discussed in the Supplemental Environmental Impact Report.

1d. EARTH. Will the proposal result in the destruction, covering or modification of any unique geologic or physical features?

[No] - The project site is being constructed for use as a marina with related commercial activity and will be constructed at grade. There are no unique geologic or physical features. This item will not be discussed in the Supplemental Environmental Impact Report.

1e. EARTH. Will the proposal result in any increase in wind or water erosion of soils, either on or off the site?

[No] - Adherence to the requirements of the General Stormwater Permit for Construction Activities and to SCAQMD rules and regulations (i.e. Rule 403 - Fugitive Dust) will ensure that wind or water erosion of soils is insignificant. The proposed project will cover part of the site by the building construction locations. Once completed, the project will reduce wind or water erosion of soils. Erosion of soils will be decreased by covering the cleared parcel of land

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with the proposed facilities. During construction, the site will be managed in accordance with a Storm Water Pollution Prevention Plan prepared in accordance with the General Construction Activity Storm Water Permit adopted by the State Water Resources Control Board. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

1f. EARTH. Will the proposal result in changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean of any bay, inlet or lake?

[No] - Alterations that would affect deposition or erosion of beach sands, or changes in siltation, deposition, or erosion are not anticipated. The proposed project does not include any activities affecting beaches nor does it change any existing rates and patterns of siltation, deposition, or erosion (see 1.e. above). None of those processes will result in modifications to the channel or bed of the West Channel area of the Los Angeles Harbor. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

1g. EARTH. Will the proposal result in exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?

[Yes] - The project site is in an active seismic region. The site is near a number of active fault systems. Ground failures could be triggered by ground accelerations and ground shaking induced by an earthquake. Earthquake-related hazards such as liquefaction, ground acceleration, and ground shaking cannot be avoided in the Los Angeles region, particularly the Harbor area. Existing building codes are often inadequate to protect engineered structures from hazards associated with liquefaction and/or large ground accelerations. Consequently, designing new facilities based on existing building codes may not prevent significant damage to structures resulting from a major or great earthquake on a nearby fault. Therefore, seismic hazards related to future major or great earthquakes are a natural, unavoidable hazard. Facilities could be damaged or destroyed during an earthquake event. Seismic hazards will be addressed in the Supplemental Environmental Impact Report.

2a. AIR. Will the proposal result in air emissions or deterioration of ambient air quality?

[Yes] - Air emissions are expected from construction equipment and from dust during construction of the proposed facilities. Paving of the site will result in a reduction of wind erosion at the site. Recreational vessels and automobile emissions are expected during operation of the proposed terminal. The project will involve an intensification of uses which will create on-site and local area emissions from increased boat and auto traffic at the site. This may affect air quality to some degree. Emissions estimates and their impacts will be addressed in the Supplemental Environmental Impact Report.

2b. AIR. Will the proposal result in the creation of objectionable odors?

[Maybe] - Grading and paving activities may release objectionable odors; however, these impacts are not expected to be significant due to the limited duration and depth of these activities. The removal and/or remediation of contaminated soils may release objectionable odors as well. The long-term creation of objectionable odors is not anticipated. However, this item will be discussed in the Supplemental Environmental Impact Report.

2c. AIR. Will the proposal result in alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

[No] - The proposed project will not have any effect or alter air movement, moisture, temperature, or result in any other change to the climate either locally or regionally. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

2d. AIR. Will the proposal result in exposure of the project residents to severe air pollution conditions?

[No] - The proposed project is not anticipated to emit pollutants at levels high enough to result in severe air pollution conditions. The construction emissions will be temporary and dust will be controlled. The emissions from the operation of the project will be assessed (see item 2a and b). Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

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3a. WATER. Will the proposal result in changes in currents, or the course or direction of water movements, in either marine or fresh waters?

[Maybe] - The replacement of existing slips with 650 new slips, coupled with removal and creation of new land areas, could change the direction of water currents in the West Channel. Therefore, this item will be discussed in the Supplemental Environmental Impact Report.

3b. WATER. Will the proposal result in changes in absorption rates, drainage patterns, or the rate and amounts of surface water runoff?

[Maybe] - Landside improvements may alter the site's absorption rate, drainage patterns, and the rate and amount of surface water runoff by covering portions of the site. The site is a man-made landfill project that will be designed and graded to discharge storm waters into the harbor consistent with applicable rules and regulations. Absorption patterns and drainage patterns will temporarily change once the site has been cleared of the previous, existing uses. This temporary change will affect the 45 acres of land until the new facilities are developed. Increase in surface water runoff is not expected to be significant. However, this item will be discussed in the Supplemental Environmental Impact Report.

3c. WATER. Will the proposal result in alterations to the course or flow of flood waters?

[Maybe] - The proposed project will result in a small changes in topography (see Earth, item 1). The proposed project may result in alterations to the course or flow of flood waters. Therefore, this item will be discussed in the Supplemental Environmental Impact Report.

3d. WATER. Will the proposal result in change in the amount of surface water in any water body?

[Yes] - There will be an approximate 3.9 acre loss of surface water as a result of the project. This is based on the total of 5.0 acres to be new land fill area and the removal of about 1.1 acres of land area. Therefore, this item will be discussed in the Supplemental Environmental Impact Report.

3e. WATER. Will the proposal result in discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

[Maybe] - Pile driving for construction of 650 new slips, revetment work, and other related activities may result in minor, localized, short-term impacts to water quality (i.e., increase turbidity in marina waters). Due to the short-term, localized nature of these impacts they will not be significant. However, operations could affect water quality due to discharges of petroleum byproducts, illegal dumping of bilges, and other related activities.

Discharges, including stormwater, are regulated by permit. Compliance with these permits will ensure that any discharges resulting from the proposed project (construction and operation) will not result in adverse alterations to surface water quality.

The State Water Resources Control Board has adopted a statewide General Stormwater Permit for Construction Activities. Terminal construction will be in accordance with the General Stormwater Permit for Construction Activities. Best Management Practices mandated by the general permit will further control discharges into surface waters. The State Water Resources Control Board has also adopted a statewide General Industrial Stormwater Permit. Terminal operations will be in accordance with the General Industrial Stormwater Permit which includes Best Management Practices for surface waters. This item will be discussed in the Supplemental Environmental Impact Report.

3f. WATER. Will the proposal result in alteration of the direction or rate of flow of ground waters?

[Maybe] - Alterations in the direction or rate of flow of groundwaters are not anticipated. Construction below groundwater levels is not required. The foundation, footings, and other subsurface features of the proposed facilities will not reach the depth of groundwater at the site. However, at the landside/waterside perimeter related to land removal and landfills, including the revetment work, there may be a change in rate of flow of groundwaters as a

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result of the proposed project. Therefore, this item will be discussed in the Supplemental Environmental Impact Report.

3g. WATER. Will the proposal result in change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

[No] - Changes in the quantity of groundwaters are not anticipated. Construction below groundwater levels is not required. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

3h. WATER. Will the proposal result in reduction in the amount of water otherwise available for public water supplies?

[No] - The proposed project site sits over non-potable water groundwater. There are no public water supplies on, or near, the site. Therefore, there will be no reduction in the amount of water as a result of the proposed project. This item will not be discussed in the Supplemental Environmental Impact Report.

3i. WATER. Will the proposal result in exposure of people or property to water related hazards such as flooding or tidal waves?

[Maybe] - The project site is not located within a floodplain; flooding, therefore, is not expected to be a significant hazard. Tsunamis, or tidal waves, have occurred in the past in the Port of Los Angeles. Damage was restricted to small boats and their moorings. Tsunami impacts are related to high horizontal water velocities with little vertical runup. However, owing to its position the facility is expected to be shielded from tsunami impacts resulting in a negligible hazard. Seiches are oscillatory waves that occur in enclosed bodies of water. Due to its position in the outer harbor, this is not expected to be a significant hazard to the proposed facilities. However, this item will be discussed in the Supplemental Environmental Impact Report.

3j. WATER. Will the proposal result in significant changes in the temperature, flow, or chemical content of surface thermal springs?

[No] - There are no surface thermal springs in the project area. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

4a. PLANT LIFE. Will the proposal result in change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops and aquatic plants)?

[Maybe] - There will be insufficient time between the construction of the project for terrestrial plant communities to become established. Aquatic plant communities will be enhanced by the addition of pilings which serve as attachment points. While abundance of some existing harbor species may increase, no new plant species should result from this project and overall species diversity should not be affected. However, the removal/creation of land areas will need to be discussed in this context. Also, the replacement of existing slips with 650 new slips will require placement of pilings. Pilings and slips will provide additional anchorages for aquatic plants providing a beneficial impact to plant life. Therefore, this item will be discussed in the Supplemental Environmental Impact Report.

4b. PLANT LIFE. Will the proposal result in reduction of the numbers of any unique, rare or endangered species of plants?

[No] - There are no unique, rare, or endangered plant species on the project site. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

4c. PLANT LIFE. Will the proposal result in introduction of new species of plants into an area, or is a barrier to the normal replenishment of existing species?

[No] - The only plant species to be introduced to the site will be related to the landscaping of the site. The proposed project will not result in the introduction of new species nor serve as a barrier to replenishment of existing species. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

4d. PLANT LIFE. Will the proposal result in reduction in acreage of any agricultural crop?

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[No] - Agricultural activities are not conducted on or in the vicinity of the site. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

5a. ANIMAL LIFE. Will the proposal result in change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?

[Maybe] - There will be insufficient time between the construction of the project for terrestrial animal communities to become established. Aquatic animal communities will be enhanced by the addition of pilings which serve as attachment points for sessile organisms such as barnacles and mussels. The addition of 650 slips will require placement of pilings. Pilings and slips will provide additional anchorages for aquatic animals providing a beneficial impact to aquatic animal life. While abundance of some existing harbor species may increase, no new animal species should result from this project and overall species diversity should not be affected. Animal species found on site are likely to be opportunistic species (rodents, insects, or birds) which can find suitable niches in the highly industrialized area surrounding the project site. It is expected that these species would not be affected by the project. However, the net water surface area loss of 3.9 acres needs to be addressed. Therefore, this item will be discussed in the Supplemental Environmental Impact Report.

5b. ANIMAL LIFE. Will the proposal result in reduction of the numbers of any unique, rare or endangered species of animals?

[Maybe] - There are no unique, rare, or endangered animal species on the project site. However, this item will be discussed in the Supplemental Environmental Impact Report.

Two endangered bird species heavily utilize the Los Angeles-Long Beach Harbors: the California least tern (*Sterna antillarum browni*), and the California brown pelican (*Pelecanus occidentalis californicus*). The least tern is present in the Harbor area between April and September and has been nesting during the summer on Terminal Island (including Pier 300) since at least 1979 (MEC, 1988). In 1997 nesting occurred on the newly constructed Pier 400. The Terminal Island nesting site(s) is maintained by the Los Angeles Harbor Department under an interagency nesting site agreement (City of Los Angeles et. al., 1997). The least tern feeds on small fish predominantly in the outer harbor. Shallow portions of the outer harbor (less than -20 feet MLLW) are considered especially important least tern foraging habitat and require protection. The least tern does forage from time to time in the West Channel.

The brown pelican is present throughout the harbor during most of the year. It reproduces on the Santa Barbara Channel Islands and uses the coastal areas, including the Los Angeles Harbor, for foraging. The Middle Breakwater, which is largely inaccessible to man, is considered an important, remote, loafing/roosting area for the brown pelican. The brown pelican is commonly seen in the West Channel, particularly in proximity to the charter fishing boats going to and from their berths along 22nd Street.

The endangered peregrine falcon (*Falco peregrinus*) has also been reported in the harbor. This raptor feeds largely on other birds and nests on high structures, such as the Vincent Thomas Bridge.

All marine mammals are protected under the Marine Mammal Protection Act (MMPA) of 1972, some are also protected by the Endangered Species Act (ESA) of 1973. Marine mammals are primarily cetaceans and pinnipeds (whales, dolphins, and seals). These species may forage during brief visits, but do not breed, in Los Angeles Harbor. Sea turtles, which are sighted sporadically in the area, are on the federal and state lists of endangered species. They are most common in tropical and sub-tropical waters and are, therefore, considered rare and occasional visitors to Los Angeles Harbor.

Short-term turbidity events at the project site will not affect the shallow portions of the Outer Los Angeles Harbor or affect the foraging success of the least tern. Therefore, no impacts are expected to the least tern. No portion of the harbor is considered critical foraging habitat for the brown pelican and the brown pelican does not nest in the area. Project activities will not have a significant effect on this species or other protected marine animals.

5c. ANIMAL LIFE. Will the proposal result in introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?

[No] - The proposed project will not result in the introduction of new species nor serve as a barrier to replenishment of existing species. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

5d. ANIMAL LIFE. Will the proposal result in deterioration to existing fish or wildlife habitat?

[Maybe] - There may be minor, short-term increases in turbidity in the wharf area during construction. This is offset by the addition of new attachment substrate in the form of pilings. Short-term, localized impacts may result from pile driving activities associated with the construction of 650 new slips. However, these impacts will be highly localized and very short-term in nature. Additionally, as described in 4a and 5a above the new pilings and slips will provide additional anchorage sites for plants and sessile animals providing beneficial impacts to aquatic plants and animals. Therefore, this item will be discussed in the Supplemental Environmental Impact Report.

6a. NOISE. Will the proposal result in significant increases in existing noise levels?

[Maybe] - Construction, including pile driving, and operation impacts may be audible to the identified sensitive receptors. Therefore, this item will be discussed in the Supplemental Environmental Impact Report.

During the construction of the project, existing noise levels would increase temporarily as a result of on-site construction equipment activities. Any increase in noise levels would be of a temporary nature and would not result in any lasting negative impact. The City of Los Angeles Noise Ordinance provides that construction work shall not create noise that is "loud, unnecessary and unusual and substantially exceeds the noise customarily and necessarily attendant to the reasonable and efficient performance of such work."

Construction noise will result from the operation of pile drivers, backhoes, bulldozers, dump trucks, cranes, water trucks, portable generators, air compressors, and portable compaction equipment. The noise produced by these sources, with the exception of the portable compaction equipment, will be continuous and/or impulsive. The noise generated should also attenuate rapidly with distance.

Noise impacts from the daily operation of the facility would continue. The noise associated to operations at the site would be similar to existing operations at the existing marina at Site 1 of the West Channel.

6b. NOISE. Will the proposal result in exposure of people to severe noise levels?

[Maybe] - The proposed project may generate severe, short-term noise levels (see 6a above). Therefore, this item will be discussed in the Supplemental Environmental Impact Report.

7a. LIGHT AND GLARE. Will the proposal produce new light or glare from street lights or other sources?

[No] - The proposed project will result in new light. However, the lighting will be similar to lighting on the adjacent operations and will be indistinguishable once completed. The project would be illuminated as part of the development and for safety purposes. Lighting would be provided along the exterior fences of the facility and at other internal areas. The glare produced by the new lights will be unnoticeable in this well lit area. Therefore, light and glare will not be discussed in the Supplemental Environmental Impact Report except as related to 5b above.

7b. LIGHT AND GLARE. Will the proposal reduce access to sunlight of adjacent properties due to shade and shadow?

[No] - The proposed project will not reduce sunlight access to adjacent properties. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

8. LAND USE. Will the proposal result in an alteration of the present or planned land use of an area?

[Maybe] - The existing zoning covers activities proposed for the site in the proposed project. Alteration of present or planned land use is not required. The Port's planned use of the overall area is for commercial/recreational operations. The proposed project is consistent with the Port of Los Angeles Master Plan. The project is consistent with existing zoning, plans, and other applicable land use policies. However, due to the increase planned use of the site, this item will be discussed in the Supplemental Environmental Impact Report.

9a. NATURAL RESOURCES. Will the proposal result in increase in the rate of use of any natural resources?

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[Yes] - With the increased intensity of use, impacts may occur in the use of fossil fuels and electricity during construction and operations. This item will be discussed in the Supplemental Environmental Impact Report.

9b. NATURAL RESOURCES. Will the proposal result in depletion of any non-renewable natural resource?

[No] - The proposed project will not result in the depletion of any non renewable resources. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

10a. RISK OF UPSET. Will the proposal involve a risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?

[Maybe] - The potential health and safety impacts associated with this project arise from the possibility of a release of hazardous and/or toxic materials due to remediation of contaminated soils, oil and sewage spills. Health and safety issues related to navigational waterways would be maintained.

Fire protection or emergency response for the facility will be provided by the Los Angeles Fire Department from nearby Fire Station No. 5 and a number of fire stations located in the Harbor vicinity. The Los Angeles Fire Department will approve all fire protection plans and equipment used at the site and provide periodic inspections to assure that the fire protection measures are operational. This item will be discussed in the Supplemental Environmental Impact Report.

10b. RISK OF UPSET. Will the proposal involve possible interference with an emergency response plan or an emergency evacuation plan?

[No] - The location of the proposed project makes it unlikely that there could be any interference with existing emergency evacuation plans. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

11a. POPULATION. Will the proposal result in the relocation of any persons because of the effects upon housing, commercial or industrial facilities?

[No] - The proposed project will not result in the relocation of any persons because of the effects upon housing, commercial, or industrial facilities. Existing businesses at the site would have to relocate and "liveaboards" will have a choice to stay or be relocated during the construction phase. This item will not be discussed in the Supplemental Environmental Impact Report.

11b. POPULATION. Will the proposal result in a significant change in the distribution, density or growth rate of the human population of an area?

[No] - The proposed project will not result in any significant change in the distribution, density, or growth rate of the human population in the area. This item will not be discussed in the Supplemental Environmental Impact Report.

12a. HOUSING. Will the proposal affect existing housing, or create a demand for additional housing?

[No] - The proposed project will not affect housing or create a demand for additional housing. Also refer to Items 11a and 11b. This item will not be discussed in the Supplemental Environmental Impact Report.

12b. HOUSING. Will the proposal have a significant impact on the available rental housing in the community?

[No] - [No] - The proposed project will not have a significant impact on available rental housing in the community. See 12a above. This item will not be discussed in the Supplemental Environmental Impact Report.

12c. HOUSING. Will the proposal result in significant demolition, relocation or remodeling of residential, commercial, or industrial buildings or other facilities?

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[No] - The proposed project will not result in significant demolition, relocation, or remodeling of any residential, commercial, or industrial buildings or facilities. However, the project does involve the demolition of minor buildings and structures (e.g., warehousing and other boat repair related structures) to prepare the site for development (see Cultural resources, item 21). This item will not be discussed in the Supplemental Environmental Impact Report.

13a. RIGHT OF WAY. Will the proposal result in reduced front/side lot area?

[No] - The proposed project will not reduce any front/side lot area. This item will not be discussed in the Supplemental Environmental Impact Report.

13b. RIGHT OF WAY. Will the proposal result in reduced access?

[No] - The proposed project will not result in reduced access along any rights of way. The proposed project will not affect access to the site or to adjacent properties. The facility is being designed to maintain access to adjacent operations both during the construction phase and operations phase of the facility. This item will not be discussed in the Supplemental Environmental Impact Report. See Transportation/Circulation, item 14.

13c. RIGHT OF WAY. Will the proposal result in reduced off-street parking?

[No] - The proposed project will not result in any reduction in off-street parking. Adequate parking for all facilities is part of the proposed project. There will be ample parking for employees and visitors to the site (see Transportation/Circulation, item 14). This item will not be discussed in the Supplemental Environmental Impact Report.

13d. RIGHT OF WAY. Will the proposal result in creation of abrupt grade differential between public and private property?

[No] - The proposed project will not create any grade differential between public and private property. This item will not be discussed in the Supplemental Environmental Impact Report.

14a. TRANSPORTATION/CIRCULATION. Will the proposal result in generation of significant additional vehicular movement?

[Maybe] - The proposed project will temporarily generate additional vehicular traffic during construction. There will be an increase in vehicular and boat traffic during operation of the proposed project. The addition of 650 slips, including the landside commercial components of the project, will generate additional vehicular movement to the marina area. Therefore the Supplemental Environmental Impact Report will address these potential impacts, determine significance, and propose mitigation measures if applicable.

14b. TRANSPORTATION/CIRCULATION. Will the proposal result in significant effects on existing parking facilities, or demand for new parking?

[Maybe] - The construction consultant will be responsible for obtaining sufficient parking spaces for construction employees. The proposed project will create demand for new parking. Project design will incorporate sufficient parking for all employees and visitors during terminal operations. Therefore, this item will be discussed in the Supplemental Environmental Impact Report.

14c. TRANSPORTATION/CIRCULATION. Will the proposal result in impact upon existing transportation systems?

[Yes] - The proposed project will result in alterations to the existing transportation systems (highway and waterborne). See items 14a and 14e. The primary entry and access corridor to the project site will be the Harbor Freeway and Harbor Boulevard. The Supplemental Environmental Impact Report will address these potential impacts, determine significance, and propose mitigation measures if applicable.

14d. TRANSPORTATION/CIRCULATION. Will the proposal result in alterations to present patterns of circulation or movement of people and/or goods?

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[Yes] - The proposed project will result in alterations to the present patterns of transportation. The Supplemental Environmental Impact Report will address these potential impacts, determine significance, and propose mitigation measures if applicable.

14e. TRANSPORTATION/CIRCULATION. Will the proposal result in alterations to waterborne, rail or air traffic?

[Yes] - The proposed project will result in alterations to highway and waterborne traffic. The addition of 650 new slips will result in an increase in both automobile and recreational vessel traffic in the area. The Supplemental Environmental Impact Report will address these potential impacts, determine significance, and propose mitigation measures if applicable.

14f. TRANSPORTATION/CIRCULATION. Will the proposal result in significant increase in traffic hazards to motor vehicles, bicyclists or pedestrians?

[Maybe] - The proposed project will result in alterations to existing highway and waterborne traffic. Their associated hazards will be assessed in the Supplemental Environmental Impact Report determine significance, and propose mitigation measures if applicable.

15a. PUBLIC SERVICES. Will the proposal have a significant effect upon, or result in a need for new or altered governmental services in the following area: fire protection?

[Maybe] - The proposed project is not expected to have any significant effect on or result in a need for new or altered fire protection services. However, due to the intensification of uses after development of the site, additional fire protection services may be needed. Therefore, this item will be discussed in the Supplemental Environmental Impact Report.

15b. PUBLIC SERVICES. Will the proposal have a significant effect upon, or result in a need for new or altered governmental services in the following area: police protection?

[Maybe] - The proposed project is not expected to have any significant effect on or result in a need for new or altered fire protection services. However, due to the intensification of uses after development of the site, additional police protection services may be needed. Therefore, this item will be discussed in the Supplemental Environmental Impact Report.

15c. PUBLIC SERVICES. Will the proposal have a significant effect upon, or result in a need for new or altered governmental services in the following area: schools

[No] - The proposed project is not expected to have any significant effect on or result in a need for new or altered school services. No additional population would be added to the local area and no addition to the local schools would be created. The proposed project will not generate new housing or employment opportunities that could indirectly affect school services. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

15d. PUBLIC SERVICES. Will the proposal have a significant effect upon, or result in a need for new or altered governmental services in the following area: parks or other recreational facilities?

[No] - The proposed project is not expected to have any significant effect on or result in a need for new or altered parks or other recreational facilities. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

15e. PUBLIC SERVICES. Will the proposal have a significant effect upon, or result in a need for new or altered governmental services in the following area: maintenance of public facilities, including roads?

[No] - The proposed project is expected to require additional maintenance of public facilities, including roads. The additional maintenance is limited to the primary entry and access corridor to the project site which is expected to be a minor, insignificant effect. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

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15f. PUBLIC SERVICES. Will the proposal have a significant effect upon, or result in a need for new or altered governmental services in the following area: other governmental services?

[No] - The proposed project is not expected to have any significant effect on or result in a need for new or altered governmental services. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

16a. ENERGY. Will the proposal result in use of exceptional amounts of fuel or energy?

[Maybe] - Due to the intensification of uses proposed for the project, there will be an increased use of fuel or energy during project construction and operation. Use of exceptional amounts are not expected. However, this item will be discussed in the Supplemental Environmental Impact Report.

16b. ENERGY. Will the proposal result in significant increase in demand upon existing sources of energy, or require the development of new sources of energy?

[No] - There will be an increased use of energy during project construction and operation. These are not expected to require any increase in capacity of existing utilities. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

17a. UTILITIES. Will the proposal result in a need for new systems or alterations to the following utilities: power or natural gas?

[Yes] - The proposed project will require connection to existing power and natural gas systems. It is not anticipated that project construction or operation will result in significant impacts to the operational capacity of any existing utility. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

17b. UTILITIES. Will the proposal result in a need for new systems or alterations to the following utilities: communications systems?

[Yes] - The proposed project will require connection to existing communications systems. It is not anticipated that project construction or operation will result in significant impacts to the operational capacity of any existing utility. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

17c. UTILITIES. Will the proposal result in a need for new systems or alterations to the following utilities: water?

[Yes] - The proposed project will require connection to existing water supplies. It is not anticipated that project construction or operation will result in significant impacts to the operational capacity of any existing utility. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

17d. UTILITIES. Will the proposal result in a need for new systems or alterations to the following utilities: sewer or septic tanks?

[Yes] - The proposed project will require connection to existing sewer systems. It is not anticipated that project construction or operation will result in significant impacts to the operational capacity of any existing utility. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

17e. UTILITIES. Will the proposal result in a need for new systems or alterations to the following utilities: storm water drainage?

[Yes] - The proposed project will be designed and constructed with a new storm drainage system as part of the overall development in compliance with the respective agencies. It is not anticipated that project construction or operation will result in significant impacts to the operational capacity of any existing utility. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

17f. UTILITIES. Will the proposal result in a need for new systems or alterations to the following utilities: solid waste and disposal?

[Yes] - Due to the intensification of use, the volume of solid waste to be generated by the facilities is expected to increase. However, this increase is expected to be minor and insignificant since there is ample capacity to

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accommodate such material. Therefore, no impacts to solid waste and disposal systems will occur as a result of the project. It is not anticipated that project construction or operation will result in significant impacts to the operational capacity of any existing utility. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

18a. HUMAN HEALTH. Will the proposal result in creation of any health hazard or potential health hazard (excluding mental health?)

[No] - The proposed project will not result in the creation of any health hazard or potential health hazard. The construction activities may result in the exposure of construction workers to the potential health hazards present at any construction site. Implementation of an appropriate emergency response plan and consultation with the Los Angeles City Fire Department will reduce the risk to acceptable levels. In addition, required adherence to all safety and hazardous materials regulations (i.e. OSHA) will further reduce anticipated impacts. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

18b. HUMAN HEALTH. Will the proposal result in exposure of people to potential health hazards?

[Maybe] - Construction/operation of the facilities could expose people to potential health hazards. This could involve exposure of people to contaminated soils during the construction phase. During operations, the intensification of boat activity could cause oil and gasoline spills and illegal sewage discharges. Required adherence to all safety and hazardous materials regulations (i.e. OSHA) and any operational measures will lower the probability but not the risk of people to health hazards at the proposed site (see Water, item 3). This item will be discussed in the Supplemental Environmental Impact Report.

19a. AESTHETICS. Will the proposed project result in the obstruction of any scenic vista or view open to the public?

[No] - The project envisions a unified aesthetic environment consistent with the existing aesthetic environment of the Cabrillo Marina Phase I or Site 1 currently in operation just west of the project site. The proposed project will not obstruct any scenic vista or view open to the public. However, for informational purposes, this item will be discussed in the Supplemental Environmental Impact Report.

19b. AESTHETICS. Will the proposed project result in the creation of an aesthetically offensive site open to public view?

[No] - Compared to the existing aesthetic environment, the project will have a positive aesthetic effect on the site and make the site more accessible to commercial/recreational activities for the public. However, for informational purposes, this item will be discussed to some extent in the Supplemental Environmental Impact Report.

19c. AESTHETICS. Will the proposed project result in the destruction of a stand of trees, a rock outcropping or other locally recognized desirable aesthetic natural feature?

[No] - The proposed project will not result in the destruction of any locally-recognized desirable, aesthetic natural feature or alteration to any natural feature. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

19d. AESTHETICS. Will the proposed project result in any negative aesthetic effect?

[No] - There will be no destruction or alteration to any natural features. Project facilities will be consistent with surrounding land uses. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report. See items 19 a and b.

20. RECREATION. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

[No] - The project will expand the recreational capacity of the area with the additional water and dry stack slips. The recreational opportunities will have primarily an emphasis on marina-serving visitors. However, commercial facilities will serve visitor-serving uses as well. Therefore, there are no impacts to the quality of existing recreational opportunities. However, for informational purposes, this item will be discussed to some extent in the Supplemental Environmental Impact Report.

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21a. CULTURAL RESOURCES. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?

[No] - The site is located on a man-made landfill and as such contains no prehistoric or historic sites. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

21b. CULTURAL RESOURCES. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?

[Maybe] - The proposed project involves the demolition of existing buildings and structures within the project's boundaries. The age and potential cultural significance to these buildings is not known. Therefore, this item will be discussed in the Supplemental Environmental Impact Report.

21c. CULTURAL RESOURCES. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

[No] - The site is a relatively new created land (circa 1915) and as such contains no features with ethnic cultural values (e.g., Native American Indian sites or burial grounds). Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

21d. CULTURAL RESOURCES. Will the proposal restrict existing religious or sacred uses within the potential impact area?

[No] - The site is a relatively new created land (circa 1915) and as such contains no features with ethnic cultural values (e.g., Native American Indian religious sites or sacred burial grounds). Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

22a. MANDATORY FINDINGS OF SIGNIFICANCE. 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?

[Maybe] - Significant impacts may occur in the areas of, but not limited to, transportation, air quality, water quality, noise, cultural resources and endangered species. Where feasible, mitigation measures will be provided. These potential significant effects will be assessed in the Supplemental Environmental Impact Report.

22b. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

[No] - The proposed project is consistent with the long-term goals of the Los Angeles Harbor Department (Port Master Plan, as amended). The proposed project contains a 50-year lease for the marina. The operators will have to maintain operations in compliance with all applicable environmental rules and regulations over that period. Short term gains are not expected at a disadvantage to long-term environmental goals. Mitigation measures will ensure that short-term environmental goals are met. Therefore, this item will not be discussed in the Supplemental Environmental Impact Report.

22c. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project have impacts which are individually limited, but cumulatively considerable?*

[Maybe] - The effects of cumulative impacts will be addressed in the Supplemental Environmental Impact Report. It is not anticipated that there will be any individually limited impacts which are cumulatively considerable.

22d. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?

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[No] - Potential direct adverse environmental effects on humans are not expected. Indirect adverse environmental effects (e.g. air quality, transportation, etc.) will be fully analyzed and mitigations presented in the Supplemental Environmental Impact Report.