

**Addendum to the Final SEIR
Cabrillo Way Marina**

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Chapter 1

Introduction and Project Description

1.1 Background and Overview

This chapter presents background and introductory information for the proposed modifications to the West Channel/Cabrillo Marina Phase II Development Project (Cabrillo Way Marina Project) in the Port of Los Angeles (Port).

The overall concept of the Cabrillo Way Marina Project was to redevelop the existing marina and provide a village of recreational marine and boating activities that would draw together the boaters, tourists, local and regional residents, and the Port-oriented business community. The Final Supplemental Environmental Impact Report (Final SEIR) was prepared by the Los Angeles Harbor Department (LAHD) to inform the Board of Harbor Commissioners and the general public of the significant environmental effects of the project, recommend ways to minimize the significant effects, and describe reasonable alternatives to the project. In November 2003, the LAHD certified the Final SEIR for the Cabrillo Way Marina Project.

Since the certification of the Final SEIR, the project has not been constructed, and minor modifications in the overall design of the project are currently being proposed. The LAHD has prepared this addendum to the Final SEIR to adequately assess the impacts associated with the proposed project changes.

The proposed project area encompasses approximately 72.5 acres of land and water at the Watchorn Basin, located in the West Channel area in the southwestern portion of the Port. The approximately 31 acres of land and 41.5 acres of water are currently occupied by an existing marina and an operational warehouse.

The main project components involve the redevelopment of the site to replace deteriorated marina facilities with higher value marine and visitor-oriented retail facilities, a dry stand storage area for recreational boats, restaurants, tour/charter/rental activities, yacht sales display areas, marina facilities catering to larger recreational vessels, and special events. The detailed modifications to the project are described in Chapter 2.

1.2 CEQA and the Purpose of an Addendum

The LAHD has prepared this Addendum to the Final SEIR for the Cabrillo Way Marina Project to assess the impacts associated with the proposed project changes since the Final SEIR was certified in November 2003. According to Section 15164(a) of the State CEQA Guidelines, the lead agency or the responsible agency will prepare an addendum to a previously certified EIR if

changes or additions are necessary, but none of the conditions described in Section 15162 calling for the preparation of a subsequent or supplemental EIR have occurred. An addendum need not be circulated for public review but can be included in or attached to the final EIR or final SEIR. The decision-making body considers the addendum with the final EIR or final SEIR prior to making a decision on the project.

Section 15162 of the State CEQA Guidelines states that, for a project covered by a certified EIR, preparation of a subsequent or supplemental EIR *rather* than an addendum is required only if one or more of the following conditions occur:

- 1) Substantial changes are proposed in the project that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

1.3 Scope and Content of the Addendum

This addendum has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) [PRC] 21000 et seq.), and the State CEQA Guidelines (California Administrative Code [CAC] 1500 et seq.). This addendum describes the affected environmental resources and evaluates the potential changes in the impacts that were previously described in the 2003 Final SEIR with respect to building and operating the Cabrillo Way Marina Project.

The criteria for determining the significance of environmental impacts in this addendum analysis are the same as those contained within the certified Final SEIR. The threshold of significance for a given environmental effect is the level at which the LAHD finds a potential effect of the proposed project to be significant. *Threshold of significance* can be defined as a “quantitative or qualitative standard, or set of criteria, pursuant to which significance of a given environmental effect may be determined” (CEQA Guidelines, Section 15064.7 [a]). Except as noted in particular sections of the document, the Port has adopted the City of Los Angeles CEQA Thresholds for purposes of this addendum, although some criteria were adapted to the specific circumstances of this project.

The analysis in this addendum focuses on the changes to the impacts that would potentially occur as a result of project modifications. The scope of analysis contained within this addendum addresses each of the environmental resource areas that were previously analyzed in the certified Final SEIR. The following issues are therefore evaluated in this addendum.

- Land Use
- Transportation and Circulation
- Meteorology and Air Quality
- Noise
- Light and Glare
- Aesthetics
- Geology
- Water Quality and Oceanography
- Biota and Habitats
- Cultural Resources
- Public Services and Utilities
- Recreation
- Risk of Upset

This addendum has been prepared by Jones & Stokes under contract to the Port and has been independently reviewed by LAHD staff. The scope of the document, methods of analysis, and conclusions represent the independent judgment of the LAHD. Staff members from the LAHD and Jones & Stokes who helped prepare this addendum are identified in Chapter 5, “List of Preparers.”

1.4 Previous Environmental Documents Incorporated by Reference

Consistent with Section 15150 of the California State CEQA Guidelines, the following documents were used in preparation of this addendum and are incorporated herein by reference:

- Port of Los Angeles Recirculated Draft Supplemental Environmental Impact Report, West Channel/Cabrillo Marina Phase II Development Project, November 2003 (SCH No. 98041086).
- Port of Los Angeles Final Supplemental Environmental Impact Report, West Channel/Cabrillo Marina Phase II Development Project, November 2003 (SCH No. 98041086).

1.5 Project Location

The Cabrillo Way Marina project site is located at the southern end of the City of Los Angeles, in the southwestern portion of the Port (Figures 2-1 and 2-2). The project site is located within the San Pedro District (Port of Los Angeles Master Plan Planning Area 1), adjacent to the Los Angeles community of San Pedro. The project site lies generally south of 22nd Street, east of Via Cabrillo Way, and west of Sampson Way, and incorporates a portion of Miner Street south of 22nd Street. The boundaries that constitute the Cabrillo Way Marina Project are shown in Figure 2-2.

The proposed Cabrillo Way Marina site is currently occupied by existing marina boat slips, parking areas, lifeguard and fire stations, and warehouses for storage, cargo handling, and transshipment activities, and is adjacent to San Pedro Boat Works, which is no longer in operation. Marina boat slips located at the Watchorn Basin area, in particular, do not have sufficient parking capacity available or parking facilities conveniently located for waterside dependent uses. About 530 boat slips presently exist on the east side of the West Channel within the project site.

Commercial uses are at 22nd Street Landing Sportfishing and across the West Channel at Cabrillo Marina Phase I. The nearest residential uses are located along Crescent Avenue to the north and at Fort MacArthur to the west. There are also non-permanent residential uses by “liveaboards” (boat occupants) on the project site.

1.6 Project Objectives

A statement of the objectives sought by the proposed project is required by State CEQA Guidelines (Section 15124[b]).

The original objectives of the previously certified Final SEIR for the Cabrillo Way Marina site continue to be applicable to the proposed project. They include:

- replace deteriorated marina facilities with higher-value marine and visitor-oriented uses;
- provide waterfront access and use for the public;
- provide a vibrant public/private marina land and water community;
- provide a village of recreational marine and boating activities that draws together the boater, tourist, local, and regional residents and the Port-oriented business community;
- improve the area’s visual characteristics through the elimination of deteriorated facilities and the upgrading of existing marina facilities;
- create a new destination waterfront amenity;

- provide restaurants, tour/charter/rental opportunities, and other uses to accommodate visitors and boaters;
- provide facilities that cater to larger recreational vessels;
- effectively compete with other waterfront facilities located in Long Beach and other nearby jurisdictions to retain businesses and expenditures that might otherwise be lost; and
- provide facilities that are consistent with and contribute to an integrated waterfront for the Port of Los Angeles.

1.7 Previously Approved Project as Presented in the 2003 Certified Final SEIR

The previously approved Cabrillo Way Marina Project as presented in the certified Final SEIR included the development of approximately 40.9 acres of land and 38.9 acres of water area. Figure 2-3 shows the approved project from the 2003 certified Final SEIR.

Existing buildings, paving, substructure, docks, berths, and piers were to be partially or wholly demolished and removed to accommodate the construction of the new facilities. Landside infrastructure improvements generally included street and intersection improvements, landscaping, utilities, and signage improvements. The previously approved project also included the realignment of Miner Street and the reconfiguration of the Miner/22nd Street intersection.

Several waterside infrastructure improvements were proposed, including dredging, excavation, and filling of harbor waters, as well as construction of bulkheads and revetted slopes along the West Channel and the perimeter of the revised Watchorn Basin. These improvements consisted of dredging to up to the -15 feet mean lower low water (MLLW), filling three areas for a total fill area of 3.53 acres (or a 2.41 acres of net fill area). It was estimated that a total fill volume of 120,000 cubic yards of clean fill material would be used. These improvements would allow the accommodation of a new marina with 700 wet slips and 379 dry slips.

The previously certified Final SEIR included a waterfront promenade for pedestrian use. Businesses and retail buildings were located along the promenade. These uses included a Marina Club, yacht club, a youth boating facility, various storage and boater service facilities, yacht broker offices, and retail buildings. In addition, a 200,000 square foot dry stack storage facility for boats was located close to the promenade. This structure, approximately 65 feet tall, would be used to stack boats for landside storage. The previously approved project included approximately 337,100 square feet of new landside development, including the 200,000 square foot dry stack storage facility, of office, business, boat storage, and retail space.

1.8 Proposed Project Modifications

The proposed changes to the Cabrillo Way Marina Project are described in this section, and can be cross-referenced with the project description as contained in the certified Final SEIR. Figures 2-4 and 2-5 show the proposed conceptual site plan for the modified project. The proposed project as modified encompasses approximately 45.66 acres of land and 41.25 acres of water, generally located within the same project boundaries as previously described in the Final SEIR. The proposed project includes 131,500 square feet of boat sales, office, restroom, boater facilities, business, and retail uses. The 200,000 square foot dry stack storage facility that was previously approved under the certified Final SEIR has been eliminated under the current proposal. Table 2-1 provides a comparison of the previously approved project elements as presented in the certified Final SEIR and the proposed project as modified.

Demolition and Site Preparation

The existing buildings, paving, substructure, docks, berths, and piers that would have been partially or wholly demolished and removed to accommodate the construction of the new facilities under the Final SEIR would be similar under the current proposal. One exception would be the Warehouse at Berths 54–55 (SSA Warehouse). This warehouse, which was approved for demolition under the certified Final SEIR, would no longer be removed as part of the proposed project. This warehouse would also remain operational into the foreseeable future because demolition would not be necessary for the previously approved realignment/widening of Miner Street. Miner Street would not be realigned at 22nd Street but would be widened south of 22nd Street to accommodate a larger right-of-way and the extension of the Red Car from its existing terminus north of 22nd Street within the median of Miner Street.

The railroad track removal and relocation approved in the certified project remain as part of the proposed project. The necessary subsurface investigations are ongoing or have been completed, and known contaminants found have been, or are currently being, removed or remediated to accommodate the proposed project. However, as with the previously certified Final SEIR project, the Red Car Line track realignment eastward would require additional subsurface investigation and testing prior to construction. Unforeseen contamination encountered anywhere within the proposed project site during construction would be conducted in accordance with applicable regulations.

Table 1-1. Project Elements Comparison: Concept Design vs. Final SEIR

Land Use		Land Area (acres)		Water Area (acres)		Building Square Footage		New Parking Spaces				Slips		Dry Storage		
		SEIR	Design (80%)	SEIR	Design (80%)	SEIR	Design (80%)	Required By SEIR	Provided in SEIR	Required by (80%) Design Building Square Foot (or # slips)	Provided in (80%) Design Site Plan	SEIR	Design (80%)	SEIR	Design (80%)	
Slips (Channel & Staging Area + Middle)	Section I (North) Slips - Commercial Marina			30.35	21.32	-	-	152		210			254	350		
Slips (South Side)	Section II-B (South) Slips - L.A. Yacht Club			8.55	10.93	-	-	85		101			141	168		
Slips (Middle)	Section II-A (Middle) Slips - Buccaneer Yacht Club				9.03	-	-	168		109			280	182		
Dry Stack Boat Storage (includes Restroom)	<i>n/a - removed from project</i>	6.54						200,000	-	263	-				700	
Boat Sales/Retail (includes Parking and Trailer Storage)	Boat Sales/Retail (Bldg A)	1.65	1.20					10,000	10,000	50		50				
Village Retail - North	<i>n/a - removed from project</i>							15,000	-	75	-					
Village Retail - North - Marine Hardware	Village Retail - Marine Hardware (Bldg C)	1.47	0.40					20,000	20,000	100		200				
Village Retail - Event Park	<i>n/a - removed from project</i>							-	-	-	-					
Marina Village - Office/Yacht Brokers	Marina Village - Office/Yacht Brokers (Bldg D)	1.35	0.56					25,000	25,000	100		100				
Marina Village - Marina Club/Activity Center	Marina Club/Activity Center (Bldg E)		0.10					10,000	10,000	50		50				
Marina Village - Village Retail - South	Village Retail - South (Bldg F)		0.08					5,800	5,800	-		29				
Restaurant 1 - Central	Marina Village - Restaurant (Bldg D)	0.31	0.56					5,000	5,000	50		50				
Restaurant - South (Point)	Restaurant - South (Point - Bldg G)	0.29	0.42					10,000	10,000	100		100				
Promenade - Main Channel to Point	Waterfront Promenade	1.67	4.55					-		-		-				
Boat Hoist Area	Boat Hoist Area (Bldg N)	0.62	0.60					-	2,000	-		-				
Youth Boating Facility	<i>Separate structure for YBF removed from project; to be included as part of LA Yacht Club (Bldg L) per POLA direction</i>	0.40	0.00					8,800	-	35		-				
Yacht Club and Storage Area	Los Angeles Yacht Club (Bldg L)	1.18	0.14					7,500	10,000	30		40				

Land Use		Land Area (acres)		Water Area (acres)		Building Square Footage		New Parking Spaces				Slips		Dry Storage	
SEIR	Design (80%)	SEIR	Design (80%)	SEIR	Design (80%)	SEIR	Design (80%)	Required By SEIR	Provided in SEIR	Required by (80%) Design Building Square Foot (or # slips)	Provided in (80%) Design Site Plan	SEIR	Design (80%)	SEIR	Design (80%)
	Buccanneer Yacht Club (Bldg J)		0.09				6,000			24					
Dry Stand Boat Storage (South End)	Dry Stand Boat Storage	4.36	5.37			-	-	73		95	29			293	400
Storage Sheds	Storage Sheds (Bldg M + other storage)	0.64	0.45			20,000	19,600	20		20					
New Entry Plaza	Entry Plaza	0.25	0.63			-	-	-							
Event Plaza	<i>n/a - removed from project</i>	0.67				-	-	-							
Common Area - Parking Lot 1 (Retail/Dry Stack)	Parking, Access Roads, Sidewalks I	10.23	9.44			-	-	-	814		841				
	Public Restroom I & Boater Facilities I Bldg B)		0.13				4,000								
	Boater Facilities II (Bldg H)		0.04				1,700								
Common Area - Parking Lot 3A/Promenade (Watchorn Basin)	Parking, Access Roads, Sidewalks II	8.08	2.71			-		-	706		205				
	Public Restroom II & Boater Facilities III (Bldg K)		0.09				2,400								
Common Area - Parking Lot 3B (Watchorn Basin)	Parking, Access Roads, Sidewalks III	1.18	3.85			-		-	55		331				
	Parking, Access Roads, Sidewalks IV		0.62								3				
	Miner Street (Access Road to Project Area)		13.63												
Totals		40.89	45.66	38.9	41.28	337,100	131,500	1,351	1,575	1,177	1,409	675	700	993	400

1.9 Infrastructure Plan

Landside Infrastructure Improvements

All of the landside infrastructure improvements such as street and intersection improvements, landscaping, utilities, and signage improvements proposed in the certified Final SEIR remain the same in the proposed project. The site would be improved as necessary and as previously described in the certified Supplemental EIR to accommodate the proposed development. All improvements would be designed and constructed to all applicable local, state, and federal code requirements.

Waterside Infrastructure Improvements

Several waterside infrastructure improvements would be required to accommodate the proposed project, just as they were required for the previously approved project contained within the Final SEIR. The proposed project waterside infrastructure would include dredging, excavation, and filling, as well as construction of bulkheads and revetted slopes along the West Channel and the perimeter of the revised Watchorn Basin. These types of water infrastructure improvements were included in the previously certified Final SEIR. However, the waterside infrastructure improvements for the proposed project are less invasive than the improvements identified in the previously certified project. Overall, the proposed project increases the amount of water acreage when compared to the previously certified Final SEIR. The proposed cut, fill, and dredge areas are illustrated on Figure 2-6. The major waterside improvements for the project are described below as compared to the previously certified Final SEIR.

Dredging

Dredging activities are required to create the appropriate marina basin shape and depth to accommodate the proposed waterside development. The general area of the Watchorn Basin is proposed to be dredged up to -15 feet MLLW. An estimated total volume of 54,500 cubic yards of sediment material would be dredged from the basin, plus potentially an additional 24,500 cubic yards should a 2-foot overdredge be required. The previously approved project proposed dredging 75,000 cubic yards. Therefore, the proposed project modifications would potentially involve dredging of up to 4,000 cubic yards more than the previously certified Final SEIR project.

Excavation/Cuts

In order to obtain a more optimal waterside configuration, some land areas would be removed, and therefore the proposed project would create more water. The proposed project would involve approximately 177,000 cubic yards of cut for the marina land cut area, plus 51,000 cubic yards of cut on the landside, for a total of up to 228,000 cubic yards of cut material. This is the more land area cut volume than previously approved by the certified Final SEIR. It should be noted that of this cut volume, 128,000 cubic yards is excavated material below +4.8 MLLW.

Fills

To create an efficient basin perimeter and to create needed land areas adjacent to the marina basin, fills are proposed. There would be one waterside fill area that would use a total estimated fill volume of 122,500 cubic yards of clean fill material (108,00 cubic yards of earthen fill + 14,500 cubic yards of imported quarry run). . The previously approved project included a total of three fill areas of 3.53 acres (or a 2.41-acre net fill area) and a total estimated fill volume of 120,000 cubic yards of clean fill material. The proposed project would also result in approximately 80,000 cubic yards of fill on the landside areas. In total, the proposed project would result in a net cut volume of up between 77,500 and 119,000 cubic yards (with a 2-foot overdredge), resulting in less fill and more water area than the previously approved project. It should be noted that the materials from excavation and dredge 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. Of this fill volume, 132,000 cubic yards is material below _ 4.8 MLLW.

1.10 Site Access and Circulation Elements

Site access and circulation consists of vehicular, pedestrian, and watercraft systems. The circulation and site access components described in the certified Final SEIR are the same for the proposed project. These are described in additional details below.

Vehicular Access/Circulation

Primary access to the site is proposed at the north end of the project via Miner Street, south of 22nd Street, just as it was approved of in the certified Final SEIR. The key arrival and access intersection occurs where the Cabrillo Way Marina meets 22nd Street. There is also second arrival and access intersection west of Miner Street off of 22nd Street.

Roadway Improvements

To accommodate public and emergency access to the proposed project, the various roadway improvement details identified in the certified Final SEIR would be designed and constructed as part of the proposed project, including:

- Widening of Miner Street south of 22nd Street
- Intersection reconfiguration at Miner Street and 22nd Street
- Landscaping of 22nd Street

Parking and Access Improvements

Parking needs for existing and future commercial uses were calculated based on City of Los Angeles parking code requirements for the changes in development square footage and building

locations for this addendum. Additionally, the marina is designed consistent with the California Department of Boating and Waterways parking standards for boat slips. This is to optimize available parking spaces for the marina while maintaining a minimum walking distance between the parking lot and any given slip. The proposed project includes approximately 16 acres of parking between two primary parking lots. The previously approved project included 19.46 acres of parking that was split among three parking lots. An estimated 1,177 parking spaces would be required for the proposed project based on relevant City of Los Angeles and California Department of Boating and Waterways standards and the proposed project includes 1,409 parking spaces. Although, parking is generally reduced from 1,575 parking spaces in the previously approved project EIR to 1,407 parking spaces, the proposed Project actually provides 362 more parking spaces than required by code. The reduction in parking of the proposed project is directly attributable to the reduction in square footage of the proposed project when compared to the previously approved project.

Pedestrian Access/Circulation

The three major elements of pedestrian circulation identified in the certified Final SEIR would remain relatively the same and would consist of the following:

- Perimeter pedestrian access and circulation would occur primarily along Miner and 22nd Streets.
- Major pedestrian gateways into the Cabrillo Way Marina would occur from 22nd Street, and via a connection from the Cabrillo Marina Phase I area.
- The waterside pedestrian promenade system is proposed as the functional backbone to the project. As described below, the waterfront pedestrian promenade would include various passive and active uses along its path on both the water and land sides. Handicapped access would be provided in accordance with the Americans with Disabilities Act (ADA) and other access requirements.

Pedestrian Promenade

Approximately 2.61 acres of pedestrian promenade would be constructed to accommodate pedestrian access around the development as part of the proposed project. The promenade is envisioned to include special pavement treatments, handrails (where appropriate), and miscellaneous site furnishings, such as benches and landscaping, so as to complement the pedestrian promenade in the existing Cabrillo Marina Phase I. Retail and visitor tourist-serving uses would be established around the promenade.

1.11 Cabrillo Way Marina Improvements

As in the certified Final SEIR, the Cabrillo Way Marina would be the primary focus for development in this addendum. The existing marina facilities would be demolished and replaced with new, modern floating dock systems. The marina would be designed and constructed to conform to applicable local, state, federal, and acceptable industry standards. The major components of the marina remain the same; however, minor details have changed with each one

of these components as compared to the components approved in the certified Final SEIR. The major components include the following:

- marina slips and support services;
- dry stand staging area and overnight slips in an open parking lot; and
- shoreside boater services and amenities.

Marina Slips & Support Services

The marina is proposed to accommodate approximately 700 boat slips, an increase in 25 wet slips compared to the 675 slips as described in the certified Final SEIR. These slips are proposed to range in size from 30–130 feet. Table 1-2 shows a comparison of the slip mix between the proposed project and previously approved project as presented in the Final SEIR. The proposed project would feature approximately 33% of the boat slips in the 40 to 49 foot range, whereas, the previously approved project included 53.43% of the slips in this range. Approximately 65% of the boat slips in the proposed project would be between 30 and 49 feet, in accordance with the proposed project objectives.

Table 1-2. Comparison of Proposed Marina Boat Slips (Proposed Project vs. Previously Approved Project from 2003 Final SEIR)

Length (Feet)	FSEIR Slip Mix		Proposed Slip Mix	
	Quantity	Distribution	Quantity	Distribution
<30	59	8.7%	0	0.0%
30-39	83	12.3%	226	32.3%
40-49	432	64.0%	232	33.1%
50-74	90	13.3%	211	30.1%
75-99	6	0.9%	21	3.0%
100-125	2	0.3%	0	0%
>125	3	0.4%	10	4.07%
Total	675	100%	700	100%
Percent < 40 ft:		21%		32
Percent ≥ 40 ft:		79%		68

The sewage pumpout facilities and other marina-related services would remain as described in the certified Final SEIR. The sewage pumpout facility would receive the contents of holding tanks onboard boats designed to hold sewage, which must be emptied from time to time.

Dry Stand Staging

The 200,000 square foot dry stack storage building that was included in the previously approved project as analyzed in the certified Final SEIR has been removed from the proposed project.

Instead, only the dry stand open storage area for boats is proposed. The proposed dry stand boat storage area would comprise 400 individually designated open storage slips for boat trailers on a designated surface parking lot. This is an increase of 107 dry stand slips over the number of dry stand slips in the previously approved project. The elimination of the dry stack storage facility building would reduce the dry boat storage by 700 slips, for a net reduction in 590 dry storage slips.

Shoreside Boater Services & Amenities

The shoreside boater services and amenities are generally in two locations on the proposed Project site, the northern area and the southern area. The 10,000 square foot Marina Club previously approved in the certified Final SEIR would be constructed along the waterfront promenade near the restaurant and village retail at the northern portion of the site. Approximately, 5,700 square feet of restrooms and boater facilities are proposed in the northern portion of the proposed Project site.

The southern portion of the site would encompass approximately 7 acres adjacent to the former San Pedro Boat Works. Inclusive on this 7-acre area would be Los Angeles yacht club facilities (10,000 square feet), the Buccaneer's yacht club facilities (approximately 6,000 square feet), dry stand boat storage for year-round operation as discussed above, 10,000 square feet of storage sheds, a launch and retrieval area, and other boater-related services. All of these uses were previously approved and included in the Final SEIR; however, 2,400 square feet of public restrooms and boater facilities that were not included in the Final SEIR would be built next to the Buccaneer yacht club facilities.

These uses generally have the same square footage as approved by the previous Final SEIR with the exception of the L.A. yacht club and the storage sheds. The yacht club increased from 7,500 square feet to 10,000 square feet; however, the 10,000 square foot building for the L.A. yacht club would include the youth boating facility, previously approved as a separate building totaling 8,800 square feet. The storage sheds were reduced from 20,000 square feet to 19,600 square feet. Additionally, a boat hoist area that was not previously approved in the Final SEIR would be built in between the L.A. yacht club and the fire station. This building would be approximately 2,000 square feet. Finally, approximately 8,100 total square feet of restrooms and boater facilities are proposed in the parking lot areas throughout the project site, which were not included as part of the previously approved project.

1.12 Retail and Restaurant Components

The retail components of the proposed project are similar to the previously approved components described in the Final SEIR. In total, the proposed project does not include any more square feet square feet of additional retail and restaurant space than was approved under the previously project as described in the certified Final SEIR.

A Village Retail—North area is proposed similar to the previously approved project, which features approximately 20,000 square feet of retail and marine hardware uses.

The Marina Village—South area includes approximately 5,500 square feet of retail uses, which is the same as previously approved in the certified Final SEIR.

The boating sales building would be the same as in the previously approved project, which includes a 10,000 square foot building with parking and trailer storage to be located at the corner of 22nd Street and Miner Street. The Marina Village would feature approximately 25,000 square feet of offices and yacht broker services, similar to that proposed in the previously certified Final SEIR.

The proposed Project includes two restaurants. The first includes a 5,000 square foot restaurant in the central portion of the site, adjacent to the offices and yacht broker services. Additionally, a 10,000 square foot restaurant would be located in the Village Retail South area.)These are the same as the previously approved project.

Project Design Elements

All streetscape and architecture would remain as described in the certified Final SEIR. All plantings and site elements would be selected for compatibility with the existing Cabrillo Marina Phase I, and with the climate and maintenance requirements of the ocean environment. The streets entering and connecting points with the marina would be lined with tall accent trees. The tree parkways along with the medians would be planted with long-lived shrubs to create garden boulevards. Sidewalks would provide pedestrian access along the boat sales area to the marine retail/restaurant areas and marina gangways along the water's edge.

The retail and office buildings would draw on the architectural history of industrial warehouse buildings in immediately adjacent areas for design inspiration with regard to materials, color, articulation, and roof form.

1.13 Construction Phasing

The construction and development would remain similar as approved in the certified Final SEIR and is divided into three basic phases. However, the construction schedule (beginning and end dates) has been altered to update it with present day. With construction projects of this magnitude, the primary infrastructure must be quickly in place early on to provide access, services, and foundations for the new development areas.

It is important to note that with significant overlap between phases, the overall construction process can be further expedited. Due to the interrelationships of the construction elements, it is assumed that the overall construction process would be managed to optimize the construction contract controls.

As with the previously certified Final SEIR, only the Fire Station No. 110 would remain as it currently exists with the landside operations. Additionally, a small portion of the former site of San Pedro Boat Works included in the project boundary remains unaffected. All other landside tenants and lessees would be vacated or relocated to prepare the site for development. Any specific construction or operation scenarios related to tenant relocation would be subject to

subsequent CEQA analysis. A program would be developed for working with existing lessees to coordinate the continued operation, maintenance, security, and access of these uses during the transition of operations.

Construction Phase I

The first construction phase consists of infrastructure improvements to prepare the site for the proposed facility improvements. These infrastructure improvement elements consist of:

- removing rail road tracks,
- Miner Street and 22nd Street intersection improvements,
- 22nd Street Improvements,
- West Channel slope protection,
- site preparation for boat sales area, Marina Village area, and dry stand storage area

The Construction Phase I facility improvements will follow the first construction phase infrastructure improvements. These facility improvement elements consist of:

- boat sales and retail buildings,
- parking lots,
- main channel slips, and,
- dry stand staging/launch area.

Construction Phase II

The Construction Phase II infrastructure improvements consist of the following elements:

- dredge/fill Watchorn Basin area (south), and
- Watchorn Basin perimeter improvements/bulk head wall.

The Construction Phase II facility improvements will follow the second construction phase infrastructure improvements. These facility improvement elements consist of:

- marine hardware and Village Retail,
- fuel dock and pump out station(s),
- south Basin slips (L.A. Yacht Club),
- outdoor pedestrian entry and event plazas, and
- promenade.

Construction Phase III

The Construction Phase III infrastructure improvements consist of the following elements:

- Miner Street realignment and widening,
- Dredge/fill Watchorn Basin area, and
- Watchorn Basin perimeter improvements.

Chapter 2

Environmental Impact Analysis

2.1 Introduction

This chapter examines the changes to the environmental setting, evaluates the potential changes to environmental impacts, and identifies whether the impacts of the project modifications fall within the scope of the previously certified Final SEIR with respect to building and operating the Cabrillo Way Marina Project. The analysis in this addendum focuses on the changes to impacts to the environment that would potentially occur as a result of project modifications. There are no new environmental impacts as a result of project changes.

2.2 Comparison of Impacts

The scope of analysis contained within this addendum addresses each of the environmental resource areas that were previously analyzed in the certified Final SEIR.

2.2.1 Land Use

The previously approved SEIR determined the project was consistent with the general land use trends toward recreational and visitor-serving uses west of the Main Channel. The project was determined to be fully supportive of the land use plans that guide Port development adjacent to the San Pedro community, and was responsive to the community concerns that continue to define the direction of local land use planning. The impacts to land use were found to be less than significant and no mitigation was required.

The proposed project modifications, like the previously certified SEIR, remain consistent with General Plan and Zoning regulations and relevant goals and policies. The modifications would not divide or disrupt an established community, and are compatible with surrounding land uses. The proposed project changes would eliminate the construction of the dry stack storage building, which was an element of contention in terms of land use compatibility in the approved project and previously certified Final SEIR. Furthermore, the modifications provide additional public amenities and visitor-serving retail and restaurant opportunities. The proposed project changes would not expand the project area beyond what was approved in the previously certified Final SEIR because the project boundaries are the same. Conclusions regarding land use impacts have not changed. Therefore, impacts would remain less than significant regarding land use, and no mitigation is required.

2.2.2 Transportation

The traffic analysis contained within the certified Final SEIR concluded that, with implementation of the improvements at Harbor Boulevard and SR-47 ramps/Swinford Street (additional left-turn lane for northbound approach), the project would not result in a considerable contribution to cumulative traffic impacts. At other study intersections, the Final SEIR concluded that the project would not result in significant traffic impacts, and no mitigation was necessary.

The proposed project modifications would result in some minor changes to the mix of uses and parking proposed on site. The proposed project would result in approximately 700 additional square feet of retail and restaurant space than was included under the previously approved project as described in the certified Final SEIR. However, due to the elimination of the previously approved 200,000 square foot dry stack storage building, the traffic related to boater activity would be reduced. The marina is currently proposed to accommodate approximately 700 boat slips, an increase in 25 wet slips compared to the 675 slips as described in the certified Final SEIR. The proposed dry stand boat storage area would comprise 379 individually designated open storage slips for boat trailers on a designated surface parking lot. The proposed project would include 1,409 parking spaces (1,177 spaces are required) for the amount of retail, restaurant, and boater amenities square footage. Table 2-1 shows a comparison of the trip generation between the previously approved project from the certified Final SEIR and the current proposed project.

2.2.3 Air Quality

Both construction-related (short-term) air quality impacts and operational (long-term) air quality impacts were analyzed within the Final SEIR. Impacts were determined to be significant, and mitigation measures were incorporated for construction-related impacts and operational-related impacts. Significant construction-related PM_{10} impacts of the previously certified Final SEIR were reduced to less than significant with mitigation measures MMAQ1.1 to 1.3 identified in Appendix A. However, mitigation for construction-related ozone impacts could not be reduced to less-than-significant levels and represented a considerable contribution to a significant cumulative impact. Operational impacts were reduced via mitigation measures MMAQ 2.1 to 2.3 in Appendix A of the previously certified Final SEIR, but impacts related to reactive organic gases (ROG), oxides of nitrogen (NO_x), and carbon monoxide (CO) emissions remained at significant levels even with the mitigation. This represented a considerable contribution to significant cumulative air quality impacts.

The proposed project modifications would result in construction and operations air quality impacts that are similar to, and within the scope of, what was described and analyzed in the certified Final SEIR. The proposed modifications would not increase the levels of emissions over the previously determined levels of emissions because the proposed project modifications would result in a similar square footage of retail and restaurant uses. Therefore, they would result in fewer operational vehicle trips and boater trips, and would result in similar construction related emissions to the previously certified Final SEIR. Impacts of the proposed project would remain significant and unavoidable regarding construction-related ozone impacts and operationally related ROGs, NO_x , and CO impacts. These impacts were adequately addressed in the previously certified Final SEIR. No new impacts would occur, and no new mitigation measures are necessary.

Subsequent to the certified Final SEIR, the LAHD has enacted the Sustainable Construction Guidelines (Appendix A). Elements of the Sustainable Construction Guidelines would be incorporated into the construction practices to further reduce impacts that would be as effective as or more effective than the mitigation measures identified under the certified Final SEIR. With the combination of the elements of the Sustainable Construction Guidelines and the mitigation measures identified in the previously certified Final SEIR, most air quality impacts would be reduced to less than significant. However, construction-related impacts regarding ozone, and operational-related impacts regarding ROG, NO_x, and carbon monoxide would still remain significant and unavoidable as in the previously certified Final SEIR.

2.2.4 Noise

The previously certified Final SEIR determined that project noise impacts were either less than significant or could be mitigated to a less-than-significant level. Through compliance with the City of Los Angeles Noise Ordinance Standards, construction noise impacts would not have represented a considerable contribution to noise impacts. Although noise from construction activity from multiple projects in the area would have increased ambient community noise levels in the immediate vicinity of the proposed project, construction-related noise would have been localized and short-term in nature. Mitigation measure MMNOI-1 was proposed and approved to control construction-related noise of the Final SEIR project.

Operational noise impacts were determined to be less than significant, and no mitigation was required. Therefore, impacts to noise from the previously approved Final SEIR project were ultimately determined to be less than significant.

Noise impacts from construction activities of the proposed project modifications are a function of the noise generated by construction equipment, the equipment location, the sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. The proposed project modifications would result in similar levels of construction occurring within the project area, and, therefore, would not have higher noise levels than previously determined in the certified Final SEIR. Construction activities for the proposed project modifications are anticipated to take place in three distinct phases. During each of the three phases, improvements would be made to infrastructure, followed by corresponding facility improvements. Noise levels in the immediate vicinity of the construction sites would increase during proposed project construction activities.

Construction activities involving the proposed project modifications would not substantially change the overall construction phasing. The modified project would require the same restrictions on construction activities during certain hours of the day as identified in NOI-1. The proposed project changes would not increase construction noise levels at noise sensitive uses above what was previously assessed. All construction mitigation measures proposed in the previously certified Final SEIR are still applicable to the proposed project modifications, and would be implemented and used to retain the impacts at less-than-significant levels. Operational noise involving the proposed project modifications would not substantially change. Additionally, the removal of the construction of the dry stack boat storage facility would decrease the number of vehicle trips and corresponding vehicular and operational noise effects originally determined in the previously certified Final SEIR. Finally, the proposed project changes would not increase operational noise levels at noise sensitive uses above what was previously assessed. Therefore,

construction related and operational noise impacts would remain less than significant after the proposed construction mitigation measures have been implemented

2.2.5 Light and Glare

The previously approved project proposed changes to both the thematic and structural architectural elements of onsite structures, most notably the dry stack boat storage building. The thematic changes were benign in terms of light and glare. However, structural changes such as proposed glass and steel building materials could have introduced new sources of light (from internal and external illumination and light diffusion) and glare (from solar reflection caused by reflective surfaces). It was determined that the previously approved project would have resulted in a relatively minor contribution to nighttime lighting and glare in the project area. Therefore, light and glare impacts were found to be less than significant.

The proposed project modifications suggest changes to both the thematic and structural architectural elements of onsite structures, most notably the removal of construction of the dry stack boat storage facility. Removing this facility substantially lowers the amount of its sources for light and glare, as well as visibility of project elements from offsite areas. The removal of the dry stack storage building also results in a decrease in the massing and height of buildings on site, thereby representing a substantial decrease in the potential shading impacts to the surrounding areas. Structural changes to the remaining buildings, such as proposed glass and steel building materials, would not be substantially different from the previously approved Final SEIR project and would not introduce significant new sources of light (from internal and external illumination and light diffusion) and glare (from solar reflection caused by reflective surfaces).

Due to the removal of the dry stack boat storage facility impacts from the project, changes would be reduced compared to the previously approved project. Therefore, impacts to light and glare would remain less than significant

2.2.6 Aesthetics

The previously approved project magnified the potential impacts of project implementation with respect to the popular perception of the area's aesthetic appeal, as well as actual views encompassing the project site. The analysis for the certified Final SEIR found that the project would neither obstruct or diminish protected scenic vistas nor contribute to the diminishment of scenic vistas. Therefore, aesthetic impacts were determined to be less than significant. However, LAHD identified voluntary mitigation measure MMAES-1 in Appendix A that would involve landscape improvement and beautification in neighboring hillsides and areas adjacent to Harbor Boulevard to improve the visual appearance and aesthetics of the area.

The proposed project modifications do not significantly alter or change the previously approved project. The proposed project site has no unique topographic features, distinguishing natural features, or valued visually appealing structures that contribute to a pleasing aesthetic environment. Like the approved project analyzed in the certified Final SEIR, the proposed project modifications seek to enhance and improve the appearance of the existing Cabrillo Marina and the area surrounding the Watchorn Basin. Even though the previously approved Final SEIR determined that the aesthetic impacts of the proposed project would be less than significant, the

proposed project further reduces visual impacts by completely removing the 200,000 square foot, 65-foot-tall dry stack building that was proposed along Miner Street. Additionally, the proposed buildings have been set back further from the proposed waterfront promenade, allowing the promenade to be more visually prominent. Therefore, aesthetic impacts of proposed project would be less than significant.

2.2.7 Geology

The previously certified Final SEIR determined that the project would result in some significant and unavoidable impacts regarding geologic resources. The Final SEIR determined the project was particularly vulnerable to primary and secondary seismic hazards during construction. If a major or great earthquake occurred concurrently with construction of the project, loss and/or damage might be substantial. Although such a scenario is unlikely to occur because the construction period is relatively short and major/great earthquakes occur very rarely, the previously approved project could expose people to substantial risk or injury during a seismic event and these impacts would be significant and unavoidable. Additionally, the previously certified Final SEIR determined the project would expose people to seismicity, tsunamis, expansive soil, and subsidence, and this exposure constituted a significant and unavoidable impact. However, impacts related to causing or accelerating geologic hazards resulting in substantial damage to structures or infrastructure, instability from erosion, or destruction of a distinct and prominent geologic or topographic feature were determined to be less than significant in the previously certified Final SEIR.

The proposed project modifications do not change the Final SEIR conclusions regarding geology impacts since the proposed project modifications do not significantly alter or change the previously approved project. The proposed project location is the same as what was analyzed in the certified Final SEIR. Although the removal of the 200,000 square foot dry stack storage facility could proportionally decrease the exposure of people to substantial risk or injury from seismic ground shaking, it would not decrease the exposure to a less-than-significant level. Engineering guidelines for the proposed project modifications call for use of accepted engineering practices; however, based on the existing geologic conditions, people or structures would still potentially be exposed to significant risk or injury to seismicity, tsunamis, expansive soil, and subsidence. Therefore, these geologic impacts are considered to remain significant and unavoidable. However, the impacts of the proposed project are within the scope of the impacts that were analyzed in the certified Final SEIR, and are no worse than previously determined.

Impacts of the proposed project modifications related to causing or accelerating geologic hazards resulting in substantial damage to structures or infrastructure, instability from erosion, or destruction of a distinct and prominent geologic or topographic feature were determined to be less than significant for the proposed project modifications, as in the previously certified Final SEIR.

2.2.8 Groundwater, Soils, and Sediments

The previously certified Final SEIR determined that all impacts to groundwater, soil, and sediment would be less than significant. The primary groundwater, soils, and sediments impacts that would result from the project included 1) disruption of any unforeseen hazardous waste/materials contained within the site's soil, groundwater, or sediments, and 2) potential

worker exposure to environmental contamination. These are relatively site-specific impacts and compliance with applicable federal, state, and local regulations would generally prevent significant impacts. Therefore, the previously approved Final SEIR concluded that impacts to groundwater, soil, and sediment would be less than significant, and no mitigation measures would be required.

The proposed project does not substantially change or alter the conclusions contained within the previously certified Final SEIR. Additionally, the proposed project location is the same as the previously approved Final SEIR project. The proposed project modifications would not result in the direct withdrawal of groundwater, lead to the reduction of groundwater recharge capacity, affect existing contamination, or increase the frequency/severity of an accidental release. The previously certified Final SEIR concluded less-than-significant impacts associated with groundwater, soils, or sediments; therefore, impacts to groundwater, soils, and sediments resulting from the proposed project would also be less than significant.

2.2.9 Water Quality and Oceanography

The previously certified Final SEIR identified that the project could potentially release toxic substances that would be deleterious to human, fish, bird, or plant life through the dredging of the marina and the operation of boat maintenance facilities, fueling facilities, sewage and liquid waste facilities, and solid and hazardous waste disposal facilities. Although it was determined that the previously certified Final SEIR project would not cause discharges that would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code, mitigation measures were included as conditions of approval and were subject to monitoring provisions for enforcement and compliance purposes. The mitigation measures to reduce the significant impact of potentially releasing toxic substances as well as the mitigation measures acting as conditions of approval reduce the impacts to water quality to less than significant. These mitigation measures are identified as MMWQ 1.1 to 1.5 and MMWQ 3.1 to 3.2 in Appendix A. Additionally, it was determined that adherence to regulatory standards and implementation of mitigation would avoid considerable contributions to significant cumulative impacts to water quality and oceanography. Therefore, impacts to water quality and oceanography were determined to be less than significant in the previously certified Final SEIR.

The proposed project's landside improvements are less intensive than the previously approved project, thereby resulting in fewer landside construction-related, and operational water quality impacts. The waterside improvements of the proposed project call for a decrease in the amount of fill and an increase in the amount of water area when compared to the previously approved project. The proposed project modifications add 42 boat slips for a total of 718 boat slips, rather than 676 slips in the previously certified Final SEIR project. However, the total number of boats that would have access to the water would be reduced by 593 due to the elimination of the dry stack storage building from the proposed project. The proposed modified project would not cause an increase in discharges that create pollution, contamination, or nuisance, as defined by the California Water Code in excess of those identified in the previously certified Final SEIR. The incorporation of pollution control measures identified in the certified Final SEIR would continue to be part of the proposed project, and would be subject to monitoring provisions for enforcement and compliance purposes. Additionally, the specific mitigation measures, MMWQ 1.1 to 1.5 and MMWQ 3.1 to 3.2, identified in the previously approved Final SEIR, formalize the LAHD's obligation to protect water and biotic resources during all proposed project-related dredging and

construction, as well as during future marina operations. In addition to the mitigation measures, the LAHD will implement a Clean Marinas Program that will include outreach to marina operators and boaters regarding sewage discharge requirements. These requirements include water quality guidelines and standard practices for monitoring and compliance purposes. Therefore, water quality impacts of the proposed project modifications are within the scope of the impacts that were analyzed in the certified Final SEIR and remain less than significant.

2.2.10 Biota and Habitats

Several waterside infrastructure improvements were approved for the certified Final SEIR project. These improvements consisted of dredging up to the -15 feet MLLW, excavating land for an estimated total of 40,000 cubic yards, and filling three areas for a total fill area of 3.53 acres (or a 2.41-acre net fill area). Some of the project components would have impacted biota and habitats significantly. However, the certified Final SEIR included offsetting habitat loss with the LAHD Inner Harbor Mitigation Bank to reduce the impacts to biological resources to less than significant levels. Therefore, the impacts to biota and habitats of previously approved project were ultimately determined to be less than significant.

As with the previously approved project, several waterside infrastructure improvements would be required to accommodate the proposed project modifications. However, the waterside infrastructure improvements for the proposed project are less invasive than the improvements identified in the previously certified project. Overall, the proposed project modifications increase the amount of water acreage and reduce the amount of fill when compared to the previously certified Final SEIR. Therefore, the mitigation previously prescribed is no longer necessary, and impacts for the proposed project modifications would be less than significant. Therefore, impacts related to biota and habitat from the proposed project modifications are within the scope of the impacts that were analyzed in the certified Final SEIR, and remain less than significant.

2.2.11 Cultural Resources

The previously certified Final SEIR determined the project would not result in impacts to known cultural resources. There are no significant historic architectural resources in the proposed project area, since none of the structures within the proposed project area meet the requirements for eligibility for listing in the CRHR. Implementation of the previously approved project was determined to result in potential damage or complete destruction of unknown archaeological sites. Mitigation, such as discontinuing work if cultural resources were encountered as a result of project construction, was included in the previously approved project to prevent impacts to unknown cultural resources if they were discovered during construction.

The proposed project description does not change the previously certified Final SEIR conclusions regarding impacts to cultural resources. The proposed project modifications are within the same general project footprint and do not substantially change or alter the previously certified SEIR. Implementation of the proposed project could result in potential impacts to unknown resources, as identified within the certified Final SEIR. Therefore, the proposed project would implement the mitigation measures previously approved in the certified Final SEIR to reduce the impacts to less than significant, which include mitigation measure MMCULT-1 in Appendix A. Impacts related to cultural resources from the proposed project modifications are within the scope of the impacts

that were analyzed in the certified Final SEIR and would remain less than significant after the proposed mitigation.

2.2.12 Public Services and Utilities

The previously certified Final SEIR determined the project would not create additional demands for public services and utilities; therefore, it would have less-than-significant impacts on these resources. The previously approved project would not create a demand for additional police or fire facilities or additional police or fire personnel. Through consultation with the affected agencies, it was determined that the previously approved project would not adversely impact the ability of the Port Police, Los Angeles Police Department (LAPD), LAFD, or the U.S. Coast Guard (USCG) to adequately serve the project area. The previously certified Final SEIR determined the project would create an increased demand for water and would generate additional wastewater and solid waste. However, the certified Final SEIR determined that the project would not exceed the capacity of the providers of these services in the project area. Finally, the existing infrastructure was determined to be sufficient to serve the project site with natural gas, electricity, and other fuels. Therefore, impacts of the previously certified Final SEIR project to public services and utilities were determined to be less than significant.

The proposed project modifications do not change the conclusions of the certified Final SEIR regarding all public services and utilities impacts. The removal of the dry stack storage facility could proportionally decrease demands for public services and utilities, including, electricity, natural gas, and other fuels, as well as water and wastewater. Therefore, impacts regarding public services and utilities from the proposed project modifications are within the scope of the impacts that were analyzed in the certified Final SEIR and would remain less than significant after the proposed mitigation.

2.2.13 Recreation

The certified Final SEIR determined the project would neither affect existing recreational facilities nor produce demand for recreational facilities. Impacts to recreational resources were determined to be less than significant, and overall beneficial to the surrounding community.

The proposed project modifications would provide recreational facilities that would be available to the local community, regional visitors, and residents of the state. Implementation of the proposed project modifications would enhance the existing Cabrillo Way Marina and provide more public access through roadway improvements, parking improvements, and the construction of a pedestrian promenade, plazas, and other recreational amenities for the community. The proposed project has recreational components to it including a pedestrian promenade, several plazas, and a marina that would cater to recreational boats. Additionally, the proposed project modifications are creating a net gain of water area; therefore, the modifications are potentially increasing any passive or active recreational opportunities. The recreational impacts of the proposed project modification would continue to be less than significant, and overall beneficial.

2.2.14 Risk of Upset

The certified Final SEIR determined that the previously approved project would result in less-than-significant impacts related to public health and safety. Additionally, the certified Final SEIR determined that an increase in the probable frequency and severity of exposure to people from hazardous accidents would not occur. Potential risk of upset could occur from a variety of sources, including construction activities, operational marina activities, fuel docks, retail components, and self-storage facilities; however, these potential risks of upsets were previously determined to be less than significant in the certified Final SEIR. Construction and operation of the previously certified Final SEIR would be subject to emergency response and evacuation systems implemented by the LAFD. Therefore, no significant impact on emergency response plans or emergency evacuation plans would occur. Finally, the previously certified Final SEIR determined that an increase in the frequency or severity of an accidental release of hazardous materials would not occur. In fact, it was determined that the potential frequency and consequences would be reduced as a result of upgrading aging and deteriorating facilities.

Since the proposed project includes only minor modifications to the previously approved project, the proposed project would also result in less-than-significant impacts related to public health and safety. The proposed project modifications would comply with applicable regulations and policies guiding development within the Port. Any new project components would be developed in accordance with more stringent laws and regulations that would be adhered to during construction and operation. Therefore, impacts related to risk of upset from the proposed project modifications are within the scope of the impacts that were analyzed in the certified Final SEIR and would remain less than significant.

2.3 Impact Conclusions

None of the changes described in the modified proposed project or the analysis contained within this addendum would result in any new significant environmental effects or any substantial increases in the severity of environmental effects identified in the certified Final SEIR for the Cabrillo Marina Way Project.

The level of overall development potential analyzed as part of the certified Final SEIR for the project site and area is comparable to that under the proposed project. The current proposal does not increase development intensities beyond the levels considered in the certified Final SEIR.

All of the potential environmental impacts associated with the proposed project modifications were adequately identified and addressed in the certified Final SEIR. All of the mitigation measures included in the certified Final SEIR were adopted for the previously approved Cabrillo Marina Way Project. Through this addendum, the same mitigation measures, where applicable, would be adopted for the proposed project. Additionally, the existing significant and unavoidable impacts related to air quality and geology still remain and require statements of overriding consideration in conjunction with approval of the proposed project.

The analysis contained within this addendum demonstrates and provides substantial evidence that no additional significant impacts are present, nor would the severity of known significant impacts be increased by the proposed project.

**TABLE 1
CABRILLO WAY MARINA PROJECT TRIP GENERATION RATES**

Land Use	Unit	(1) Code/ Source	Weekday Trip Rate						Weekend Trip Rate				Internal Capture Reduction Rate (%)	
			Daily	AM Peak			PM Peak			Daily	Peak Hour			
				Total	% In	% Out	Total	% In	% Out		Total	% In		% Out
Boat Slips	Slips	420 / ITE	2.96	0.08	33	67	0.19	60	40	3.22	0.27	44	56	0
Dry Stack/Stand Boat Storage	Boat use	420 / ITE	2.96	0.08	33	67	0.19	60	40	3.22	0.27	44	56	0
Boat Sales	1000 s.f.	841 / ITE	33.34	2.05	74	26	2.64	39	61	21.03	2.97	51	49	30
Marine Retail	1000 s.f.	(2,3) 814 / ITE	44.32	1.06	61	39	2.71	44	56	42.04	4.18	52	48	30
Yacht Brokers	1000 s.f.	841 / ITE	33.34	2.05	74	26	2.64	39	61	21.03	2.97	51	49	30
Marina Club	1000 s.f.	495 / ITE	22.88	1.62	61	39	1.64	29	71	9.10	1.28	49	51	80
Restaurant - Quality	1000 s.f.	931 / ITE	89.95	0.81	82	18	7.49	67	33	94.36	10.82	59	41	50
Restaurant - High Turnover	1000 s.f.	932 / ITE	127.15	11.52	52	48	10.92	61	39	158.37	20.00	63	37	60
Youth Boating Facility	1000 s.f.	495 / ITE	22.88	1.62	61	39	1.64	29	71	9.10	1.28	49	51	80
Yacht Club	1000 s.f.	495 / ITE	22.88	1.62	61	39	1.64	29	71	9.10	1.28	49	51	0
Storage Building	1000 s.f.	151 / ITE	2.50	0.15	59	41	0.26	51	49	2.33	0.40	50	50	90
Plaza	Negligible new trips													

Trips to be Replaced by Proposed Project

Existing Boat Slips	Slips	420 / ITE	2.96	0.08	33	67	0.19	60	40	3.22	0.27	44	56	0
Warehouse	1000 s.f.	(4) 150 / ITE	1.24	0.11	82	18	0.12	25	75	0.31	0.03	64	36	0

(1) All rates from "Trip Generation", 7th Edition, Institute of Transportation Engineers unless otherwise stated.

(2) Weekday AM and Weekend peak hour rate derived from ITE Land Use 820 - Shopping Center.

(3) Directional distribution of AM peak trips 7-9 AM assumed to be the same as distribution for AM peak hour of generator for same land use (ITE 814).

(4) ITE warehouse rates reduced by 75% to reflect lower than average level of activity at these warehouses.

**TABLE 2 - FINAL SEIR PROJECT ELEMENTS
CABRILLO WAY MARINA PROJECT TRIP GENERATION**

Land Use	Unit	Size	Site-Generated Weekday Trips (2)							Site Generated Weekend Trips (2)			
			Daily	AM Peak Hour			PM Peak Hour			Daily	Peak Hour		
				Total	In	Out	Total	In	Out		Total	In	Out
Boat Slips	Slips	675	1,998	54	18	36	128	77	51	2,174	182	80	102
Dry Stack Boat Storage (1)	Boat use	700	104	3	1	2	7	4	3	676	57	25	32
Boat Sales	1000 s.f.	10	233	14	11	4	18	7	11	147	21	11	10
Village Retail -- North I	1000 s.f.	15	465	11	7	4	28	13	16	441	44	23	21
Village Retail -- North II	1000 s.f.	20	620	15	9	6	38	17	21	589	59	30	28
Yacht Brokers	1000 s.f.	25	583	36	27	9	46	18	28	368	52	27	25
Marina Club	1000 s.f.	10	46	3	2	1	3	1	2	18	3	1	1
Village Retail -- South	1000 s.f.	5.8	180	4	3	2	11	5	6	171	17	9	8
Restaurant Central	1000 s.f.	5	254	23	12	11	22	13	9	317	40	25	15
Restaurant South	1000 s.f.	10	450	4	4	1	37	25	12	472	54	32	22
Youth Boating Facility	1000 s.f.	8.8	40	3	2	1	3	1	2	16	2	1	1
Los Angeles and Buccaneer Yacht Clubs	1000 s.f.	7.5	172	12	7	5	12	4	9	68	10	5	5
Dry Stand Boat Storage (1)	Boat use	293	43	1	0	1	3	2	1	283	24	10	13
Storage Building	1000 s.f.	20	5	0	0	0	1	1	0	5	1	1	0
Plaza,	Negligible new trips												

Total Trips Generated by Project	5,194	184	102	83	358	187	171	5,744	564	280	284
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Warehouse 6 (3,4)	1000 s.f.	30	37	4	3	1	4	1	3	9	1	1	0
Warehouses 9 and 10 (4)	1000 s.f.	135	167	15	12	3	16	4	12	41	4	3	1
Existing Boat Slips (5)	Slips	530	1,376	37	12	25	88	53	35	1,451	122	54	68

Net New Trips	3,614	128	74	54	250	129	121	4,244	437	223	214
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- (1) Assume 5% (50 boats) and 30% (298 boats) of boat storage to be actively used during weekday and weekend respectively.
- (2) Trips have been adjusted for internal capture. See internal capture rates in Table 1.
- (3) The actual size of Warehouse 6 is 74,100 s.f. Only 40% of the existing space is currently occupied.
- (4) ITE rates reduced by 75% to reflect lower than average level of activity at these warehouses.
- (5) Consider only 85% of existing slips (i.e., 451 slips) active for conservative estimation. Source FSEIR.

**TABLE 3 - CONCEPT DESIGN (FEBRUARY 2008) PROJECT ELEMENTS
CABRILLO WAY MARINA PROJECT TRIP GENERATION AND COMPARISON**

Land Use	Unit	Size	Site-Generated Weekday Trips (2)						Site Generated Weekend Trips (2)				
			Daily	AM Peak Hour			PM Peak Hour			Daily	Peak Hour		
				Total	In	Out	Total	In	Out		Total	In	Out
Boat Slips	Slips	700	2,125	56	18	38	133	80	53	2,254	189	83	106
Boat Sales	1000 s.f.	10	233	14	11	4	18	7	11	147	21	11	10
Village Retail -- North	1000 s.f.	20	620	15	9	6	38	17	21	589	58	30	28
Yacht Brokers	1000 s.f.	25	583	36	27	9	46	18	28	368	52	27	25
Marina Yacht Club	1000 s.f.	10	46	3	2	1	3	1	2	18	3	2	1
Village Retail -- South	1000 s.f.	5.8	180	4	3	2	11	5	6	171	17	9	8
Restaurant Central	1000 s.f.	5	254	23	12	11	22	13	9	317	40	25	15
Restaurant South	1000 s.f.	10	450	4	4	1	37	25	12	472	54	32	22
Los Angeles and Buccaneer Yacht Clubs	1000 s.f.	16	366	26	16	10	26	8	18	146	20	10	10
Dry Stand Boat Storage (1)	Boat use	379	56	2	1	1	4	2	1	366	31	14	17
Storage Building	1000 s.f.	19.6	5	0	0	0	1	1	0	5	1	1	0
Plaza, Boat Hoist Area, and Common Area	Negligible new trips												

Total Trips Generated by Proposed Concept Design	4,919	183	101	82	340	177	162	4,851	485	243	242
Total Trips Generated by Approved FSEIR Project (6)	5,194	184	102	83	358	187	171	5,744	564	280	284

Warehouse 6 (3,4)	1000 s.f.	30	37	4	3	1	4	1	3	9	1	1	0
Existing Boat Slips (5)	Slips	530	1,376	37	12	25	88	53	35	1,451	122	54	68

Net New Trips - Proposed Concept Design	3,506	142	86	57	247	123	124	3,392	363	189	174
% of Approved FSEIR Project	97%	111%			99%			80%	83%		
Net New Trips - Approved FSEIR Project (6)	3,614	128	74	54	250	129	121	4,244	437	223	214

- (1) Assume 5% (19 boats) and 30% (114 boats) of boat storage to be actively used during weekday and weekend respectively.
- (2) Trips have been adjusted for internal capture. See internal capture rates in Table 1.
- (3) The actual size of Warehouse 6 is 74,100 s.f. Only 40% of the existing space is currently occupied.
- (4) ITE rates reduced by 75% to reflect lower than average level of activity at this warehouse.
- (5) Consider only 85% of existing slips (i.e., 451 slips) active for conservative estimation. Source FSEIR.
- (6) See Table 2.

Chapter 3

References Cited

3.1 Printed References

Port of Los Angeles. 2003a. Recirculated Draft Supplemental Environmental Impact Report, West Channel/Cabrillo Marina Phase II Development Project. November. SCH No. 98041086.

Port of Los Angeles. 2003b. Final Supplemental Environmental Impact Report, West Channel/Cabrillo Marina Phase II Development Project. November. SCH No. 98041086.

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