EXECUTIVE SUMMARY

ES

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ES.1 Introduction

This draft environmental impact report (EIR) has been prepared to evaluate environmental impacts related to the construction and operation of the City Dock No. 1 Marine Research Center Project (hereafter referred to as the "proposed Project"), as proposed by the Los Angeles Harbor Department (LAHD). LAHD administers development within the Port of Los Angeles (Port) and overall Port operations. The proposed Project is located in the Port of Los Angeles, near the San Pedro Community in the City of Los Angeles (Figures ES-1 and ES-2). The proposed project site encompasses Berths 56 through 60 and Berths 70 and 71 within the San Pedro Waterfront area, and is bounded by the East Channel to the west, the Main Channel to the east, 22nd Street to the north, and the open water of the San Pedro Bay to the south. The proposed Project involves development of an urban marine research center within a 28-acre portion of the 400-acre San Pedro Waterfront Master Plan area along the west side of the Los Angeles Harbor's Main Channel.

This Draft EIR fulfills the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act of 1970 (State CEQA Guidelines) (14 California Code of Regulations [CCR] Section 15000 et seq.). LAHD is the CEQA lead agency. Specifically, this Executive Summary has been prepared in accordance with Section 15123(b) of the State CEQA Guidelines, which states that the EIR should contain a brief summary of the proposed actions and its consequences and should identify: (1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; (2) areas of controversy known to the lead agency; and (3) issues to be resolved including the choice among alternatives and whether or how to mitigate significant effects. Throughout the Executive Summary are references to various chapters and sections in the Draft EIR where detailed information and analysis can be reviewed.

The Draft EIR describes the environmental resources that would be affected by the proposed Project and evaluates the significance of the potential impacts to those resources as a result of constructing and operating the proposed Project.

ES.2 Purpose of this Draft EIR

This Draft EIR will be used to inform decision makers and the public about the potential significant environmental effects of the proposed Project. Section 1.4 in Chapter 1, "Introduction," describes the agencies that are expected to use this document, including the lead and responsible agencies under CEQA. Section 1.5 describes the scope and content required of an EIR, and Section 1.6 describes the key principles guiding the preparation of this document.

This Draft EIR is being provided to the public for review and comment, and to assist them in participating in the planning process. After public review and comment, a Final EIR will be prepared that will include responses to comments on the Draft EIR received from agencies, organizations, and individuals. The Final EIR will provide the basis for decision making by the CEQA lead agency, as described below, and other responsible agencies.

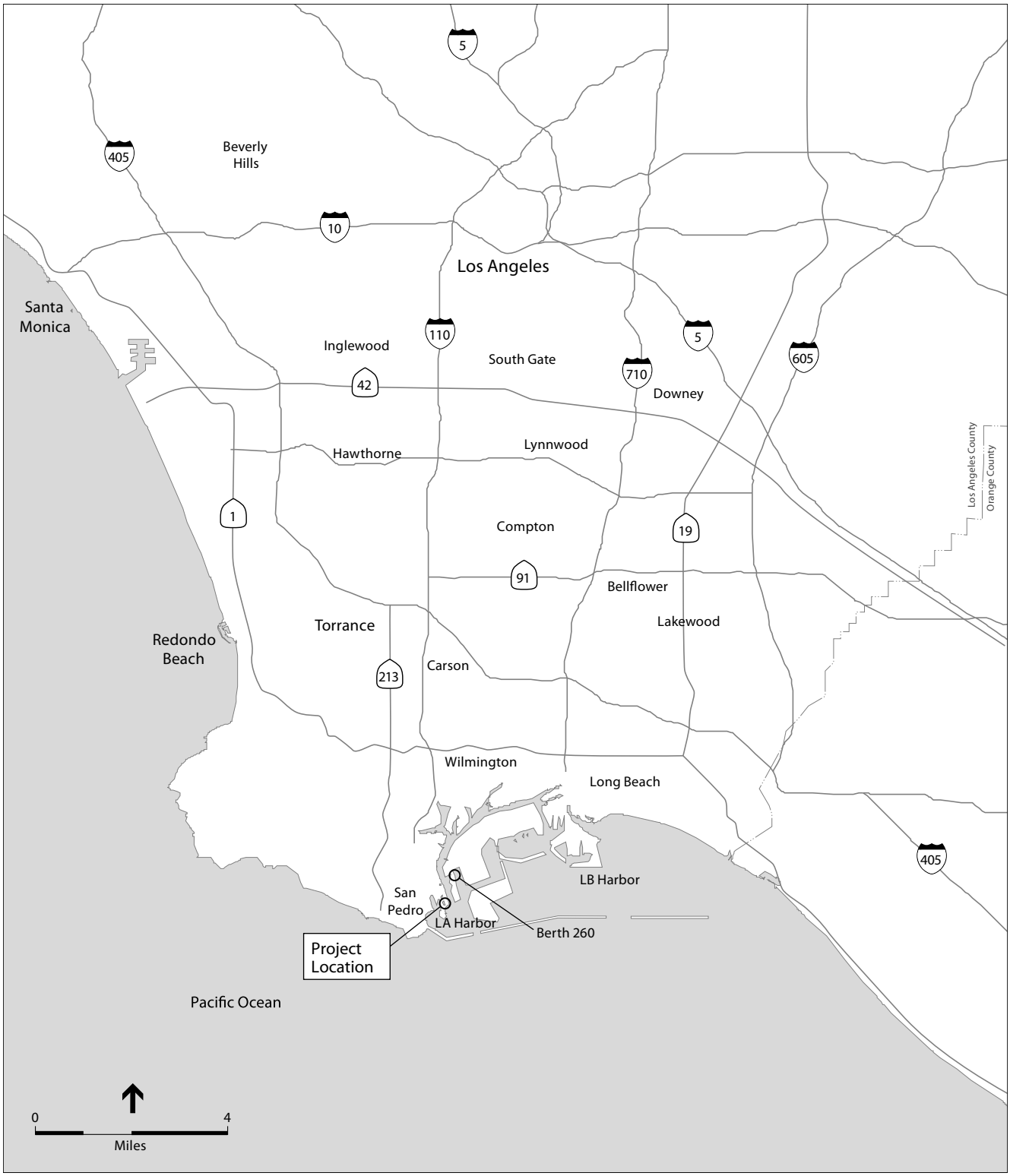
ES.2.1 CEQA Introduction

LAHD operates the Port under the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Section 650) and the California Coastal Act (PRC Division 20 Section 30700 et seq.). The Port is one of the only five locations in the state identified in the California Coastal Act for the purposes of international maritime commerce (PRC Division 20 Sections 30700 and 30701). These mandates identify the Port and its facilities as a primary economic/coastal resource of the state and an essential element of the national maritime industry for promotion of commerce, navigation, fisheries, and harbor operations. According to the Tidelands Trust, Port-related activities should be water dependent and should give highest priority to navigation, shipping, and necessary support and access facilities to accommodate the demands of foreign and domestic water borne commerce.

According to Section 15121(a) of the State CEQA Guidelines (CCR, Title 14, Division 6, Chapter 3), the purpose of an EIR is to serve as an informational document that:

> …will inform public agency decision-makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

The actions under consideration by LAHD involve physical changes to the environment that would have a potentially significant impact, as determined in the Initial Study of the Project (see Appendix A). In addition, comments provided by public agencies, including responsible and trustee agencies, and the public in response to the Notice of Preparation (NOP) have also indicated that the proposed Project may have significant impacts. Accordingly, an EIR pursuant to CEQA (PRC Section 21000 et seq.) is required. This Draft EIR evaluates the direct, indirect, and cumulative impacts of the proposed Project in accordance with the provisions set



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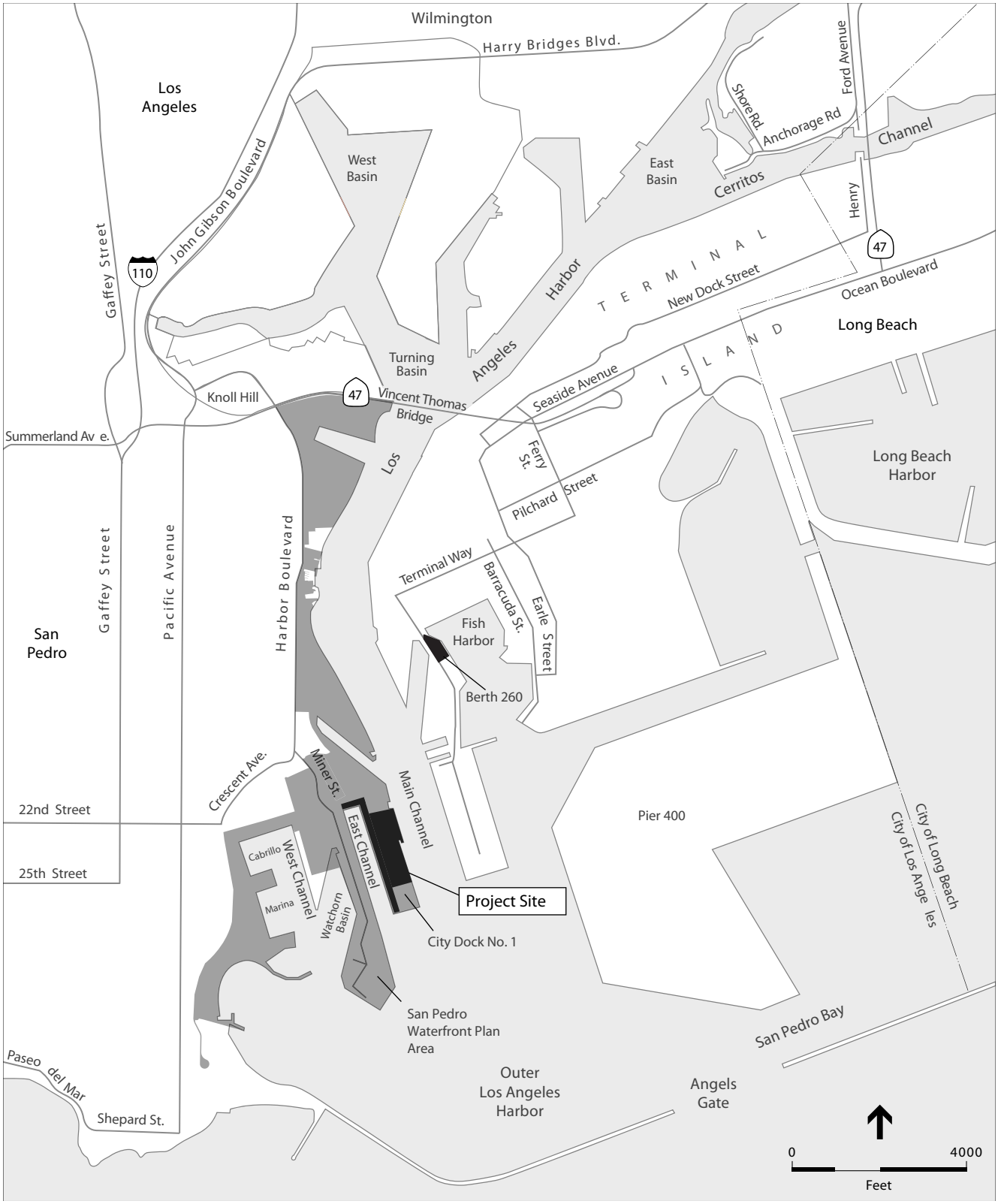
SOURCE: ESA (2010)

Figure ES-1
Regional Location
City Dock No. 1 Marine Research Center Project



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SOURCE: POLA, ESA (2010)

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Figure ES-2
Project Vicinity
City Dock No. 1 Marine Research Center Project

forth in the State CEQA Guidelines. It would be used to address potentially significant environmental issues.

The primary intended uses of this Draft EIR by LAHD is to inform agencies considering permit applications and other actions required to construct, lease, and operate the proposed Project and to inform the public of the potential environmental consequences of the proposed Project. The certification by LAHD of the EIR, Notice of Completion, and Statement of Overriding Considerations (if necessary) will document the decision of the Port as to the adequacy of the Draft EIR and will inform subsequent decisions by LAHD regarding approval and construction of the proposed Project. LAHD would use this Draft EIR to support permit applications, construction contracts, leases, and other actions required to implement the proposed Project and to adopt mitigation measures that, where possible, would reduce or eliminate significant environmental impacts.

Other agencies (federal, state, regional, and local) that have jurisdiction over an element of the proposed Project or a resource area affected by the proposed Project are expected to use this Draft EIR as part of their approval or permit processes.

ES.2.1.1 CEQA Purpose

The overall purpose of the proposed Project is to adaptively reuse the transit sheds at Berths 57–60 and the adjacent Berths 70–71 proposed project site and existing buildings (e.g., transit centers) to provide world-class marine research facilities and space to bring together leading researchers and entrepreneurs, including the Southern California Marine Institute (SCMI), Southern California universities and colleges, government research agencies, such as the National Oceanographic and Atmospheric Association (NOAA), and businesses to conduct cutting-edge urban marine research and education, and develop technologies to address the most pressing problems of the day. The proposed Project seeks to achieve this purpose though the rehabilitation of the existing buildings and wharves to house state-of-the art marine research and educational facilities and provide deep draft berthing space for research vessels, and by providing for a cluster of university researchers, educational programs, and spin-off marine science technology ventures.

The proposed Project is intended to fulfill the overall project purpose of the LAHD. The proposed Project would provide a world-class urban marine research center and support the research needs of the Southern California region's universities, research and education institutions, and government agencies, as well as provide an incubator for marine-related business venues.

The proposed Project's objectives were developed based on the community planning process described in Chapter 2, "Project Description." Objectives are numbered 1 through 6 for ease of reference within this chapter.

1. Adaptively reuse Berths 56–60 and 70–71 to provide marine researchers in Southern California with world-class marine research facilities including laboratories, a seawater circulation system, offices, classrooms, a lecture

hall/auditorium, and storage space to study the most pressing marine-related problems of the day.

2. Construct a natural seawater wave tank to allow scientists from around the world to study tsunamis, rouge waves, and the generation of wave energy; conduct vessel and platform studies; and conduct coastal engineering studies.

3. Provide space within Los Angeles Harbor to relocate, upgrade, and expand SCMI's operations, which are currently located at Berth 260 in Fish Harbor.

4. Provide an opportunity for SCMI and its members, government and other institutional researchers and research organizations with multiple deep draft berths to accommodate vessels ranging in size from small to large 300-foot vessels adjacent to landside facilities.

5. Provide a location for a marine-related business incubator park for synergy among research and commercial interests, and develop commercial technologies to address marine environmental problems.

6. Provide public amenities, including public education classroom space and interpretive exhibits related to marine studies and a cafe, along with a waterfront promenade, consistent with the San Pedro Waterfront Project while not impacting the health and safety of the visiting public.

ES.2.1.2 CEQA Baseline

Section 15125 (a) of the State CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a proposed project that exist at the time of the NOP. The conditions that existed at the time the NOP was circulated for review (December 2010) are described in Chapter 2, "Project Description," and are also described in appropriate sections within Chapter 3, "Environmental Analysis," when baseline conditions are formulated from multiple sources of data. These environmental conditions constitute the baseline physical conditions by which the CEQA lead agency determines whether an impact is significant. The CEQA baseline represents the setting at a fixed point in time, with no project growth over time. This differs from the No Project Alternative (discussed later in this chapter and in detail in Chapter 5, "Project Alternatives") in that the No Project Alternative addresses what is likely to happen at the site over time, starting from the baseline conditions. The No Project Alternative allows for growth at the proposed project site that would occur without additional discretionary approvals.

ES.3 Proposed Project

ES.3.1 Overview

The proposed Project involves the development of an urban marine research center within a 28-acre portion of the 400-acre San Pedro Waterfront Master Plan area along the west side of the Los Angeles Harbor's Main Channel. The proposed Project would be built out in two phases and involves the following major elements:

- adaptive reuse of the transit sheds at Berths 57–60 to accommodate marine research laboratory, classroom, and meeting spaces within a collaborative environment to create research synergies among universities, colleges, government agencies, and business ventures.
- wharf retrofits of Berths 57–60 and related infrastructure, including a seawater circulation system and berthing facilities for large research vessels as well as street improvements;
- construction of a new building at Berth 56 with classrooms and a lecture hall/auditorium;
- relocation of SCMI from its existing location at Berth 260 on Terminal Island to Berths 56 and 57;
- development of an interpretive center open to the public;
- establishment of a marine science business park/incubator space with offices and research laboratory space within Berths 58–60 transit sheds;
- installation of floating docks in the East Channel to accommodate smaller research vessels;
- integration with and development of the waterfront promenade along the water's edge, consistent with the approved San Pedro Waterfront Project while not impacting the health and safety of the visiting public; and
- development of Berths 70 and 71, following the planned demolition and remediation of the existing Westway Terminal site. This development would include the construction of a new building for NOAA operations, the use of existing berthing space for research vessels, and the construction of a new building to host a natural seawater wave tank facility.

Refer to Figure ES-3 for a visual representation of the major elements of the proposed Project.

ES.3.2 Local Setting

The Port is located at the southernmost portion of the City and comprises 43 miles of waterfront and 7,500 acres of land and water, with approximately 300 commercial berths. The Port is approximately 23 miles south of downtown Los Angeles and is surrounded by the community of San Pedro to the west, the Wilmington community to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south.

The Port is an area of mixed uses, supporting various maritime-themed activities. Port operations are predominantly centered on shipping activities, including containerized, break-bulk, dry-bulk, liquid-bulk, auto, and intermodal rail shipping. In addition to the large shipping industry at the Port, there is also a cruise ship industry and a commercial fishing fleet. The Port also accommodates boat repair yards and provides slips for approximately 3,950 recreational vessels, 150 commercial fishing boats, 35 miscellaneous small service crafts, and 15 charter vessels that handle sportfishing and harbor cruises. The Port has retail shops and

restaurants, primarily along the west side of the Main Channel. It also has recreation, community, and educational facilities, such as a public swimming beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, the Los Angeles Maritime Museum, 22nd Street Park, and the Wilmington Waterfront Park. Figure ES-1 shows the regional location of the proposed project area.

ES.3.2.1 Project Site

The proposed project site consists of 28 acres within the Port near the San Pedro Community and includes Berths 56 through 60 and Berths 70 and 71 within the San Pedro Waterfront area. The project site also includes a 4.5-acre parking lot adjacent to the 28-acre site across 22nd Street and 1.3-acre site at Berth 260, the current location of SCMI, for a total of 33.8 acres. At the local level, the proposed project site is bounded by the East Channel to the west, the Main Channel to the east, 22nd Street to the north, and the open water of the San Pedro Bay to the south. Local access to the site is provided by 22nd Street and Sampson Way. Figure ES-2 shows the local proposed project setting.

The existing site comprises eight berths, including Berths 56 through 60, 70 and 71 (former Westway Terminal Site), and 260 (the existing SCMI facility). The existing Berths 56 through 60, 70, and 71 were constructed between the 1910s and 1930s, and several buildings within Berths 56, 57, 58–60, and 70–71 are considered eligible for listing as historically significant resources (see Section 3.4, "Cultural Resources"). Figure ES-4 shows the existing conditions on the proposed project site.

ES.3.2.1.1 Berth 56 (Pan-Am Terminal Facility Site)

Berth 56 is located along the southern edge of 22nd Street in the northwestern portion of the proposed project site. Berth 56 contains the Pan-Am Terminal Facility Building, an approximately 1,600-square-foot building operated as a field office for the California Department of Fish and Game (CDFG). The field office is immediately adjacent to the proposed project boundary and is served by a 16-space parking lot and a vessel berth. The portion of Berth 56 within the proposed project boundary is a vacant area of approximately 0.65 acres.

ES.3.2.1.2 Berth 57 (Transit Shed)

Berth 57 is occupied by one tenant: the San Pedro Bait Company (SP Bait Company). The second tenant, Crescent Warehouse Company, Ltd. (Crescent), recently moved to the Port of Long Beach.[1] The SP Bait Company occupies 14,240 square feet on the Berth 57 wharf, which is used for general bait barge maintenance (e.g., welding, steel cutting, manual painting) as well as storage. Of the 14,240 square feet, 8,240 square feet is for ingress and egress only. The SP Bait Company also occupies 2,280

[1] The environmental impacts associated with the relocation of Crescent operations were considered by the Port of Long Beach and determined exempt from CEQA (Cameron pers. comm.).

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Figure ES-3
Proposed Project Site Plan
City Dock No. 1 Marine Research Center Project

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SOURCE: POLA, ESA (2010)

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Figure ES-4
Existing Conditions
City Dock No. 1 Marine Research Center Project

square feet of water adjacent to the wharf, which is used for docking commercial fishing boats and the occasional docking of the bait barge during routine maintenance. In addition, there are also some surface parking spaces reserved for the SP Bait Company.

Crescent occupied a portion of the transit shed located at Berth 57. The transit shed at Berth 57 is a single-story steel-frame structure built in the mid-1920s, which Crescent used to store hay. This 46,000-square-foot wood-framed rectangular building is approximately 500 feet long by 93 feet wide and 25 feet high. Clad in corrugated metal, the transit shed includes a loading dock that spans the full horizontal length of the north side of the building. Attached to the shed is an additional 3,640-square-foot wood frame façade on its north side (facing East 22nd Street) that was added in 1933 and which most recently housed Crescent administrative operations. A structural assessment conducted by LAHD for the building concluded that the roof and siding appear to be in good condition with some corrosion (Port of Los Angeles 2002). However, the steel rolling doors that provide access to the loading dock are unstable to lateral forces due to the absence of bracing elements. In addition, the building lacks solid connections between some of its columns and the roof trusses, and there is some evidence of corrosion in some of the steel columns. The building has been determined eligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR), and as a City of Los Angeles Historic-Cultural Monument (ICF Jones & Stokes 2008).

ES.3.2.1.3 Berths 58–60 (Transit Shed)

The transit shed at Berths 58 through 60 is a single-story steel-frame structure built in the 1910s. This 180,000-square-foot rectangular building measures 1,800 feet long by 100 feet wide and is approximately 35 feet high, and includes a loading dock that spans the full horizontal length of the building. The transit shed is clad with corrugated metal siding. A structural assessment for the building concluded that it is in good-to-fair condition with signs of deterioration similar to those noted for the transit shed at Berth 57. The building has been determined eligible for listing in the NRHP and CRHR, and as a City of Los Angeles Historic-Cultural Monument (ICF Jones & Stokes 2008).

A water taxi service provided by US Water Taxi is located at the southwestern corner of Berth 60 and includes an office, which is outside of the proposed project boundary. A small maintenance shed, some storage areas for supplies, and a fleet of approximately five vessels is maintained by the taxi service within the proposed project boundary. This service transports supplies and materials to ships anchored outside the breakwater.

ES.3.2.1.4 Berths 57–60 (Wharf)

The original wharf structure was built in 1913 with an apron wharf added in 1938. Both structures are potentially historic, and an historic resources assessment of the

wharves has been conducted as part of the special studies performed to support this Draft EIR.

Recent Port engineering studies have shown that the slope and wharf structure over which the transit sheds at Berth 57 and Berths 58–60 are built are badly deteriorated with widespread damage to the piles, caps, beams, and deck soffit noted in the inspections.

ES.3.2.1.5 Berths 70–71 (Westway Terminal Site)

The Westway Terminal site encompasses approximately 14.3 acres in the northeastern portion of the proposed project site, between the Main Channel and Signal Street, and occupies a large portion of the south side of the dock at Berths 70–71. The Westway Terminal site includes 134 aboveground storage tanks, associated pipelines and infrastructure, an historic pumping station, the Westway Terminal Building (also known as the Pan-American Petroleum Company Marine Loading Station Facility and the Pan-American Oil Company Pump House), and an office building that was recently in use by Crescent. The Westway/Pan-American Oil Company Pump House within Berth 70 is eligible for listing on the NRHP and CRHR, and as a City of Los Angeles Historic-Cultural Monument (ICF Jones & Stokes 2008). Historic site operations were served by rail, truck, and vessel, and involved the use of oils, lubricants, fuels, and other hazardous materials. Considered a hazardous cargo facility under the Port's Risk Management Plan (RMP), this facility closed in 2009. A demolition and remediation strategy is being developed in coordination with the Regional Water Quality Control Board (RWQCB).[2] Completion of a full site characterization study and remedial action design, and an evaluation of future land use restrictions would occur after demolition of the aboveground storage tanks.

ES.3.2.1.6 Sampson Way and 22nd Street Parking Lot

The existing 4.5-acre surface parking lot located north of 22nd Street and east of Sampson Way is located within the proposed project boundary. The parking lot has spaces for 409 vehicles but is currently underused.

ES.3.2.1.7 Berth 260 (Existing SCMI Facility Site)

Berth 260 is located less than 1 mile northeast of the proposed project site on Terminal Island, and contains SCMI's existing operations, which are proposed to be relocated to the proposed project site. SCMI occupies a 1.3-acre site at 820 South Seaside Avenue and consists of two noncontiguous parcels separated by a building operated by the Los Angeles Port Police. The northern side of the site includes a

[2] Demolition of the existing tanks and remediation of the Westway Terminal site was analyzed under the San Pedro Waterfront Environmental Impact Statement/Environmental Impact Report (SPW EIS/EIR) and will occur independently of the City Dock No. 1 Project. Therefore, these actions are not part of the proposed Project.

19,000-square-foot building that contains offices, laboratories, classrooms, a circulating seawater system, and storage, meeting, and warehouse space. The site also includes a small parking lot, seawater storage tanks, and dock space at which approximately seven vessels are docked. The southern side of the site is occupied by a machine shop, warehouse space, and an open storage yard. The current SCMI facility accommodates approximately 25 researchers and staff, and operates as the shoreside support facility for the University of Southern California's Wrigley Marine Science Center on Catalina Island.

ES.3.2.2 Surrounding Uses

The Port includes a variety of uses supporting various maritime-themed activities, as well as retail shops and restaurants, recreation, community, and educational facilities, as identified in Figure ES-5. Port operations are predominantly centered on shipping activities, including containerized, break-bulk, dry-bulk, liquid-bulk, auto, and intermodal rail shipping. In addition to the large shipping industry at the Port, there is also a cruise ship industry and a commercial fishing fleet.

The Port also accommodates boat repair yards and provides slips for approximately 3,950 recreational vessels, 150 commercial fishing boats, 35 miscellaneous small service crafts, and 15 charter vessels that handle sportfishing and harbor cruises. Two businesses related to recreational vessels and small service crafts, Pacific Performance Racing and RS Marine Engine Services, are located just north of the proposed project site near the intersection of 22nd Street and Signal Street. Other uses include Cabrillo Beach Park and Cabrillo Beach Youth Waterfront Sports Center, with a public recreation area used for swimming and other beach activities and which is operated by the Los Angeles Department of Recreation and Parks. This area also features a public boat launch and the Cabrillo Marine Aquarium. The aquarium is used for educational purposes and frequently hosts large school groups. Other recreational areas include the 22nd Street Park and the YMCA's Bloch Field.

Berths 87–93, located about a mile north of the proposed project site, are currently used by the World Cruise Center, which has been active at the Port for over 30 years. In 2002, the Port renovated Berth 93 at the World Cruise Center to update the Berth 93 Cruise Terminal to meet current cruise ports standards for security features and the ability to handle the current class of cruise vessels. The World Cruise Center currently operates out of two existing terminals (Berths 91–92 Terminal and Berth 93 Terminal), with two permanent berths (91–92 and 93) and use of a temporary third berth on occasion at Berth 87. Cargo-handling operations occurred at Berths 87–90 until August 2006, after which they permanently ceased.

There are a variety of land and water uses to the south of the World Cruise Center. Anchored by the Los Angeles Maritime Museum, other existing land and water uses within the proposed project area between 3rd and 6th Streets include tug vessel services, Fire Station #112, Port police dock, and John S. Gibson, Jr. Park along the east side of Harbor Boulevard just north of 6th Street.

One of the main draws of the surrounding area is Ports O'Call Village, located between the harbor's Main Channel and Sampson Way from 7th Street to 13th Street. Ports O'Call Village is a faux New England fishing village that was established in 1963. This approximately 10-acre commercial retail site also is used as a staging area for various annual events, including the Lobster Festival and the Tall Ship Festival. Just south of Ports O'Call Village in the Southern Pacific Slip (SP Slip) is an active commercial fishing fleet.

For over 100 years, Los Angeles Harbor has been a premier location for fishing. The commercial fishing industry in Los Angeles Harbor saw its peak in the 1940s during World War II but declined substantially after the depletion of the sardine and mackerel populations. Today, although smaller than it once was, the commercial fishing fleet at the Port is intact, providing fresh fish to customers throughout the U.S. A fish market, located south of the SP Slip and just north of the proposed project site, includes a number of local seafood retailers at the eastern terminus of 22nd Street, including J&D Seafood, Star Fisheries, Standard Seafood, Deluca J Fish, and the Los Angeles Fish & Oyster Company.

The Port of Los Angeles Pilot Station and Warehouse No. 1 are located south of the proposed project site, adjacent to the Westway Terminal but outside of the proposed project boundary. Warehouse No.1 is a six-story building completed in 1917 and is listed on the NHRP. The building is occasionally used as warehouse space for the Port, and provides filming locations for television shows and other media.

Across the East Channel from City Dock No. 1 are additional transit sheds at Berths 54 and 55 (which include fruit storage space for Stevedoring Services of America [SSA]), future cruise facilities at Berths 45 through 47 and 49 through 50, Cabrillo Way Marina Phase II, and public park space. As discussed above, Berth 56 contains the Pan-Am Terminal Facility Building, an approximately 1,600-square-foot building operated as a field office for CDFG. The field office is immediately adjacent to the proposed project boundary. The building was built in 1930 before being moved to its current location in 1940, and has been determined eligible for listing on the NRHP and CRHR.

ES.3.3 Proposed Project Elements

The proposed Project involves a comprehensive plan for the reuse of City Dock No. 1 that would be built out in two phases. Phase I, which is anticipated to begin in late 2012 and conclude in 2016, would include the conversion of Berths 56 and 57 into a new SCMI facility and development of an interpretive center open to the public. The majority of the remaining proposed project elements would be constructed under Phase II, which is anticipated to commence construction in 2013 and conclude around 2024.

All construction staging and material laydown would occur within the proposed project site at Berths 70-71 and the Sampson Way and 22nd Street Parking Lot during Phase I, with the majority of the staging and laydown occurring at the parking lot as Phase II progresses toward completion. In addition, prior to commencement of the

Aerial photo: AirPhoto USA, 2006.

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Figure ES-5
Surrounding Uses
City Dock No. 1 Marine Research Center Project

proposed Project, the existing occupant (San Pedro Bait Company) would relocate its operations from the proposed project site. Table ES-1 provides a summary of the two phases of development by each element and the total area each major element would contribute to the overall proposed Project. The proposed site plan is illustrated in Figure ES-3.

Table ES-1. Elements of the Proposed Project

Element/Phase	*Area*
PHASE I (2012–2016)	
Berth 56	
▪ Construct Two-Story Learning Center at Berth 56 (150-seat lecture hall/auditorium and classrooms)	11,500 sf
Berth 57	
▪ Convert Berth 57 Transit Shed into SCMI Research Facility and Develop Marine Research- and Education-Related Facilities □ Office-Related Space (12,000 sf) o Faculty Office Space o Administrative Suite o Staff Support Facilities (toilets, showers, and lockers) □ Laboratory Related Space (34,500 sf) o Teaching Laboratories o Research Laboratories and Facilities o Lab Support Space o Building Support Facilities (machine shop, storeroom, chemical storage, hazardous waste, scuba gear, instrument support, etc.) □ Outdoor Space (8,200 sf)[1] o Outdoor Teaching/Outreach Classroom o Outside Storage Space	46,500 sf
▪ Replace Berth 57 Entrance (3,640 sf) with New Addition (Public Interpretive Center)	3,600 sf
▪ Install Seawater Circulation and Life Support System including Exterior Storage Tanks for Berths 57 and Seawater Intake/Discharge Infrastructure to Serve City Dock No.1 Research Laboratory Buildout	New utility
▪ Construct Floating Docks Adjacent to Berth 57 (12 vessel slips)	18,500 sf
▪ Rehabilitate/Repair Berth 57 Wharf and Associated Ground Improvements	625 lf[1]
□ Create Berthing for Research Vessels and Loading Space on the Wharf for Crane	--
▪ Construct Public Plaza at Berth 57	7,500 sf[1]
▪ Relocate SCMI from Berth 260 to new Berth 57 Facilities	--

Element/Phase	*Area*
Berth 260	
▪ Demolish Existing SCMI Facility (demolition of existing 19,000-sf building, 2,700-sf warehouse, and 2,400-sf shop storage)	(24,100 sf)
Total Structure Square Feet in Phase I	*80,100 sf*[2]
Signal Street Improvements/Parking Facilities	
▪ Repair/Repave/Restripe	625 lf[1]
▪ Add Surface Parking Adjacent to Berth 56	15 spaces
▪ Add Surface Parking Adjacent to Berth 57	40 spaces
▪ Utilize Sampson Way and 22nd Street (existing parking lot; 4.5 acres)	409 spaces
Total Parking Added in Phase I	*55 spaces*
Total Available Parking in Phase I	*464 spaces*
Total Area Redeveloped and Enhanced in Phase I	*8.8 acres*
PHASE II (2013–2024)	
Berths 58–60	
▪ Covert Transit Sheds into Marine Research Facility □ Office Related Space (50,000 sf) o Office/Administrative Space3 o Staff Support Facilities (toilets, showers, and lockers) o Hallways, Walkways □ Laboratory Related Space (70,000 sf) o Research Laboratories and Facilities o Lab Support Space o Storage Facilities (robotics, instruments, etc. deployed on marine research vessels) o Marine Research Vessel Support Facilities (crew quarters, showers, etc.) o Building Support Facilities (machine shop, storeroom, chemical storage, hazardous waste, scuba gear support, etc.) □ Outdoor Space (16,400 sf) o Outside Storage Space	120,000 sf
▪ Convert Transit Shed to Marine Business Incubator Space □ Office Related Space (20,000 sf) o Office/Administrative Space3 o Staff Support Facilities (toilets, showers, and lockers) □ Laboratory Related Space (40,000 sf) o Research Laboratories and Facilities	60,000 sf

Element/Phase	*Area*
o Lab Support Space o Storage Facilities (robotics, instruments, etc. deployed on marine research vessels)	
▪ Develop Waterfront Promenade including Public Plaza/Viewing Platform at Berth 60	6,000 lf[1]
▪ Construct Waterfront Café	1,000 sf
▪ Install Seawater Circulation System including Exterior Storage Tanks for Berths 58–60	New utility
▪ Relocate Items Stored by Water Taxi Service (to within the general vicinity)	--
▪ Rehabilitate/Repair Berths 58–60 Wharf and Associated Ground Improvements	1,875 lf[1]
□ Create Berthing for Research Vessels and Loading Space on the Wharf[3]	--
Berths 70–71 (Westways)[4]	
▪ Construct Two-Story NOAA Administration and Research Facility	50,000 sf
▪ Implement Wharf Maintenance	--
▪ Construct Five-Story Building (to house an 80,000-sf wave tank), including Seawater Intake	100,000 sf
▪ Opportunity Site. Options could include: □ Support Facilities for Berth 57–60 Operations such as Seawater Storage Tanks, Life Support Facilities, Discharge Treatment Facilities, and Storage Space. □ Outside Research Tanks □ Additional Marine Research/Business Laboratory Space	
Total Structure Square Feet in Phase II	*331,000 sf*
Signal Street Improvements/Parking Facilities	
▪ Implement Repaving and Restriping	1,875 lf[1]
▪ Install New Diagonal Parking	155 spaces
▪ Remove Existing Heavy Rail Line from Street	8,000 lf[1]
Total Parking Added in Phase II	*155 spaces*
Total Parking Available in Phase II	*619 spaces[5]*
Total Area Redeveloped and Enhanced in Phase II	*25.00 acres*
PROPOSED PROJECT TOTALS	
Total Proposed Project Area Structures	411,100
Total Parking Spaces Available for Proposed Project	619
Total Proposed Project Area Redeveloped and Enhanced	33.8 acres

[1] Not a structure and is therefore not counted in total structure sf.

[2] Excludes demolition of existing SCMI Facility at Berth 260.

[3] NOAA facilities, including office and research space within Berths 58–60 Transit Shed and berthing space at Berths 58–60 to be relocated to Berths 70–71 when remediation and development of those berths has been completed.

[4] Demolition of the Westway tanks, piping, and related structures at Berths 70–71 as well as the remediation following has

Element/Phase	Area
been analyzed under the San Pedro Waterfront (SPW) Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and is not considered a component of the proposed Project.	
[5] In addition to the 155 new parking spaces provided under Phase II, visitors and employees would have access to the 464 parking spaces identified under Phase I for a total of 619 spaces for the proposed Project.	
sf = square feet; lf = linear feet	

ES.3.3.1 Learning Center Building (Berth 56)

Berth 56 improvements under Phase I would include construction of a Learning Center building. This building would include three classrooms and a 150-seat auditorium that would feature theater-style seating and related facilities. The Learning Center would be designed in accordance with the Secretary of the Interior's Standards for Rehabilitation (Secretary's Standards) to ensure architectural compatibility with adjacent historic resources, including plan review by a qualified consulting architectural historian for compliance with the Secretary's Standards.

ES.3.3.2 Transit Shed Upgrades for SCMI (Berth 57)

In order to achieve the conversion of Berth 57, construction would first involve wharf upgrades and landside improvement to meet current seismic code (see Section 2.3.4.4, in Chapter 2, "Project Description"). Upon completion of the wharf retrofit and ground improvements, work would begin on upgrading the existing Berth 57 transit shed to current seismic and occupancy codes. Phase I would also include the demolition of an existing 1933 wood-frame structure to allow construction of a new glazed entryway to potentially house the public interpretive center. The new structure would introduce a contemporary, neutral, and visually prominent entrance into the SCMI facility, distinct from the existing historic transit shed façade. This new façade may include large glass aquaria at the entrance way. The façade would reflect the same general shape and profile as the transit shed in height and massing and could include an area for public education and outreach.

The existing Berth 57 transit shed would require extensive renovations prior to occupancy by SCMI. The SCMI research facility would include office space for faculty, staff, and administration; laboratory space for teaching and research laboratories; lab support and building support spaces; and outdoor space for outdoor teaching, classrooms, and storage space. A seawater circulation and life support system would be installed at Berth 57, including exterior storage tanks, and seawater intake/discharge infrastructure adequate to serve City Dock No. 1 urban marine research center build-out. Additional details of this system are provided in Section 2.3.4.9.

Repair, retrofit, and rehabilitation of the transit shed to address structural deficiencies would be facilitated by the exposed condition of all structural elements. These include repairing rusted exterior corrugated metal siding with new panels, upgrading structural connections to meet established seismic and wind load resistance,

retrofitting large openings (east and west façades) to ensure stability and water tight openings, sandblasting and repainting corroded steel members and gusset plates, and replacing deteriorated and damaged steel members, as required. In addition, it is anticipated that new traverse and longitudinal frames would be added, interior steel columns repaired, and new concrete encasements around the base of each column constructed. Installation of a continuous perimeter foundation wall, limited to shallow (2 to 3 feet maximum) excavations to inhibit water intrusion at the building perimeter and utility placement may be required. However, as noted under Section 2.3.4.4, to gain access to the wharf underlying the transit sheds, the roof and western façade of the transit sheds would be temporarily removed to provide direct access to the wharf for pile driving purposes.

All renovations would be required to conform to the Secretary's Standards) for buildings eligible for listing or listed on the NRHP and would undergo a plan review by a qualified consulting architectural historian to ensure compliance. Due to the minimal nature of the existing structure (without insulation), the existing transit sheds would primarily serve as an "outer shell building" to provide basic shelter from water and wind and sun. The proposed marine laboratory, classroom, and office facilities would be within the existing envelope of the transit shed and be constructed by the tenant, SCMI. Therefore, the historic integrity of Berth 57 would be maintained, and, at the same time, it would be adaptively re-used to integrate state of the art fire/life safety protection, seismic resistance, security features, and utility infrastructure as required by its change in use. The exterior of the transit sheds would largely be maintained with the exception of necessary improvements to the siding, roof, cornices, etc. There is a potential that a few of the current loading doors would be replaced with windows, to provide for public viewing/research interpretive opportunities. The following discussion provides a summary of how this proposed project element would generally meet the guidance provided in the Secretary's Standards.

- Existing metal roll-up-style doors would be replaced with new glazed openings to provide more light, air, and egress into the interior spaces. This modification would be consistent with the guidance provided by the Secretary's Standards because it would maintain the repetitive punched openings along the structure's elevations, and most of the roll-up doors are non-original replacements. The design of the new glazing systems would reference the industrial maritime character of the building, with industrial metal sashes and clear glazing, as opposed to vinyl or wood sashes and reflective or opaque glazing.
- Deteriorated historic features would be repaired rather than replaced whenever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature would match the old in design, color, texture, and other visual qualities and, where possible, materials. In the case of the Berth 57 transit shed, rusting corrugated metal siding, steel members, and gusset plates would be repaired, and those materials that cannot be repaired due to advanced deterioration would be replaced in-kind with similar metal materials.
- Correcting structural deficiencies in preparation for the new use is allowable by the Secretary's Standards assuming that the improvements are completed in a manner that preserves the structural system and individual character-defining

features. In the case of the interior of the transit shed at Berth 57, the open trusses are character-defining features of the building's interior. Upgrading the structural connections would not obscure, remove, or otherwise significantly alter in an adverse manner the metal truss system.

- Removal and replacement of portions of the roof and western façade to accommodate the wharf improvements and associated ground improvements at the Berths 57–60 transit shed would reuse the existing materials (corrugated metal roofing and siding) to the extent feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature would match the old in design, color, texture, and, where feasible, materials. Please also see discussion in Chapter 2, "Project Description," Section 2.3.4.4.
- In the case of the Berth 57 transit shed, the new interior "buildings" would not obscure or destroy the interior truss work, allowing these features to read as original features of the building. The new interior structures would not reach the ceiling, thus allowing the open, floor-to-ceiling height of the interior spaces to read visually as they do today (i.e., not obscure the clerestories). The new construction would also retain a significant amount of open interior space, particularly in the center of the building, where long interior vistas are possible (i.e., new construction will be relegated to the side aisles of the structure). The buildings would be differentiated from the old but also compatible with the massing and scale of the building. Therefore, industrial shed-like architecture with exposed steel structures and metal siding would be an appropriate architectural motif for the new construction.
- New additions and adjacent or related new construction would be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

ES.3.3.3 Floating Docks (Berth 57)

Phase I would also develop an 18,500-square-foot, 12-slip floating dock in the East Channel adjacent to Berth 57 to accommodate existing small SCMI research vessels and to allow sufficient capacity for additional small research vessels.

ES.3.3.4 Wharf Improvements and Associated Ground Improvements (Berths 57–60)

In order to accommodate the proposed project elements at Berths 57–60, construction would involve first upgrading the adjacent wharf and the existing retaining wall to current seismic code. There are two potential options for the wharf improvements and associated ground improvements.

The first option involves installing 127 new 72-inch diameter steel pipe piles (superpiles) with 20 feet of spacing along the footprint of the existing building. The superpiles would be installed in-water and would carry virtually all of the seismic loads, leaving the existing structure to carry only gravity loads. In addition, to retain

the existing aesthetic appearance, the new superpiles would be set back from view and the existing viewable rows of piles would be replaced with new concrete piles that would be indistinguishable from the existing condition, which would allow the new wharf to retain the same general appearance. Similar to the existing wharf design, the first row of concrete piles, end caps, and decking along the westernmost edge of the wharf would be reconstructed using approximately 16-inch-square concrete piles spaced about 15 feet apart with a concrete deck resting directly above. As such, these new features would match the old in design, color, texture, and materials, and would conform to the guidance provided by the Secretary's Standards. When detailed plans of the replacement piles are available, they would be reviewed by a qualified consulting architectural historian to ensure compliance with the Secretary's Standards. Work would include removing the roof of the existing transit sheds, demolishing 18,288 square feet of existing concrete slab, installing silt curtains, driving the piles, pouring new pile caps and deck slab, and replacing the roof. Exterior façade removal and reinstallation along the entire length of Berths 58–60 would be required.

The second option involves the installation of 252 new 60-inch-diameter steel pipes (in groups of four), which would be located along the back face of the existing seawall, outside of the water, spaced 40 feet apart. The four-pile groups would be installed with a 5-foot-thick concrete pile cap to minimize the displacement of the wharf structure during a seismic event. A 6-inch-thick topping slab acting as a "drag-slab" would extend across the existing deck to tie in the existing wharf structure to the new pile clusters. The existing viewable rows of piles would be replaced with new concrete piles that would be indistinguishable from the existing condition, which would allow the new wharf to retain the same general appearance. Similar to the existing wharf design, the first row of concrete piles, end caps, and decking along the westernmost edge of the wharf would be reconstructed using approximately 16-inch-square concrete piles spaced about 15 feet apart with a concrete deck resting directly above. As such, these new features would match the old in design, color, texture, and materials, and would conform to the guidance provided by the Secretary's Standards. When detailed plans of the replacement piles are available, they would also be reviewed by a qualified consulting architectural historian to ensure compliance with the Secretary's Standards. Work would include removing the roof of the existing transit sheds, demolishing 6,300 square feet of existing concrete slab, installing silt curtains, driving the piles, pouring new pile caps and deck slab, and replacing the roof.

Both options would require removal and replacement of the transit shed's roof and western façade, which are considered character-defining features of these historic buildings. In order to comply with the Secretary's Standards, the existing corrugated metal siding and roofing would be removed, stored, and reinstalled to the extent feasible and where such materials and features are currently in good condition, or would be replaced in-kind if such materials are deteriorated beyond repair.

Prior to initiating the wharf improvements, the SP Bait Company would relocate operations either across the East Channel or to Fish Harbor. However, the barge would remain in its current location as permitted under the current lease.

ES.3.3.5 Demolition of SCMI Facilities (Berth 260)

Upon completion of the conversion of Berth 57 into new SCMI marine research and educational space, SCMI would be relocated from its Berth 260 location to Berth 57. The existing SCMI building and parking lot at Berth 260 in Fish Harbor on Terminal Island would be vacated. The facilities to be demolished include an existing office and research building, a storage warehouse, a workshop, and shop storage. The floating docks would remain. After structure demolition, the site would be graded and restored as required by LAHD's agreement with SCMI. Any future development associated with this site would be subject to separate environmental review in accordance with CEQA.

ES.3.3.6 Transit Shed Upgrades for Marine Research Facility and Business Incubator Space (Berths 58–60)

Under Phase II, Berths 58–60 would be converted to provide approximately 120,000 square feet for marine research facilities and approximately 60,000 square feet of marine business incubator space. These facilities would include office space, which could be utilized for temporary office space for NOAA, until Berths 70–71 are developed. The storage areas at the end of Berth 60 utilized by the water taxi service would be relocated within the general vicinity of Berth 60 to better accommodate the proposed Project.

The seawater circulation and life support system would be expanded to Berths 58–60 during Phase II, as described further in Chapter 2, "Project Description," Section 2.3.4.9. In order to achieve the conversion of Berths 58–60, construction would first involve wharf upgrades and ground improvement to meet current seismic code (see Section 2.3.4.4). Upon completion of the wharf and ground improvements, the next steps would involve upgrading the existing transit shed at Berths 58–60 to meet current seismic code, as well as renovating the building in conformance with the Secretary's Standards for buildings eligible for listing or listed on the NRHP. Conversion of Berths 58–60 would occur much as it would for Berth 57 in that tenant improvements would be constructed within the envelope of the existing transit shed.

The repairs and upgrades to the transit shed at Berths 58–60 would be designed to meet the Secretary's Standards' requirement for new work to be compatible with, yet architecturally differentiated from, the old, including plan review by a qualified consulting architectural historian for compliance with the Secretary's Standards. The building parameters discussed above for the Berth 57 transit shed would be applicable to the Berth 58–60 transit shed repairs.

ES.3.3.7 Berths 70 and 71 (Westway Terminal)

Once remediation and restoration activities at Berths 70–71 are completed, the proposed Project would develop Berths 70–71 with a 50,000-square-foot facility for NOAA that would include office and laboratory space. The NOAA building would

be designed in accordance with the Secretary's Standards, including plan review by a qualified consulting architectural historian for compliance with the Secretary's Standards.

The two-story building would be subordinate to the six-story Municipal Warehouse No. 1 primary historical resource. The building design would reference the adjacent building's maritime industrial character, materials, and massing. As an example, appropriate design cues would be taken from the adjacent Municipal Warehouse No. 1 building, such as a rectilinear form with flat roof or monitor roof shapes, exposed exterior walls painted a light color, expressed pilasters, repetitively punched openings, and symmetrically arranged elevation. The use of overly elaborate architectural styles that purposely depart from the simple, maritime industrial character of the area would be avoided, as would large amounts of landscaping, because landscaping is not characteristic of the area.

The Westway Terminal Administration Building (also known as the Pan-American Oil Company Pump House) would be adaptively reused by a future occupant. The Mission Revival style character of the Westway Terminal Building would be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize this building, stucco wall cladding, or stepped Mission parapet, would be avoided.

Deteriorated historic features of the Westway Terminal Building would be repaired rather than replaced, to the extent feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature would match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features would be substantiated by documentary, physical, or pictorial evidence, to the extent available.

In addition, Berths 70–71 along the Main Channel would be made available for berthing of research vessels, with a maximize vessel length of approximately 250 feet. There are no plans to relocate current vessels in the NOAA fleet to the proposed project site, but there is a possibility that future built vessels could be home ported at City Dock No.1. Furthermore, full functioning of the site would include the regular docking of NOAA vessels home-ported in other locations but passing through Los Angeles as part of research expeditions.

Redevelopment of Berths 70–71 would also involve development of an 80,000-square-foot steel-reinforced concrete wave tank on the land side, which would be enclosed within its own five-story, 100,000-square-foot building. The wave tank would be constructed to allow the study of tsunamis, rouge waves, and the generation of wave energy, as well as vessel and platform and coastal engineering studies. The wave tank building would include an internal crane mechanism for moving tank baffles and actuators and equipment within the building.

The base of the building would be above the mean high tide mark, which would allow for a depth of approximately 10 feet below the existing grade elevation. The first story would comprise the foundation, the next two stories would house the wave tank, the fourth story would include walkways and view platforms, and the final story would provide clearance for cranes to maneuver the wave tank baffles.

The building would be designed to be compatible with the historic materials and features of nearby historic structures to the extent feasible given its required size. For example, the design of the wave tank would reference motifs, massing, and materials of other large-scale buildings in the immediate vicinity to help maintain the industrial maritime character of the district.

ES.3.3.8 Marine Research Facility Support Structures

The proposed urban marine research center is intended to support marine research and entrepreneurial business development to address the next generation of ocean-driven challenges and opportunities, such as tidal, wind, and biomass energy; aquaculture and sustainable fisheries; shoreline dynamics; and tsunamis, rouge waves, remote sensing, coastal resource management, marine pollution, marine biochemistry and pharmacology, underwater robotics, and climate change and sea-level rise. The proposed Project would not only support marine research being conducted by Southern California universities and colleges and state and national marine-related agencies, but is also intended to accommodate visiting researchers from around the nation and world.

Research would be selected, undertaken, and managed by the tenants/subtenants of City Dock No. 1. Research topics are anticipated to evolve and change over time, as new information and environmental concerns are identified. Similarly, equipment storage needs, seawater circulation system, life support system, and seawater volume needs are anticipated to fluctuate over time based on research being conducted.

ES.3.3.8.1 Marine Research Seawater In-take, Life Support, and Treatment Systems

Initially, the seawater system, associated life support and water treatment systems, and water would only serve Berth 57, but the intake/discharge infrastructure would be designed with enough capacity to eventually serve Berths 58–60 and 70–71 once those upgrades and new construction are completed in Phase II. The current combined volume of all Berths 57–60 and 71 marine research tanks is estimated at approximately 1,000,000 gallons.

Seawater storage tanks necessary for Berth 57 marine research operations would be installed as part of Phase I. Additional seawater storage tanks would be added as additional research and business incubator facilities are developed in Phase II in order to address the needs of those additional operations. Life support systems, such as water filtration, protein skimmers, and ozone treatment systems would also be constructed and installed, as applicable, to all City Dock No. 1 facilities, with space reserved for additional components to be added as build out of the center proceeds. Chillers and heaters would be installed for seawater systems that require specific temperature requirement.

The exact seawater system(s), life support, and treatment systems to be utilized at the facilities would be designed to meet the needs of the research planned to be conducted within each section of the proposed City Dock No. 1 facility, for which specific detailed needs are currently unknown. However, it is anticipated that the seawater systems would comprise a combination of both flow-through and recirculating capabilities. Depending on the system that is ultimately developed, the quantity of discharge, and the types of activities that occur and species handled in the research laboratories, different discharge and filtration requirements may be needed for either ocean or sewer discharge. Conservative intake and discharge estimates for each type of seawater system are included to ensure that potential impacts of both potential marine research facility seawater systems are evaluated and addressed in this Draft EIR.

Seawater In-Take and Discharge

The seawater intake and discharge locations for the Berths 57–60 and 70–71 research facilities are proposed to be located at the southern end of City Dock No.1, slightly extending out past the rip-rap, or under the Berths 57–60 wharves, as deemed most appropriate for the final seawater system design. It is anticipated that the seawater systems would comprise a combination of both flow-through and recirculating capabilities. The intake flows would be limited to 0.5 foot per second or less, which is the velocity identified in the U.S. Environmental Protection Agency (EPA) guidelines as a rate that generally allows fish to pull away from the intake structure and results in de minimus impingement levels. The intake pipe size would be designed to acquire the volume of water needed, while ensuring a velocity of 0.5 foot/second or less. The in-take would be located in an area without nearby sensitive habitat, would operate at low flows and velocities, and would be screened to minimize entrainment and impingement. Should a combination of recirculation and flow-through system be used, seawater in-take volume would be significantly less.

The discharge rate for flow-through systems would use the same rate as the in-take. The discharge location would be to the west of the proposed in-take location at the southern end of City Dock No.1, or under the Berths 57–58 wharves, as deemed most appropriate for the final seawater system design.

Flow-Through Seawater System

Flow-through seawater systems would take in seawater and circulate it through the marine tanks. After circulation through the tanks, the seawater would be filtered and treated for discharge back to the harbor. This type of system minimizes the need for: (1) seawater storage tanks; (2) life support treatment systems, such as protein skimmers and ozone treatment; (3) seawater discharge to the sewer; and (4) electricity usage. Based on the experience of the existing SCMI operation, it is currently anticipated that filtering systems would be adequate to treat seawater from the flow-through system for ocean discharge.

To ensure a healthy environment for marine life, it is anticipated that the water in all tanks would need to be turned over twice daily. This would result in the need to in-

take and discharge 2,000,000 gallons per day, twice the volume of the City Dock No. 1 research facility tanks, every 24-hour period.

In-take seawater may be chilled, or heated, as appropriate for the tanks and research being conducted. Water that is higher or lower than ambient harbor water temperatures would be managed during discharge to achieve ambient water temperatures prior to discharge to the harbor. Seawater used in tanks that house nonnative species would either be discharged to the sewer or processed through enhanced treatment systems, as necessary to eradicate any nonnative species and prevent their introduction into harbor waters.

Recirculating Seawater System

Recirculating seawater systems would take in seawater, circulate it through tanks, and then filter and treat the water to remove biological waste created by marine organisms maintained in the tanks through filtration, protein skimmers, and ozone treatment. The water would then be recirculated through the tanks. New seawater would be introduced on an ongoing basis as needed to maintain the appropriate water quality, and re-used seawater would be discharged. The turnover rate of seawater for recirculation systems varies based on the treatment systems used and marine organisms maintained. Based on the experience of local aquariums an annual turnover rate of between 6 and 10 is anticipated, resulting in daily intake and discharge volumes of between 16,438 and 27,397 gallons, respectively. Maximum marine research facility sanitary seawater discharge, based on a 100% recirculating seawater system with a 10 times per year turnover rate would be 27,397 gallons/day. However, should a combination of recirculation be used, seawater discharge volume would be significantly less.

Used seawater would require treatment prior to discharge to the sanitary sewer or harbor. Should sanitary sewer discharge be involved, discharges would need to be scheduled to avoid negative impacts on the Terminal Island Treatment Plant, and would be sampled and monitored to ensure compliance with industrial waste discharge requirements for sanitary sewer discharge. In addition, filters used in the recirculated seawater cleansing process must be backwashed to maintain the cleansing ability. The backwash would require discharge to the sanitary sewer. Recirculation systems minimize water in-take and are able to better control fluctuations in water quality. However, recirculation systems are space intensive, requiring a large footprint for storage tanks and life support/treatment systems, and are energy intensive. In addition, due to the re-use of water, biological wastes are concentrated, and discharged water requires a greater level of treatment than flow-through systems for harbor discharge, resulting in additional space needs and energy resources.

As in the case of the flow-through system, in-take seawater may be chilled, or heated, as appropriate for the tanks and research being conducted. However, water temperature would not be a consideration for seawater discharged to the sanitary sewer.

ES.3.3.8.2 Wave Tank Seawater In-take and Discharge

A separate seawater intake and treatment system would be developed for the wave tank during Phase II. As mentioned previously, the proposed wave tank has a total proposed volume of approximately 14,361,600 gallons, and the in-take is proposed to be located along the Berths 70–71 wharf in the main channel.

The gallon per day seawater in-take for filling the proposed wave tank would largely be dependent upon the time allocated to initially fill the tank. A 90-day tank fill time would require 159,574 gallons/day. The in-take flows would be limited to 0.5 foot per second or less. After the initial filling of the wave tank, ongoing seawater in-take needs would be minimal because discharges from the wave tank would be infrequent and intermittent.

Once filled, the seawater in the wave tank would be chemically treated to eliminate marine growth within the tank and retained in stasis except on rare occasions when lower water levels would be needed for a study. On such occasions water may be discharged from the tank. Upon completion of the study, seawater would be needed to again fill the tank. Prior to discharge, chemically treated water would be filtered to ensure that chemicals used to treat the water are removed prior to discharge to the harbor or would be discharged to the sanitary sewer. Discharges would be tested and monitored to ensure compliance with all applicable discharge requirements. The wave tank harbor discharge location would be adjacent to the in-take location along the Berths 70–71 wharf in the main channel.

ES.3.3.9 Waterfront Promenade

The San Pedro Waterfront (SPW) project EIS/EIR (LAHD 2009) assessed the construction of a continuous waterfront pedestrian promenade throughout the waterfront project site. Extending the promenade through a marine laboratory facility could pose special challenges because the waterfront would be utilized for vessel loading on a routine basis by forklifts, cranes, and other heavy equipment at unpredictable intervals. The approximately 6,000-linear-foot promenade would be constructed along the edge of the wharf in such a manner as to maintain public access without creating a safety hazard or otherwise unduly impeding the work that is necessary at a marine laboratory. As such, as part of the proposed Project, the proposed location of the promenade would be along East 22nd Street and Signal Street, and along the existing wharf that runs the perimeter of City Dock No. 1, to the extent feasible. The south end of Berth 60 would be developed to accommodate a public viewing area and platform.

ES.3.3.10 Signal Street Improvements

Signal Street would be repaved and realigned as part of the proposed Project. As part of the realignment, a total of approximately 195 diagonal parking spaces would be provided along one side of the street. The proposed Project would add 15 spaces

adjacent to the Berth 56 Learning Center building, 40 new spaces adjacent to the Berth 57 transit shed, and 155 spaces adjacent to Berths 58–60. In addition, the existing heavy rail tracks that are embedded within Signal Street would be removed (approximately 8,000 lineal feet), and the area that is disturbed during the rail removal would be repaved.

ES.3.3.11 Utility Improvements

The proposed Project would provide new utility connections to the proposed buildings as well as the existing buildings to allow for the proposed project elements described above. All connections would be located within the proposed project site and would connect with the existing infrastructure located under Signal Street. In addition to the general utility connections, the proposed Project would potentially upgrade the existing sewer pump servicing the proposed project site. This upgrade to the sewer pump would provide additional capacity to accommodate the proposed Project under full buildout as well as additional future projects if needed.

ES.3.4 Sustainable Design Project Features

The proposed Project is intended to showcase LAHD's commitment to sustainability. The proposed Project would incorporate a number of sustainable elements focusing on the effort of LAHD to create a green Port. These are analyzed as part of the proposed Project within this Draft EIR. Additionally, the proposed Project would incorporate several features to enhance the final design of the proposed Project. Although not required to mitigate a significant impact, these design measures would further minimize the proposed Project's effect on surrounding uses and environmental resources. The following proposed Project elements and design measures are consistent with LAHD's Sustainability Program and policies.

- Use recycled water if available for all landscaping and water feature purposes to decrease the proposed Project's use of potable water.
- Include drought-tolerant plants and shade trees in the planting palette.
- Require Leadership in Energy & Environmental Design (LEED™) certification for all new buildings as feasible by implementing and ensuring consistency with LAHD's Green Building Policy; LEED Certification (minimum Silver) is required for all new development over 7,500 square feet.
- Follow LAHD sustainable engineering design guidelines in the siting and design of new development.
- Employ LAHD sustainability measures during construction and operation and use recycled and locally derived materials for proposed project construction, while achieving recycling goals for construction and demolition debris.
- Implement energy efficient design features in the final design to help ensure energy needs are minimized to the extent feasible during construction and operation of the proposed Project.

- Implement water quality and conservation design features in the final design to help ensure water quality impacts are minimized during construction at the water's edge and in the water and operationally through the use of construction best management practices (BMPs) and bioswales.
- Implement aesthetic design features. Public art would be integrated into the proposed project area and would include sculptural pieces. Views of the waterfront would be created through the construction of the waterfront promenade around the edge of the site. The proposed Project would also implement the San Pedro Waterfront Development Design Guidelines to improve efficiency and reduce glare.
- Implement pedestrian access features. Pedestrian access to the waterfront and throughout the proposed project site would be improved through development of a waterfront promenade. The proposed Project would also be designed to accommodate the extension of the Waterfront Red Car Line, which was previously approved under the SPW project in 2009.

ES.4 Alternatives to the Proposed Project

ES.4.1 Basis of Alternatives Selection and Analysis

State CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to a proposed project, or to the location of a proposed project that could feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any significant environmental impacts. According to State CEQA Guidelines, the EIR should compare merits of the alternatives and determine an environmentally superior alternative. CEQA requires that an EIR present a range of reasonable alternatives to the proposed Project. LAHD defines a reasonable range of alternatives in light of its legal mandates under the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Section 601), the California Coastal Act (PRC Division 20 Section 30700 et seq.), and LAHD's leasing policy (LAHD 2006).

The lead agencies may make an initial determination as to which alternatives are feasible and therefore merit in-depth consideration, and which alternatives are infeasible. The range of alternatives need not be beyond a reasonable range necessary to permit a reasoned choice between the alternatives and the proposed project.

According to CEQA regulations, the alternatives section of an EIR is required to:

- rigorously explore and objectively evaluate a reasonable range of alternatives;
- include reasonable alternatives not within the lead agency's jurisdiction or congressional mandate, if applicable;
- include a "no project" alternative;

- develop substantial treatment to each alternative, including the proposed action, so that reviewers may evaluate their comparative merits;
- identify the environmentally superior alternative;
- include appropriate mitigation measures (when not already part of the proposed action or alternatives); and
- present the alternatives that were eliminated from detailed study and briefly discuss the reasons for elimination.

In addition to the No Project Alternative, alternatives for an EIR usually take the form of a reduced project size, different project design, or suitable alternative project sites. The range of alternatives discussed in an EIR is governed by the "rule of reason" that requires the identification of only those alternatives necessary to permit a reasoned choice between the alternatives and the proposed project. An EIR need not consider an alternative that would be infeasible. State CEQA Guidelines Section 15126.6 explains that the evaluation of project alternative feasibility can consider "site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site." The EIR is also not required to evaluate an alternative that has an effect that cannot be reasonably identified or that has remote or speculative implementation, and that would not achieve the basic proposed project objectives.

This section provides a description of alternatives considered, including those analyzed within this Draft EIR, as well as those considered but withdrawn from further discussion, including the rationale for eliminating the other alternatives from detailed analysis.

ES.4.2 Alternatives Considered

This document presents a reasonable range of alternatives pursuant to CEQA. LAHD must define alternatives in light of the requirements of the Los Angeles City Charter, the Los Angeles Tidelands Trust Grant, the Public Trust Doctrine, and the California Coastal Act. These legal mandates demand that LAHD use the Port for the purposes of promoting and accommodating waterborne commerce, navigation, fishery, and related purposes.

Five alternatives, including the proposed Project and the No Project Alternative, were considered and evaluated in regards to how well each met the objectives for the proposed Project. Three of these alternatives were eliminated from detailed consideration for various reasons, as discussed in Section ES.4.4 and Section 2.9.3. Two of the alternatives met most of the proposed project objectives and are presented in Section ES.4.3. In addition, the No Project Alternative was considered as required by CEQA. Chapter 5, "Project Alternatives," compares the proposed Project and the alternatives and identifies the environmentally superior alternative.

The following alternatives were considered:

- Alternative 1—No Project Alternative
- Alternative 2—Reduced Project

The following alternatives were considered, but eliminated from further analysis:

- New Construction at Berths 57–60
- Alternative Site

ES.4.3 Alternatives Analyzed in this EIR

The proposed Project and two other alternatives meet most of the proposed project objectives. The alternatives that were considered during preparation of this Draft EIR include:

- Proposed Project
- Alternative 1—No Project Alternative
- Alternative 2—Reduced Project

Each of the alternative development scenarios has been carried forward for detailed analysis in Chapter 5, "Project Alternatives," and is summarized below.

ES.4.3.1 Alternative 1—No Project Alternative

Alternative 1 considers what would reasonably be expected to occur on the site if no future discretionary actions occurred. LAHD would not issue any discretionary permits or discretionary approvals, and would take no further action to construct or permit the construction of any portion of the proposed Project. Under this alternative, no construction impacts associated with a discretionary permit would occur.

Under Alternative 1, the proposed Project would not be constructed. Berths 57–60 would continue to be used for SP Bait company operations; these berths would not be converted to a marine research center, and wharf repair and transit shed repairs would not occur. SCMI would continue to operate the 19,000-square-foot office building in Fish Harbor and continue to face the inadequate space and conditions required for their research. Berth 56 would continue with existing uses, which include the use of a small building by CDFG and surface parking.

As part of the SPW project action (and not part of the proposed Project), the Westway Terminal liquid bulk storage tanks would be removed, and Berths 70–71 would subsequently be remediated. With the exception of the existing historic Westway/Pan-American Oil Company Pump House, which would remain, and the existing office building, Berths 70–71 would remain vacant indefinitely after remediation until new development plans could be established and evaluated.

The No Project Alternative would maintain the existing conditions at the proposed project site, and none of the proposed project objectives would be met.

ES.4.3.2 Alternative 2—Reduced Project Alternative

Under this alternative, only Berths 57–60 would be developed into marine research space to be occupied by SCMI, and repairs, rehabilitation, and upgrades would be made to Berth 57 and Berth 58–60 transit sheds and wharves as specified under Section ES.3.3.4 above. SCMI would be relocated to Berth 57, and SCMI facilities at Berth 260 would be demolished as described in Chapter 2, "Project Description."

Development of Berths 70–71, including the NOAA facilities, opportunity site, and installation of the wave tank, would not occur. Because it is proceeding under a separate permitting process (i.e., not part of the proposed Project), the Westway Terminal liquid bulk storage tanks would be removed, and Berths 70–71 would subsequently be remediated. With the exception of the existing historic Westway/Pan-American Oil Company Pump House, which would remain, and the existing office building, Berths 70–71 would remain vacant indefinitely after remediation until new development plans could be established and evaluated. This alternative would also not include the auditorium at Berth 56 or the additional 15 parking spaces proposed at Berth 56. The waterfront promenade would be constructed within City Dock No. 1 as part of implementation of the SPW project. Table ES-2 summarizes development under this alternative.

Table ES-2. Alternative 2: Reduced Project Alternative

Phase/Element	*Area*
PHASE I (2012–2016)	
Berth 57	
▪ Convert Berth 57 Transit Shed into SCMI Research Facility and Develop Marine Research- and Education-Related Facilities □ Office-Related Space (12,000 sf) o Faculty Office Space o Administrative Suite o Staff Support Facilities (toilets, showers, and lockers) □ Laboratory Related Space (34,500 sf) o Teaching Laboratories o Research Laboratories and Facilities o Lab Support Space o Building Support Facilities (machine shop, storeroom, chemical storage, hazardous waste, scuba gear, instrument support, etc.) □ Outdoor Space (8,200 sf)[1]	46,500 sf

Phase/Element	*Area*
o Outdoor Teaching/Outreach Classroom o Outside Storage Space	
▪ Replace Berth 57 Entrance (3,640 sf) with New Addition (Public Interpretive Center)	3,600 sf
▪ Install Seawater Circulation and Life Support System including Exterior Storage Tanks for Berth 57 and Seawater Intake/Discharge Infrastructure to Serve City Dock No.1 Research Laboratory Buildout	New utility
▪ Construct Floating Docks Adjacent to Berth 57 (12 vessel slips)	18,500 sf
▪ Rehabilitate/Repair Berth 57 Wharf and Associated Ground Improvements	625 lf[1]
□ Create Berthing for Research Vessels and Loading Space on the Wharf for Crane	--
▪ Construct Public Plaza at Berth 57	7,500 sf[1]
▪ Relocate SCMI from Berth 260 to new Berth 57 Facilities	--
Berth 260	
▪ Demolish Existing SCMI Facility (demolition of existing 19,000-sf building, 2,700-sf warehouse, and 2,400-sf shop storage)	(24,100 sf)
Total Structure Square Feet in Phase I	*80,100 sf*[2]
Signal Street Improvements/Parking Facilities	
▪ Repair/Repave/Restripe	625 lf[1]
▪ Add Surface Parking Adjacent to Berth 57	40 spaces
▪ Utilize Sampson Way and 22nd Street (existing parking lot)	409 spaces
Total Parking Added in Phase I	*40 spaces*
Total Available Parking in Phase I	*449 spaces*
Total Area Redeveloped and Enhanced in Phase I	*7.35 acres*[3]
PHASE II (2013–2024)	
Berths 58–60	
▪ Covert Transit Sheds into Marine Research Facility □ Office Related Space (50,000 sf) o Office/Administrative Space o Staff Support Facilities (toilets, showers, and lockers) o Hallways, Walkways □ Laboratory Related Space (70,000 sf) o Research Laboratories and Facilities o Lab Support Space o Storage Facilities (robotics, instruments, etc. deployed on marine research vessels) o Marine Research Vessel Support Facilities (crew quarters, showers, etc.)	120,000 sf

Phase/Element	*Area*
o Building Support Facilities (machine shop, storeroom, chemical storage, hazardous waste, scuba gear support, etc.) □ Outdoor Space (16,400 sf) o Outside Storage Space	
▪ Convert Transit Shed to Marine Business Incubator Space □ Office Related Space (20,000 sf) o Office/Administrative Space o Staff Support Facilities (toilets, showers, and lockers) □ Laboratory Related Space (40,000 sf) o Research Laboratories and Facilities o Lab Support Space o Storage Facilities (robotics, instruments, etc. deployed on marine research vessels)	60,000 sf
▪ Develop Waterfront Promenade including Public Plaza/Viewing Platform at Berth 60	6,000 lf[1]
▪ Construct Waterfront Café	1,000 sf
▪ Install Seawater Circulation System including Exterior Storage Tanks for Berths 58–60	New utility
▪ Relocate Items Stored by Water Taxi Service (to within the general vicinity)	--
▪ Rehabilitate/Repair Berths 58–60 Wharf and Associated Ground Improvements	1,875 lf[1]
□ Create Berthing for Research Vessels and Loading Space on the Wharf	--
Signal Street Improvements/Parking Facilities	
▪ Implement Repaving and Restriping	1,875 lf[1]
▪ Install New Diagonal Parking	155 spaces
▪ Remove Existing Heavy Rail Line from Street	8,000 lf[1]
Total Parking Added in Phase II	*155 spaces*
Total Parking Available in Phase II	*604 spaces*[4]
Total Area Redeveloped and Enhanced in Phase II	*10.70 acres*[5]
PROPOSED PROJECT TOTALS	
Total Project Area Structures	249,600 sf
Total Parking Spaces Available for Proposed Project	604
Total Project Area Redeveloped and Enhanced	18.85 acres[5]

[1] Not a structure and is therefore not counted in total structure sf.

[2] Excludes demolition of existing SCMI Facility at Berth 260.

[3] Acreage was calculated by taking the 8.00 acres of Phase I minus the 0.65 acres at Berth 56 for the auditorium and parking.

[4] In addition to the 155 new parking spaces provided under Phase II, visitors and employees would have access to the 449 parking spaces identified under Phase I for a total of 604 spaces for the proposed Project.

[5] Acreage was calculated by taking the Phase II total of 25.00 acres from the proposed Project and subtracting 14.3 for

Phase/Element	Area
Berths 70–71.	
[6] Acreage was calculated by taking the total 33.8 acres from the proposed Project and subtracting 0.65 for Berth 56 and 14.3 for Berths 70–71.	
sf=square feet; lf = linear feet	

Alternative 2 would meet a majority of the proposed project objectives except for Objective 2, which includes development of a natural seawater wave tank, and part of Objective 1, which includes the lecture hall/auditorium and classroom development at Berth 56 and adaptive reuse of Berths 70–71.

ES.4.4 Alternatives Eliminated from Further Consideration

As discussed in Section ES.4.1 above, CEQA requires an EIR to present a range of reasonable alternatives to the proposed project, or to the location of the project, that could feasibly attain a majority of the basic project objectives, but would avoid or substantially lessen one or more significant environmental impacts of the project. CEQA also requires an evaluation of the comparative merits of the alternatives. An EIR is not required to consider alternatives that would be infeasible, would not reduce any identified significant impact, or would not meet a majority of the project objectives. Additional details regarding these alternatives and the reasons for rejecting them are included in Chapter 5, "Project Alternatives."

The following proposed project alternatives were considered in the selection process but were rejected due to one or more of the following:

- infeasibility due to physical, legal, or technical factors;
- inability to meet a majority of the project objectives; or
- inability to reduce one or more identified significant impact(s).

The alternatives below were considered, but eliminated from further analysis:

- New Construction at Berths 57–60
- Alternative Site

ES.5 Environmental Impacts

ES.5.1 Scope of Analysis and Impacts Considered in this Draft EIR

The scope of this Draft EIR was established based on the Initial Study (IS) prepared pursuant to CEQA (see Appendix A) and comments received during the NOP review process. The breadth of the analysis and technical work plans developed during the preparation of this Draft EIR were designed to ensure that comments received from regulatory agencies and the public during this review process would be addressed. The NOP scoping period lasted from December 3, 2010, until January 31, 2011, and included one scoping meeting on Thursday, January 13, 2011. Public and agency comments received during this period were considered in the scope of the analysis for this EIR.

This Draft EIR focuses on the significant environmental effects of the proposed Project and their relevance to the decision-making process. State CEQA Guidelines (Section 15360) define the *environment* as follows:

> The physical conditions which exist within the areas which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

Based on the Initial Study, the following issues have been determined to be potentially significant and are therefore evaluated in this Draft EIR:

- Aesthetics
- Air Quality and Greenhouse Gases
- Biological Resources
- Cultural Resources
- Geology
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Public Services and Recreation
- Transportation and Circulation—Ground and Marine
- Utilities
- Water Quality, Sediments, and Oceanography

Chapter 3, "Environmental Analysis," discusses the issues that would be significantly affected by the proposed Project. The criteria for determining the significance of environmental impacts in this Draft EIR analysis are described in the "Thresholds of Significance" sections for each resource topic in Chapter 3. Mitigation measures to reduce impacts to less-than-significant levels are proposed whenever feasible.

ES.5.2 Impacts Not Considered in this Draft EIR

The scope of this Draft EIR was established based on the NOP, which identified potential impact areas of the proposed Project. The NOP also determined that agricultural resources, mineral resources, and population and housing would not be affected by the proposed Project. In accordance with CEQA, issues found in the NOP/Initial Study that would have no impact or less-than-significant impact would not require further evaluation in the EIR.

ES.5.3 Impacts of the Proposed Project

Sections 3.1 through 3.13 discuss the anticipated potential environmental effects of the proposed Project. The 13 issues listed above are discussed in these sections, and mitigation measures to avoid impacts or reduce impacts to less-than-significant levels are proposed whenever possible. Chapter 5, "Project Alternatives," discusses the anticipated potential environmental effects of the alternatives. Chapter 6, "Environmental Justice," evaluates the potential for the proposed Project to result in serious and adverse impacts that disproportionately affect low-income and/or minority populations. Summary descriptions of the significant impacts, mitigation measures, and residual impacts for the proposed Project are presented in Table ES-3 below.

For each of the 13 environmental resources analyzed in this Draft EIR, Chapter 3 identifies significant impacts associated with the proposed Project. The following sections describe the significant and less-than-significant impacts.

ES.5.3.1 Summary of Significant and Unavoidable Impacts

Table ES-3 identifies significant unavoidable impacts associated with the proposed Project. This Draft EIR has determined that implementation of the proposed Project would result in significant and unavoidable impacts on the following:

- Air Quality and Greenhouse Gases
- Cultural Resources
- Noise

ES.5.3.2 Summary of Significant Impacts that Can Be Mitigated, Avoided, or Substantially Lessened

Table ES-3 identifies significant impacts associated with the proposed Project that can be mitigated, avoided, or substantially lessened. This Draft EIR has determined that implementation of the proposed Project would result in significant impacts that can be mitigated to less than significant on the following:

- Biological Resources
- Hazards and Hazardous Materials
- Land Use and Planning
- Transportation (Ground)

Table ES-3. Summary of Impact Determinations

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.1 Aesthetics			
Construction			
AES-1a: Construction of the proposed Project would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	Less than significant	No mitigation is required.	Less than significant
AES-2a: Construction of the proposed Project would not substantially damage scenic resources (including, but not limited to, trees, rock outcroppings, and historic buildings) within a state scenic highway.	No impact	No mitigation is required.	No impact
AES-3a: Construction of the proposed Project would not substantially degrade the existing visual character or quality of the site or its surroundings.	Less than significant	No mitigation is required.	Less than significant
AES-4a: Construction of the proposed Project would not result in an adverse effect due to shading on the existing visual character or quality of the site or its surroundings.	Less than significant	No mitigation is required.	Less than significant
AES-5a: Construction of the proposed Project would not create a new source of	No impact	No mitigation is required.	No impact

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
substantial light or glare that would adversely affect day or nighttime views of the area.			
Operations			
AES-1b: Operation of the proposed Project would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	Less than significant	No mitigation is required.	Less than significant
AES-2b: Operation of the proposed Project would not substantially damage scenic resources (including, but not limited to, trees, rock outcroppings, and historic buildings) within a state scenic highway.	No impact	No mitigation is required.	No impact
AES-3b: Operation of the proposed Project would not substantially degrade the existing visual character or quality of the site or its surroundings.	Less than significant	No mitigation is required.	Less than significant
AES-4b: Operation of the proposed Project would not result in an adverse effect due to shading on the existing visual character or quality of the site or its surroundings.	Less than significant	No mitigation is required.	Less than significant
AES-5b: Operation of the proposed Project would not create a new source of	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
substantial light or glare that would adversely affect day or nighttime views of the area.			
3.2. AIR QUALITY AND GREENHOUSE GASES			
Construction			
AQ-1: The proposed Project would result in construction-related emissions that exceed an SCAQMD threshold of significance.	Significant	**MM AQ-1: Implement Harbor Craft Engine Standards.** All harbor craft used during the construction phase of the proposed Project will, at a minimum, be repowered to meet EPA Tier 2. Additionally, where available, harbor craft will meet EPA Tier 3 or cleaner marine engine emission standards. Analysis conservatively reflects the use of engines that meet EPA Tier 2 standards. This harbor craft measure will be met unless one of the following circumstances exists, and the contractor is able to provide proof of its existence: ▪ A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement. ▪ A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the proposed Project, but the application process is not yet approved, or the application has been approved but funds are not yet available. ▪ A contractor has ordered a control device for a piece of equipment planned for use on the proposed Project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must have attempted to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the proposed Project has the controlled equipment available for lease.	Significant and unavoidable

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		MM AQ-2: Implement Fleet Modernization for Construction Equipment. ▪ Tier Specifications: a. <u>From the start of construction through December 31, 2014</u>: All off-road diesel-powered construction equipment greater than 50 hp, except marine vessels and harbor craft, will meet Tier-3 off-road emission standards at a minimum. In addition, all construction equipment greater than 50 hp will be retrofitted with a CARB-verified Level 3 Diesel Emission Control Strategy (DECS). Any emissions control device used by the contractor will achieve emissions reductions that are no less than what could be achieved by a Level 3 DECS for a similarly sized engine as defined by CARB regulations. b. <u>From January 1, 2015</u>: All off-road diesel-powered construction equipment greater than 50 hp, except marine vessels and harbor craft, will meet Tier-4 off-road emission standards at a minimum. Any emissions control device used by the contractor will achieve emissions reductions that are no less than what could be achieved by a Level 3 DECS for a similarly sized engine as defined by CARB regulations. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit will be provided at the time of mobilization of each applicable unit of equipment. The above "Tier Specifications" measures will be met, unless one of the following circumstances exists, and the contractor is able to provide proof that any of these circumstances exists: ▪ A piece of specialized equipment is unavailable within 200 miles of the Port of Los Angeles, including through a leasing agreement. If this circumstance exists, the equipment must comply with one of the options contained in the Step-Down Schedule as shown in Table 3.2-14. At no time will equipment meet less than a Tier 1 engine standard with a CARB40-verified Level 2 DECS.	

<table>
<tr><th>Environmental Impacts</th><th>Impact Determination</th><th>Mitigation Measures</th><th>Impacts after Mitigation</th></tr>
<tr><td></td><td></td><td>

The availability of construction equipment will be reassessed in conjunction with the years listed in the above Tier Specifications on an annual basis. For example, if a piece of equipment is not available prior to January 1, 2015, the contractor will reassess this availability on January 1, 2015.
Construction equipment will incorporate, where feasible, emissions-savings technology such as hybrid drives and specific fuel economy standards.

Table 3.2-14. Compliance Step-Down Schedule for Non-Road Construction Equipment
<table>
<tr><th>Compliance Alternative</th><th>Engine Standard[a]</th><th>CARB-Verified DECS</th><th>PM Emissions[b] (g/bhp-hr)</th><th>NO_X Emissions (g/bhp-hr)</th></tr>
<tr><td>1</td><td>Tier 4</td><td>N/A</td><td>0.01</td><td>0.3</td></tr>
<tr><td>2</td><td>Tier 3</td><td>Level 3</td><td>0.02</td><td>2.9</td></tr>
<tr><td>3</td><td>Tier 2</td><td>Level 3</td><td>0.02</td><td>4.7</td></tr>
<tr><td>4</td><td>Tier 1</td><td>Level 3</td><td>0.06</td><td>6.9</td></tr>
<tr><td>5</td><td>Tier 2</td><td>Level 2</td><td>0.08</td><td>4.7</td></tr>
<tr><td>6</td><td>Tier 2</td><td>Level 1</td><td>0.11</td><td>4.7</td></tr>
<tr><td>7</td><td>Tier 2</td><td>Uncontrolled</td><td>0.15</td><td>4.7</td></tr>
<tr><td>8</td><td>Tier 1</td><td>Level 2</td><td>0.2</td><td>6.9</td></tr>
</table>
[a] Equipment less than Tier 1, Level 2 will not be permitted.
[b] Stated emission levels are for engine hp ratings to 176 bhp and above. Emission levels for engine bhp ratings below 176 hp are marginally higher (0.02–0.08 g/bhp-hr depending on hp, Tier, and Vehicle Diesel Emission Control (VDEC) level).
g/bhp-hr = grams per brake horse power hour
MM AQ-3: Implement Additional Fugitive Dust Controls. The calculation of fugitive dust (PM10) from proposed project earth-moving activities assumes a 61% reduction from uncontrolled levels to simulate three times per day watering of the site and use of other measures (listed below) to ensure compliance with SCAQMD Rule 403
</td><td></td></tr>
</table>

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
		(SCAQMD 2005). The construction contractor will reduce fugitive dust emissions by 74% from uncontrolled levels (SCAQMD 2007a). The proposed project construction contractor will specify dust-control methods that will achieve this control level in a SCAQMD Rule 403 dust control plan and will include holiday and weekend periods when work may not be in progress. Measures to reduce fugitive dust include, but are not limited to, the following: ▪ Active grading sites will be watered every two hours. ▪ Contractors will apply approved non-toxic chemical soil stabilizers according to manufacturer's specifications to all inactive construction areas or replace groundcover in disturbed areas (previously graded areas inactive for ten days or more). ▪ Construction contractors will provide temporary wind fencing around sites being graded or cleared. ▪ Trucks hauling dirt, sand, or gravel will be covered in accordance with Section 23114 of the California Vehicle Code. ▪ Construction contractors will install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off tires of vehicles and any equipment leaving the construction site. Pave road and road shoulders. ▪ The use of clean-fueled sweepers will be required pursuant to SCAQMD Rule 1186 and Rule 1186.1 certified street sweepers. Sweep streets at the end of each day if visible soil is carried onto paved roads on site or on roads adjacent to the site to reduce fugitive dust emissions. ▪ A construction relations officer will be appointed to act as a community liaison concerning onsite construction activity including resolution of issues related to PM10 generation.	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		▪ Traffic speeds on all unpaved roads will be reduced to 15 mph or less. ▪ Temporary traffic controls such as a flag person will be provided during all phases of construction to maintain smooth traffic flow. ▪ Construction activities that affect traffic flow on the arterial system will be conducted during off-peak hours to the extent practicable. ▪ The grading contractor will suspend all soil disturbance activity when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas will be stabilized if construction is delayed. **MM AQ-4: Implement SCAQMD's Super-Compliant Standard**. Architectural coatings used on site will meet SCAQMD's super-compliant VOC standard of 10 grams of VOC per liter. **MM AQ-5: Implement the Clean Trucks Program for Construction Haul Trucks**. Heavy duty diesel trucks used for hauling must meet the EPA 2007 emission standards for on road heavy duty diesel engines (EPA 2006) by 2012. The CTP applies to heavy duty trucks used during construction activities. **MM AQ-6: Implement Best Management Practices**. The following types of measures are required on construction equipment (including on-road trucks), as determined feasible and appropriate: ▪ Use diesel oxidation catalysts and catalyzed diesel particulate trap; ▪ Maintain equipment according to manufacturers' specifications ▪ Restrict idling of on-road heavy-duty trucks to a maximum of five minutes when not in use ▪ Install high-pressure fuel injectors on construction equipment vehicles ▪ Re-route construction trucks away from congested streets or sensitive receptor areas	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		LAHD will implement a process by which to select additional BMPs to further reduce air emissions during construction. LAHD will determine the BMPs once the contractor identifies and secures a final equipment list and project scope. LAHD will then meet with the contractor to identify potential BMPs and work with the contractor to include such measures in the contract. BMPs will be based on BACT guidelines and may also include changes to construction practices and design to reduce or eliminate environmental impacts. **MM AQ-7: Implement General Mitigation Measure.** For any of the above mitigation measures, if a CARB-certified technology becomes available and is shown to be as good as or better in terms of emissions performance than the existing measure, the technology could replace the existing measure pending approval by LAHD. For construction, measures will be set at the time a specific construction contract is advertised for bid.	
AQ-2: The proposed Project would result in offsite ambient air pollutant concentrations during construction that exceed a threshold of significance.	Significant	Implement Mitigation Measures MM AQ-1 through MM AQ-7.	Significant and unavoidable
Operations			
AQ-3: The proposed Project would result in operational emissions that exceed a SCAQMD threshold of significance.	Significant	Implement Mitigation Measures MM AQ-4 and MM AQ-7.	Significant and unavoidable
AQ-4: The proposed Project would not result in offsite ambient air pollutant concentrations during operation that exceed a	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
threshold of significance.			
AQ-5: The proposed Project would not generate on road traffic that would contribute to an exceedance of the 1- or 8-hour CO standards.	Less than significant	No mitigation is required.	Less than significant
AQ-6: The proposed Project would not create an objectionable odor at the nearest sensitive receptor.	Less than significant	No mitigation is required.	Less than significant
AQ-7: The proposed Project would not expose receptors to significant levels of TACs.	Less than significant	No mitigation is required.	Less than significant
AQ-8: The proposed Project would not conflict with or obstruct implementation of an applicable air quality plan.	Less than significant	No mitigation is required	Less than significant
GHG-1: The proposed Project would produce GHG emissions that exceed CEQA thresholds.	Significant	**MM GHG-1: Solar Panels.** The Port shall review the feasibility of including the City Dock site on their Inventory of Potential PV Solar Sites at POLA from their December 2007 Climate Action Plan. This measure is not quantified.	Significant and unavoidable
GHG-2: The proposed Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.	Less than significant	No mitigation is required	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.3 BIOLOGICAL RESOURCES			
Construction			
BIO-1a: Construction activities would result in the loss of individuals, or the reduction of existing habitat, of a state- or federally listed endangered, threatened, rare, protected, or candidate, or a species of special concern, or the loss of federally listed critical habitat.	Significant	**MM BIO-1. Avoid Marine Mammals.** Via the construction contract and the development permit the LAHD will require that pile driving activities for construction of the proposed Project include establishment of a safety zone and monitoring of the area surrounding the operations for pinnipeds by a qualified marine biologist. The monitor will have the authority to halt operations unless, in the opinion of the Port's project engineer (Engineer), halting operations would be unsafe. The safety zone will extend out to 500 meters from the site of the pile driving, wherever that activity is taking place. Before pile driving is scheduled to commence, observers on shore or in boats will survey the safety zone to ensure that no marine mammals are present. If marine mammals are observed within the safety zone, driving will be delayed until they move out of the area. If a marine mammal is seen above water and then dives below, the contractor will wait at least 15 minutes, and if no marine mammals are seen, it may be assumed that the animal has moved beyond the safety zone. This 15-minute criterion is based on a study indicating that pinnipeds dive for a mean time of up to about 4 minutes; the 15-minute delay will allow a more than sufficient period of observation to be reasonably sure the animal has left the vicinity. If pinnipeds enter the safety zone after pile has begun, pile driving will continue. The monitor will record the species and number of individuals observed and make note of their behavior patterns. If animals appear distressed, and if it is operationally safe to do so, the monitor will inform the Engineer that pile driving will cease until the animal leaves the area. In certain circumstances pile driving cannot be terminated safely and without severe operational difficulties. Therefore, if it is deemed operationally unsafe by the Engineer to discontinue pile driving activities, and a pinniped is observed in the safety zone, pile driving activities will continue only until the Engineer deems it safe to discontinue.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		MM BIO-2. Minimize In-water Pile Driving Noise. Via the construction contract the LAHD will require the contractor to use sound abatement techniques to reduce both noise and vibrations from pile driving activities. In addition to the "soft-start technique, which will be required at the initiation of each pile driving event or after breaks of more than 15 minutes, sound abatement techniques will include, but not be limited to, vibration or hydraulic insertion techniques, bubble curtains, isolation cage technology, sound aprons, and use of a cushion block on top of the pile being driven. Use of these techniques will reduce both the intensity of the underwater sound pressure levels radiating from the pile driving location and the area in which levels would exceed the Level A and B harassment levels for marine mammals. **MM BIO-3. Conduct Nesting Bird Surveys.** Between February 15 and September 1 and prior to ground-disturbing activities, a qualified biologist will conduct surveys for the presence of nesting birds protected under the MBTA and/or similar provisions of the California Fish and Game Code within areas of the proposed project study area that contain potential nesting bird habitat. Surveys will be conducted 24 hours prior to the clearing, removal, or grubbing of any vegetation or ground disturbance. If active nests are located, then a barrier installed at a 50–foot radius from the nest(s) will be established and the tree/location containing the nest will be marked and will remain in place and undisturbed until a qualified biologist performs a survey to determine that the young have fledged or the nest is no longer active.	
BIO-2a: Construction activities would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	Less than significant	No mitigation is required.	Less than significant
BIO-3a: Construction	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
activities would not result in interference with wildlife movement/ migration corridors that may diminish the chances for long-term survival of a species.			
BIO-4a: Construction activities for the proposed Project would not result in a substantial disruption of local biological communities.	Less than significant	No mitigation is required.	Less than significant
BIO-5a: Construction of the proposed Project would not result in a permanent loss of marine habitat.	Less than significant	No mitigation is required.	Less than significant
Operations			
BIO-1b: Operation of the proposed Project would not result in the loss of individuals, or the reduction of existing habitat, of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a species of special concern, or the loss of federally listed critical habitat.	Less than significant	No mitigation is required.	Less than significant
BIO-2b: Operation of the proposed Project would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat,	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
special aquatic site, or plant community, including wetlands.			
BIO-3b: Operation of the proposed Project would not result in interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a species.	Less than significant	No mitigation is required.	Less than significant
BIO-4b: Operation of the proposed Project would not result in a substantial disruption of local biological communities.	Less than significant	No mitigation is required.	Less than significant
BIO-5b: Operation of the proposed Project would not result in a permanent loss of marine habitat.	No impact	No mitigation is required.	No impact
3.4 CULTURAL RESOURCES			
CR-1: The proposed Project would not disturb, damage, or degrade a known prehistoric and/or historical archaeological resource resulting in a reduction of its integrity or significance as an important resource.	No impact	No mitigation is required.	No impact
CR-2: The proposed Project would not disturb, damage, or degrade an unknown prehistoric and/or historical archaeological resource	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
resulting in a reduction of its integrity or significance as an important resource.			
CR-3: The proposed Project would not disturb, damage, or degrade unknown human remains.	Less than significant	No mitigation is required.	Less than significant
CR-4: The proposed Project would not result in the permanent loss of, or loss of access to, a paleontological resource of regional or statewide significance.	No impact	No mitigation is required.	No impact
CR-5: The proposed Project would result in a substantial adverse change in the significance of an historical resource, involving demolition, relocation, conversion, rehabilitation, alteration, or other construction that reduces the integrity or significance of important resources on the site or in the vicinity.	Significant	**MM CR-1. HABS/HAER Recordation of Municipal Pier No. 1 Historic District Setting.** Prior to construction of the wave tank and undertaking the Berths 57–60 wharf upgrades and ground improvements, LAHD will record the existing setting of the Municipal Pier No. 1 Historic District, including recordation of the western elevation of the wharf, in accordance with the federal Historic American Building Survey/Historic American Engineering Record (HABS/HAER) program. This program consists of large-format, black and white photographs, preparation of a historic resources report, and archiving of both at local repositories of historical information.	Significant and unavoidable
3.5 GEOLOGY			
Construction			
GEO-1a: Construction of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from fault	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure.			
GEO-2a: Construction of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk involving tsunamis or seiches.	Less than significant	No mitigation is required.	Less than significant
GEO-3a: Construction of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from land subsidence/ settlement.	Less than significant	No mitigation is required.	Less than significant
GEO-4a: Construction of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from expansive soils.	Less than significant	No mitigation is required.	Less than significant
GEO-5a: Construction of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from landslides or mudslides.	Less than significant	No mitigation is required.	Less than significant
GEO-6a: Construction of the	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from unstable soil conditions from excavation, grading, or fill**.**			
GEO-7a: Construction of the proposed Project would not destroy, permanently cover, or materially and adversely modify one or more distinct and prominent geologic or topographic features. Such features may include, but not be limited to, hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, and wetlands.	No impact	No mitigation is required.	No impact
Operations			
GEO-1b: Operation of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure.	Less than significant	No mitigation is required.	Less than significant
GEO-2b: Operation of the proposed Project would not result in substantial damage to	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
structures or infrastructure, or expose people to substantial risk involving tsunamis or seiches.			
GEO-3b: Operation of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from land subsidence/settlement.	Less than significant	No mitigation is required.	Less than significant
GEO-4b: Operation of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from expansive soils.	Less than significant	No mitigation is required.	Less than significant
GEO-5b: Operation of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from landslides or mudslides.	Less than significant	No mitigation is required.	Less than significant
GEO-6b: Operation of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from unstable soil conditions from excavation, grading, or fill.	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
GEO-7b: Operation of the proposed Project would not destroy, permanently cover, or materially and adversely modify one or more distinct and prominent geologic or topographic features. Such features may include, but not be limited to, hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, and wetlands.	No impact	No mitigation is required.	No impact
3.6 GROUNDWATER AND SOILS			
Construction			
GW-1a. Construction of the proposed Project would not encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure (duration of construction) to construction/operations personnel and/or long-term exposure to future site occupants.	Less than significant	No mitigation is required.	Less than significant
GW-2a. Construction of the proposed Project would not result in changes in the rate or direction of movement of existing contaminants, expansion of the area affected by contaminants, or increased level of groundwater	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
contamination, which would increase risk of harm to humans.			
GW-3a: Construction of the proposed Project would not result in a demonstrable and sustained reduction in potable groundwater recharge capacity nor would construction result in a change in potable water levels.	No impact	No mitigation is required.	No impact
GW-4a: Construction of the proposed Project would not result in a violation of regulatory water quality standards at an existing production well, as defined in CCR, Title 22, Division 4, Chapter 15 and in the Safe Drinking Water Act.	No impact	No mitigation is required.	No impact
Operations			
GW-1b: Operation of the proposed Project would not result in exposure of soils containing toxic substances and petroleum hydrocarbons associated with prior operations, which would be deleterious to humans based on regulatory standards established by the lead agency for the site.	Less than significant	No mitigation is required.	Less than significant
GW-2b: Operation of the proposed Project would not	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
result in expansion of the area affected by contaminants.			
GW-3b: Operation of the proposed Project would not result in a change to potable water levels.	No impact	No mitigation is required.	No impact
GW-4b: Operation of the proposed Project would not result in a violation of regulatory water quality standards at an existing production well, as defined in CCR, Title 22, Division 4, Chapter 15 and in the Safe Drinking Water Act.	No impact	No mitigation is required.	No impact
3.7 HAZARDS AND HAZARDOUS MATERIAL			
Construction			
RISK-1a: Construction of the proposed Project would comply with applicable federal, state, regional, and local security and safety regulations, and Port policies guiding Port development.	No impact	No mitigation is required.	Less than significant
RISK-2a: Construction of the proposed Project would not substantially interfere with an existing emergency response or evacuation plan or require a new emergency or evacuation plan, thereby increasing the risk of injury or death.	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
RISK-3a: Construction of the proposed Project would not result in a substantial increase in public health and safety concerns as a result of the accidental release, spill, or explosion of hazardous materials due to a tsunami.	Less than significant	No mitigation is required.	Less than significant
RISK-4a: Construction of the proposed Project would not substantially increase the likelihood of an accidental spill, release, or explosion of hazardous material(s) due to a terrorist action**.**	Less than significant	No mitigation is required.	Less than significant
RISK-5a: Construction of the proposed Project would not substantially increase the likelihood of an accidental spill, release, or explosion of hazardous material(s) as a result of proposed project–related modifications.	Less than significant	No mitigation is required.	Less than significant
RISK-6a: Construction of the proposed Project would introduce the general public to hazard(s) defined by the EPA and the Port RMP associated with offsite facilities.	Significant	**MM RISK-1. Remove all hazardous materials with flashpoints below 140°F from Mike's fueling station.** Mike's fueling station will cease to handle hazardous materials with flashpoints below 140°F per the letter sent from LAHD to Mike Albano dated June 16, 2008, regarding the successor permit to revocable permit No. 98-14 prior to the operation of the proposed waterfront promenade. Products with a flashpoint below 140°F will not be permitted within the project area (i.e., San Pedro Waterfront Project area). The successor permit to RP No. 98-14 to allow the operation for Mike's fueling station and continued lease of Mike's fueling station will only allow handling of products above said threshold. Prior to the operation of the waterfront	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		promenade, Mike's fueling station will submit written confirmation identifying the complete removal of all hazardous materials on site with a flashpoint below 140°F as directed by the letter dated June 16, 2008. At the time of the written confirmation, Mike's fueling station will also provide copies of all Material Safety Data Sheets (MSDS) for each product stored in bulk on site.	
Operations			
RISK-1b: Operation of the proposed Project would comply with applicable federal, state, regional, and local security and safety regulations, and LAHD policies guiding Port development.	No impact	No mitigation is required.	No impact
RISK-2b: Operation of the proposed Project would not substantially interfere with an existing emergency response or evacuation plan or require a new emergency or evacuation plan, thereby increasing the risk of injury or death.	Less than significant	No mitigation is required.	Less than significant
RISK-3b: Operation of the proposed Project would not substantially increase the likelihood of a spill, release, or explosion of hazardous material(s) due to a tsunami.	Less than significant	No mitigation is required.	Less than significant
RISK-4b: Operation of the proposed Project would not substantially increase the likelihood of a spill, release, or explosion of hazardous	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
material(s) due to a terrorist action.			
RISK-5b: Operation of the proposed Project would not substantially increase the likelihood of an accidental spill, release, or explosion of hazardous material(s) as a result of proposed project–related modifications.	Less than significant	No mitigation is required.	Less than significant
RISK-6b: Operation of the proposed Project would introduce the general public to hazard(s) defined by the EPA and the Port RMP associated with offsite facilities.	Significant	Implement MM RISK-1.	Less than significant
3.8 LAND USE AND PLANNING			
Construction			
LU-1a: Construction of the proposed Project would not be inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	Less than significant	No mitigation is required.	Less than significant
LU-2a: Construction of the proposed Project would not be inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	Less than significant	No mitigation is required.	Less than significant
Operations			

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
LU-1b: Operation of the proposed Project would not be inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	Less than significant	No mitigation is required.	Less than significant
LU-2b: Operation of the proposed Project would be inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans, which would result in an adverse physical effect on the environment.	Significant	Implement Mitigation Measure MM RISK-1 (see Section 3.7, "Hazards and Hazardous Materials").	Less than significant
3.9 NOISE			
Construction			
NOI-1: Construction of the proposed Project would last more than 1 day but would not exceed existing ambient exterior noise levels by 10 dBA or more at a noise-sensitive use; construction activities lasting more than 10 days in a 3-month period would not exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use.	Significant	**MM NOI-1: Maintain Construction Equipment.** All construction equipment powered by internal combustion engines will be properly muffled and maintained. **MM NOI-2: Locate Equipment away from Noise-Sensitive Land Uses.** All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located as far as practical from existing noise-sensitive land uses. **MM NOI-3: Utilize Quiet Equipment.** Quiet construction equipment (such as vibratory pile driving or pneumatic tools) will be utilized where practicable. Noise limits established in the City of Los Angeles Noise Ordinance will be fully complied with. **MM NOI-4: Notify Sensitive Receptors.** Cabrillo Way Marina liveaboards will be notified of the construction schedule in writing prior to the beginning of construction	Significant and unavoidable

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
NOI-2: Construction activities would not exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9 p.m. and 7 a.m. Monday through Friday, before 8 a.m. or after 6 p.m. on Saturday, or at any time on Sunday.	Less than significant	No mitigation is required.	Less than significant
NOI-3: The proposed Project would not expose persons to, or generate, excessive groundborne vibration or groundborne noise levels.	Less than significant	No mitigation is required.	Less than significant
Operation			
NOI-4: Operations would not result in ambient noise level measured at the property line of affected uses increasing by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable category," or increasing in any way by 5 dBA or more.	Less than significant	No mitigation is required.	Less than significant
3.10 PUBLIC SERVICES			
Construction			
PS-1a: Construction of the proposed Project would not substantially reduce public services such as law enforcement, emergency services, and park services.	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
PS-2a: Construction of the proposed Project would not burden existing LAPD or Port Police staff levels and facilities such that the LAPD or Port Police would not be able to maintain an adequate level of service without constructing additional facilities that could cause significant environmental effect**s.**	Less than significant	No mitigation is required.	Less than significant
PS-3a: Construction of the proposed Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	Less than significant	No mitigation is required.	Less than significant
PS-4a: Construction of the proposed Project would not increase the demand for recreation and park services and facilities resulting in the physical deterioration of these facilities	Less than significant	No mitigation is required.	Less than significant
Operations			
PS-1b: Operation of the proposed Project would not substantially reduce public services such as law enforcement, emergency services, and park services.	Less than significant	No mitigation is required.	Less than significant
PS-2b: Operation of the	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
proposed Project would not burden existing LAPD or Port Police staff levels and facilities such that the LAPD or Port Police would not be able to maintain an adequate level of service without constructing additional facilities that could cause significant environmental effect**s.**			
PS-3b: Operation of the proposed Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	Less than significant	No mitigation is required.	Less than significant
PS-4b: Operation of the proposed Project would not increase the demand for recreation and park services and facilities resulting in the physical deterioration of these facilities	Less than significant	No mitigation is required.	Less than significant
3.11 TRANSPORTATION AND CIRCULATION—GROUND AND MARINE			
Ground Construction			
TC-1: Construction of the proposed Project would result in a short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular	Significant	**MM TC-1: Develop and implement a Traffic Control Plan throughout proposed project construction**. In accordance with the City's policy on street closures and traffic diversion for arterial and collector roadways, the construction contractor will prepare a traffic control plan (to be approved by City and County engineers) before construction. The traffic control plan will include: ▪ a street layout showing the location of construction activity and	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
and nonmotorized travel.		surrounding streets to be used as detour routes, including special signage; ▪ a tentative start date and construction duration period for each phase of construction; ▪ the name, address, and emergency contact number for those responsible for maintaining the traffic control devices during the course of construction; and ▪ written approval to implement traffic control from other agencies, as needed. Additionally, the traffic control plan will include the following stipulations: ▪ provide access for emergency vehicles at all times; ▪ avoid creating additional delay at intersections currently operating at congested conditions, either by choosing routes that avoid these locations, or constructing during nonpeak times of day; ▪ maintain access for driveways and private roads, except for brief periods of construction, in which case property owners will be notified; ▪ provide adequate off-street parking areas at designated staging areas for construction-related vehicles; ▪ maintain pedestrian and bicycle access and circulation during proposed project construction where safe to do so; if construction encroaches on a sidewalk, a safe detour will be provided for pedestrians at the nearest crosswalk; if construction encroaches on a bike lane, warning signs will be posted that indicate bicycles and vehicles are sharing the roadway; ▪ utilize flag persons wearing OSHA–approved vests and using a "Stop/Slow" paddle to warn motorists of construction activity; ▪ maintain access to Metro and LADOT transit services and ensure that public transit vehicles are detoured;	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		▪ post standard construction warning signs in advance of the construction area and at any intersection that provides access to the construction area; ▪ post construction warning signs in accordance with local standards or those set forth in the Manual on Uniform Traffic Control Devices (Federal Highway Administration 2009) in advance of the construction area and at any intersection that provides access to the construction area; ▪ during lane closures, have contractor and/or LAHD notify LAFD and LAPD, as well as the Los Angeles County Sheriff's and Fire Departments, of construction locations to ensure that alternative evacuation and emergency routes are designed to maintain response times during construction periods, if necessary; ▪ provide written notification to contractors regarding appropriate routes to and from construction sites, and weight and speed limits for local roads used to access construction sites; submit a copy of all such written notifications to the City of Los Angeles Planning Department; and ▪ repair or restore the road right-of-way to its original condition or better upon completion of the work.	
Ground Operations			
TC-2a: Operation of the Proposed project would increase traffic volumes and degrade LOS at intersections within the proposed project vicinity.	Less than significant	No mitigation is required.	Less than significant
TC-2b: Operation of the Proposed project would not significantly increase traffic volumes or degrade operations on CMP facilities within the	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
proposed project vicinity beyond adopted thresholds.			
TC-3: Operation of the Proposed project would not cause increases in demand for transit service beyond the supply of such services.	Less than significant	No mitigation is required.	Less than significant
TC-4: Operation of the Proposed project would not result in a violation of the City's adopted parking policies and parking demand would not exceed supply.	Less than significant	No mitigation is required.	Less than significant
TC-5: The proposed Project does not include design elements that would result in conditions that would increase the risk of accidents, either for vehicular or nonmotorized traffic.	Less than significant	No mitigation is required.	Less than significant
Marine Construction			
VT-1a: Construction of the proposed Project would not interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, West Basin area, East Basin area, or precautionary areas.	Less than significant	No mitigation is required.	Less than significant
VT-1b: Operation of the proposed Project would not interfere with the operation of	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, West Basin area, or precautionary areas.			
3.12 UTILITIES			
UT-1: The proposed Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	Less than significant	No mitigation is required.	Less than significant
UT-2: The proposed Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	Less than significant	No mitigation is required.	Less than significant
UT-3: The proposed Project would have sufficient water supplies available to serve the project from existing entitlements and resources, and would not require new or expanded entitlements.	Less than significant	No mitigation is required.	Less than significant
UT-4: The proposed Project would result in a determination by the wastewater provider that would serve the project that it has adequate capacity to serve	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
the project's projected demand in addition to the provider's existing commitments.			
UT-5: The proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	Less than significant	No mitigation is required.	Less than significant
UT-6: The proposed Project would not require new, offsite energy supply and distribution infrastructure, or capacity-enhancing alterations to existing facilities that are not anticipated by adopted plans or programs.	Less than significant	No mitigation is required.	Less than significant
3.13 WATER QUALITY, SEDIMENTS, AND OCEANOGRAPHY			
Construction			
WQ-1a: Construction of the proposed Project would not substantially reduce or increase the amount of surface water in a water body.	Less than significant	No mitigation is required.	Less than significant
WQ-2a: Construction of the proposed Project would not result in discharges that create pollution, contamination, or nuisance as defined in Section 13050 of the CWC or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater	Less than significant	No mitigation is required.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
permit or Water Quality Control Plan for the receiving water body.			
Operations			
WQ-1b: Operation of the proposed Project would not substantially reduce or increase the amount of surface water in a water body.	No impact	No mitigation is required.	No impact
WQ-2b: Operation of the proposed Project would not result in discharges that create pollution, contamination, or nuisance as defined in Section 13050 of the CWC or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or water quality control plan for the receiving water body.	Less than significant	No mitigation is required.	Less than significant

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ES.5.3.3 Summary of Less-than-Significant or No Impacts

Based on the environmental review in this Draft EIR, as summarized in Table ES-3, either less-than-significant impacts or no significant impacts are expected under CEQA from the proposed Project in the following environmental issue areas:

- Aesthetics
- Geology and Soils
- Groundwater and Soils
- Public Services and Recreation
- Utilities
- Water Quality, Sediments, and Oceanography

ES.5.3.4 Cumulative Impacts

The proposed Project was analyzed in conjunction with other related projects in the area for potential to contribute to significant cumulative impacts. The proposed Project's incremental contribution would result in cumulatively considerable impacts for the following resource areas:

- Air Quality and Greenhouse Gases
- Cultural Resources
- Noise

The proposed Project would either not result in cumulatively considerable impacts or not result in cumulatively considerable impacts after applicable mitigation is applied for the following resource areas:

- Aesthetics
- Biological Resources
- Geology and Soils
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Public Services and Recreation
- Transportation and Circulation—Ground and Marine
- Utilities
- Water Quality, Sediments, and Oceanography

Cumulative impact evaluations for each resource are included in Chapter 4, "Cumulative Effects," of this Draft EIR.

ES.5.3.5 Environmental Justice

CEQA is only concerned with the disclosure and mitigation of significant physical environmental effects related to the construction and operation of a proposed project. However, LAHD is committed to disclosing any disproportionate impacts a proposed Project may have on minority and low-income residents.

The potential for the proposed Project to cause disproportionately serious and adverse human health and environmental effects on low-income and minority populations is discussed in the Environmental Justice analysis (Chapter 6).

The proposed Project would result in disproportionate effects on minority and low-income populations as a result of significant impacts related to air quality (ambient concentrations of criteria pollutants during construction). Other potentially significant impacts of the proposed Project would either be reduced to less than significant or less than cumulatively considerable through implementation of mitigation measures, or would not have disproportionate effects on minority and low-income populations.

ES.5.3.6 Socioeconomic Impacts

As mentioned above, CEQA is only concerned with the disclosure and mitigation of significant physical environmental effects related to the construction and operation of a proposed project. For the purposes of information disclosure, however, socioeconomics and environmental quality issues are analyzed in Chapter 7 of this EIR. Socioeconomics encompasses a number of topical areas, including employment and income, population, and housing.

Existing businesses near Berth 71 include Mike's Marine Fueling Station and the municipal fish market, which would remain open during proposed project construction and operation. The proposed Project would result in the redevelopment of the City Dock No. 1 site and would attract marine science and research jobs to the area (most of which are currently working in other locations). The proposed Project would result in the adaptive reuse of transit sheds at Berths 57–60, wharf retrofits, a waterfront café, the establishment of a marine science park, and development of a new building for NOAA operations within Berths 70 and 71. Also, existing facilities at Berth 260 would be relocated to the proposed project site. Because the proposed Project would introduce employment and visitor-serving activities within the site, proposed project impacts are expected to be beneficial on local businesses.

The proposed Project would lead to increased tax revenues by expanding the tax base of the area through the introduction of the adaptive reuse of the transit sheds, the waterfront café, and the marine science park. The construction of new public open

spaces in the form of plazas, and landscape and hardscape areas, would make the San Pedro community more attractive to visitors. While it is difficult to quantify the economic benefit that the new facilities would bring until final lease negotiations have taken place, the Port expects that there would be an overall beneficial impact on local business revenue.

The proposed Project would generate 2,233 direct construction jobs (based on 8.1 construction jobs/million dollars of construction cost; estimate from the U.S. Bureau of Economic Analysis). Construction of the proposed Project is expected to take place over the next 12 years, through 2024. The number of construction workers employed and working on site would vary over the course of the construction period. The direct construction jobs would also further result in 1,883 secondary jobs (based on 0.84 jobs for every construction job, given by U.S. Bureau of Economic Analysis). These secondary increases in employment are related to purchases from materials supply firms and their suppliers, and household expenditures by workers, referred to, when combined, as "indirect employment."

Long-term operation of the proposed Project would not result in a marked increase in jobs following final buildout in 2024. Researchers, university faculty, and government employees, the primary intended users of the proposed Marine Research Institute, are currently performing the same job duties in other locations within the region (i.e., SCMI at Berth 260 and other universities within Southern California). The proposed project would provide centralized laboratory and research facilities to foster greater synergies amongst the users of the facilities at City Dock No. 1. The proposed project facilities could potentially serve as a catalyst for specialized researchers to locate to the South Bay region, but any increase would be negligible.

The proposed Project entails a deindustrialization of the waterfront; therefore, a reduction in property value is not expected with the addition of public amenities like the waterfront promenade and increased open space acreage, aesthetic improvements, and transportation improvements. While proximity of the Port may historically have led to lower residential property values in the communities nearest the Port compared to more affluent communities in southern Los Angeles County, such as Redondo Beach and Rancho Palos Verdes, residential property values in communities near the Port have grown in recent years and do not exhibit depreciated or stagnant numbers. However, the recent housing market slump has led to decreased property values throughout California, a trend mirrored in the study area and the nearby communities. It is not anticipated that the proposed Project would change residential property trends in the areas immediately adjacent to the Port; however, as part of the larger San Pedro Waterfront project and other deindustrialization efforts west of the Main Channel, property values are expected to increase over time. Median home prices increased at high rates in a number of communities in the South Bay area of Los Angeles County from 1998 to 2008. Home prices increased in all communities regardless of price levels at the beginning of the period. Those communities with the highest growth rates were often communities with the lowest home prices.

ES.5.3.7 Growth-Inducing Impacts

State CEQA Guidelines require an EIR to discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Chapter 8, "Growth-Inducing Impacts," discusses the ways in which the proposed Project could foster growth either indirectly or directly.

The proposed Project would foster economic growth but would not directly induce population growth or the construction of new housing in the Port's region of influence (Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties). The proposed Project would include new office and research facilities as well as supporting infrastructure and recreational uses that would improve local economic conditions and public accessibility. However, this would not stimulate a significant growth in population or economic growth that would cause indirect environmental impacts. Finally, the proposed Project would potentially include an upgrade to the existing sewer pump station, which would not require additional wastewater treatment capacity or remove other obstacles to growth. Overall, the proposed Project would not result in growth-inducing effects.

The proposed Project does not include the development of new housing or population-generating uses or infrastructure that would directly induce population growth. Furthermore, the proposed Project is located in an urban area that has experienced significant development over the past century. The proposed Project does not involve any land use plan amendments that would result in significantly more intensive development or uses that currently exist. On the contrary, the proposed Project is intended to de-industrialize a portion of the San Pedro Waterfront to allow for less-intensive uses that are more compatible with the surrounding community.

The proposed Project involves the adaptive reuse of existing warehouse buildings within the Port for the proposed marine research center. The project would consolidate existing research organizations and personnel that are currently performing similar work in other scattered locations throughout the region. The proposed project facilities could potentially serve as a catalyst for specialized researchers to locate to the South Bay region, but any increase would be negligible. It would not result in a major employment center or require the relocation of a substantial number for people from outside the region.

The proposed Project would include infrastructure and transportation improvements such as the extension of the waterfront promenade, improvements to Signal Street that enhance pedestrian mobility and waterfront access, and the potential upgrade to the sewer pump station. However, these improvements would be limited to the project site, and are intended to accommodate the development of the proposed Project (through Phase II). These improvements would not accommodate any further expansion of the proposed uses, nor other enhancements to the proposed project area.

The proposed Project is expected to facilitate investment and interest in the Port as a place of business and leisure. The proposed Project would introduce employment

and visitor-serving activities within the site, thereby resulting in some secondary economic improvements for businesses in the local community that may serve these patrons. The introduction of new public open spaces in the form of plazas, and landscape and hardscape areas, would make the San Pedro community more attractive to visitors. However, any secondary growth that may occur in the area as a result of the proposed Project has already been planned as part of the SPW project. The implementation of the SPW project is a 30-year buildout, and the proposed Project is not expected to generate additional economic or physical growth beyond that projected as part of the SPW project.

As discussed in Section 3.12, "Utilities," implementation of the proposed Project would generate increased demand for water, natural gas, and electricity. However, the proposed Project would not require upgrades or new construction of major water, natural gas, or power infrastructure. It is possible that the existing sewer pump station would be inadequate to accommodate operational wastewater from the proposed project site during continuous peak loads. Therefore, the proposed Project would potentially need to upgrade the existing pump to provide more capacity to accommodate the proposed project demand. These improvements would accommodate expected growth associated with the proposed Project.

ES.5.3.8 Significant Irreversible Changes to the Environment

Pursuant to Section 15126.2(c) of the State CEQA Guidelines, an EIR must consider any significant irreversible environmental changes that would be caused by the proposed Project should it be implemented.

The proposed Project would require the use of non-renewable resources, such as waterfront, fossil fuels, and non-renewable construction materials. Operation of individual facilities proposed under the proposed Project would result in an irreversible commitment of non-renewable resources, including fossil fuels and natural gas. Use of these resources, however, would not substantially deplete existing supplies.

Fossil fuels and energy would be consumed during construction and operation activities. Fossil fuels in the form of diesel oil and gasoline would be used for construction equipment and vehicles. During operations, diesel oil and gasoline would be used by ships, Port terminal equipment (e.g., cargo handling), and vehicles. Electrical energy and natural gas would also be consumed during construction and operation. These energy resources would be irretrievable and irreversible.

Construction activities would not irreversibly harm cultural resources, biological resources or water quality, sediments, and oceanography. Non-recoverable materials and energy would be used during construction and operational activities, but the amounts needed would be accommodated by existing supplies. Although the increase in the amount of materials and energy used would be limited, they would nevertheless be unavailable for other uses.

Construction activities that result in physical changes to the environment have the most potential to result in irreversible changes. However, none of the proposed project elements would result in irreversible environmental damage. As discussed in various sections of Chapter 3, "Environmental Analysis," none of the proposed project elements would result in irreversible environmental damage. As described in Section 3.4, "Cultural Resources," the proposed Project would result in significant impacts on the historic Municipal Warehouse No. 1 and the eligible Municipal Pier No. 1 historic district. The impacts would not result from direct physical changes to the structures themselves, but rather as indirect effects from the introduction of a five-story, 100,000-square-foot building for the wave tank facility. Impacts would occur because the building would be incompatible with the historic setting and affect the integrity of the existing historic building and district. However, the effect could be reversed should the wave tank not be constructed or should it be removed at some future date. The proposed Project would not have a significant impact on sensitive biological species or communities (Section 3.3, "Biological Resources") or result in significant water quality impacts (Section 3.13, "Water Quality, Sediments, and Oceanography"). The proposed Project would also not result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow as no dredge or fill activities would occur (Section 3.13, "Water Quality, Sediments, and Oceanography"). As discussed in Section 3.7, "Hazards and Hazardous Materials," construction and demolition for the proposed Project could potentially result in the release of hazardous materials. Construction-related spills of hazardous materials would be subject to regulatory control and cleanup, and would include the implementation of best management practices to minimize the potential for an accidental release of petroleum products and/or hazardous materials or explosions during construction. Moreover, potential release of asbestos-containing materials and lead-based paint would be avoided through the required implementation of local and state regulations, including South Coast Air Quality Management District Rule 1403.

Impacts associated with operation of the proposed Project would occur as described in Chapter 3, "Environmental Analysis." However, such impacts would cease to exist or change in some fashion should the proposed Project, or portions thereof, cease to operate, change operations, or otherwise be redeveloped and reused.

ES.6 Public Involvement

During the scoping process, various individuals or organizations representatives provided comments on the scope and content of the Draft EIR.

The NOP was issued on December 3, 2010, and mailed to all stakeholders, including elected officials, residents, businesses, Port of Los Angeles tenants, and other community based organizations. The NOP scoping period occurred between December 3, 2010, and January 31, 2011. A public scoping meeting was held on Thursday, January 13, 2011.

ES.6.1 Project Planning History and Community Involvement

The proposed Project was devised in concept during the planning for the SPW project. However, at the time, details for programming the site were not known, and, therefore, as part of the SPW project, the proposed project site was programmatically analyzed for future "institutional/research and development" use in the SPW project's 2009 certified Final EIS/EIR.

The LAHD and SCMI, with support from the Annenberg Foundation, and advice and input from area academic and research institutions, local aquariums, business leaders, environmental organizations, and community groups in San Pedro and Wilmington, joined together to develop a City Dock No. 1 urban marine research center vision, as detailed in the resulting March 2009 visioning study (SCMI 2009). This visioning study compiles and organizes a diverse body of material from academic marine researchers at various campuses, community stakeholders, non-university educators, public officials, and designers into a single volume to envision the outlines of what has the potential to become a major center for marine research on the West Coast. Since completion of the visioning study, LAHD, SCMI, and other City Dock No. 1 stakeholders have been working together to further expand upon that conceptual plan. The proposed Project is a result of this joint effort.

ES.6.2 Scoping Activities

On December 3, 2010, the NOP was released and distributed to over 600 agencies, organizations, individuals, and the California Office of Planning and Research, State Clearinghouse. The NOP was also available in Spanish. Copies of the NOP were posted on the LAHD website:

http://www.portoflosangeles.org/environment/public_notices.asp

Hardcopies and CDs were also available at the Waterfront Information Center and at public scoping meetings.

Over 70,000 postcards were distributed notifying the public of the date of the scoping meeting and the term of the comment period.

Notice of the comment period and public scoping meetings was also posted in five local newspapers: *Los Angeles Times, Long Beach Press-Telegram, Daily Breeze, Random Lengths News,* and *La Opinión*. These newspapers were selected for their circulation and audience. The *Los Angeles Times* is circulated daily throughout the region and country. The *Long Beach Press-Telegram* is a daily, local newspaper distributed throughout Los Angeles County. The *Daily Breeze* is a daily newspaper distributed in South Los Angeles County. *Random Lengths N*ews is a free biweekly publication circulated in the communities of San Pedro, Palos Verdes Peninsula, Long Beach, Carson, Harbor City, Lomita, and Wilmington on Thursdays. *La*

Opinión is the largest Spanish-language newspaper in the United States and is circulated daily throughout the region.

The public scoping meeting was held Port of Los Angeles Board Room in San Pedro, California, on January 13, 2011, and took place from 6:00 p.m. to 8:30 p.m. A court reporter was available for attendees to have their comments transcribed during the open house session and the hearing. The meetings were staffed by LAHD and the proposed Project's consultant team. Spanish interpreters were available to accommodate Spanish-speakers. A transcript of the meeting was posted on the LAHD website.

The public scoping meeting informational materials were available in English and Spanish. The materials included a welcome sheet to explain the purpose and format of the meeting, a public participation guide to summarize how the public could get involved and provide input, comment sheets, speaker cards, and the NOP/Project Description.

ES.6.3 Issues Raised

A summary of the comments received on the NOP during the scoping period can be found in Table ES-4. This list includes issues identified in comment letters and at the public meeting, along with the relevant sections of this EIR where they are addressed.

ES.6.4 Issues to be Resolved

Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR contain issues to be resolved; this includes whether or how to mitigate significant impacts. The major issues to be resolved include decisions by the lead agencies as to whether:

- this EIR adequately describes the environmental impacts of the proposed Project and alternatives,
- the recommended mitigation measures should be adopted or modified,
- additional mitigation measures need to be applied to the project, or
- the project should or should not be approved for implementation.

ES.6.5 Port Community Advisory Committee Issues Raised/Resolution

The Port Community Advisory Committee (PCAC) was established in 2001 as a standing committee of the Port of Los Angeles Board of Harbor Commissioners (Board). The PCAC provides a public forum to discuss Port-related quality of life

issues through a series of subcommittees. These subcommittees provide guidance on environmental issues, review of EIRs, master planning, and Port redevelopment.

No PCAC members commented on the proposed Project during the NOP period.

Table ES-4. Summary of Public Comments and Section Where Addressed in the EIR

Commenter Name and Title	*Comment Summary*	*Where Addressed in the DEIR*
PROPOSED PROJECT DESCRIPTION AND PURPOSE		
Jesse Marquez Executive Director Coalition for a Safe Environment	Research intentions including potential military weapons research	Chapter 2 "Project Description"
	Any public sea food source such as fish, sea mammal, shell fish, aquatic life or aquatic plant genetic research which involves non-natural genetic modification, non-reproduction or genetic use restrictive technology terminator technology which causes second generations to be sterile.	
	All research patents developed on public California Coastal Tidelands, at the Port and POLA owned property to be held in the public domain interest.	
	All tenants public, private and governmental CEO's sign an annual statement under perjury of law that no such weapons research was performed on public California Coastal Tidelands, at the Port of Los Angeles and POLA owned property.	
	All tenants public, private and governmental annually within 30 days of submission, release or publication provide a copy of all research papers, reports, studies and annual reports to the Port of Los Angeles for placement on the POLA website for public access and provide free copies upon public request.	
	Every research tenant provide for free public access to visit their facility and research.	
	A minimum of one tenant must include research on California Coastal tidelands, wetlands, reefs, plant life, wildlife and aquatic life preservation, eco-systems habitat protection, mitigation, restoration and disaster recovery.	
	A minimum of one tenant must include research on waters, to include tidelands, river passages, estuaries, ocean waters preservation, disaster prevention, clean-up, recovery and remediation.	
	A minimum of one tenant must include research on global warming and climate change impacts on California Coastal tidelands, wetlands, reefs, plant life, wildlife, aquatic life, tidelands, river passages, estuaries and ocean waters.	

Commenter Name and Title	*Comment Summary*	*Where Addressed in the DEIR*
	A minimum of one tenant be an aquaculture fish and shell fish hatchery that raises native California coastal fish and shell fish species in order to replenish that currently devastated fish and shell fish populations in San Pedro Bay.	
	The Port of Los Angeles establish a grading and priority system for approving Tenants that incorporate the most public benefit research as described herein.	
	Tenants allow potential small public sponsored research projects that may not involve universities, colleges and institutes or the government, yet may provide significant public benefits.	
	While the NOP includes aquaculture we do not want to find out later the space is not available or so small it could not be a major public benefit because the land was awarded for some other big project idea. The NOP is too vague on information on the size of the proposed aquaculture component, its hatchling growing capacities and future production.	
Nancy Richardson LA Maritime Institute TopSail Youth Program	Would we be able to share shore-side space already being planned for offices, meeting rooms, storage, boat maintenance and repair? Will there be space for indoor storage? (With the Downtown Harbor plan, our current offices and storage will be demolished.)	Chapter 2 "Project Description"
	What are the plans for the Outdoor Teaching/ Outreach classroom? (Consider the opportunity for ships as dockside "classrooms." Cabrillo Marine Aquarium is within walking distance of major water habitats: rocky shore, sandy beach, tide-pool and salt marsh…our ships can add experience on the ocean habitat.)	
	How about plans for a (research) library? (LAMI has a collection of books with inadequate space to make them accessible for use.)	
	Will "Support Facilities" include dockside Pump-Out facilities for vessel wastewater? (Existing pump-out facility is awkward – and costly - for our ships.)	
	What are the plans for docks and docking? Considering surge conditions in the outer harbor. (Our ships are secure at floating docks further up the main channel, but could operate in and out of City Dock No.1, when in service of the MRC – depending on design plans for safe boarding of students.)	
	Could there be space for sail and rigging repair – and training in these skills? (Since such space is mostly non-existent and inaccessible in So. Calif., this would be invaluable for our ships and attract other sailing school vessels in the Pacific.)	
	For the Waterfront Café, how about using students in Restaurant	

Commenter Name and Title	*Comment Summary*	*Where Addressed in the DEIR*
	and Hospitality classes from Banning HS MATCH Academy and/or from El Camino and Harbor College?	
	Consider: ▪ Sailing school vessels* for MRC expeditions would be fuel-efficient, for local excursions and distant voyages. (We have overnight accommodations for up to 30 + 8 crew on our LAMI ships.) ▪ Making LAMI ships and crew available as 'Floating Laboratories Under Sail' to complement MRC shore side programs – ▪ College, Graduate-level, Continuing Education, High School and Advanced Placement ▪ Underway seamanship training and sea-time for ship and boat operators ▪ Educational transits, day sails and overnights to research locations or island facilities ▪ Marine-life observations, data-gathering, census-taking in harbor and offshore sites ▪ 'Green' boat operation and maintenance ▪ Organizational/corporate leadership, team-building and management development ▪ Exchanging marine education curricula, linking national and state standards and USCG regulations, infusing Ocean Literacy Principles into diverse content areas and developing 21st Century skills ▪ Modeling, testing and interpreting 'green' technology and practices ▪ Exploring funding for equipping our ships with 'green' engines and equipment ▪ Educating youth and the public on the imperative of 'green' practices and relevant research and technology ▪ Supporting Port TechLA innovations ▪ Offering opportunities for MRC students sailing with TopSail to gain experience and credit as educators in an experiential learning environment ▪ Becoming mentors for TopSail Ocean Ambassadors (our pilot project) ▪ Gathering, analyzing and interpreting data, i.e. on HAB (Harmful Algae Blooms)	

Commenter Name and Title	*Comment Summary*	*Where Addressed in the DEIR*
	▪ Giving community service -Exploring marine and maritime careers at sea and ashore.	
Anthony Michaels Proteus Environmental Technologies	The focus of the review and the plan encompass the full mix of research, education, training, innovation, entrepreneurs, job creation and outreach to the public in a very balanced way. These are all important elements of the plan and engage a wide range of constituents. The current plan seems to focus on the needs of SCMI (which are important), but does so in a way that is out of balance with the plan that will lead to success for the overall facility. Bring in all elements of the plan, ensure their linkage with each other and with a diversity of outside communities and approve a plan that provides for this full mix and an adaptive balance of activities as opportunities arise.	Chapter 2 "Project Description"
	Let there be things to do and make sure that they are fun! Mix in the arts. Add in a variety of food opportunities. Encourage or even mandate regular public events. Make the promenade through this area an interactive science museum experience. Let the public peer into the buildings to see what is going on and have every building have a public space and a gift shop. Create community among the tenants and open that community to the public.	
	Be fairly careful about how proscriptive you are on specific elements of the types of research or education are done. There are adequate safety mechanisms built into environmental laws, OSHA and other agencies to ensure that the standard practices in marine science are safe when these rules are followed. Placing additional restrictions on molecular biology, marine mammals, the types of fish that could be held, the types of class topics that can or cannot be done, whether the department of defense funds research or if any of it helps safeguard our military are all examples of things that I suggest not be too proscriptive in the EIR. Reference the existing laws and the safe records of the local universities. Maybe set up some kind of tenant review process for subleases. However, please don't micro-manage in advance who and what can use the facility. It would hinder its success in many different ways	
PROJECT DESCRIPTION—DESIGN		
Diana Nave President Northwest San Pedro Neighborhood Council	Evaluate linkages to the community so that the project does not become an enclave and include waterfront walkway enhancements in the City Dock 1 project that are similar or the same as have those approved as part of the LA Waterfront Plan.	Chapter 2 "Project Description" Chapter 3.8, "Land Use and Planning" Chapter 3.11, Transportation and Circulation—Ground and Marine

Commenter Name and Title	*Comment Summary*	*Where Addressed in the DEIR*
Anthony Michaels Proteus Environmental Technologies	I suggest that you keep the use of that space flexible and generic in the EIR since it is hard to accurately predict exactly what kinds of companies might need that space	Chapter 2 "Project Description"
Liz Schiller-Johnson Grand Vision Foundation	The proposed project seems like a bit of a distant outpost. Can you do more to help us understand how the proposed Project won't be a separate enclave and how the people involved will be more connected to the community?	Chapter 2 "Project Description" Chapter 3.8, "Land Use and Planning"
	Build in the linkages to blend an educational institution with a community.	Chapter 2 "Project Description" Chapter 3.8, "Land Use and Planning" Chapter 3.11, Transportation and Circulation—Ground and Marine
	Make sure there is at least a small café on the property. Let's make sure that zoning and regulatory and endless security do not prevent people from visiting.	Chapter 2 "Project Description"
HAZARDS AND HAZARDOUS MATERIALS		
Diana Nave President Northwest San Pedro Neighborhood Council	Evaluate removal of the existing above ground storage tanks and infrastructure at the former Westways facility site as part of all project alternatives.	Chapter 2 "Project Description" Chapter 3.7, "Hazards and Hazardous Materials"
	As part of this evaluation the future use of the Westways site should be evaluated as part of the City Dock 1 project and as part of the Los Angeles Waterfront plan should the City Dock 1 project not occur.	
	The final EIR should study sufficient alternatives so that should the City Dock 1 project not occur, future development at the Westways site can proceed as part of the approved LA Waterfront Plan.	Chapter 2 "Project Description" Chapter 5, "Project Alternatives"
PUBLIC SERVICES		
Diana Nave President Northwest San Pedro Neighborhood Council	The EIR should discuss incorporation of linkages to local education programs	Chapter 2 "Project Description"

Commenter Name and Title	*Comment Summary*	*Where Addressed in the DEIR*
	ALTERNATIVES	
Anthony Michaels Proteus Environmental Technologies	Repair of the over-water piers may be incredibly expensive. Only a small proportion of the uses identified for the space require a lot of waterfront and, in practice, the whole thing might be successful with only part of that over-water landscape. Thus, the most cost-effective thing may be to tear down some of the warehouses and retain only those that need the waterfront space. I wonder if that balance could be incorporated into the EIR options or balance of options. It is unfortunate that the warehouses are partially over the water and this reality means that a gradation of options for new or reuse of the warehouses is warranted.	Chapter 2 "Project Description" Chapter 5, "Project Alternatives"

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