

DATE: AUGUST 5, 2025

FROM: ENVIRONMENTAL MANAGEMENT DIVISION

SUBJECT: RESOLUTION NO. _____ - ADOPTION OF THE FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND APPROVAL OF THE NAVY WAY AND SEASIDE AVENUE INTERCHANGE IMPROVEMENTS PROJECT (LOS ANGELES HARBOR DEPARTMENT APPLICATION FOR PORT PERMIT NO. 220906-155; STATE CLEARINGHOUSE NO. 2024100743)

SUMMARY:

Staff requests adoption of the Final Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed Navy Way and Seaside Avenue Interchange Improvements Project (Project) along with comments and responses to comments, and approval of the Project as described in the Final IS/MND.

The proposed Project augments an existing partial interchange at the intersection of Navy Way and Seaside Avenue on Terminal Island, and entails the following core elements: a) removal of the existing traffic signal; b) new eastbound, two-lane collector-distributor road between Ferry Street interchange eastbound on-ramp and Pier S Avenue interchange eastbound off-ramp, with an on-ramp from the collector-distributor road to Ocean Boulevard mainline; c) new two-phase traffic signal at intersection of Navy Way/new collector-distributor road; d) new westbound auxiliary lane between Pier S Avenue and Navy Way; e) widening of existing westbound underpass off-ramp at Navy Way to create a fifth leg at the Navy Way and Terminal Way intersection; and f) Terminal Way and Navy Way intersection signal and lane modifications.

Staff will seek Board of Harbor Commissioners (Board) approval for any construction contract and will request funds to be budgeted for construction efforts under a separate future Board action. The City of Los Angeles Harbor Department (Harbor Department) is financially responsible for payment of the costs associated with the preparation of the Final IS/MND.

RECOMMENDATION:

It is recommended that the Board:

1. Find that, pursuant to the State California Environmental Quality Act Guidelines (CEQA) Section 15074, the Final Initial Study/Mitigated Negative Declaration for the Navy Way and Seaside Avenue Interchange Improvements Project, (a) has been

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completed in compliance with the State CEQA Guidelines and the Los Angeles City CEQA Guidelines; (b) was presented to the Board for review and was reviewed and considered by the Board prior to approving the Project; and (c) reflects the independent judgment and analysis of the City of Los Angeles Harbor Department as the Lead Agency;

2. Find that, based on the whole record before it, including (a) the information contained in this report and (b) the Final Initial Study/Mitigated Negative Declaration, the Navy Way and Seaside Avenue Interchange Improvements Project, with mitigation incorporated, would not have a significant effect on the environment pursuant to Public Resources Code Section 21080 and State California Environmental Quality Guidelines Section 15070;
3. Find that all information added to the Final Initial Study/Mitigated Negative Declaration after the public review period, but before adoption, merely clarifies, amplifies, or makes insignificant modifications, and that recirculation is not necessary;
4. Adopt the Final Initial Study/Mitigated Negative Declaration;
5. Adopt the Mitigation Monitoring and Reporting Program as required by Public Resources Code Section 21081.6 and State California Environmental Quality Act Guidelines Section 15074;
6. Approve the Navy Way and Seaside Avenue Interchange Improvements Project;
7. Authorize the Environmental Management Division to file the Notice of Determination with the Office of Planning and Research State Clearinghouse and the Los Angeles County Clerk; and
8. Adopt Resolution No. _____.

DISCUSSION:

Project Background/Context – On July 25, 2024, the Board approved an agreement with Mark Thomas and Company, Inc. to prepare the design plans, specifications, and estimates for the proposed Project, under Resolution No. 24-10400. The proposed Project will reduce safety concerns and improve traffic flow at the Navy Way and Seaside Avenue intersection. The Harbor Department’s Goods Movement Division initiated this project several years ago as part of continuous assessment of transportation improvements needed to accommodate current and long-term port and non-port traffic.

The Project area encompasses Seaside Avenue, within the City/Port of Los Angeles between the State Route controlled SR 47/Vincent Thomas Bridge east approach and

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City/Port of Long Beach (POLB) boundary, and Ocean Boulevard easterly thereof to Pier S Avenue interchange (within City/POLB).

Project Objectives – The proposed Project’s overall objectives are to:

- Decrease the accident potential on a high-speed highway with a history of fatal and injury accidents;
- Reduce the vehicle (including truck) delay and vehicle hours of travel (VHT); and
- Reduce emissions in the air basin in an area adjacent to the San Pedro and Wilmington communities, which are considered State-designated “Disadvantaged/Low Income Communities.”

Project Description – The proposed Project augments an existing partial interchange at Navy Way and Seaside Avenue and entails the following core elements:

- Removal of the last traffic signal and at-grade intersection on Terminal Island/SR-47, between Interstate (I)-110 and I-710.
- Widen the existing highway bridge north over Harbor Department/POLB owned rail tracks to accommodate a new westbound auxiliary lane. The Bridge will be widened with the construction of a separate structure connected to the existing structure; this includes installation of piles, reconstruction of an existing 555-foot retaining wall, and construction of a new 100-foot retaining wall.
- New westbound auxiliary lane on SR-47, between Pier S Avenue and Navy Way, reconstructing the median concrete barrier north and shifting east-west travel lane alignments.
- Widening of existing westbound underpass off-ramp to create a fifth leg to terminate at the Navy Way and Terminal Way intersection.
- New eastbound, two-lane collector-distributor road, separated by a new concrete barrier and located within the existing facility, between Ferry Street interchange eastbound on-ramp and Pier S Avenue interchange eastbound off-ramp.
- New eastbound on-ramp from the collector-distributor road to Ocean Boulevard mainline.
- New two-phase traffic signal (along with necessary signage/stripping) at intersection of Navy Way and new collector-distributor road, control eastbound off-ramp

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through and right-turn movements, and northbound on-ramp right-turn movement from Navy Way.

- Navy Way and Terminal Way intersection modifications which includes new signal detectors, controller, striping, and signage.
- New lane guidance signage and striping on Seaside Avenue/Ocean Boulevard.

Construction activities associated with the proposed Project are expected to take approximately 16 months, which is a conservative estimate. It is anticipated that construction of the proposed Project would start in 2027 and be completed in 2028, with an opening year of 2029.

As a related project, the Vincent Thomas Bridge Deck Replacement Project's full closure stage is anticipated to start at the end of 2026 with a 16-month construction schedule. This provides at a minimum, an 11-month construction overlap with the Navy Way and Seaside Interchange Improvements Project, exclusive of pre- and post-full closure construction work for the Vincent Thomas Bridge.

ENVIRONMENTAL ASSESSMENT:

The Harbor Department's Engineering Division retained the services of its consultant, Mark Thomas and Company, Inc., to prepare the necessary environmental documentation for the proposed Project (Transmittal 1). The Environmental Management Division provided oversight of the environmental document and process, which is summarized below.

CEQA Documentation and Public Involvement – The Harbor Department, as the CEQA Lead Agency, has prepared an IS/MND for the proposed Project in compliance with the State CEQA Guidelines and the Los Angeles City CEQA Guidelines which contains the following: a description of the proposed Project and location, an initial study checklist, an analysis of potential environmental impacts and mitigation measures, and proposed findings (Transmittal 2).

The Draft IS/MND was circulated for public review and comment for a period of 30 days from October 17, 2024 through November 15, 2024. In accordance with State CEQA Guidelines §15072, a Notice of Intent to adopt the IS/MND was issued on October 17, 2024 and published in local newspapers and mailed to agencies, stakeholders, nearby properties, and other interested parties. The notice and accompanying Draft IS/MND was filed with the Los Angeles County Clerk, the State Clearinghouse, and was posted on the Port's website at <https://www.portoflosangeles.org/ceqa>.

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Public Comments Received and Response to Comments – Two comment letters were received during the public review period. One from the California Department of Transportation (Caltrans) District 7 and the other from a nearby tenant, Pacific Crane Maintenance Company. These two comment letters inquired about traffic control plans during construction. The Harbor Department will coordinate closely with Caltrans, the POLB, and tenants on the development and implementation of the required Traffic Management Plan (TMP) which includes traffic staging plans to be approved by the Los Angeles Department of Transportation, Caltrans, and POLB, where applicable.

Based on public comments, staff identified no new environmental impacts that were not assessed in the Draft IS/MND and no new mitigation is required. Changes added to the Final IS/MND after the public review period merely clarify, amplify, or make insignificant modifications. None of the issues raised during the comment period trigger the need to re-circulate the Final IS/MND pursuant to the requirements of State CEQA Guidelines §15073.5.

Finding and Conclusions – The Final IS/MND includes a discussion of the proposed Project's effects on the existing environment. Project features and mitigation measures will be incorporated into the Project's final plans and construction specifications to reduce or avoid the potential for environmental impacts. Notable Project features during construction include compliance with South Coast Air Quality Management District rules for fugitive dust, compliance with state regulations for recycling of construction debris and best management practices for stormwater runoff control, and compliance with the Los Angeles Municipal Code for noise limits during construction. Mitigation measures for the protection of nesting birds and bats at/near bridge structures and trees/vegetation will be required during construction. Mitigation in the form of a TMP prior to and during construction will be required to maintain traffic flow, circulation, and detour routes within the project site limits and surrounding areas. The TMP requires coordination with local and state agencies.

Record of Proceedings – When adopting an IS/MND as required by State CEQA Guidelines §15074, the public agency shall specify the location and custodian of the documents or other material, which constitute the record of proceedings upon which its decision is based. These records are in the care of the Environmental Management Division, City of Los Angeles Harbor Department, 425 S. Palos Verdes Street, San Pedro, CA 90731.

Notice of Determination (NOD) – In accordance with the State CEQA Guidelines §15075, a NOD will be filed with the Office of Planning and Research State Clearinghouse and the Los Angeles County Clerk after the proposed Project is approved. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA.

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FINANCIAL IMPACT:

The cost to prepare the Final IS/MND is approximately \$350,000 inclusive of staff time, consultant services, and filing fees. Funding is available within Account 161305 (Construction-in-Progress), Division 00000 (Harbor Global), Project 2573200 (Navy Way and Seaside Avenue Interchange Improvements).

Construction costs associated with the proposed Project are estimated to be approximately \$51,300,000, pending Project Development Committee approval. Staff will seek Board approval for any construction contract under a separate future Board action.

CITY ATTORNEY:

Based upon the information presented to the Office of the City Attorney, the Board may find that the Final IS/MND has been completed in compliance with CEQA and raises no legal issues at this time.

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TRANSMITTALS:

1. Final Initial Study/Mitigated Negative Declaration

FIS Approval: JS

CA Approval: SO



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