

Addendum to the Wilmington Waterfront Development Project EIR

SCH No. 2008031065

APP # 160720-109

Prepared for:

City of Los Angeles Harbor Department
Environmental Management Division
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1. Introduction

Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code (PRC) Section 21000 et. seq., this addendum to the Wilmington Waterfront Development (WWD) Project Final Environmental Impact Report (EIR) (2009 WWD Project EIR) has been prepared to address proposed changes to the overall project design and sequencing of the project within the Port of Los Angeles (Port). In the 2009 WWD Project EIR, the Los Angeles Harbor Department (LAHD) identified a land bridge and elevated park, with inclusion of a pedestrian water bridge, among the components of the WWD Project. Since certification of the 2009 WWD Project EIR on June 18, 2009, the Wilmington Waterfront Promenade has been completed, along with the realignment of Water Street, construction of a passenger drop-off area, demolition of several buildings, demolition of one Los Angeles Department of Water and Power (LADWP) marine tank, relocation of Dockside Ship and Machine Repair, construction of some of the parking, and bulkhead replacement. This addendum to the 2009 WWD Project EIR serves to clarify project modifications to the original WWD Project (Proposed Modified Project).

2. Background

The portions of the approved Project proposed to be modified in this Addendum were described in the 2009 WWD Project EIR, as outlined below.

2.1 Avalon Waterfront District

The Avalon Waterfront District is composed of the following elements:

- **Waterfront Promenade** – This element would provide pedestrian-oriented features and improvements, such as a waterfront promenade with viewing piers and 12,000 square feet of restaurant/visitor-serving retail development; build a 200-foot observation tower with a pedestrian ramp; remove the LADWP marine tank and associated conveyance infrastructure; and remediate the site. This area is generally defined by the current Water Street alignment and the National Polytechnic University (College of Oceaneering) to the north, Fries Avenue to the west, and the current Avalon Boulevard alignment to the east. The Port and views of the water at Slip No. 5 are found along the southern border.
- **Land Bridge and Elevated Park** – This element would provide a 10-acre land bridge with an elevated park, along with a pedestrian bridge that would be enhanced by an integrated water feature, providing the surrounding community with open space and improved pedestrian access to the waterfront. This area is generally bounded by A Street to the north, Avalon Boulevard to the east, the Harbor Generating Station and its associated peaker unit to the west, and the Pacific Harbor Line and Slip No. 5 to the south.
- **Avalon Triangle Park** – This element would be located south of Harry Bridges Boulevard, between Broad Avenue and Avalon Boulevard. Avalon Triangle Park was not part of the WWD project, but it would be within the area encompassed by a Port plan as well as the Port Master Plan boundary expansion.
- **Avalon Boulevard, Broad Avenue, and Water Street Realignment** – This element would downgrade and vacate Avalon Boulevard south of A Street, realign Broad

Avenue to the waterfront, and realign Water Street to run adjacent to the Pacific Harbor Line, which would travel under the land bridge to improve pedestrian circulation and provide space for the waterfront promenade.

2.2 Waterfront Red Car Line/Multi-Modal California Coastal Trail Extension

The WWD project included a program-level plan to extend the Waterfront Red Car Line from Swinford Street on the west to Avalon Boulevard on the east, connecting the communities of San Pedro and Wilmington. The WWD project would also extend the Multi-Modal California Coastal Trail in the San Pedro community from Swinford Street on the west to the Wilmington community at Avalon Boulevard on the east.

3. Proposed Modified Project

This addendum serves to clarify project modifications to the 2009 WWD Project and evaluate whether a new environmental document is required due to the proposed changes in the project. Table 3-1 provides a summary of the elements of the project evaluated in the 2009 WWD Project EIR and the proposed modifications.

The Proposed Modified Project consists of the following elements:

- Concrete bridge that ties into the Wilmington Waterfront Promenade
- 12-acre open green space
- Sundial feature at entry plaza
- Retaining wall along western project limit
- Building demolition
- Site remediation
- Street improvements
- Public restroom building
- Utility removals/relocations
- Promenade
- Historic walk
- Play and exercise areas
- All Parking lots with electronic vehicle (EV) charging stations
- Street vacation

The Proposed Modified Project (Figure 1-1) differs from the approved project in its design and layout. Project construction would be different from that of the approved project, given the proposed changes in design, but similar in scale. The timeframe would be later than that assumed in the 2009 WWD Project EIR. Other elements of the approved project would occur in later phases of the Proposed Modified Project.

Table 3-1. Comparison of 2009 Project and Proposed Modified Project

Elements	Project Phase I (2009–2015)	Project Phase II (2015–2020)	Proposed Modified Project
Avalon Development District			
Light Industrial Development	Could include construction and operation of a maximum of 75,000 square feet (sf) of light industrial development (oriented toward green technology businesses) around Avalon Boulevard, in the industrial area between Lagoon and Broad Avenues north of Harry Bridges Boulevard and south of C Street, as currently zoned in Area A; trade school and private buildings to remain unchanged.	Potentially construct and operate an additional 75,000 sf of light industrial development (oriented toward green technology businesses).	Light industrial development will be constructed at a later phase, not part of the 2024 phase.
Commercial Development	Construction and operation of 58,000 sf of retail/commercial development south of Harry Bridges Boulevard along Avalon Boulevard.	N/A	Commercial development will be constructed at a later phase, not part of the 2024 phase.
Waterfront Red Car Museum	Adaptive reuse of the 14,500 sf building located on the Bekins storage property as the Waterfront Red Car Museum, consistent with the Secretary of the Interior’s Guidelines for Rehabilitating Historic Buildings.	N/A	No longer part of the Proposed Modified Project.
Railroad Green	Construction and operation of an approximately 1-acre park for passive recreation, crossing diagonally from Harry Bridges Boulevard (at Island Avenue) to C Street (east of Fries Avenue).	N/A	No longer part of the Proposed Modified Project.
Vacate Avalon Boulevard	Vacation of Avalon Boulevard south of A Street.	N/A	Avalon Boulevard would be vacated south of Harry Bridges Boulevard to the railroad track running parallel to Water Street.

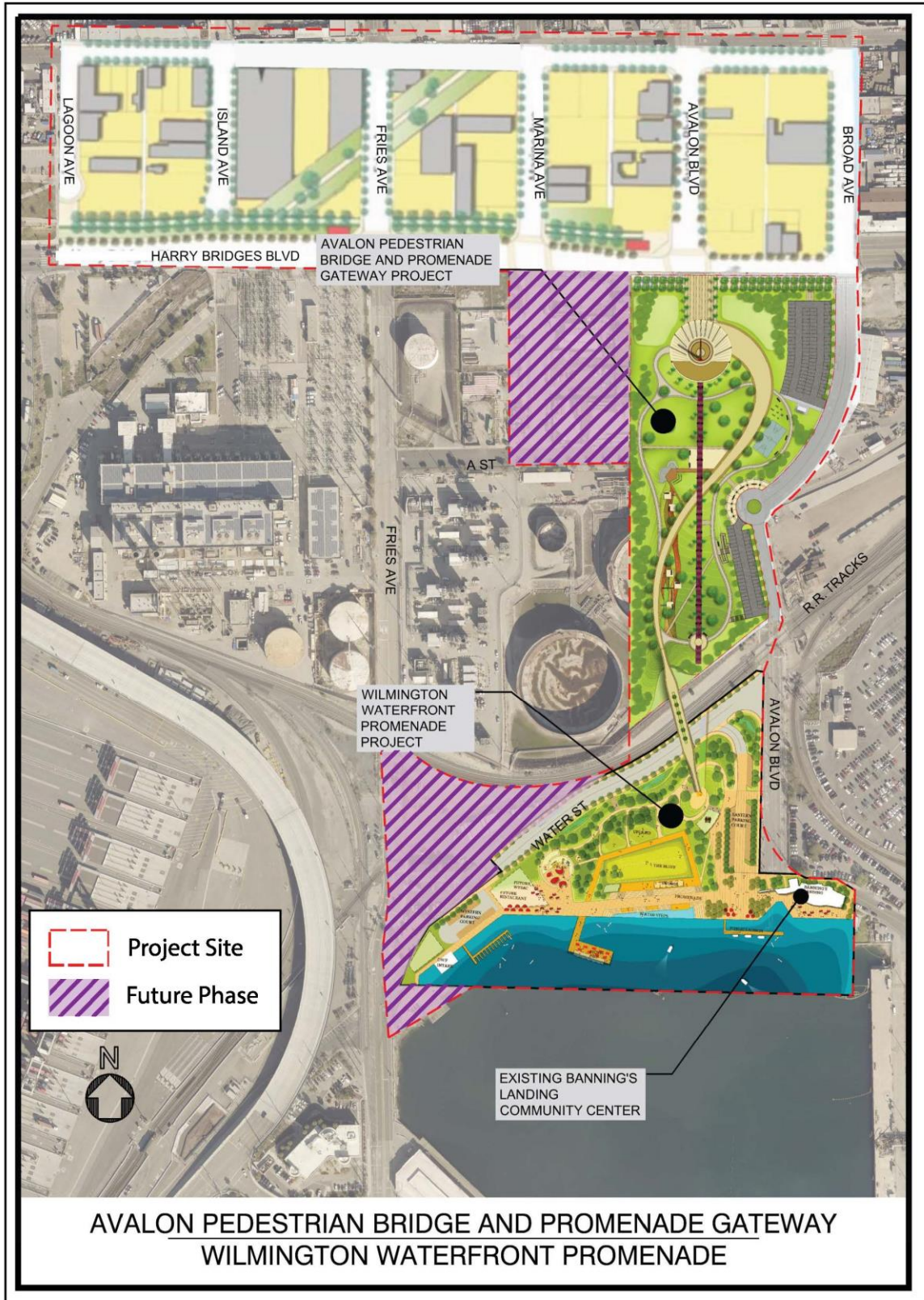
Elements	Project Phase I (2009–2015)	Project Phase II (2015–2020)	Proposed Modified Project
Realign Broad Avenue	Realignment of Broad Avenue to continue to the waterfront.	N/A	Broad Avenue would become a roundabout that would lead into a parking lot that would serve waterfront projects under the Proposed Modified Project.
Streetscape Improvements	Streetscape and pedestrian enhancements to improve aesthetics and connectivity throughout the Avalon Development District as well as along Broad, Lagoon, Marine, Island, and Fries Avenues.	Streetscape and pedestrian enhancements to improve aesthetics and connectivity throughout the Avalon Development District.	Streetscape and pedestrian enhancements would occur at all previously identified locations. In addition, these improvements would also occur on C Street.
Demolish Dockside Ship and Machine Repair Structures	Demolish all structures.	N/A	Completed.
Demolish Underutilized Structure at 115 N. Avalon Boulevard	Demolish structure.	N/A	Completed.
Avalon Waterfront District			
Waterfront Promenade and Replacement of Existing Bulkhead	Construction and operation of waterfront promenade with landscaping, including 43,220 sf of new viewing piers (1,155 concrete pilings, 24 inches in diameter); replacement of approximately 17,880 sf of existing piers (478 concrete piles); and provision of two floating docks measuring 5,870 sf for visiting vessels.	N/A	Completed under the Wilmington Waterfront Promenade Project.
Land Bridge with Elevated Park (10 acres)	Construction and operation of a large section of the land bridge with 4 acres of recreational space, extending from the waterfront to the LADWP tanks over the existing rail lines and the realigned Water Street.	Completion of the remaining section of the 6-acre land bridge, bringing the total amount of recreational space to 10 acres; a sloped lawn, ornamental gardens, and terraces with decomposed granite would landscape this portion of the land bridge.	The Proposed Modified Project includes a pedestrian bridge over the railroad and 12 acres of open space, a restroom building, landscaping, playground equipment, an amphitheater and pathways.

Elements	Project Phase I (2009–2015)	Project Phase II (2015–2020)	Proposed Modified Project
Pedestrian Water Bridge	Construction and operation of a pedestrian water bridge from the entry plaza to the waterfront promenade and observation tower.	N/A	The water bridge has been replaced with a cable-stayed pedestrian bridge that now extends to the Wilmington Waterfront Promenade.
Entry Plaza	Construction and operation of a 1-acre entry plaza at the southeast corner of Harry Bridges and Avalon Boulevards, adjacent to Avalon Triangle Park.	N/A	This is included in the 12-acre park portion of the Proposed Modified Project.
Observation Tower	Construction and operation of 200-foot-tall observation tower with a 2,144 sf footprint and a pedestrian ramp.	N/A	Observation tower will be constructed at a later phase, not part of the 2024 phase.
Restaurant Development	N/A	Construction and operation of 12,000 sf of restaurant development at the waterfront.	Restaurant development will be constructed at a later phase, not part of the 2024 phase.
Realignment of Water Street	Realign Water Street.	N/A	Completed under the Wilmington Waterfront Promenade Project.
Landscaping Improvements	Landscaping improvements for the existing College of Oceaneering parking lot and surroundings.	N/A	Landscaping Improvements will be completed at a later phase, not part of the 2024 phase.
Passenger Drop-Off	Construction and operation of a passenger drop-off area east of the Banning's Landing Community Center along Broad Avenue.	N/A	Completed under the Wilmington Waterfront Promenade Project.
Demolish Catalina Freight	Demolish entire building.	N/A	Completed under the Wilmington Waterfront Promenade Project.
Demolish National Polytechnic College of Science Hyperbaric Chamber Building	Demolish entire building.	N/A	Completed under the Wilmington Waterfront Promenade Project.
Demolish National Polytechnic College of Science Welding Pier	Demolish entire building.	N/A	Completed under the Wilmington Waterfront Promenade Project.

Elements	Project Phase I (2009–2015)	Project Phase II (2015–2020)	Proposed Modified Project
LADWP Marine Tank Site	Acquisition and demolition of all tanks and associated infrastructure.	N/A	One tank has been demolished. Remaining tanks have been decommissioned but may be demolished at a later date, not part of the 2024 phase.
LADWP Bulk Storage Tank Capacity to Olympic Tank Site	After the LADWP tanks are demolished, bulk storage tank capacity could be relocated to the Olympic tank site.	N/A	No longer part of the Proposed Modified Project.
Dockside Ship and Machine Repair to 141 and 211 N. Marine Avenue	Prior to realignment of Avalon Boulevard and construction of 58,000 sf of commercial space, Dockside Ship and Machine Repair and an unknown underutilized structure would be removed and possibly relocated to 141 and 211 N. Marine Avenue.	N/A	Relocation has been completed. The 58,000 sf of commercial space will be constructed at a later phase, not part of the 2024 phase.
Parking			
Fries Avenue	Construction and operation of 51 spaces off Fries Avenue.	N/A	Completed under the Wilmington Waterfront Promenade Project.
North of Banning's Landing	Construction and operation of 71 spaces north of Banning's Landing under the pedestrian water bridge.	N/A	Completed under the Wilmington Waterfront Promenade Project.
West of Land Bridge, East of Peaker Plants	N/A	Construction and operation of a 148-space surface parking area with landscaping that would be accessible from A Street adjacent to the land bridge.	Construction of two parking lots, totaling 144 spaces, would be included in the Proposed Modified Project. All parking lots would also include EV charging stations.

Elements	Project Phase I (2009–2015)	Project Phase II (2015–2020)	Proposed Modified Project
Waterfront Red Car Line and California Coastal Trail			
Extension of Waterfront Red Car Line	N/A	Construction and operation of the Waterfront Red Car Line, which would begin at the intersection of Swinford Street and Harbor Boulevard, proceed along Front Street to John S. Gibson Boulevard, then continue on Harry Bridges Boulevard, terminating at the intersection with Avalon Boulevard (exact alignment is unknown at this time).	No longer part of the Proposed Modified Project.
California Coastal Trail (CCT)	N/A	The CCT would follow the existing public right-of-way from the intersection of Swinford Street and Harbor Boulevard, proceed along Front Street to John S. Gibson Boulevard, then continue on Harry Bridges Boulevard, terminating at the intersection with Avalon Boulevard.	The CCT will be completed at a later phase, not part of the 2024 phase.

Figure 1-1. Proposed Modified Project



3.1 Land Uses/Site Design

- Parking would be reduced from 148 spaces to 144 spaces and would now include EV charging stations.
- Realignment of Broad Avenue to the waterfront, as described in the 2009 WWD Project EIR, would not occur under the Proposed Modified Project. Broad Avenue is now proposed to become a roundabout that would lead into a parking lot that would serve waterfront projects under the Proposed Modified Project.
- The entry plaza that was identified in the 2009 WWD Project EIR to be located at the southeast corner of Harry Bridges and Avalon Boulevards, adjacent to Avalon Triangle Park, is now proposed for inclusion in the 12-acre park portion of the Proposed Modified Project.
- The pedestrian water bridge from the entry plaza to the waterfront promenade and the observation tower have been replaced by a cable-stayed pedestrian bridge, which is now proposed to extend to the Wilmington Waterfront Promenade.
- Construction and operation of a land bridge extending from the waterfront to the LADWP tanks, an area with 4 acres of recreational space, and over the existing rail lines and the realigned Water Street and completion of the remaining section of the 6-acre land bridge, bringing the total amount of recreational space to 10 acres, including a sloped lawn, ornamental gardens, and terraces with decomposed granite to landscape this portion of the land bridge, is proposed to be replaced with a pedestrian bridge over the rail lines and 12 acres of open space, a restroom building, landscaping, playground equipment, an amphitheater, and pathways. The height of the bridge (height to top of all elements) would be approximately 79 feet, lower than the approved land bridge, which was planned to be approximately 90 feet to the top of the support frame.
- Streetscape and pedestrian enhancements would occur at all locations, as previously identified. In addition, these improvements would also occur on C Street, within the footprint of the approved project.

3.2 Project Construction

The following project elements are no longer proposed:

- Adaptive reuse of the 14,500-square-foot building located on the Bekins storage property as the Waterfront Red Car Museum, consistent with the Secretary of the Interior's Guidelines for Rehabilitating Historic Buildings;
- Construction and operation of an approximately 1-acre park for passive recreation, crossing diagonally from Harry Bridges Boulevard (at Island Avenue) to C Street (east of Fries Avenue);
- LADWP bulk storage tank capacity relocation to Olympic tank site; and
- Extension of the Waterfront Red Car Line.

4. Purpose

This addendum has been prepared in accordance with the requirements of CEQA (PRC Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations

Title 14, Section 15000 et seq.). It focuses on changes to the original project description and any impacts that would occur as a result of the Proposed Modified Project. The scope of analysis contained within this addendum addresses all environmental resource areas.

This analysis has determined that none of the conditions set forth in CEQA Guidelines Section 15162, which call for preparation of a subsequent EIR or negative declaration, would occur as a result of the above-described changes and additions. No new significant environmental effects or substantial increases in the severity of previously identified significant effects would occur as a result of the Proposed Modified Project. No known mitigation measures or alternatives that were previously considered infeasible but now considered feasible would substantially reduce one or more significant effects on the environment, as previously identified in the final EIR. Similarly, no known mitigation measures or alternatives are considerably different from those required by the adopted final EIR that would substantially reduce one or more significant effects on the environment, as identified in the adopted final EIR. Therefore, neither a subsequent EIR nor a negative declaration, as defined under CEQA Section 15162, is required. An addendum to the final EIR, as permitted under Section 15164, is appropriate.

An addendum need not be circulated for public review but can be included in or attached to the adopted final EIR. The decision-making body considers the addendum prior to making a decision on the project along with the previously adopted EIR. Specifically, Section 15162 of the State CEQA Guidelines notes that, for a project covered by a certified EIR or adopted negative declaration, no subsequent EIR or negative declaration shall be prepared for a project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following to be true:

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

5. Scope and Content

This addendum describes all of the affected environmental resources and evaluates the changes in the impacts that were previously described in the final EIR with respect to the changes to the approved project. To determine whether new or substantially more severe “significant effects” would occur, under State CEQA Guidelines Section 15162, the criteria used in this analysis are the same as the significance thresholds contained in the adopted EIR.

The analysis in this addendum focuses on changes to the impacts that would occur as a result of the Proposed Modified Project. The following resource topics were evaluated in preparation of the final EIR. Because of the 2019 State CEQA Guidelines checklist update, project headings may not match exactly those listed in the 2009 WWD Project EIR.

The following resource areas have been re-evaluated as part of this addendum:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems

The resource topics below were added to the State CEQA Guidelines checklist since preparation of the WWD Project EIR; they were not evaluated in separate chapters in the 2009 WWD Project EIR, although several topics were assessed within other resource areas (as listed in parentheses below). Therefore, the following resource areas have been evaluated as part of this addendum:

- Energy (previously included in Air Quality)
- Greenhouse Gas Emissions (previously included in Air Quality)
- Tribal Cultural Resources (previously included in Cultural Resources)
- Wildfire (previously included in Hazards and Hazardous Materials)

6. Previous Environmental Documents Incorporated by Reference

Consistent with Section 15150 of the State CEQA Guidelines, the following documents, available for review at the Port Environmental Management Division, were used in preparation of this addendum and incorporated herein by reference:

- Port of Los Angeles. 2008. *Wilmington Waterfront Development Project*, Draft Notice of Preparation. March.
- Port of Los Angeles. 2008. *Wilmington Waterfront Development Project*, Draft EIR (SCH No. 2008031065). December.
- Port of Los Angeles. 2009. *Wilmington Waterfront Development Project*, Findings of Fact and Statement of Overriding Considerations. June.
- Port of Los Angeles. 2009. *Wilmington Waterfront Development Project*, Mitigation Monitoring and Report and Program. June.
- Port of Los Angeles. 2009. *Wilmington Waterfront Development Project*, Final EIR (SCH No. 2008031065). June.

7. Required Permits and Approvals

The following permits and approvals may be required for the Proposed Modified Project:

- Coastal Development Permit
- B-permit
- Los Angeles Department of Building and Safety Permit(s)
- Approval of Construction Contracts
- California Public Utilities Commission crossing permit
- Application for Port Permit
- USACE

8. Environmental Analysis

The analysis contained herein demonstrates and provides substantial evidence that no significant impacts would occur beyond those discussed in the 2009 WWD Project EIR, nor would the severity of impacts identified in the 2009 WWD Project EIR be made substantially more severe by the proposed modifications to the approved project.

8.1 Significant Impacts Identified in the 2009 EIR

The discussion that follows summarizes the significant impacts associated with the elements of the project evaluated in the 2009 WWD Project EIR, which are now proposed to be modified.

Construction Impacts

Construction of the approved project analyzed in the 2009 WWD Project EIR was determined to have the following significant impacts:

AQ-1: The proposed Project would result in construction-related emissions that exceed a SCAQMD threshold of significance. (Significant and unavoidable with mitigation measures identified in the 2009 WWD Project EIR that required specific equipment standards, additional fugitive dust controls, special precautions near sensitive sites, and construction recycling.)

AQ-2: The proposed Project would result in offsite ambient air pollutant concentrations during construction that exceed a SCAQMD threshold of significance. (*Significant and unavoidable with mitigation measures identified in the 2009 WWD Project EIR that required specific equipment standards, additional fugitive dust controls, special precautions near sensitive sites, and construction recycling.*)

CR-1: Construction of 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. (*Less than significant with mitigation measures identified in the 2009 WWD Project EIR that required a monitoring/treatment plan prior to demolition and/or ground-disturbing activities.*)

CR-2: Construction of the proposed Project would not disturb, damage, or degrade an unknown prehistoric and/or historical archaeological resource resulting in a reduction of its integrity or significance as an important resource. (*Less than significant with mitigation measures identified in the 2009 WWD Project EIR that required stop work if previously unidentified resources are encountered during ground-disturbing activities.*)

CR-3: Construction of the proposed Project would not disturb, damage, or degrade unknown human remains. (Less than significant with mitigation measures identified in the 2009 WWD Project EIR that required a monitoring/treatment plan prior to demolition and/or ground-disturbing activities and stop work if previously unidentified resources are encountered during ground-disturbing activities.)

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. (*Less than significant with mitigation measures identified in the 2009 WWD Project EIR that required development of a program to mitigate impacts on nonrenewable paleontological resources prior to excavation or construction of any proposed project components.*)

GEO-1a: Construction of the proposed Project would 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. (*Significant and unavoidable with mitigation measures identified in the 2009 WWD Project EIR that required that a site-specific geotechnical investigation be completed by a California-licensed geotechnical engineer and/or engineering geologist and that the design and construction recommendations will be incorporated into the structural design of proposed project components.*)

GW-1a: Proposed project construction activities may 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 with mitigation measures identified in the 2009*

WWD Project EIR that required preparation of a soil management plan or Phase II Environmental Site Assessment.)

GW-2a: Proposed project construction 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 contamination, which would increase risk of harm to humans. *(Less than significant with mitigation measures identified in the 2009 WWD Project EIR that required site remediation and a Contamination Contingency Plan for non-specific facilities and unidentified sources of hazardous materials.)*

NOI-1: The proposed Project would last more than 1 day and 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 exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use. *(Significant and unavoidable with mitigation measures identified in the 2009 WWD Project EIR that required temporary noise barriers, limited construction hours and days, standards for construction equipment, limits on location of stationary sources of noise, and notification of sensitive receptors, including residences within 2,000 feet.)*

TC-1a: 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 and nonmotorized travel. *(Less than significant with mitigation measures identified in the 2009 WWD Project EIR that required development and implementation of a Traffic Control Plan throughout proposed project construction.)*

Operational Impacts

Operation of the approved project in combination with the whole project analyzed in the 2009 EIR was determined to have the following significant impacts:

AQ-3: The proposed Project would result in operational emissions that exceed a SCAQMD threshold of significance. *(Significant and unavoidable with mitigation measures identified in the 2009 WWD Project EIR that required specific equipment standards, additional fugitive dust controls, special precautions near sensitive sites, and construction recycling.)*

AQ-7: The proposed Project would expose receptors to significant levels of TACs. *(Significant and unavoidable.)*

AQ-9: The proposed Project would produce GHG emissions that would exceed CEQA baseline levels. *(Significant and unavoidable with mitigation measures identified in the 2009 WWD Project EIR that required specific equipment standards, additional fugitive dust controls, special precautions near sensitive sites, and construction recycling.)*

GEO-1b: Operation of the proposed Project would 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. *(Significant and unavoidable.)*

GW-1b: Proposed project operations 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 with mitigation measures identified in the 2009 WWD Project EIR that required preparation of a soil management plan or Phase II Environmental*

Site Assessment, site remediation, and a Contamination Contingency Plan for non-specific facilities and unidentified sources of hazardous materials.)

GW-2b: Proposed project operations would not result changes in the rate or direction of movement of existing contaminants, expansion of the area affected by contaminants, or increased level of groundwater contamination which would increase risk of harm to humans. *(Less than significant with mitigation measures identified in the 2009 WWD Project EIR that required preparation of a soil management plan or Phase II Environmental Site Assessment, site remediation, and a Contamination Contingency Plan for non-specific facilities and unidentified sources of hazardous materials.)*

TC-2a: Proposed project operations would increase traffic volumes and degrade LOS at intersections within the proposed project vicinity. *(Less than significant with mitigation measures identified in the 2009 WWD Project EIR that required reconfiguring the southbound approach of Avalon Boulevard at the intersection of Avalon Boulevard and Anaheim Street.)*

UT-1: The proposed Project would not require or result in the construction or expansion of utility lines or facilities, the construction of which would cause significant environmental effects. *(Less than significant with mitigation measures identified in the 2009 WWD Project EIR that required a secondary sewer line.)*

9. Evaluation of Changes to the Project and Effects on Impact Determinations

Below is a discussion of all resource areas analyzed in the final EIR for the WWD Project, including resource areas not separately analyzed in the 2009 WWD Project EIR but now called out separately in the current CEQA Guidelines Appendix G checklist, with analysis of why no new significant environmental effects or substantial increases in the severity of previously identified significant effects would occur as a result of the Proposed Modified Project.

9.1 Aesthetics

The primary proposed modifications to the project are related to the design of the pedestrian crossing. Changes in design would change the visual character of the Proposed Modified Project compared to the project analyzed in the 2009 WWD Project EIR. Changes in impacts related to aesthetics are evaluated below.

Impact Conclusions from 2009 WWD Project EIR and Effects of Project Modifications

Impact AES-1: Construction and 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.

Impact Determination

No scenic vistas or significant scenic resources have been identified in the proposed project vicinity. Therefore, construction and operation of the proposed Project would not adversely affect any scenic vistas through obstruction of views. Furthermore, the views of and from the proposed project site would be improved and new viewing opportunities

would be created. For these reasons, no significant adverse visual impacts would result from the proposed Project.

The changes in the project design would not change this conclusion because no scenic vistas or significant scenic resources have been identified in the project vicinity. In addition, the Proposed Modified Project would still improve viewing opportunities.

Impact AES-2: Construction and 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.

Impact Determination

Views from scenic corridors in San Pedro towards the proposed Project are of the highly developed working port and are considered to have a low degree of intactness and unity. Most of the elements that would be introduced as part of the proposed Project would not be visible from these corridors. The elements that would be visible would be located far away and would be similar to the existing environment such that they would be difficult to discern within the viewshed. Therefore, the proposed Project construction and operation would not have a negative effect on views from any designated scenic highway, corridor, or parkway during either construction or operation. The impacts would be less than significant.

The changes in the project design would not change this conclusion because the project location has not changed and therefore the visibility of the Proposed Modified Project would also be minimal. Additionally, as noted in Section 3.1, the height of the bridge (height to top of all elements) would be approximately 79 feet, lower than the approved land bridge, which was planned to be approximately 90 feet to the top of the support frame.

Impact AES-3: Construction and operation of the proposed Project would not substantially degrade the existing visual character or quality of the site or its surroundings.

Impact Determination

Because both construction and operation of the proposed Project would not degrade the existing visual character or quality of the site or its surroundings, impacts on the visual quality or character of the proposed project area would be less than significant.

The changes in the project design would not change this conclusion, which is largely based on:

- The existing character of the proposed project area being an industrial port already marked by the presence of working equipment, including trucks, cranes, and other large machinery;
- The absence of scenic vistas or significant scenic resources in the proposed project vicinity that would be affected by construction or operation; and
- All of the proposed project elements being designed to “not only integrate with the existing character of the surrounding landscape but also to enhance its visual character,” with the pedestrian bridge design presenting aesthetic improvement to this area.

The bridge design that is a part of the Proposed Modified Project would also be consistent with the visual character of the area.

Impact AES-4: Construction and 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.

Impact Determination

For the reasons stated above, the proposed project construction and operation would not result in substantial shading of shadow-sensitive uses. No significant adverse impact is anticipated with respect to shading.

The changes in the project design would not change this conclusion, which is largely based on the following relevant items:

- Although the proposed park and land bridge would be elevated, effectively creating a tunnel for the Pacific Harbor Line and roadway below, the area immediately surrounding the project site is dominated primarily by industrial uses that are not sensitive to periodic shading and would not be affected by it.
- The raised parkway and land bridge would enable those using open space facilities to enjoy the green space and surrounding views without the obstruction of large areas of shadow. They would also provide improved opportunities for the public to enjoy panoramic views of the harbor and working Port.

The Proposed Modified Project would be in the same general area. It would also provide public viewing opportunities. Therefore, the Proposed Modified Project would not cause any change to the impact determination from the final 2009 WWD Project EIR.

9.2 Agriculture and Forestry Resources

The Proposed Modified Project would not have any impact on agriculture and forestry resources because the project area has not been used for or zoned for agricultural uses. Therefore, the Proposed Modified Project would not change the existing use of the surrounding area in any way or beyond what was previously analyzed in the final 2009 WWD Project EIR.

9.3 Air Quality

The Proposed Modified Project would have a level of construction and operational activity similar to that evaluated in the 2009 WWD Project EIR. Therefore, the Proposed Modified Project would not cause any change to the impact determination for air quality made in the final 2009 WWD Project EIR.

9.4 Biological Resources

No significant impacts on landside biological resources were identified in the 2009 EIR. The Proposed Modified Project would be within the same footprint as that of the project evaluated in the 2009 EIR. For these reasons, the Proposed Modified Project would not result in any changes to biological resources compared to the previously approved project. Therefore, the Proposed Modified Project would not cause any change in the impact determination from the final 2009 WWD Project EIR.

9.5 Cultural Resources

The Proposed Modified Project would be within the same footprint as that of the project evaluated in the 2009 WWD EIR. Therefore, the Proposed Modified Project would not result in any changes to cultural resources compared to the previously approved project. Therefore, the Proposed Modified Project would not cause any change in the impact determination from the final 2009 WWD Project EIR.

9.6 Energy

The Proposed Modified Project would have a level of construction and operational activity similar to that evaluated in the Air Quality chapter in the 2009 WWD Project EIR. Future operation of the WWD Project is not anticipated to result in the wasteful, inefficient, or unnecessary consumption of energy resources, nor would it conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

9.7 Geology and Soils

The Proposed Modified Project would be within the same footprint as that of the project evaluated in the 2009 WWD Project EIR. Furthermore, the Proposed Modified Project would have a level of construction and operational activity similar to that evaluated in the 2009 EIR. Therefore, the Proposed Modified Project would not cause any change in the impact determination from the final 2009 WWD Project EIR.

9.8 Greenhouse Gas Emissions

The Proposed Modified Project would have a level of construction and operational activity similar to that evaluated in the Air Quality chapter in the 2009 WWD Project EIR. In addition, source emissions would decrease in future years due to more stringent regulatory requirements and equipment turnover. Therefore, the Proposed Modified Project would not cause any change to the impact determination for greenhouse gas emissions made in the final 2009 WWD Project EIR.

9.9 Hazards and Hazardous Materials

The Proposed Modified Project would be within the same footprint as that of the project evaluated in the 2009 WWD Project EIR. Furthermore, the Proposed Modified Project would remove contamination at the project site consistent with the descriptions in the final 2009 WWD Project EIR. Therefore, the Proposed Modified Project would not cause any change in the impact determination from the final 2009 WWD Project EIR.

9.10 Hydrology and Water Quality

The Proposed Modified Project would be within the same footprint as that of the project evaluated in the 2009 WWD Project EIR. Furthermore, the Proposed Modified Project would have a level of construction and operational activity similar to that evaluated in the 2009 WWD Project EIR. Therefore, the Proposed Modified Project would not cause any change to the impact determination for hydrology and water quality made in the final 2009 WWD Project EIR.

9.11 Land Use and Planning

No significant impacts related to land use were identified in the 2009 WWD Project EIR. The Proposed Modified Project would be within the same footprint as that of the project evaluated in

the 2009 WWD Project EIR. Furthermore, the Proposed Modified Project would have a level of construction and operational activity similar to that evaluated in the 2009 WWD Project EIR. The Proposed Modified Project would not physically divide an established community, nor would it conflict with any plan, policy, or regulation because the site is consistent with City of Los Angeles zoning and the Port Master Plan's land use. Therefore, the Proposed Modified Project would not cause any change to the impact determination for land use and planning made in the final 2009 WWD Project EIR.

9.12 Mineral Resources

No significant impacts related to mineral resources were identified in the 2009 WWD Project EIR. There are no known mineral resources near the Proposed Modified Project that would be affected by this development. Therefore, the Proposed Modified Project would not cause any change to the impact determination for mineral resources made in the final 2009 WWD Project EIR.

9.13 Noise

The Proposed Modified Project would be within the same footprint as that of the project evaluated in the 2009 WWD Project EIR. Furthermore, the Proposed Modified Project would have a level of construction and operational activity similar to that evaluated in the 2009 WWD Project EIR. Therefore, the Proposed Modified Project would not cause any change to the impact determination for noise made in the final 2009 WWD Project EIR.

9.14 Population and Housing

No significant impacts related to population and housing were identified in the 2009 WWD Project EIR. The Proposed Modified Project would be within the same footprint as that of the project evaluated in the 2009 WWD Project EIR. Furthermore, the Proposed Modified Project would have a level of construction and operational activity similar to that evaluated in the 2009 WWD Project EIR. The Proposed Modified Project would not induce population growth or displace existing housing or a substantial number of people. Therefore, the Proposed Modified Project would not cause any change to the impact determination for population and housing made in the final 2009 WWD Project EIR.

9.15 Public Services

No significant impacts related to public services were identified in the 2009 WWD Project EIR. The Proposed Modified Project would be within the same footprint as that of the project evaluated in the 2009 WWD Project EIR. Furthermore, the Proposed Modified Project would have a level of construction and operational activity similar to that evaluated in the 2009 WWD Project EIR. The Proposed Modified Project would not result in any impacts related to the performance of fire protection, police protection, school, park, or other public facilities beyond what was previously evaluated. Therefore, the Proposed Modified Project would not cause any change to the impact determination for public services made in the final 2009 WWD Project EIR.

9.16 Recreation

No significant impacts related to recreation were identified in the 2009 WWD Project EIR. The Proposed Modified Project would be within the same footprint as that of the project evaluated in the 2009 WWD Project EIR. Furthermore, the Proposed Modified Project would have a level of construction and operational activity similar to that evaluated in the 2009 WWD Project EIR. The

Proposed Modified Project would not increase the demand on existing recreational facilities, nor would it require the construction of new recreational facilities. Therefore, the Proposed Modified Project would not cause any change to the impact determination for recreation made in the final 2009 WWD Project EIR.

9.17 Transportation

The State CEQA Guidelines were substantially modified in December 2018 and updated in 2020. The checklist (i.e., Appendix G) has shifted its focus from level-of-service standards and travel demand measures to vehicle miles traveled (VMT). VMT is defined as “the amount and distance of automobile travel attributable to a project” (State CEQA Guidelines, Section 15064.3) As a result, this CEQA analysis does not look at the level of service of local roadway intersections; rather, it evaluates potential VMT impacts attributable to the Proposed Modified Project.

Worker and consumer trips, as well as associated daily average VMT, were disclosed in the final 2009 WWD Project EIR as part of the air quality analysis (Appendix C: Air Quality). The Proposed Modified Project would be within the same footprint as that of the project evaluated in the 2009 WWD Project EIR. Furthermore, the Proposed Modified Project would have a level of construction and operational activity similar to that evaluated in the 2009 WWD Project EIR. The annual estimate of worker and consumer trips is not anticipated to change with additional operational years. Therefore, worker and consumer counts, as well as associated VMT, would remain the same. The Proposed Modified Project would not cause any change to the impact determination for transportation made in the final 2009 WWD Project EIR.

9.18 Tribal Cultural Resources

The Proposed Modified Project would be within the same footprint as that of the project evaluated in the Cultural Resources chapter in the 2009 WWD Project EIR. Furthermore, the Proposed Modified Project would have a level of construction and operational activity similar to that evaluated in the 2009 WWD Project EIR. The Proposed Modified Project would not result in any major changes to the operational and development activities of the previously approved project. The Proposed Modified Project would not cause a substantial adverse change in the significance of a tribal cultural resource. Therefore, the Proposed Modified Project would not cause any change to the impact determination in the cultural resources section of the final 2009 WWD Project EIR.

9.19 Utilities and Service Systems

The Proposed Modified Project would be within the same footprint as that of the project evaluated in the 2009 WWD Project EIR. Furthermore, the Proposed Modified Project would have a level of construction and operational activity similar to that evaluated in the 2009 WWD Project EIR. The Proposed Modified Project would have no impact on current wastewater treatment facilities, nor would it require the construction of an additional wastewater facility. No new demands on water supply are anticipated beyond what was previously assessed. Therefore, the Proposed Modified Project would not cause any change to the impact determination for utilities and service systems made in the final 2009 WWD Project EIR.

9.20 Wildfire

This resource area was not previously evaluated separately in the 2009 WWD Project EIR and is analyzed using the new CEQA Guidelines Checklist (Appendix G) issue questions.

If located in or near State Responsibility Areas or lands that have been classified as Very High Fire Hazard Severity Zones, would the project:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?**

This issue was addressed in the 2009 WWD Project EIR.

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. (*Conclusion was less than significant.*)

- b) Because of slope, prevailing winds, or other factors, exacerbate wildfire risks and thereby expose project occupants to pollutants from a wildfire or the uncontrolled spread of a wildfire?**
- c) Require the installation or maintenance of associated infrastructure (e.g., roads, fuel breaks, emergency water sources, power lines, other utilities) that may exacerbate fire risks or result in temporary or ongoing impacts on the environment?**
- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

Impact Determination

The Port is not located in or near a State Responsibility Area or lands that have been classified as Very High Fire Hazard Severity Zones (California Department of Forestry and Fire Protection 2016; Los Angeles Fire Department 2019). Therefore, this section of the State CEQA Guidelines checklist does not apply. However, as disclosed in the 2009 WWD Project EIR, the Proposed Modified Project would not impair an adopted emergency response plan or emergency evacuation plan or exacerbate wildfire risks. Therefore, the Proposed Modified Project would have no impact related to wildfire.

10. Cumulative Impacts

The Proposed Modified Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the 2009 WWD Project EIR. The analysis shows that the Proposed Modified Project would not affect any of the project-specific impact determinations made in the 2009 WWD Project EIR or add new impact determination in the one resource area not previously analyzed. Therefore, the Proposed Modified Project would also not increase the project's contribution to cumulative impacts identified in the 2009 WWD Project EIR.

11. Conclusions

None of the conditions described under Section 15162 of the State CEQA Guidelines, which require a subsequent EIR or negative declaration, have occurred under the Proposed Modified Project. In addition, no substantial changes to impact areas previously analyzed in the final EIR would occur as a result of the Proposed Modified Project. Furthermore, there are no known

mitigation measures or project alternatives that were previously considered infeasible but now considered feasible that would substantially reduce one or more significant effects on the environment identified in the adopted final EIR. For these reasons, the proposed modifications would create no potential adverse impacts or substantial changes to impact areas that were previously analyzed in the final EIR.

12. References

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