

Existing Setting and Project Description

2.1 Introduction

This chapter includes a description of the West Harbor Modification Project (Proposed Project), including existing site uses, land use and zoning designations, and Proposed Project objectives. It also includes a summary of the proposed changes since certification of the *2009 San Pedro Waterfront (SPW) Environmental Impact Statement (EIS)/Environmental Impact Report (EIR)* (2009 SPW EIS/EIR) and the 2016 and 2019 San Pedro Public Market (SPPM) Project Addenda (2016 SPPM Addendum; 2019 SPPM Addendum).

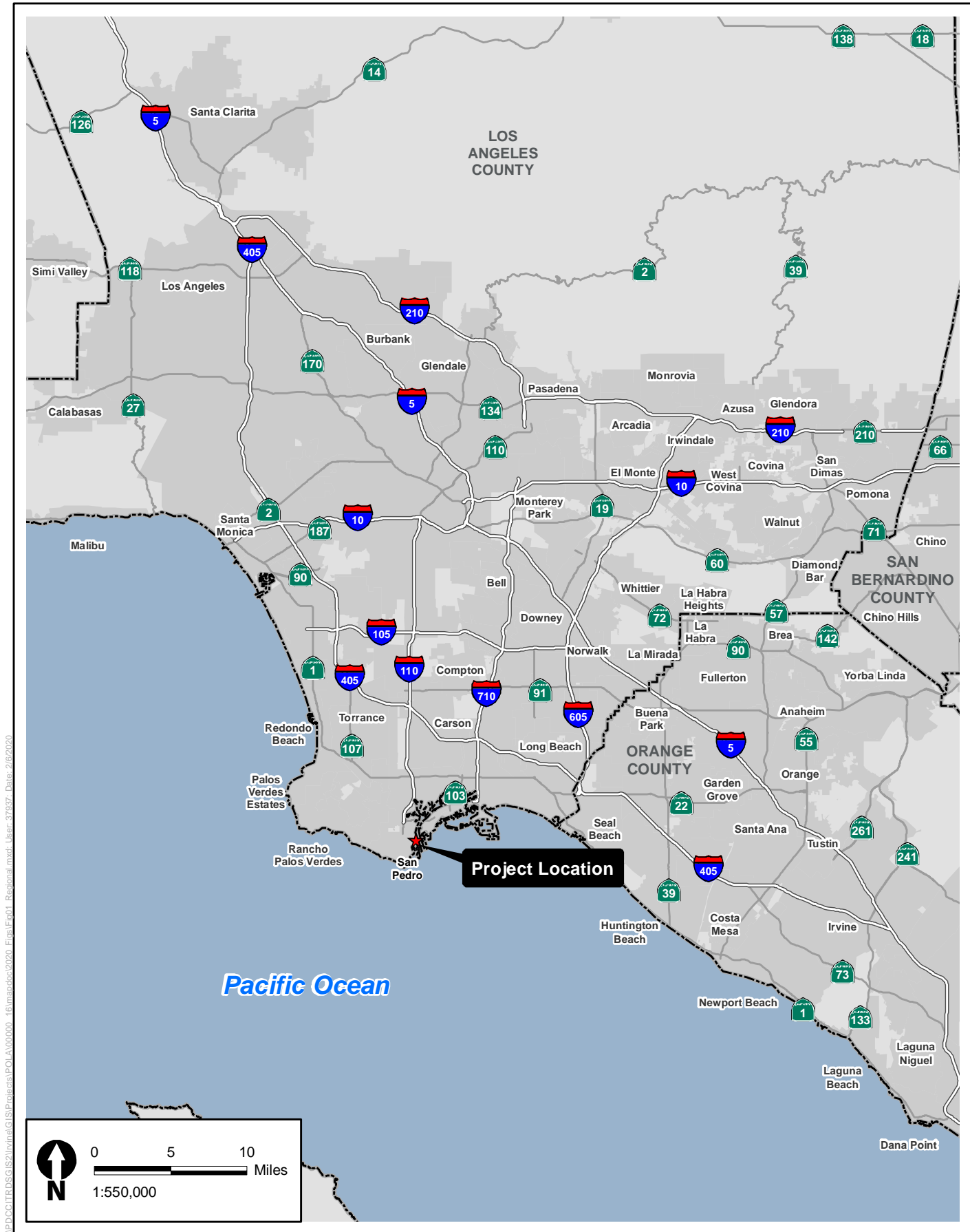
2.2 Project Location and Setting

2.2.1 Regional Setting

The Project Site is within the Port, which is on San Pedro Bay within Los Angeles County, California, approximately 20 miles south of downtown Los Angeles. The Port is adjacent to the community of San Pedro to the west, the community of Wilmington to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south. In total, the Port encompasses approximately 7,300 acres of land and water along 43 miles of waterfront. Figure 2-1 shows the regional vicinity of the Proposed Project area.

The Proposed Project would involve development modifications on 2.5 acres of the previously approved 6.4-acre Discovery Sea Amusement Area in the southern portion of the Project Site, which covers approximately 42 acres on the former site of Ports O' Call Village between the Port's Main Channel and Harbor Boulevard, from Berth 73-Z to 83. The Proposed Project would also include improvements to the 20-acre overflow parking lot and Red Car maintenance facility at 208 E. 22nd Street. Figure 2-2 shows the overall site plan; while Figures 2-3a and 2-3b show the proposed amphitheater and amusement attractions, respectively, of the Proposed Project.

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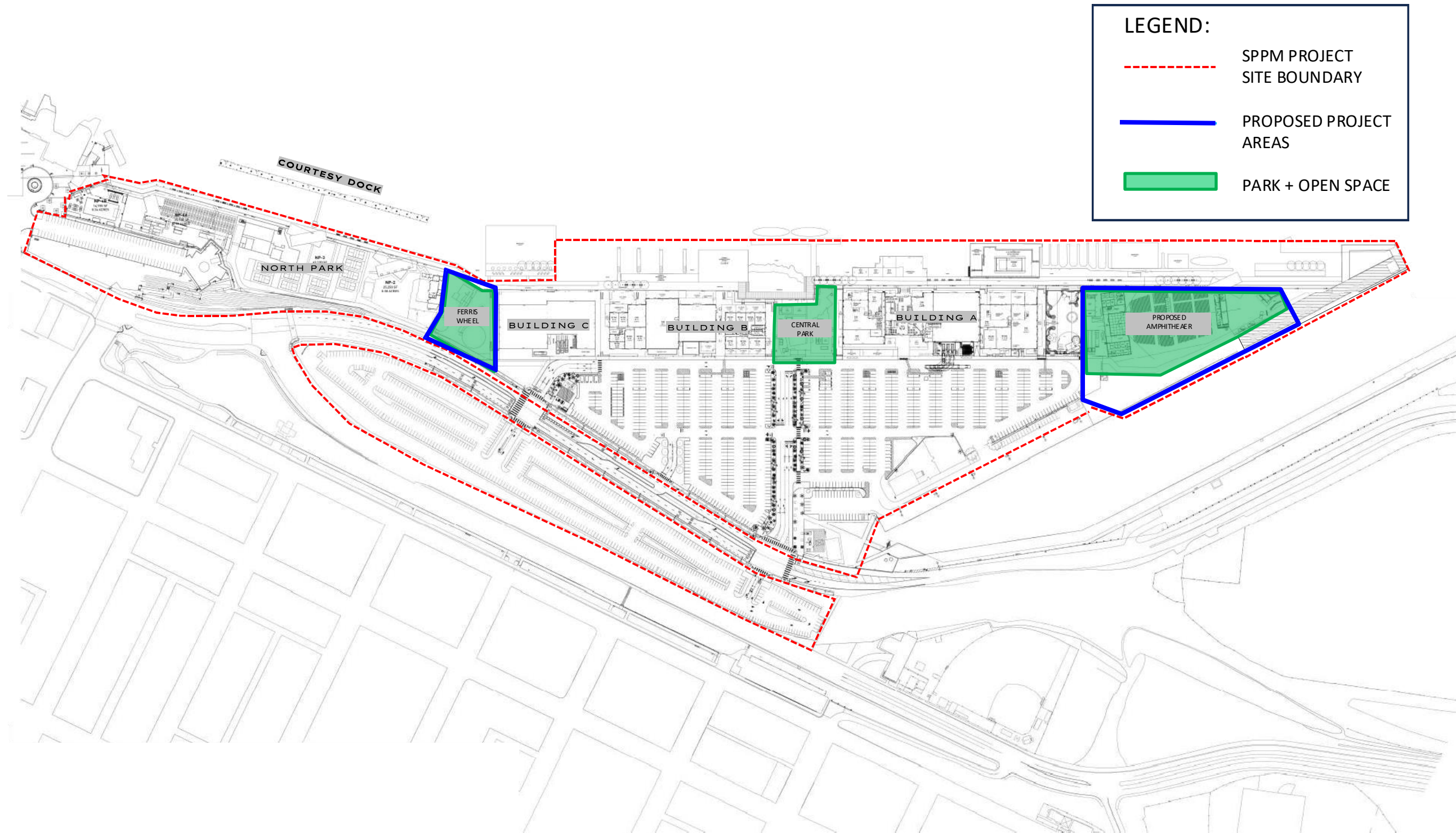


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Figure 2-1
Regional Vicinity
San Pedro Public Market Amphitheater Project

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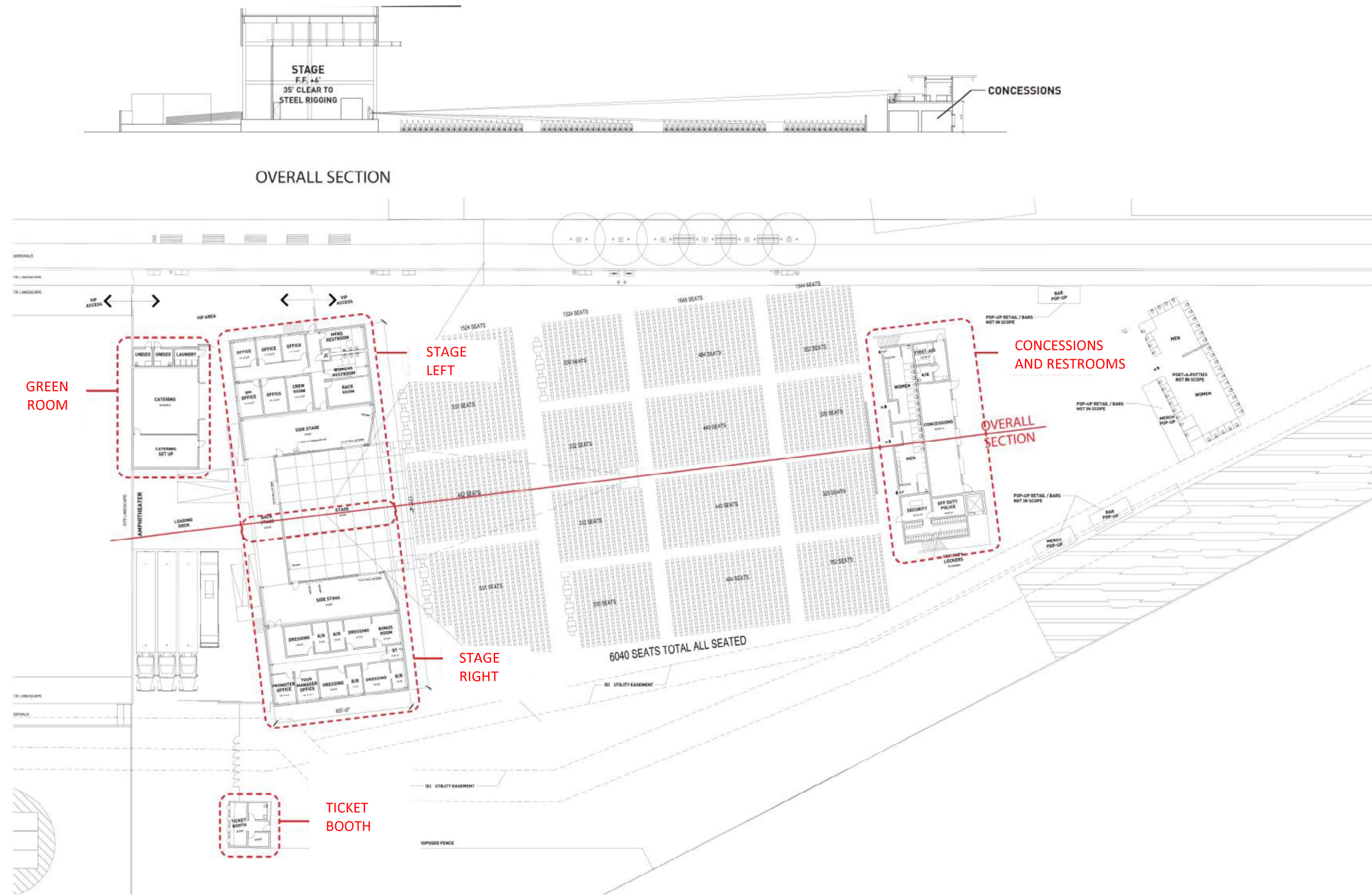


Figure 2.3A
Site Plan - Amphitheater



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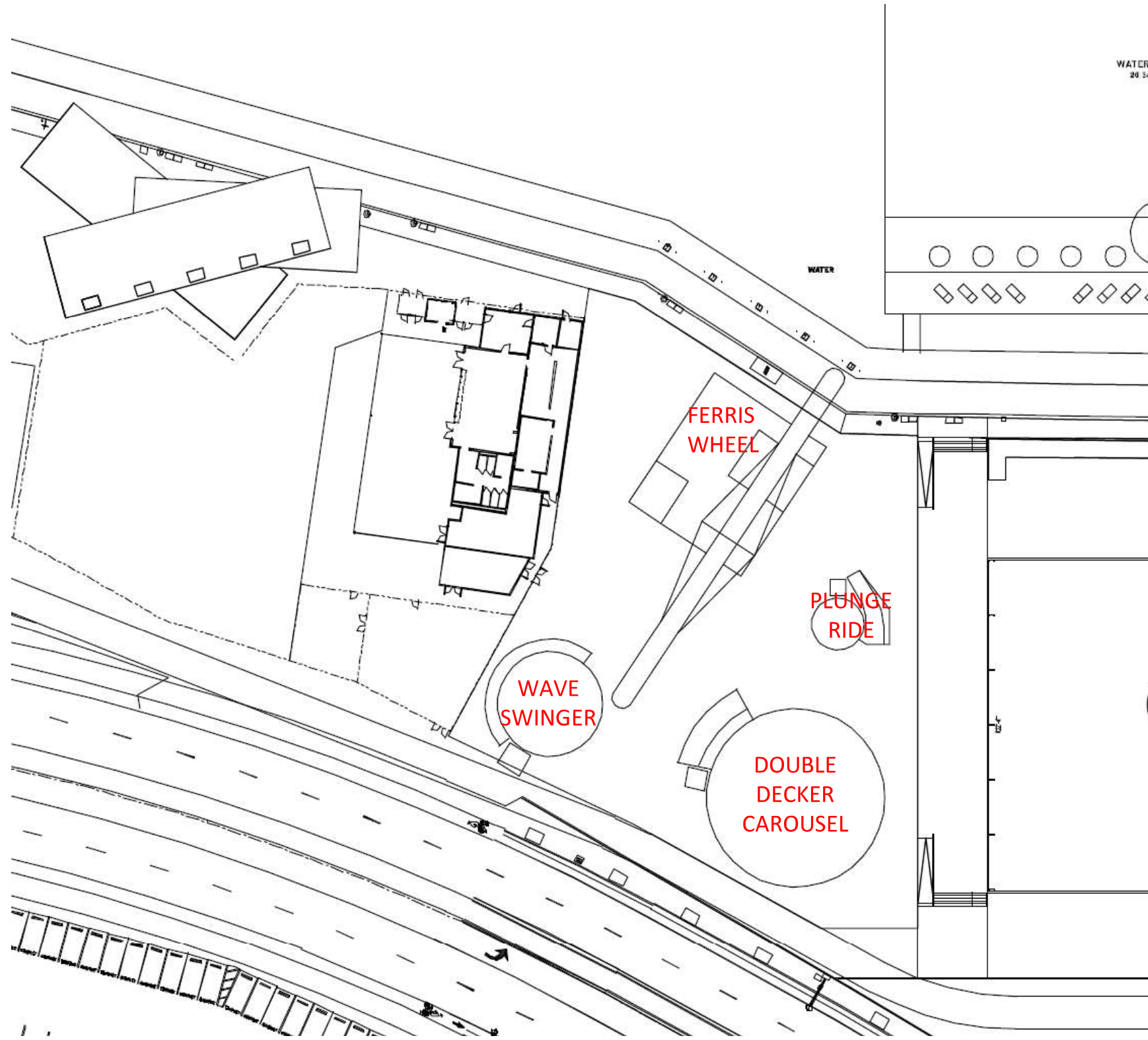


Figure 2.3B
Site Plan - Amusement Attractions

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2.2.2 Surrounding and Nearby Land Uses

The Project Site is within the SPW area. Steep bluffs to the northwest provide a natural physical edge between portions of the San Pedro community and the Project Site. Residences are located approximately 1,450 feet west of the Project Site, and the 208 E. 22nd Street Parking Lot is located between Miner Street and Harbor Boulevard, south of the Project Site.

Railroad lines that extended through the Proposed Project area—from the former Westway Terminal to just past the Project Site, within the former Southern Pacific (S.P.) railyard, both along the eastern side of Harbor Boulevard and under the Vincent Thomas Bridge at the northern end of the SPW area—have been abandoned and removed. Just south of the Project Site, in the S.P. Slip, is an active commercial fishing fleet. For more than 100 years, the Port has been a premier location for commercial fishing. Today, although smaller than it once was, the commercial fishing fleet at the Port is intact, providing fresh fish to both U.S. and Asian markets. The Municipal Fish Market at Berth 72, adjacent to the S.P. Slip, is associated with these fishing operations.

Berths 91 to 93, north of the Project Site, are currently used by the World Cruise Center, which has been active at the Port for more than 50 years (Port of Los Angeles 2018). The World Cruise Center comprises two terminal buildings within an 18-acre dedicated cruise facility. The Los Angeles Maritime Museum is located within Berth 84.

2.2.3 Existing General Plan Designation

California state law (Government Code Section 65300) requires that each city prepare and adopt a comprehensive, long-term plan for its future development. This general plan must contain seven elements: (1) land use; (2) circulation; (3) housing; (4) conservation; (5) open space; (6) noise; and (7) safety. In addition to these elements, state law permits cities to include optional elements in their general plans, thereby providing local governments with the flexibility to address the specific needs and unique character of their jurisdictions. California state law also requires that the day-to-day decisions of a city follow logically from and be consistent with the general plan. More specifically, Government Code Sections 65860, 66473.5, and 65647.4 require that zoning ordinances, subdivision, and parcel-map approvals be consistent with the general plan.

The City of Los Angeles's (City) *General Plan 2035* (City of Los Angeles 2022) (General Plan) is a comprehensive, long-term plan for the physical development of the city. It includes the following 11 citywide elements: (1) framework; (2) transportation; (3) infrastructure systems; (4) housing; (5) noise; (6) air quality; (7) conservation; (8) open space; (9) historic preservation and cultural resources; (10) safety; (11) public facilities and services; and (11) land use. The *Land Use Element* (City of Los Angeles 2017) includes 35 local area plans, known as Community Plans, as well as plans for the Port and Los Angeles International Airport.

The *Port of Los Angeles Plan* is part of the General Plan and serves as the guide for continued development and operation of the Port (City of Los Angeles 2017). The primary purposes of the *Port of Los Angeles Plan* are as follows;

- Promote an arrangement of land and water uses, circulation, and services that contribute to the economic, social, and physical health, safety, welfare, and convenience of the Port within the larger context of the city;
- Guide development, betterment, and change within the Port to meet existing and anticipated needs and conditions;
- Contribute to a safe and healthful environment;
- Balance growth and stability;
- Reflect economic potentialities and limitations, land and water developments, and other trends; and
- Protect investments to the extent reasonable and feasible.

The Project Site has a General Plan designation of General/Bulk Cargo – Non-Hazardous (Industrial/Commercial) (City of Los Angeles 2017). General cargo includes container, unit, break-bulk, neo-bulk, passenger facility, and related uses (City of Los Angeles 2017). Industrial uses pertain to those lands that are either owned or leased for institutional activities and related uses or federal, state, and city governments. Commercial uses include restaurants and tourist attractions, office facilities, retail facilities, and related uses.

2.2.4 Port Master Plan

The *Port Master Plan* (PMP) establishes policies and guidelines to direct future development of the Port (Port 2018). The overall purpose of the PMP is to create a consolidated planning document that clarifies the Los Angeles Harbor Department's (LAHD's) short- and long-term land use plans in an easily accessible manner. The major objectives of the PMP are as follows:

- To develop the Port in a manner that is consistent with federal, state, county, and city laws, including the California Coastal Act of 1976 and the Charter of the City of Los Angeles;
- To integrate economic, engineering, environmental, and safety considerations into the Port development process for measuring the long-term impact of varying development options on the Port's natural and economic environment;
- To promote the orderly long-term development and growth of the Port by establishing functional areas for Port facilities and operations; and
- To allow the Port to adapt to changing technology, cargo trends, regulations, and competition from other U.S. and foreign seaports.

Goals of the PMP include optimizing uses of Port lands, increasing cargo-terminal efficiency, increasing public access to the waterfront, accommodating diverse cargoes, and protecting historic resources.

The PMP divides the Port into five planning areas, and then identifies short-term plans and preferred long-range uses for each area, providing a map of each planning area that designates the land use for each parcel in the area. The PMP states that “all developments and use of Port land and water are to be consistent with their corresponding use designation(s) in the land use map... a Plan amendment is required if a new land use is proposed on a site that is inconsistent with its land use designation(s).”

The Project Site is within PMP Planning Area 1, which encompasses the SPW area from the breakwater to the Vincent Thomas Bridge along the western boundary of the Port. The area extends from Berths 19 to 95 and includes cruise operations, institutional uses, and recreational activities. Planning Area 1 includes primarily land uses that focus on public access to the waterfront, but also includes limited cargo operations and commercial-fishing activities. Planning Area 1 emphasizes waterfront access through a waterfront promenade, parks, museums, academic uses, and visitor-serving commercial uses and attractions. Within Planning Area 1, the Project Site is designated as Visitor-Serving Commercial. The PMP defines this designation as a visitor-serving commercial use for the public and lists examples of this use as community centers/conference centers, visitor-serving retail, and exhibit space, among others.

All developments and use of Port lands and water are to be consistent with their corresponding use designation(s) in the PMP. Significant deviation from that use would require an amendment to the PMP; minor boundary adjustments would not. A PMP amendment would be required if a new land use were proposed on a site that would be inconsistent with the site’s land use designation(s). Amendments to the PMP must be certified by the California Coastal Commission.

The 208 E. 22nd Street Parking Lot site is designated as *Open Space*, which the PMP defines as open spaces reserved for the general public. A PMP amendment is not needed for parking lot improvements. Figure LU-1 of the PMP shows the PMP land use designations for the Project Site and surrounding area.

2.2.5 Existing Zoning Designations

The Project Site is zoned [Q]M2-1, Light Industrial, by the City of Los Angeles Zoning Code (City of Los Angeles 2024). The Proposed Project is consistent with the zoning for the Project Site, which allows recreation and commercial uses, including parks and tourist attractions.

2.3 Project Objectives

Proposed Project objectives include the following:

1. Enhance and revitalize the existing SPW area by including a substantially larger outdoor concert Amphitheater and entertainment lawn venue and additional attractions to draw visitors to the SPW area, thereby increasing the public visibility of San Pedro in general and the waterfront specifically;
2. Update previously adopted mitigation measures to reflect changes since their consideration, including the addition of the 208 E. 22nd Street Parking Lot improvements;
3. Provide public access to the SPW through increased parking amenities and pedestrian walkways;

4. Provide for a variety of waterfront uses, including berthing for visiting vessels and harbor service craft, as well as other recreational, commercial, and Port-related waterfront uses; and
5. Provide for enhanced visitor-serving commercial opportunities within the former site of Ports O' Call Village (now the *Project Site*), complementary to those found in downtown San Pedro.

2.4 Project Description

The Proposed Project would involve modifications to proposed redevelopment of a portion of the former the Ports O' Call Village area, as described in the 2009 SPW EIS/EIR and 2016 SPPM Addendum. The Project Site is located on approximately 2.5 acres, within the previously approved 6.4-acre Discovery Sea Amusement Area (as described in the 2016 SPPM Addendum), along with the proposed 20-acre overflow parking lot and Red Car maintenance facility at 208 E. 22nd Street.

2.4.1 Proposed Modifications

As described below, the Proposed Project would create an outdoor Amphitheater that would occupy approximately 108,000 square feet, including an area of more than 50,000 square feet with an artificial lawn, an approximately 35,000-square-foot stage, backstage, loading areas, and box office area, an approximately 22,000-square-foot space accommodating concessions, merchandise sales, restrooms located south of the lawn, and circulation space east and west of the lawn area.

Amphitheater capacity would be 6,200 patrons. The artificial lawn would be cleaned (e.g., power washed and vacuumed) as needed and would be permeable to promote infiltration.

In addition, the Proposed Project would include a 175-foot-diameter Ferris wheel, which differs from the 100-foot-diameter Ferris wheel that was included in and analyzed in the 2016 SPPM Addendum. The Ferris wheel would be located on the northern portion of the Project Site, in the City Park area currently referred to as *North Park*.

With approval of the Proposed Project, amusement attractions previously approved for the Discovery Sea Amusement Area in the 2016 SPPM Addendum would also be developed in the City Park area of the Project Site. Attractions could include a double-decker carousel, wave swings, a drop tower, or other amusement attractions found in similar waterfront destinations; these structures are not anticipated to exceed 75 feet in height.

The Proposed Project would maintain other elements and uses previously approved for the 6.4-acre Discovery Sea Amusement Area, including building improvements, green spaces, and garden areas on the remaining approximately 4 acres. Other previously analyzed Project elements, such as the retail, restaurant, and commercial uses, would remain the same under the Proposed Project as described and analyzed in the 2016 and 2019 SPPM Addenda. A detailed description of the Proposed Project's proposed features is provided below, and Table 2-1 compares previously analyzed Project elements with the Proposed Project.

Table 2-1. Ports O’Call Development Comparison

Project Features	SPW EIS/EIR	2016 and 2019 SPPM Addenda	Proposed Project
Total Development Square Footage	Total of 375,000 square feet: <ul style="list-style-type: none"> • 125,000-square-foot restaurant space • 175,000-square-foot commercial • 75,000-square-foot conference center 	Total of 300,000 square feet: <ul style="list-style-type: none"> • 100,000-square-foot restaurant • 38,600-square-foot retail • 30,000-square-foot maritime-related office uses • 131,400-square-foot of retail, restaurant, or commercial uses 	No changes are proposed to the build-out of the marketplace. The amusement attractions previously approved for the Discovery Sea Amusement Area in the 2016 SPPM Addendum would be developed in the City Park area of the Project Site, currently referred to as <i>North Park</i> . The amusement attractions could include a carousel, wave swings and/or a drop tower.
City Park	Formerly Fisherman’s Park, with 3 acres of lawn space, including a 500-seat amphitheater	4.3-acre multipurpose plaza with landscaping, hardscape, outdoor furniture, and lighting	The original 3-acre Fisherman’s Park lawn, open space and amphitheater would be relocated to the proposed Amphitheater location at the southern end of the Project Site. The proposed Amphitheater would have a capacity of up to 6,200 patrons. The children’s play area would be relocated to a new green space named Central Park located at the main entrance to the Project Site and primary pedestrian access point. Other smaller park spaces would remain in the City Park area (renamed North Park) and also would be distributed along the Promenade.
Discovery Sea Amusement Area	Not included	6.4-acre amusement area with playground facilities, 100-foot-diameter Ferris wheel, carousel, entertainment attractions, gardens, and a 500-seat amphitheater	An Amphitheater located on approximately 2.1 acres of park space with a capacity for up to 6,200 patrons would replace the previously approved 500-seat Amphitheater and the Discovery Sea Amusement Area previously analyzed in the 2016 SPPM Addendum. Instead of the previously analyzed 100-foot-diameter Ferris wheel, a prefabricated Ferris wheel up to 175 feet in diameter would be used at the site. Buildings, other green spaces, and garden spaces in this area would remain.

Project Features	SPW EIS/EIR	2016 and 2019 SPPM Addenda	Proposed Project
Parking	2,638 spaces	1,909 spaces: Phase 2 spaces to be determined, based on land use mix. The surface parking lot at 22nd Street and Sampson Way, with 256 spaces, was completed in 2009.	The parking lot previously designated for the SPPM project would be used for the Proposed Project. Other parking lots within the Port area may be used on certain days when events occur at the Amphitheater. Improvements to the 208 E. 22nd Street Parking Lot would allow up to an additional 2,600 parking stalls, a 2,094-space increase from the 2016 and 2019 SPPM Addenda.
Visitor Trip Generation	Weekday daily: 8,632 trips Weekend daily: 8,517 trips	Weekday daily: 5,798 trips Weekend daily: 6,285 trips	Estimated visitor trip generation is included in Section 3.9, <i>Transportation</i> , of this Draft SEIR.
Terms of Lease	Through 2037	Through 2082 (per the 2019 SPPM Addendum)	No change.
Construction Schedule	Phase 1: June 2009–June 2010 Phase 2: December 2010–June 2012	Phase 1: early 2018–mid-2020 Phase 2: to be determined (assumed to begin within 5 to 10 years of Phase 1 completion and last approximately 2 to 3 years)	Construction of Amphitheater, Ferris wheel, and amusement attractions could begin in 2025 and would take 15 months to complete. Construction of the 208 E. 22nd Street Parking Lot would begin in 2025 and take 15 months to complete.

EIR = Environmental Impact Report; EIS = Environmental Impact Statement; SEIR = Subsequent Environmental Impact Report; SPPM = San Pedro Public Market; SPW = San Pedro Waterfront.

2.4.1.1 Amphitheater Changes

The Proposed Project would be located on approximately 2.1 acres within the previously approved 6.4-acre Discovery Sea Amusement Area (as described in the 2016 SPPM Addendum), on the southern portion of the Project Site (refer to Figure 2-2 for the overall site plan). The approximately 2.1-acre Amphitheater site, as shown in Figure 2-3a, would include an approximately 50,000-square-foot lawn that would be used primarily as park and open public space as well as for the outdoor Amphitheater and other entertainment venue uses. The Amphitheater would include an approximately 12,000-square-foot stage building with a backstage area and a small ticket-booth. The stage building would be constructed of steel and may be covered in whole or in part with insulated light-emitting-diode (LED) panels on the exterior. A space for concessions and restrooms of up to 22,000 square feet would be constructed south of the lawn; circulation space would be east and west of the lawn area. The back-of-house facilities and stage would be on the northern end of the Amphitheater site, with the stage, speakers, video screens, and stage lighting directed toward the southeast. Temporary seats placed on the lawn areas would face north, toward the stage, and overlook the Port waterfront. Figure 2-4 and Figure 2-5 provide renderings of the proposed Amphitheater. Additional renderings are provided in Figure 2-6 of the concessions and restrooms, in Figure 2-7 of the amusement attractions, and Figure 2-8 of the overall site.

Area breakdowns and details (all dimensions and areas are approximate) include the following:

Back-of-House and Stage Facilities

- Approximately 60-foot-tall, 12,000 square-foot stage building;
- Approximately 6,600-square-foot raised stage (4 to 6 feet) with an approximately 6,000-square-foot support, office, green room/dressing room area;
- Truck load-in/load-out area consisting of loading docks and covered canopies on either side of the stage, along with bus and equipment-staging area;
- Approximately 2,000-square-foot catering and green room areas;
- Electric, lighting, and sound-system infrastructure;
- Permanent restrooms, some with showers and laundry;
- Offices and back-of-house support space; and
- Small box office.

Entertainment Lawn/Amphitheater Seating Area

- Approximately 50,000-square-foot lawn area in front of the stage; and
- Approximately 500-square-foot mixing board location on the lawn area.

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Figure 2-4
Rendering - View 1

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Figure 2-5
Rendering - View 2

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Figure 2-6
Rendering - Concessions &
Restrooms

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Figure 2-7
Rendering - Amusement Attractions

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Figure 2-8
Rendering - Overall Site

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Concession/Storage Area with Patron Restrooms

- Up to approximately 22,000-square-foot, two-story facility behind the lawn with restrooms, concessions space, a VIP area, first-aid station, security lockers, and associated venue and park support spaces; and
- Area south of the two-story facility would accommodate space for temporary pop-up retail, bars, and merchandise kiosks/facilities and porta-potties during events and would otherwise serve as park and open space.

Amphitheater

All Amphitheater seats would be temporary; the seats would be set up on show nights and removed after the show(s). Up to 54-foot-high video screens could flank all three sides of the stage. The backstage area would be secured with use of fixed and moveable perimeter fencing, and access to the Amphitheater area would be controlled with use of removable fencing on days with paid events.

The approximately 50,000-square-foot lawn area, as proposed, would use FieldTurf™ or a similar product specially designed for festivals and event spaces. FieldTurf fibers are made of ultraviolet-stabilized polyethylene with polyurethane-coated backing layers that are 100-percent permeable. Unlike artificial turf on a sports field, ground rubber infill would not be used for the lawn. Instead, the infill materials would be sand, ground cork, granulated olive cores, or some other combination of similarly inert materials. Through the use of these materials, and by avoiding ground rubber, the amount of polyfluoroalkyl substances (PFAS) would be inconsequential, thereby addressing comments raised during the comment period for the Notice of Preparation (NOP, see Appendix A). In addition, the artificial turf would be vacuumed regularly and intermittently washed down, as needed.

The Amphitheater would host approximately 100 publicly ticketed concerts and major events per year, generally from April through November (i.e., the outdoor concert season). The Amphitheater also would host smaller local community and sponsored events year-round.

Amphitheater Construction

Proposed Project construction is expected to last approximately 15 months. A maximum of 15 construction workers may be needed on site on any given day. Construction tasks are expected to include the following: (1) constructing the lawn; (2) constructing stage and concession areas; (3) installing fencing, lighting, and sound systems; and (4) building out the backstage structures and hardscape area, including a loading dock/truck and bus-staging area.

Amphitheater Operations

The Amphitheater would host approximately 100 publicly ticketed concert events annually, generally from April through November. No more than one ticketed event per day is expected. Concerts would typically start between 7:00 p.m. and 8:00 p.m. and last approximately 3 to 4 hours. The Amphitheater would also be used for community, charity, and sponsored events, which would be held year-round. These events are not analyzed in this document because they were included in the 2009 SPW EIS/EIR.

Where possible, sustainable products and practices, such as using biodegradable confetti, would be implemented during events; care would be taken to direct any spray away from the main channel. To prevent debris and microplastics from entering the storm drain system and ocean, this material, along with other trash, would be cleaned up after each event. In addition, in order to avoid concerns about both trash/waste and air pollution, the Amphitheater and Ferris wheel would be 100-percent smoke-/vape-free environments, which would be enforced by venue staff and third-party security contractors.

Pyrotechnics (i.e., fireworks) may be used at certain events. Specifically, fireworks may be launched from a barge (or barges) at approximately 25 events per year, with the show lasting up to 20 minutes. Each event would undergo appropriate permitting from the Los Angeles Regional Water Quality Control Board (RWQCB) and the U.S. Coast Guard, as necessary. The U.S. Coast Guard, under the authority of the Ports and Waterways Safety Act, would ensure that the fireworks would be launched from an established safety zone and that each event would be published in the *Local Notice to Mariners* at least 20 days prior to the event.

Although exact routes and locations have not been determined at this time, shuttle services are expected to be available for patrons using offsite parking lots during events at the Amphitheater, if needed.

2.4.1.2 Ferris Wheel and Amusement Attractions

The Proposed Project would include the installation of a prefabricated Ferris wheel attraction with a diameter of up to 175 feet (refer to Figure 2-9 for a rendering of the Ferris Wheel). The prefabricated parts would be shipped from the manufacturer to the location. The Proposed Project would also include amusement attractions, such as a carousel, wave swings, and/or a drop tower, or other similar mechanical ride attractions. Anticipated installation would require one crane, two forklifts, and two tractors/loaders/backhoes and last approximately 60 days. Operation of the Ferris wheel would be similar in nature to operation of the 100-foot-diameter Ferris wheel previously approved for the SPPM Project.

2.4.1.3 208 E. 22nd Street Parking Lot Improvements

Although the parking analyzed in the 2009 SPW EIS/EIR and 2016 and 2019 SPPM Addenda would be utilized for all uses within the Proposed Project, both existing and proposed, there was concern during the NOP scoping period that parking would be insufficient. Therefore, based on the comments received during the NOP comment period, improvements to the 208 E. 22nd Street Parking Lot have been added to the Proposed Project; additional parking spaces would also be available for the Project and the larger SPW Project. Under existing conditions, the 22nd Street overflow lot has 150 paved and marked stalls, with an unpaved/unmarked area for approximately 500 additional cars, should the need arise; the existing combined paved and unpaved areas total 6.75 acres. The 208 E. 22nd Street Parking Lot site is on the Cortese list because of soil contaminated by Bunker C fuel. The Proposed Project would grade up to 18.1 acres over a total of 30 days. Equipment would include two excavators, one grader, one rubber-tire dozer, two scrapers, and two tractors/loaders/backhoes.

As part of the Proposed Project, the entirety of the 22-acre site, with the exception of 1.92 acres of already paved parking and some landscaping along the east side, could be paved to accommodate up to 2,600 parking stalls. Figure 2-10 shows the site plan for the parking lot. The additional land being used for the parking lot is 0.5 to 1.0 acres in area. Paving activities are scheduled to occur for a total

of 20 days. Equipment would include two pavers and two rollers. A pedestrian/bicycle pathway would be constructed in the northwestern portion of the site near Miner Street and connect the western side of the parking lot to Harbor Boulevard directly north of the parking lot. A new 1,000-square-foot restroom would also be constructed at the northernmost corner of the lot.

An additional entrance would be provided along Harbor Boulevard, which would require removal of the existing Red Car maintenance facility, loading platform, rails, and parking lot along Miner Street, along with the Pacific Performance Racing building at the corner of Harbor Boulevard and 22nd Street. Building demolition would include the two-story, 3,500-square-foot building at 264 W. 22nd Street and the 3,000-square-foot, single-story building at 270 W. 22nd Street. Demolition is scheduled to occur over approximately 30 days. The pump station at Harbor Boulevard and 22nd Street would remain in place. The parking-lot improvements would comply with requirements for low-impact development (LID) and include utility work and site regrading. Site grading would require importing up to 49,000 cubic yards of soil because of the need to cap an area of contaminated soil (Figure 2-10). Up to 5,000 cubic yards of soil would be exported from the site. Grading activities are scheduled to occur over approximately 30 days.

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Figure 2-9
Rendering - Ferris Wheel

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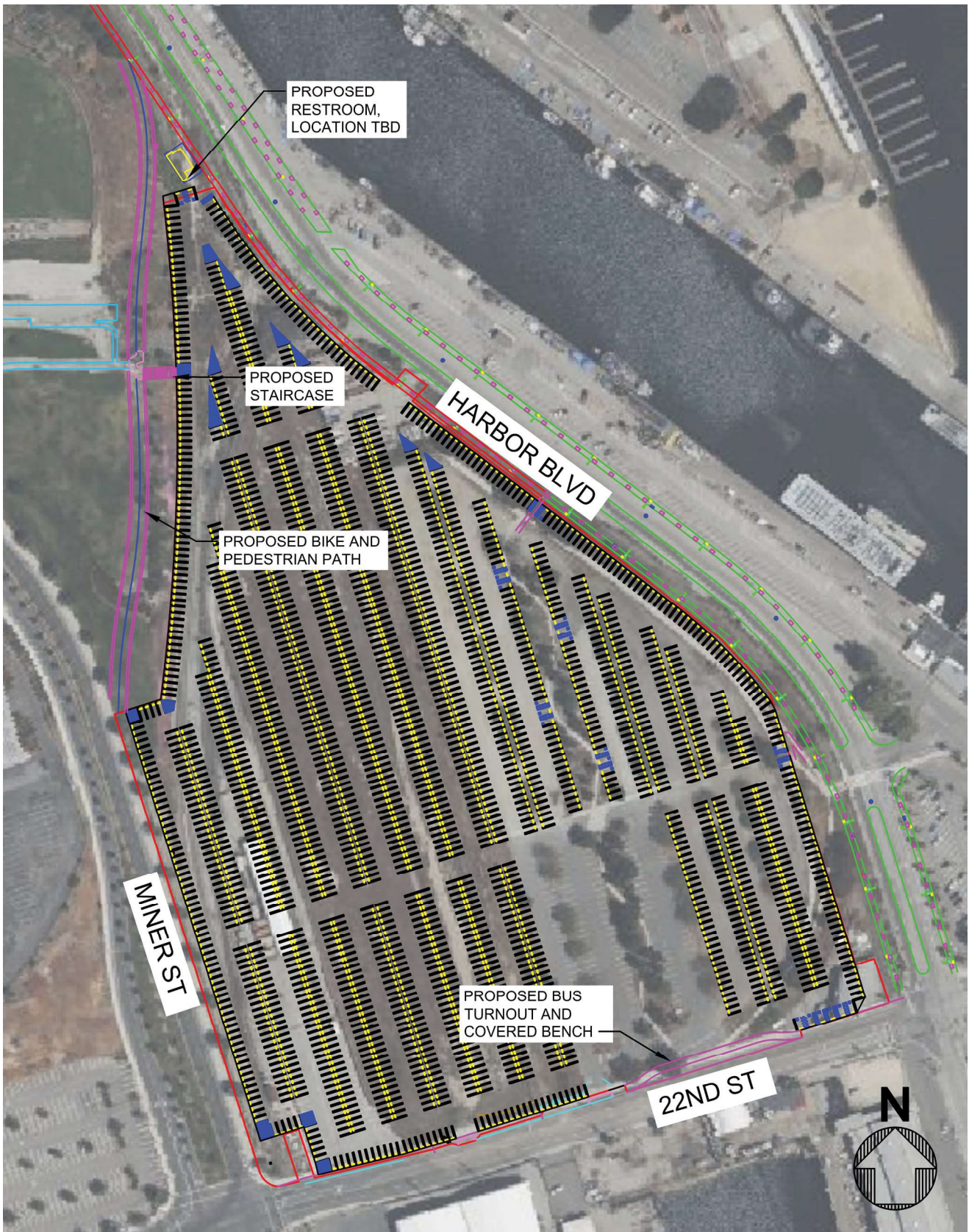


Figure 2-10
Parking Lot Site Plan

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2.4.2 Mitigation Measure Changes

This Draft Subsequent EIR (SEIR) also evaluates modifications to the previously approved Mitigation Monitoring and Reporting Program (MMRP) for the 2009 SPW EIS/EIR and the revised MMRP for the 2016 SPPM Addendum. These modifications are necessary to update previous mitigation measures to current regulatory standards or modify them according to their effectiveness and need. Air Quality (AQ) and Public Services (PS) mitigation measures proposed for modification in the Initial Study (IS)/NOP (see Appendix B) are listed below. The analysis and proposed modifications included in the IS/NOP will be detailed in the respective chapters.

- **MM-AQ-3:** *Fleet Modernization for On-Road Trucks During Construction*
- **MM-AQ-4:** *Fleet Modernization for Construction Equipment*
- **MM-AQ-5:** *Fugitive Dust*
- **MM-AQ-25:** *Recycling*
- **MM-AQ-27:** *Compact Fluorescent Light Bulbs*
- **MM-AQ-28:** *Energy Audit*
- **MM-PS-4:** *Comply with Assembly Bill 939*
- **MM-PS-5:** *Water Conservation and Wastewater Reduction*
- **MM-PS-6:** *Employ Energy Conservation Measures*

Changes to transportation-related mitigation measures were not analyzed in the IS/NOP but will be addressed in Section 3.9, *Transportation*, of this Draft SEIR.

2.5 Anticipated Project Approvals and Permits

The approvals or permits that could be required for the Proposed Project are anticipated to include, but not be limited, to the following.

- **City of Los Angeles:** Building, occupancy, electrical, and mechanical permits to include compliance with LID requirements;
- **Los Angeles Fire Department:** Approval of fire suppression system;
- **LAHD:** Issuance of a Harbor Engineer Permit, Coastal Development Permit, or amendment and site lease amendments, as necessary;
- **South Coast Air Quality Management District:** Permit for emergency generator;
- **State Water Resources Control Board (SWRCB):** Construction General Permit and Commercial, Industrial, and Institutional Permit (in draft);

- **Los Angeles RWQCB:**

- Issuance of a National Pollutant Discharge Elimination System (NPDES) permit, authorizing discharges into waters of the United States within the Los Angeles region, subject to the waste discharge requirements in draft Order R4-2022-XXXX *Waste Discharge Requirements for Stormwater Discharges Associated with Commercial, Industrial, and Institutional Facilities in the Dominguez Channel/Greater Los Angeles and Long Beach Harbor Watershed and the Los Cerritos Channel/Alamitos Bay Watershed* (Note: The draft order was issued in July 2022, and the final order has not been issued, but is expected to be issued prior to commencement of the Proposed Project); and
- Issuance of an NPDES permit for fireworks.