WEST HARBOR MODIFICATION PROJECT
INITIAL STUDY/ NOTICE OF PREPARATION

APP#190529-080
SCH No: 2005061041

PREPARED FOR:

Environmental Management Division
Los Angeles Harbor Department
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WITH ASSISTANCE FROM:

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THE PORT OF LOS ANGELES

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Acronyms and Abbreviations

2016 SPPM Addendum	Addendum to the SPW EIS/EIR for the SPPM Project
2019 SPPM Addendum	Second Addendum to the SPW EIS/EIR for the SPPM Project
AB	Assembly Bill
Amphitheater	6,200-seat outdoor amphitheater and entertainment lawn venue
BMP	best management practice
Board	Board of Harbor Commissioners
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CO_2e	carbon dioxide equivalent
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
GHG	greenhouse gas
GWh	gigawatt-hour
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAPD	City of Los Angeles Police Department
LED	light-emitting diode
LEED	Leadership in Energy and Environmental Design
LID	low-impact development
MMRP	Mitigation Monitoring and Reporting Program
MS4	Municipal Separate Storm Sewer System
NAHC	Native American Heritage Commission
NOP	Notice of Preparation
PMP	Port Master Plan
Port	Port of Los Angeles
PRC	Public Resources Code
project	West Harbor Modification Project
RWQCB	Regional Water Quality Control Board
S.P. Slip	Southern Pacific Slip
SCAQMD	South Coast Air Quality Management District
SEIR	Supplemental Environmental Impact Report
SLF	Sacred Lands File
SPPM	San Pedro Public Market
SPW	San Pedro Waterfront
SWPPP	Stormwater Pollution Prevention Plan
Tower Attraction	tower attraction/observation deck

1.0 Project Overview and Background

1.1 Project Overview

The Los Angeles Harbor Department (LAHD), as the lead agency under the California Environmental Quality Act (CEQA), has prepared this Notice of Preparation (NOP) to inform responsible and trustee agencies, public agencies, and the public that a Supplemental Environmental Impact Report (SEIR) to the San Pedro Waterfront (SPW) Project Environmental Impact Statement/Environmental Impact Report (EIS/EIR), which was certified on September 29, 2009 (SCH# 2005061041), is being prepared for a proposed modification to the San Pedro Public Market (SPPM) Project, now known as the West Harbor Project, previously approved in May 2016. The proposed modification would include a 6,200-seat outdoor amphitheater and entertainment lawn venue (Amphitheater), and it would replace the previously analyzed 100-foot diameter Ferris wheel with a tower attraction/observation deck approximately 150 feet tall by 50 feet wide (Tower Attraction). In addition, modifications to previously approved mitigation measures are also being proposed to update certain requirements to current regulatory standards and to assess their effectiveness and need.

Enacted in 1970, CEQA (Public Resources Code [PRC] Section 21000, *et seq*.) and its implementing guidelines (State CEQA Guidelines, 14 California Code of Regulations [CCR] Section 15000, *et seq*.) require that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. As authorized by Section 15050 of the State CEQA Guidelines, LAHD will serve as the lead agency for the environmental review.

An Initial Study Checklist is included with this NOP and has been prepared in accordance with current *City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act of 1970* (Article I), the State CEQA Guidelines, and CEQA, to assess the potential environmental impacts associated with the proposed modifications to the previously analyzed and approved SPPM Project and modifications to the previously approved mitigation measures.

In May 2016, LAHD approved an Addendum to the SPW EIS/EIR for the SPPM Project (2016 SPPM Addendum). A second Addendum was approved by LAHD in November 2019 (2019 SPPM Addendum). Since that time, the developer (Applicant) has proposed to expand the 500-seat outdoor amphitheater to 6,200 seats and also use the Amphitheater area as an entertainment lawn venue for public and private events and as a passive open park space when not otherwise programmed. In addition, the Applicant has proposed a Tower Attraction in lieu of the Ferris wheel and other entertainment attractions in the Discovery Sea Amusement Area previously analyzed in the 2016 SPPM Addendum. LAHD has also determined that certain mitigation measures approved in the Mitigation Monitoring and Reporting Program (MMRP) for the 2009 SPW EIS/EIR and 2016 SPPM Addendum may need to be updated or reanalyzed to determine their effectiveness and need in the areas of air quality, utilities and public services, and transportation.

1.2 Background and Previous Environmental Documentation

A Final EIS/EIR for the SPW Project was certified by the Board of Harbor Commissioners (Board) on September 29, 2009 (SCH No. 2005061041). It addressed potential impacts associated with implementation of the redevelopment of the SPW area. In May 2016, the Board approved the 2016 SPPM Addendum. The proposed West Harbor Modification Project, as more particularly described below, represents changes to the SPPM Project and SPW Project previously reviewed in accordance with CEQA. No changes are proposed that would affect any federal permits or require any federal approvals. Therefore, no National Environmental Policy Act (NEPA) evaluation is required for the proposed West Harbor Modification Project.

One of the primary objectives of the SPW Project was to provide enhanced visitor-serving commercial opportunities within the Ports O' Call area along the main channel. Many of the potentially significant environmental impacts identified in the SPW EIS/EIR were determined to be less than significant or were reduced to a less-than-significant level through either the adoption of mitigation measures or the incorporation of project revisions. Impacts related to aesthetics, air quality and meteorology, biological resources, geology, noise, recreation, ground transportation and circulation, and water quality sediments and oceanography, however, were identified as significant and unavoidable. For those impact areas, LAHD adopted a Statement of Overriding Considerations and an MMRP containing 91 mitigation measures to address these impacts, both during construction and operation of the SPW Project.

The SPPM Project included a more specific concept for the former Ports O' Call Village site. In May 2016, LAHD prepared the 2016 SPPM Addendum to address development of a smaller building area, the inclusion of a portion of the Town Square originally evaluated in the SPW EIS/EIR, reconfiguration of the waterfront promenade, extension of the proposed lease term from 30 years to 50 years, and possible modifications to the U.S. Army Corps of Engineers permits. The 2016 SPPM Addendum found that the SPPM Project would not result in any new significant impacts or a substantial increase in the severity of previously identified impacts that were analyzed in the SPW EIS/EIR. A revised MMRP identifying 28 mitigation measures that apply specifically to the SPPM Project was incorporated into the 2016 SPPM Addendum. The 2019 SPPM Addendum was prepared to extend the duration of the lease for an additional 16 years.

1.2.1 Previous Environmental Documents Incorporated by Reference

Consistent with State CEQA Guidelines Section 15150, the following documents were used in preparation of this NOP and Initial Study and are incorporated herein by reference.

- Port of Los Angeles. 2008. *San Pedro Waterfront Project Draft EIS/EIR (SCH No. 2005061041)*. September.
- Port of Los Angeles. 2009a. *San Pedro Waterfront Project Findings of Fact and Statement of Overriding Considerations*. September.

- Port of Los Angeles. 2009b. *San Pedro Waterfront Project Mitigation Monitoring Report and Program*. September.
- Port of Los Angeles. 2009c. *San Pedro Waterfront Project Final EIS/EIR (SCH No. 2005061041)*. September.
- Port of Los Angeles. 2016. *EIR Addendum to the San Pedro Waterfront Project Final EIR for the San Pedro Public Market Project (SCH No. 2005061041)*. May.
- Port of Los Angeles. 2019. *EIR Addendum to the San Pedro Waterfront Project Final EIR for the San Pedro Public Market 2 (SCH No. 2005061041)*. November.

1.3 Purpose and Use of a Supplemental EIR

Because the West Harbor Modification Project and modifications to previously approved mitigation measures represent changes to a project previously reviewed and approved under CEQA, the LAHD must determine whether additional environmental documentation is necessary to address the proposed changes. The LAHD has reviewed the application in accordance with Sections 15162 and 15163 of the State CEQA Guidelines to determine whether the proposed changes are within the scope of the previously certified SPW EIS/EIR, the 2016 SPPM Addendum, and the 2019 SPPM Addendum, or whether a subsequent or supplemental EIR may be required.

LAHD has determined that a supplemental EIR shall be prepared to address potentially significant environmental impacts associated with the proposed changes to the SPW and SPPM Projects.

Pursuant to CEQA, the LAHD will serve as the lead agency for the preparation of a Supplemental EIR for its consideration of the West Harbor Modification Project within its jurisdiction. Pursuant to CEQA Guidelines Section 15163, a supplement to an EIR need only contain the information necessary to make the previous EIR adequate for the project as revised. The Supplemental EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087 and may be circulated by itself without recirculating the previous Draft or Final EIR or Addendums (i.e., the 2009 SPW EIS/EIR, the 2016 SPPM Addendum, and the 2019 SPPM Addendum).

The LAHD has prepared, as part of this Initial Study/NOP, an Environmental Checklist in support of the Supplemental EIR documentation to identify the resource areas to be reanalyzed, in accordance with the current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act of 1970, (Article I); the State CEQA Guidelines (Title 14, California Code of Regulations); and the California Public Resources Code (Section 21000, *et seq*.). The Supplemental EIR will contain only the information necessary to make the previously approved 2009 Final EIR adequate for the West Harbor Modification Project. When the agency decides whether to approve the project, the decision-making body, in this case the Board of Harbor Commissioners and LAHD, shall consider the previous EIR as revised by the supplemental EIR and shall make findings under Section 15091 for each significant effect shown in the previous EIR as revised (CEQA Guidelines Section 15163(e)).

2.0 Project Description

2.1 Project Objectives

Project objectives include enhancement and revitalization of the existing San Pedro Waterfront (SPW) area by including an outdoor concert amphitheater and entertainment lawn venue and Tower Attraction (hereinafter referred to as the West Harbor Modification Project) to attract visitors to the SPW area, thereby increasing the positive public visibility of San Pedro in general and the waterfront specifically. Additionally, the proposed West Harbor Modification Project has an objective to update previously adopted mitigation measures to reflect changes since their consideration.

2.2 Project Location

2.2.1 Regional Setting

The proposed West Harbor Modification Project is within the Port of Los Angeles (Port), which is in the San Pedro Bay in the city of Los Angeles, approximately 20 miles south of downtown Los Angeles. The Port is adjacent to the communities of San Pedro to the west, Wilmington to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south. In total, the Port encompasses approximately 7,300 acres of land and water along 43 miles of waterfront. Figure 1 shows the regional location of the proposed West Harbor Modification Project area.

The West Harbor Modification Project is located in the southern portion of the West Harbor Project site, which comprises a total of approximately 42 acres, formerly the site of the Ports O' Call Village, located between the Los Angeles Harbor's Main Channel and Harbor Blvd. from Berths 73-Z to 83 within the Port (see Figure 1 for the project location).

2.2.2 Surrounding and Nearby Land Uses

The proposed West Harbor Modification Project site is within the SPW area. Steep bluffs to the northwest provide a natural physical edge between portions of the San Pedro community and the West Harbor Modification Project site. There are residences approximately 1,450 feet west of the West Harbor Modification Project site. Just southwest of the West Harbor Modification Project site, in the Southern Pacific Slip (S.P. Slip), is an active commercial fishing fleet. For over 100 years, the Port has been a premier location for commercial fishing. Today, although smaller than it once was, the commercial fishing fleet at the Port is intact, providing fresh fish to both U.S. and Asian markets. The Municipal Fish Market at Berth 72, and adjacent to the S.P. Slip, is associated with these fishing operations.

The Los Angeles Maritime Museum is located at Berth 84. Berths 91 to 93 to the north of the West Harbor Modification Project site are currently used by the World Cruise Center, which has been active at the Port for over 50 years (Port of Los Angeles 2020). The World Cruise Center comprises of two terminal buildings in an 18-acre dedicated cruise facility.

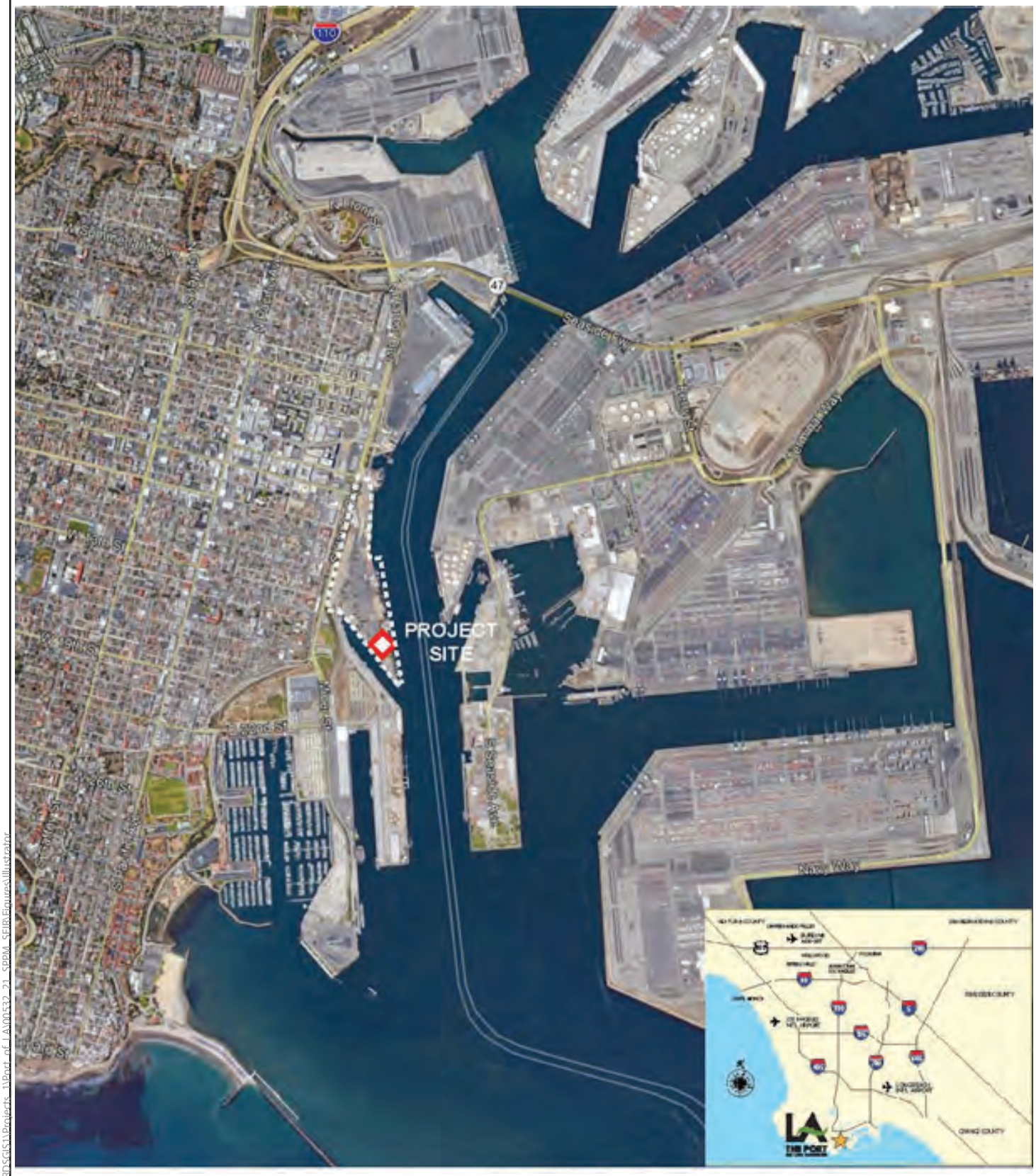

Figure 1
Regional and Project Vicinity
West Harbor Modification Project

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2.2.3 Existing General Plan Designation

The West Harbor Modification Project site lies within an area covered by the City of Los Angeles General Plan (General Plan), Port of Los Angeles Plan. The plan provides an official 20-year guide to continued development and operation of the Port. The West Harbor Modification Project site has a General Plan designation of General/Bulk Cargo - Non-Hazardous (Industrial/Commercial). General Cargo includes container, unit, break-bulk, neo-bulk, passenger facilities, and related uses (City of Los Angeles 1982). Industrial uses pertain to those lands that are either owned or leased by institution activities and related uses or federal, state, and city governments. Commercial uses allowed under the designation include restaurants and tourist attractions (i.e., Ports O' Call), office facilities, retail facilities, and related uses.

2.2.4 Port of Los Angeles Master Plan

The West Harbor Modification Project site is within Planning Area 1 of the Port of Los Angeles Port Master Plan (PMP) (Port of Los Angeles 2018). Planning Area 1 encompasses the SPW area, from the breakwater to the Vincent Thomas Bridge along the western boundary of the Port. The area extends from Berths 19 to 95 and includes cruise operations, institutional uses, and recreational activities. Planning Area 1 primarily includes land uses focused on public access to the waterfront, but also has limited cargo operations and commercial fishing activities. Planning Area 1 emphasizes waterfront access through a waterfront promenade, parks, museums, academic uses, and visitor-serving commercial uses and attractions. Within Planning Area 1, the West Harbor Modification Project site is designated as Visitor-Serving Commercial. The PMP defines this designation as a visitor-serving commercial use for the public and lists examples of this use as community centers/conference centers, visitor-serving retail, and exhibit space, among others. Figure LU-1 of the PMP shows the PMP land use designations for the West Harbor Project site and surrounding area.

2.2.5 Existing Zoning Designations

The West Harbor Modification Project site is zoned [Q]M2-1, Light Industrial, according to the City of Los Angeles Zoning Code (City of Los Angeles 2019a).

2.3 Proposed Modifications

The West Harbor Modification Project involves a modification of the proposed redevelopment of a portion the Ports O' Call area as described in the SPW EIS/EIR and as further defined in the 2016 and 2019 SPPM Addenda. The West Harbor Modification Project site is located on approximately 2.5 acres of the West Harbor Project site within the previously approved 6.4-acre Discovery Sea Amusement Area (as described in the 2016 SPPM Addendum).

As more particularly described below, the West Harbor Modification Project would create an outdoor Amphitheater. The Amphitheater would occupy approximately 108,000 square feet, including an over 50,000-square-foot area consisting of a sloped and terraced artificial lawn

with an approximately 35,000-square-foot stage, backstage, and box office area; an approximately 22,000-square-foot space accommodating concessions and restrooms located south of the lawn; and circulation space located east and west of the lawn area. Amphitheater capacity would be up to 6,200 seats. The artificial lawn would be cleaned (e.g., power washed) as needed and would be a permeable surface to promote infiltration.

Additionally, the West Harbor Modification Project would include a 150-foot-tall Tower Attraction. A conceptual plan of the Tower Attraction estimates that the foundation would be approximately 5,000 square feet and would be located between Buildings 1A and 1B on the southern portion of the West Harbor Project site.

With approval of the West Harbor Modification Project, no other amusement park attractions previously approved for the Discovery Sea Amusement Area would be developed, which included a 100-foot-diameter Ferris wheel, carousel, and a previously approved 500-seat amphitheater in the southern area of the West Harbor Project site. The West Harbor Modification Project would maintain other elements and uses previously approved for the 6.4-acre Discovery Sea Amusement Area, including new building improvements, green spaces, and garden areas on the remaining approximately 4 acres. Other previously analyzed project elements—such as the retail, restaurant, and commercial uses—would remain the same under the West Harbor Modification Project as described and analyzed for the SPPM Project in the 2016 and 2019 SPPM Addenda. A detailed description of the West Harbor Modification Project features is provided below. Table 1 compares previously analyzed project elements.

Table 1. Comparison of Project Features

Project Features	SPW EIS/EIR	2016 and 2019 SPPM Addenda	Proposed West Harbor Modification Project
Total development square footage	375,000 total square feet (sf): 125,000 sf restaurant space 175,000 sf commercial 75,000 sf conference center	300,000 total sf: 100,000 sf restaurant 38,600 sf retail 30,000 sf maritime-related office uses 131,400 sf of retail, restaurant, or commercial uses	No changes proposed to build out of city park and marketplace.
City park	Formerly Fisherman's Park, with 3 acres of lawn, including a 500-seat amphitheater.	4.3-acre multi-purpose plaza with landscaping, hardscape, outdoor furniture, and lighting.	The lawn and amphitheater would be relocated to the proposed 6,200-seat amphitheater location. The children's play area and other park space would remain in the City Park area (renamed North Park).

Project Features	SPW EIS/EIR	2016 and 2019 SPPM Addenda	Proposed West Harbor Modification Project
Discovery Sea Amusement Area	Not included.	6.4-acre amusement area with playground facilities, Ferris wheel, carousel, entertainment attractions, gardens, and a 500-seat amphitheater.	On approximately 2.5 acres, an Amphitheater that includes an outdoor entertainment lawn with seating for up to 6,200 patrons would replace the previously approved 500-seat amphitheater and the Discovery Sea Amusement Area previously analyzed in the 2016 SPPM Addendum. A 150-foot tall Tower Attraction would replace the 100-foot-diameter Ferris wheel. Buildings and green space and garden areas would remain.
Parking	2,638 spaces	1,909 spaces. Phase 2 with total spaces to be determined based on land use mix. The surface parking lot at 22nd Street and Sampson Way with 256 spaces was completed in 2009.	The parking previously designated for the SPPM project would be used for the West Harbor Modification Project. Other parking lots within the Port area may be used on certain days when events occur at the amphitheater. Additional parking requirements, if any, will be discussed further in the Draft SEIR.
Visitor trip generation	Weekday daily: 8,632 trips Weekend daily: 8,517 trips	Weekday daily: 5,798 trips Weekend daily: 6,285 trips	Estimated visitor trip generation to be included in the Draft SEIR analysis.
Terms of lease	Through 2037	Through 2082 (per the 2019 SPPM Addendum).	No change.

2.3.1 Amphitheater Changes

The West Harbor Modification Project is located on approximately 2.5 acres within the previously approved 6.4-acre Discovery Sea Amusement Area (as described in the 2016 SPPM Addendum) on the southern portion of the West Harbor Project site (refer to Figure 2 for the overall site plan).

The approximately 2.5-acre Amphitheater site plan is shown in Figure 3 and would include the creation of an approximately 50,000-square-foot sloped and terraced lawn area to be used as an outdoor amphitheater and entertainment venue. The Amphitheater area would

include an approximately 35,000-square-foot stage, backstage, and box office area; an approximately 22,000-square foot space accommodating concessions and restrooms located south of the lawn; and circulation space located east and west of the lawn area. The back-of-house facilities and stage would be on the north end of the Amphitheater site, with the stage, bandshell, speakers, video screens, and stage lighting directed toward the southeast. Temporary seats placed on the sloped and terraced lawn areas would face north toward the stage and overlook the Port waterfront. Figures 4A, 4B, and 4C show a rendering of the Amphitheater and entertainment lawn looking north.

Functional Area Breakdowns and Details (all dimensions and areas are approximate)

Back-of-House and Stage Facilities

- 6,600-square-foot raised (4 to 6 feet) stage
- Show semi-truck load-in/load-out area consisting of loading docks and covered canopies on either side of the stage plus bus and equipment staging areas
- Dressing and green room areas
- Electric, lighting, and sound system infrastructure
- Permanent restrooms, some with showers
- Offices and back-of-house support space
- 825-square-foot box office

Entertainment Lawn/Amphitheater Seating Area

- 40-foot-tall, 10,000-square-foot bandshell
- Sloped 23,000-square-foot lawn area directly in front of the stage
- 28,000-square-foot terraced seating area immediately behind the sloped seating
- Six 30-foot-tall speaker and stage lighting pylon structures
- 370-square-foot mixing board location in the center-rear portion of the sloped lawn

Concession/Storage Area with Patron Restrooms

- 4,000-square-foot indoor storage and catering facility area located below the southern portion of the terraced lawn area
- An outdoor hardscaped area for food trucks and small food and beverage service structures
- Temporary, portable restrooms behind the outdoor concession area on show nights

All seats would be temporary, as they would be set up for show nights and taken down shortly after the show. Approximately 35-foot-high video screens would flank both sides of the stage. The backstage area would be secured by fixed perimeter fencing, and access to the Amphitheater area would be controlled by removable fencing on event-related days for paid events.

The Amphitheater would host approximately 100 paid concert and major events per year, generally from April through November (outdoor concert season). The venue also could host smaller, local community, and sponsored events year-round.

Figure 2
Overall Site Plan
West Harbor Modification Project

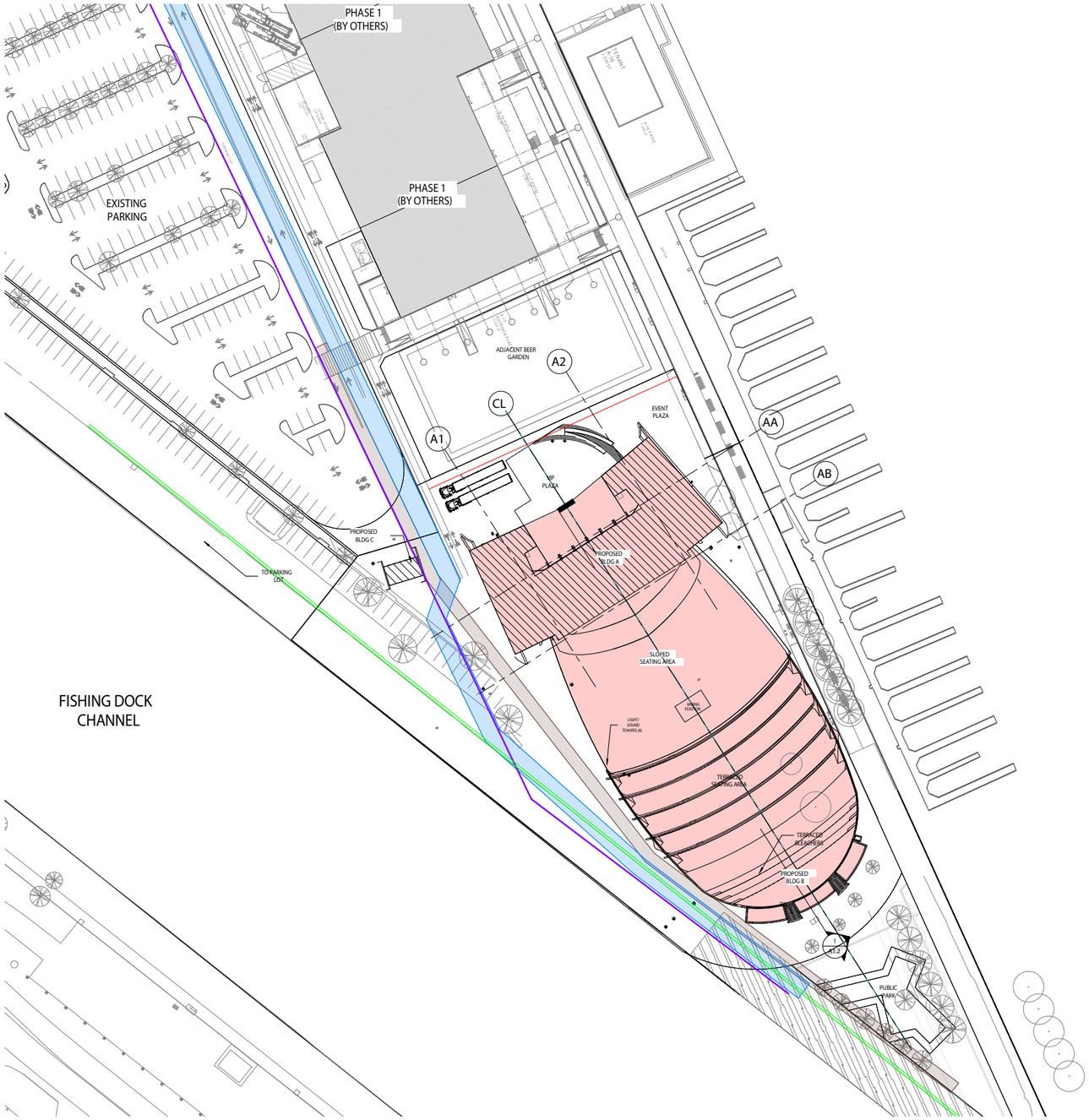

Figure 3
Amphitheater Layout
West Harbor Modification Project

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Figure 4A
Project Rendering of Amphitheater
West Harbor Modification Project

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Figure 4B
Project Rendering of Amphitheater
West Harbor Modification Project

Figure 4C
Project Rendering of Amphitheater
West Harbor Modification Project

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2.3.2 Construction

Project construction is expected to last approximately 10 to 12 months. A maximum of fifty construction workers may be needed on-site on any given day. Construction tasks are expected to include the following: constructing the sloped and terraced lawn; constructing stage and concession areas; installing fencing, lighting, and sound system; and building out the backstage structures and hardscape area, including a loading dock/truck and bus staging area.

2.3.3 Operations

The Amphitheater would host approximately 100 paid events annually, generally from April through November. No more than one event per day is expected. Concerts would typically start between 7:00 p.m. and 8:00 p.m. and last approximately 3 hours. Where possible, sustainable products and practices, such as biodegradable confetti, would be used during events, and care would be taken to direct the spray away from the main channel. This material, along with other trash, would be cleaned up after each event to prevent debris from entering the storm drain system and ocean. Pyrotechnics may also occur at certain events. Fireworks may be launched from a barge at approximately 25 events per year and may last up to 10 minutes. Each event would undergo appropriate permitting from the U.S. Coast Guard, as necessary. The Amphitheater location also could be used for community, charity, and sponsored events, which could be held year-round.

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

Tower Attraction

The West Harbor Modification Project would include the construction and operation of a Tower Attraction in the heart of the southern portion of the West Harbor Project site. Figures 5 and 6 show a conceptual plan and image of the Tower Attraction. The Tower Attraction's construction would include a spiral tubular steel tower structure up to 150 feet tall and up to 50 feet in diameter, a 10-foot-tall by 23-foot-diameter balloon-like lit feature, and a passenger gondola for seating. In the center of the gondola would be a beverage and snack service bar. The Tower Attraction would allow up to 15 passengers to enjoy a panoramic view of an operating Port environment from approximately 115 feet in the air. Each ride would last approximately 15 minutes. The tubular steel structure would allow for minimal obstruction of views from the ground level. Additionally, it would allow for the attraction's balloon to remain visible throughout the duration of the attraction's ascent and descent. The attraction's balloon would have integrated light-emitting diode (LED) lighting as well as ultraviolet ray and rain protection. (Aerophile 2014.)

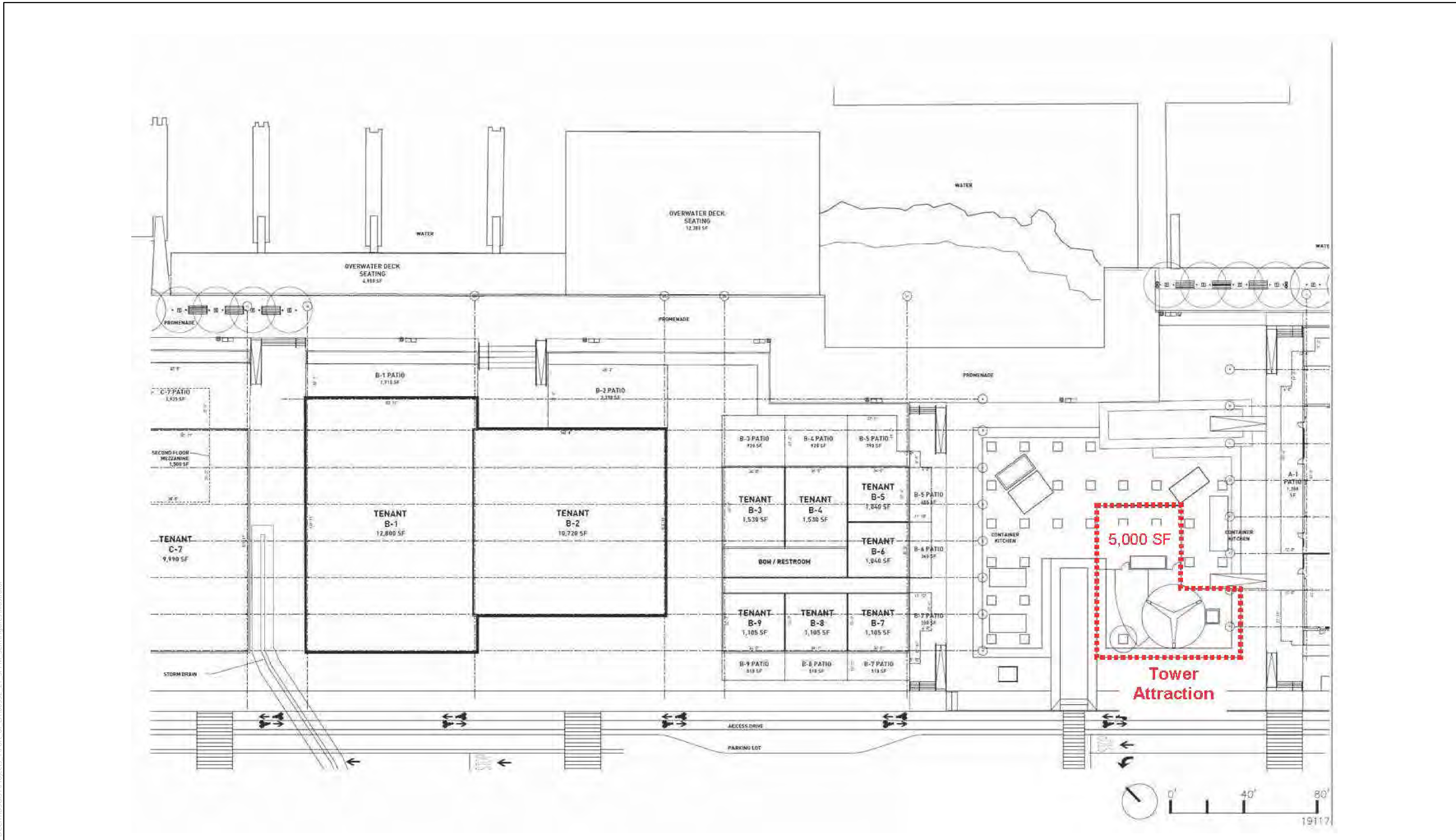

Figure 5
Project Rendering of Amphitheater
West Harbor Modification Project

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Figure 6
Example Tower Attraction Renderings
West Harbor Modification Project

Tower Attraction Construction

Construction of the Tower Attraction would be expected to last approximately 2 to 6 months. A maximum of 20 construction workers per day may be needed for tower assembly and construction. Construction tasks are expected to include the following: installation of concrete piles and foundation, connection to electric utilities, installation, assembly of tower components, and commissioning of the device.

Tower Attraction Operations

The Tower Attraction's gondola would travel vertically at a speed of 0.5 meters/second, with a full ride completed in approximately 15 minutes. The fan and lighting on the attraction would use electrical power supply, which would be recharged at the end of the operational day. Rides can occur in most weather conditions, including rain and when wind speeds are less than 44 miles per hour.

2.3.4 Mitigation Measure Changes

The Draft SEIR will also evaluate modifications to the previously approved MMRP for the 2009 SPW Project EIS/EIR and the revised MMRP for the 2016 SPPM Addendum. These modifications are necessary to update previous mitigation measures to current regulatory standards or modify them based on their effectiveness and need. Mitigation measures proposed for modification in this Initial Study/NOP are listed below for air quality and utilities and public services. Changes to transportation-related mitigation measures are not analyzed in this Initial Study/NOP and will be addressed in the transportation chapter of the Draft SEIR. Proposed modifications to these mitigation measures are provided in ~~strike-out~~ and <u>underline</u> format.

Air Quality

MM AQ-25: Recycling.

This mitigation measure is proposed to be removed because the implementation dates have passed and the measure is duplicative of another adopted mitigation measure, MM PS-4: Comply with AB 939, which also has mandatory recycling rates. Since certification of the SPW EIS/EIR in 2009, Assembly Bill (AB) 341 was passed, requiring commercial businesses to separate recyclable materials from solid waste and subscribe to recycling services. Additionally, AB 341 went into effect on July 1, 2012. It requires all businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place, to be coordinated by the RecycLA program within the City of Los Angeles. AB 341 also set forth a "policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020." Finally, LA's *Green New Deal Sustainable City pLAn*, released in 2019, includes a target goal to increase landfill diversion rate to 90 percent by 2025; 95 percent by 2035; and 100 percent by 2050. Therefore, the original intent of the previously approved mitigation measure has been met with existing regulatory requirements and goals.

~~**MM AQ-25: Recycling.**~~

~~The terminal buildings shall achieve a minimum recycling rate of 40% by 2012 and 60% by 2015. Recycled materials shall include:~~

- ~~white and colored paper;~~
- ~~Post-it notes;~~
- ~~magazines;~~
- ~~newspaper;~~
- ~~file folders;~~
- ~~all envelopes, including those with plastic windows;~~
- ~~all cardboard boxes and cartons;~~
- ~~all metal and aluminum cans;~~
- ~~glass bottles and jars; and~~
- ~~all plastic bottles.~~

The 2009 SPW Project EIS/EIR MMRP specifies that this measure applies to cruise ship lines, the cruise terminal, Catalina Express, tug companies, and Ports O'Call tenants during operation.

Because this measure is proposed to be removed per the above discussion, the relevant language in the West Harbor Modification Project MMRP will be modified to reflect this proposed removal.

MM AQ-27: Compact Fluorescent Light Bulbs.

This proposed modification would allow for the use of more energy-efficient light-emitting diode (LED) light bulbs instead of the now obsolete compact fluorescent light bulbs. Proposed modifications are shown below.

MM AQ-27: Compact ~~Fluorescent~~ <u>Light-Emitting Diode (LED)</u> Light Bulbs.

All interior terminal buildings shall use compact ~~fluorescent~~ <u>LED</u> light bulbs.

The 2009 SPW Project EIS/EIR MMRP specifies that this measure applies to LAHD during building construction. The West Harbor Modification Project will revise this mitigation measure to also apply to the developer.

MM AQ-28: Energy Audit.

This mitigation measure is proposed to be removed as the proposed buildings are anticipated to be compliant with the Port of Los Angeles Green Building Policy (POLA 2007), which was certified by the Board of Harbor Commissioners in 2007. This policy is based on the Leadership in Energy and Environmental Design (LEED) Certification Rating System, and focuses on sustainability, energy efficiency, and water efficiency. This policy also requires the LAHD to use energy and water efficiency elements on their construction

projects. In 2008, the City of Los Angeles adopted Ordinance No. 179820, the first amendment to the Los Angeles Municipal Code, Chapter 1. Sections 16.10 and 16.11, which established the Green Building Program (City of Los Angeles 2008). The Green Building Program focuses on sustainable building practices and addresses five key areas: site, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality. In 2020, the 2019 California Green Building Standards Code (California Building Standards Commission 2019) and the 2019 Building Energy Efficiency Standards (California Energy Commission 2019) came into effect. The California Green Building Standards Code encourages sustainable construction practices for five main categories: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The Building Energy Efficiency Standards include updates to many key areas regarding energy efficiency of newly constructed and altered builds, including the introduction of photovoltaic into the prescriptive package. By complying with these policies, sustainability, energy efficiency, water efficiency and innovation is considered during building construction. Additionally, Title XXIV of the California Code of Regulations has been updated multiple times since this mitigation measure was created and includes additional requirements than the version that was in effect at the time of adoption. In 2019 L.A.'s Green New Deal was released, which includes targets for carbon neutral buildings and reduced energy consumption that would be followed, as applicable regulations are implemented. Current policies, plans, and design standards require more sustainable construction than was available at the time the MMRP for the 2009 SPW EIS/EIR was certified. Therefore, the original intent of the previous mitigation measure has been met through current design regulations and existing state and local ordinances, policies and plans.

Therefore, the intent of the original mitigation measure is met with the implementation of local and state ordinances and policies.

~~MM AQ-28: Energy Audit~~

~~The tenant shall conduct a third-party energy audit every 5 years and install innovative power-saving technology where feasible, such as power-factor correction systems and lighting power regulators. Such systems help maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use.~~

The 2009 SPW Project EIS/EIR MMRP specifies that this measure applies to cruise ship lines, the cruise terminal, Catalina Express, tug companies, and Ports O' Call tenants during operation.

Because this measure is proposed for removal per the above discussion, the relevant language in the West Harbor Modification Project MMRP will be modified to reflect this proposed removal.

Utilities and Public Services

MM PS-4: Comply with AB 939.

This mitigation measure is proposed for removal because compliance with AB 939 is required by legislature. Proposed modifications are shown below.

~~**MM PS-4: Comply with AB 939.**~~

~~LAHD and Port tenants will implement a Solid Waste Management including the following measures to achieve a 50% reduction of current waste generation percentages by 2037 and ensure compliance with the California Solid Waste Management Act (AB 939).~~

~~a. Provide space and/or bins for storage of recyclable materials on the project site. All garbage and recycle bin storage space will be enclosed and plans will show equal area availability for both garbage and recycle bins in storage spaces.~~

~~b. Establish a recyclable material pick-up area for commercial buildings.~~

~~c. Participate in a curbside recycling program to serve the new development.~~

~~d. Develop a plan for accessible collection of materials on a regular basis.~~

~~e. Develop source reduction measures that indicate the method and amount of expected reduction.~~

~~f. Implement a program to purchase materials that have recycled content for project construction and operation (e.g., lumber, plastic, office supplies).~~

~~g. Provide a resident-tenant/employee education pamphlet to be used in conjunction with available Los Angeles County and federal source reduction educational materials. The pamphlet will be provided to all commercial tenants by the leasing/property management agency.~~

~~h. Include lease language requiring tenant participation in recycling/waste reduction programs, including specification that janitorial contracts support recycling.~~

The 2009 SPW Project EIS/EIR MMRP specifies that this measure applies to cruise ship lines, the cruise terminal, Catalina Express, and tug companies during operation. The 2016 SPPM Addendum MMRP revised this measure to apply to the SPPM developer.

Because this measure is proposed for removal per the above discussion, the relevant language in the West Harbor Modification Project MMRP will be modified to reflect this proposed removal.

MM PS-5: Water Conservation and Wastewater Reduction.

This proposed modification is necessary because there is no supply source available or proposed, according to the *City of Los Angeles Recycled Water Master Planning* document prepared by the Los Angeles Department of Water and Power (LADWP) and Department of Public Works (2012). If the project is constructed with specific recycled water hook-up capabilities, and once recycled water is available, that water will be used for irrigation and toilet flushing. Proposed modifications are shown below.

MM PS-5: Water Conservation and Wastewater Reduction.

LAHD and Port tenants will implement the following water conservation and wastewater reduction measures to further reduce impacts on water demand and wastewater flows.

a. The landscape irrigation system will be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns will be adjusted to minimize overspray onto walkways and streets. Each zone (sprinkler valve) will water plants having similar watering needs (i.e., shrubs, flowers, and turf will not be in the same watering zone). Automatic irrigation timers will be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times will be adjusted for all zones seasonally, reducing length and frequency of watering in the cooler months (i.e., fall, winter, spring). Adjust sprinkler timer run time to avoid water runoff, especially when irrigating sloped property. Sprinkler times will be reduced once drought tolerant plants have been established.

b. Drought-tolerant, low water consuming plant varieties will be used to reduce irrigation water consumption.

c. Recycled water will be used for irrigation and toilet flushing (dual-flushing) upon notification from LADWP that recycled water is available and upon notification from Port Engineering that necessary connections are available prior to construction.

d. Ultra-low-flush toilets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new and replacement construction ~~and when remodeling~~. Low flow faucet aerators will be installed on all sink faucets.

e. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). LADWP will be contacted for specific information of appropriate measures.

f. Re-circulating or point-of-use hot water systems will be installed to reduce water waste in long piping systems where water must be run for considerable period before heated water reaches the outlet.

The 2009 SPW Project EIS/EIR MMRP specifies that this measure applies to the cruise ship lines, cruise terminal, Catalina Express, and tug companies during operation. The 2016 SPPM Addendum MMRP revised this measure to apply to the SPPM developer.

MM PS-6: Employ Energy Conservation Measures.

The proposed buildings are required to comply with the Port of Green Building Policy, which is based on the LEED Certification Rating System and focuses on sustainability, energy efficiency, and water efficiency. This policy also requires the LAHD to use energy and water efficiency elements on their construction projects. In 2008, the City of Los Angeles adopted Ordinance no. 179820, the first amendment to the Los Angeles Municipal Code, Chapter 1, Sections 16.10 and 16.11, which established the Green Building Program (City of Los Angeles 2008). The Green Building Program focuses on sustainable building practices and addresses five key areas: site, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality. In 2020, the 2019 California Green Building Standards Code (California Building Standards Commission 2019) and the 2019 Building Energy Efficiency Standards (California Energy Commission 2019) came into effect. The California Green Building Standards Code encourages sustainable construction practices for five main categories: planning and design; energy efficiency; water efficiency and

conservation; material conservation and resource efficiency; and environmental quality. The Building Energy Efficiency Standards include updates to many key areas regarding energy efficiency of newly constructed and altered builds, including the introduction of photovoltaic into the prescriptive package. By complying with these policies, sustainability, energy efficiency, water efficiency and innovation is considered during building construction. Additionally, Title XXIV of the California Code of Regulations has been updated multiple times since this mitigation measure was created and includes additional requirements than the version that was in effect at the time of adoption. In 2019 L.A.'s Green New Deal was released, which includes targets for carbon neutral buildings and reduced energy consumption that would be followed, as applicable regulations are implemented. Current policies, plans, and design standards require more sustainable construction than was available at the time the MMRP for the 2009 SPW EIS/EIR was certified. Therefore, this mitigation measure is proposed for removal because the original intent of the previous mitigation measure has been met through current design regulations and existing state and local policies and plans. Proposed modifications are shown below.

~~**MM PS-6: Employ energy conservation measures.**~~

~~During the design process, LAHD will consult with LADWP's Efficiency Solutions Business Group regarding possible energy efficiency measures. LAHD and its tenants will incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations, such as:~~

a. ~~Built-in appliances, refrigerators, and space-conditioning equipment will exceed the minimum efficiency levels mandated in the California Code of Regulations.~~

b. ~~High-efficiency air conditioning will be installed that is controlled by a computerized energy-management system in office and retail spaces and provides the following: a variable air-volume system that results in minimum energy consumption and avoids hot water energy consumption for terminal reheat, a 100% outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods, sequentially staged operation of air-conditioning equipment in accordance with building demands, the isolation of air conditioning to any selected floor or floors, and considers the applicability of the use of thermal energy storage to handle cooling loads.~~

c. ~~Ventilation air will be cascaded from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted.~~

d. ~~Lighting system heat will be recycled for space heating during cool weather. While exhaust lighting-system heat will be recycled from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.~~

e. ~~Low and medium static-pressure terminal units will be installed, as well as ductwork to reduce energy consumption by air-distribution systems.~~

f. ~~Buildings must be well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.~~

g. ~~A performance check of the installed space-conditioning system will be completed by the developer/installer prior to issuance or the certificate of occupancy to ensure that energy-efficiency measures incorporated into the proposed Project operate as designed.~~

h. ~~Exterior walls will be finished with light-colored materials and high emissivity characteristics to reduce cooling loads. Interior walls will be finished with light-colored materials to reflect more light and, thus increase light efficiency.~~

i. ~~White reflective material will be used for roofing meeting California standards for reflectivity and emissivity to reject heat.~~

j. ~~Thermal insulation that exceeds requirements established by the California Code of Regulations will be installed in walls and ceilings.~~

k. ~~Window systems will be designed to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.~~

l. ~~Heat-rejecting window treatments will be installed, such as films, blinds, draperies, or others on appropriate exposures.~~

m. ~~Fluorescent and high-intensity discharge lamps that give the highest light output per watt of electricity consumed will be installed wherever possible, including all street and parking lot lighting, to reduce electricity consumption. Reflectors will be used to direct maximum levels of light to work surfaces.~~

n. ~~Photosensitive controls and dimmable electronic ballasts will be installed to maximize the use of natural daylight available and reduce artificial lighting load.~~

o. ~~Occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling will be installed to avoid unnecessary energy consumption.~~

p. ~~Time-controlled interior and exterior public area light will be installed, limited to that which is necessary for safety and security.~~

q. ~~Mechanical systems (HVAC and lighting) in the building will be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.~~

r. ~~Windowless walls or passive solar inset of windows will be incorporated, where feasible, in building design.~~

s. ~~Project will focus pedestrian activity within sheltered outdoor areas.~~

The 2009 SPW Project EIS/EIR MMRP specifies that this measure applies to cruise ship lines, the cruise terminal, Catalina Express, and tug companies during operation. The 2016 SPPM Addendum MMRP revised this measure to apply to the SPPM developer.

Because this measure is proposed for removal per the above discussion, the relevant language in the West Harbor Modification Project MMRP will be modified to reflect this proposed removal.

3.0 Anticipated Project Approvals and Permits

The approvals or permits that could be required for the proposed West Harbor Project are anticipated to include, but not be limited, to:

- City of Los Angeles building, occupancy, electrical, and mechanical permits
- Los Angeles Fire Department (LAFD): approval of fire suppression system
- LAHD: issuance of a Harbor Engineer Permit, Coastal Development Permit or Coastal Development Permit amendment, and site lease amendments (as necessary)
- South Coast Air Quality Management District (SCAQMD): permit for emergency generator
- State Water Resources Control Board: Construction General Permit

4.0 Environmental Checklist – Initial Study

1.	**Project Title:**	West Harbor Modification Project
2.	**Lead Agency Name and Address:**	Los Angeles Harbor Department Environmental Management Division 425 S. Palos Verdes Street San Pedro, CA 90731
3.	**Contact Person and Phone Number:**	Nicole Enciso 310.732.3615
4.	**Project Location:**	Port of Los Angeles, from Berths 73-Z to 83 San Pedro, CA 90731
5.	**Project Sponsor's Name and Address:**	Los Angeles Harbor Department Environmental Management Division 425 S. Palos Verdes Street San Pedro, CA 90731
6.	**General Plan Designation:**	Visitor-Serving Commercial
7.	**Zoning:**	[Q]M2-1, Light Industrial Enterprise Zone/Employment and Economic Incentive Program Area (EZ) No. 2130

8. **Description of Project:**

LAHD is proposing modifications to the West Harbor Modification Project involving development of an approximately 108,000-square-foot, 6,200-seat outdoor amphitheater and entertainment lawn venue, as well as an approximately 150-foot tall by 50-foot wide Tower Attraction that would replace the previously analyzed 100-foot diameter Ferris wheel. The modifications would occur on approximately 2.5 acres within the previously approved 6.4-acre Discovery Sea Amusement Area of the site formerly known as the San Pedro Public Market, which is between the Main Channel and Harbor Boulevard from Berths 73-Z to 83 within the Port. The Amphitheater would replace the previously approved Discovery Sea Amusement Area and 500-seat amphitheater. The other entertainment attractions previously proposed within the Discovery Sea Amusement Area included playground facilities and entertainment attractions such as various temporary and permanent rides (i.e., a Ferris wheel, a carousel, and arcade-style games). LAHD is also proposing modifications to mitigation measures in the SPW Project MMRP and the 2016 SPPM Addendum MMRP in the areas of air quality, utilities and public services, and transportation.

9. **Surrounding Land Uses and Setting:**

The West Harbor Modification Project is within the Port, which is in San Pedro Bay within the city of Los Angeles, approximately 20 miles south of downtown Los Angeles. The Port is adjacent to 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. In total, the Port encompasses approximately 7,300

acres of land and water along 43 miles of waterfront. The proposed West Harbor Modification Project site is within the SPW area and involves development modifications to approximately 2.5 acres within the 6.4-acre Discovery Sea Amusement Area in the southern portion of the SPPM. The West Harbor comprises a total of approximately 45 acres, including the former site of Ports O'Call Village, located between the Los Angeles Harbor's Main Channel and Harbor Boulevard from Berths 73-Z to 83. Steep bluffs to the northwest provide a natural physical edge between portions of the San Pedro community and the project site. There are residences approximately 1,450 feet west of the project site. Just southwest of the project site, in the S.P. Slip, is an active commercial fishing fleet. The Municipal Fish Market at Berth 72, adjacent to the S.P. Slip, is associated with these fishing operations. Berths 91 to 93 to the north of the project site are currently used by the World Cruise Center.

10. Other Public Agencies Whose Approval Is Required:

- City of Los Angeles building, occupancy, electrical, and mechanical permits
- LAFD: approval of fire suppression system
- LAHD: issuance of a Harbor Engineer Permit, Coastal Development Permit or Coastal Development Permit amendment, and site lease amendments (as necessary)
- SCAQMD: permit for emergency generator
- State Water Resources Control Board: approval of Construction General Permit

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts on tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process (see PRC § 21083.3.2.). Information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

LAHD sent certified AB 52 letters on January 8, 2020, to the Gabrieleno Band of Mission Indians-Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tonga Nation, Gabrielino Tongva Indians of California Tribal Council, and Gabrielino-Tongva Tribe. No responses were received within the 30-day consultation request period, which ended on February 7, 2020.

Environmental Factors Potentially Affected

The environmental factors checked below could be affected by this project (i.e., the project would involve at least one impact that is a "Potentially Significant Impact"), as indicated by the checklist on the following pages.

☒ Aesthetics	☐ Agricultural and Forestry Resources	☒ Air Quality
☒ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils/ Paleontological Resources	☒ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☒ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

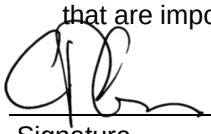
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and a SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards; and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed on the project, nothing further is required.



Signature

04-07-2022

Date

Chris Cannon, Director
Environmental Management Division
City of Los Angeles Harbor Department

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers, except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less than Significant with Mitigation Incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less-than-Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. (Mitigation measures from Earlier Analyses, as described in #5, below, may be cross referenced.)
5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where earlier analyses are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures, based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to a less-than-significant level.

I. Aesthetics

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☒	☐	☐	☐

Discussion

Would the project:

a. Have a substantial adverse effect on a scenic vista?

No Impact. The West Harbor Modification Project site is not within or near any protected or designated scenic vistas. Therefore, there would be no impact, and this issue will not be addressed further in the SEIR.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?

No Impact. The West Harbor Modification Project site is not near an eligible or designated scenic highway. Therefore, the proposed project would not have the potential to damage scenic resources within a state scenic highway. The California Department of Transportation is responsible for official nomination and designation of eligible scenic highways. The nearest officially designated State Scenic Highway is approximately 21 miles north of the proposed project (State Route 1, from Venice Boulevard to the city boundary of Santa Monica) (Caltrans 2019). The West Harbor Modification Project site is not visible from this location; therefore, proposed West Harbor Modification Project activities would not affect the quality of scenic views from this location.

No scenic trees or rock outcroppings exist at the West Harbor Modification Project site. Demolition activities proposed at the project site would be consistent with the existing visual context of a working port. Therefore, there would be no impacts on scenic resources and this issue will not be addressed further in the SEIR.

The amphitheater stage and associated scaffolding would be approximately 45 feet and display screens would not exceed approximately 35 feet in height. Grandstand seating would increase in height, with the front row starting at approximately 7 feet above ground level and the back row reaching approximately 35 feet above ground level. Development of the West Harbor Modification Project would not obstruct critical public views from a designated scenic highway or within recognized or valued views. Therefore, there would be no impact, and this issue will not be addressed further in the SEIR.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less-than-Significant Impact. Development of the West Harbor Modification Project would not conflict with applicable zoning or other regulations governing scenic quality. Its construction would also be subject to and comply with the San Pedro Waterfront and Promenade Design Guidelines (Port of Los Angeles 2014). These guidelines were developed to provide the framework for quality and appropriate design to ensure that SPW features would not adversely affect visual quality by introducing highly contrasting, inharmonious, or unsuitably scaled architecture. LA Waterfront Design Guidelines (Port of Los Angeles 2014b) related to maintaining views and building heights include the following:

- Buildings should protect upland views to the water and adhere to the existing scale of development in Wilmington and San Pedro.
- The maximum building height for development should comply with the City of Los Angeles Zoning Ordinance. Where deemed appropriate by the Port, however, buildings can exceed this height through a variance.
- Roof elements such as poles and masts and other structures that occupy no more than 10% of the roof area are exempt from building height limits.
- Buildings should generally decrease in height as they approach the waterfront, with taller buildings away from the water and shorter buildings nearer the promenade.
- Tower elements or those portions of a building over 60 feet should be designed as slender structures to minimize view obstructions from inland areas and maintain upland views and east-west view corridors from existing streets.

In addition, LA Waterfront Design Guidelines (Port of Los Angeles 2014) related to signage include the following:

- Signs should be scaled based on their environment and intended user. For example, larger signs should be used for drivers moving at faster speeds while smaller signs should be used for pedestrians.
- Signs should be located where most effective in terms of decision points and information needs. They should be located for prominence and readability.

- Signs should be illuminated uniformly and use appropriate contrasting backgrounds to ensure visibility and legibility, even during night hours. Glare and reflection should be minimized.

These design standards were determined to result in visual improvements to the current facilities at Ports O'Call. The West Harbor Modification Project would adhere to standards associated with the above-referenced design guidelines to ensure that the existing visual character or quality of public views of the site and its surroundings are not adversely degraded. Therefore, impacts would be less than significant, and this issue will not be addressed further in the SEIR.

d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Potentially Significant Impact. The West Harbor Modification Project could create a new source of substantial light or glare due to lighting and screens being used during concert events. Therefore, this issue will be evaluated in the SEIR.

II. Agricultural and Forestry Resources

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts on forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project, and forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?	☐	☐	☐	☒

Discussion

Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The California Department of Conservation's Farmland Mapping and Monitoring Program develops maps and statistical data for analyzing impacts on California's agricultural resources. The Farmland Mapping and Monitoring Program categorizes agricultural land according to soil quality and irrigation status; the best land is identified as Prime Farmland. According to the Farmland Mapping and Monitoring Program, the West Harbor Modification Project site is an area that has been designated as Urban and Built-Up Land, which is defined as land with structures that have a variety of uses, including industrial, commercial, institutional, and railroad or other transportation uses (California Department of Conservation 2018). There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance in the West Harbor Modification Project vicinity or on the project site. Therefore, the West Harbor Modification Project would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance to nonagricultural use. Consequently, no impacts would occur, and this issue will not be addressed further in the SEIR.

b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?

No Impact. The West Harbor Modification Project site is zoned for light industrial uses ([Q]M2-1). There are no agricultural zoning designations or agricultural uses within the project limits or adjacent areas. The Williamson Act applies to parcels with at least 20 acres of Prime Farmland or at least 40 acres of land that is not designated as Prime Farmland. The project site is not within a Prime Farmland designation and does not consist of more than 40 acres of farmland (California Department of Conservation 2018). No Williamson Act contracts apply to the West Harbor Modification Project site. As such, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, no impacts would occur, and this issue will not be addressed further in the SEIR.

c. Conflict with existing zoning for, or cause rezoning of forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The West Harbor Modification Project site is currently zoned as for light industrial uses ([Q]M2-1) (City of Los Angeles 2019a). It does not support timberland or forestland. Therefore, the West Harbor Modification Project would not conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production. As such, no impact would occur, and this issue will not be addressed further in the SEIR.

d. Result in the loss of forestland or conversion of forestland to non-forest use?

No Impact. The West Harbor Modification Project would not result in a loss of forestland or the conversion of forestland to non-forest use. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

e. Involve other changes in the existing environment that, because of their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?

No Impact. As discussed above, no farmland or forestland occurs within the surrounding area or at the West Harbor Modification Project site. The project would not disrupt or damage the existing environment or result in the conversion of farmland to non-agricultural use or conversion of forestland to non-forest use. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

III. Air Quality

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐

Discussion

Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The West Harbor Modification Project could result in increased emissions of criteria air pollutants due to possible higher trip generation. Therefore, this issue will be evaluated in the SEIR.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard?

Potentially Significant Impact. The West Harbor Modification Project could result in a cumulatively considerable net increase in a criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard due to potentially higher trip generation rates. Therefore, this issue will be evaluated in the SEIR.

c. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The West Harbor Modification Project could expose sensitive receptors to substantial pollutant concentrations due to additional vehicle traffic during concert events. Therefore, this issue will be evaluated in the SEIR.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Potentially Significant Impact. The West Harbor Modification Project could result in other emissions (such as those leading to odors) adversely affecting a substantial number of people due to the use of pyrotechnics and fireworks during events. Therefore, this issue will be evaluated in the SEIR.

IV. Biological Resources

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetland (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Potentially Significant Impact. No candidate, sensitive, or special-status species are known to occur on the West Harbor Modification Project site, and there is no federally

designated critical habitat in the harbor area. The West Harbor Modification Project would construct an outdoor venue hosting concerts and other special events. The project would include an amplified sound system, fireworks, and lighting displays. Noise from the sound system, audiences attending the events, and fireworks could propagate into the surrounding community and be audible to nearby species, such as marine mammals in the channel and endangered California least terns (*Sternula antillarum*) at the Pier 400 Nesting site. The installation and operation of the Tower Attraction will also be included in this assessment for its potential for perching and nesting and impacts from lighting. As a result, the West Harbor Modification Project could create a substantial adverse effect on marine mammals and the California least tern colony. Therefore, this issue will be evaluated in the SEIR.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. There is no riparian habitat at the West Harbor Modification Project site or in the vicinity; therefore, no impact on riparian habitats would occur. Neither construction nor operation of the amphitheater would involve any in-water or over-water work. Therefore, no impacts on any other sensitive natural communities such as eelgrass would occur and this issue will not be addressed further in the SEIR.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The West Harbor Modification Project would not affect federally protected wetlands (as defined by Section 404 of the Clean Water Act) because there are no federally protected wetlands in the area. Implementation of the project would not affect riparian habitat or require in-water or over-water work. Therefore, no impact would occur and this issue will not be addressed further in the SEIR.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less-than-Significant Impact. No known wildlife migration corridors are present at the West Harbor Modification Project site. Further, if construction is to occur between February 15 and September 1, a qualified biologist will conduct surveys for the presence of species protected under the Migratory Bird Treaty Act, such as black-crowned night herons, and blue herons within Berth 78-Ports O'Call or other appropriate and known locations within the study area that contain potential nesting bird habitat, consistent with Mitigation Measure BIO-2. Therefore, the project would have a less-than-significant impact and this issue will not be addressed further in the SEIR.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The only biological resources protected by City of Los Angeles ordinance (City of Los Angeles 2006) are certain tree species, none of which are present on the West Harbor Modification Project site. Therefore, the project would not conflict with any local

policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. As such, no impact would occur, and this issue will not be addressed further in the SEIR.

f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

No Impact. Neither the West Harbor Modification Project site nor any adjacent areas are included as part of an adopted natural communities conservation plan or habitat conservation plan. Therefore, project would not adversely affect any areas identified in an adopted plan. The project would not conflict with the provisions of an adopted community conservation, habitat conservation, or other plan. As such, no impact would occur, and this issue will not be addressed in the SEIR.

V. Cultural Resources

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

Discussion

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact. The West Harbor Modification Project would not require the demolition or removal of any structures. Therefore, no impacts on historical resources would occur, and this issue will not be addressed further in the SEIR.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less-than-Significant Impact. The Ports O'Call area overlies land that includes artificial fill (U.S. Department of Agriculture 2022). Because of the highly disturbed nature of the site and the minimal ground disturbance anticipated as a part of the West Harbor Modification Project, interaction with archaeological resources is unlikely. Therefore, impacts would be less than significant, and this issue will not be addressed further in the SEIR.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact. No prehistoric sites or cemeteries have been identified in the West Harbor Modification Project site or within a 0.25-mile radius of the site. Based on the results of the cultural resource records search and Native American consultation process, there is no evidence of any human remains, including those interred outside of dedicated cemeteries, within the West Harbor Modification Project site that would be affected by the proposed project. Furthermore, as this location is on artificial fill, impacts on buried human remains would be unlikely.

Therefore, no impacts on any human remains would occur, and this issue will not be addressed further in the SEIR.

VI. Energy

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Discussion

Would the project:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

Less-than-Significant Impact. The West Harbor Modification Project would not use nonrenewable energy resources in a wasteful or inefficient manner during construction or operation. The project would require the use of diesel and gasoline to operate equipment during construction and for construction worker vehicles. Gasoline for worker and patron vehicles would be the primary energy resources needed during operation. In addition, diesel would be needed for the trucks and emergency generator, natural gas for food vendors, and electricity for concert operations.

During construction, diesel would be used to operate onsite construction equipment and offsite delivery and hauling vehicles. Gasoline would be used in construction worker vehicles. Electricity would be used to operate minor electrical equipment, such as lighting. Substantial electricity use would not occur during construction activities because construction would occur primarily during daylight hours, thus limiting the need for lighting. Construction of the proposed project would consume an estimated 26,677 gallons of fuel (23,639 gallons diesel, 3,038 gallons gasoline). Energy expenditures during construction would be short in duration, lasting approximately 10 to 12 months.

During operation, propane fuels would be used to operate onsite food vendors. Gasoline fuel would be used to operate worker and patron automobiles, as well as for an emergency generator for the Tower Attraction. Electricity would be used to operate onsite lighting, sound equipment, the Tower Attraction, and other concert-related equipment. Operation of the project would annually consume an estimated 393,879 gallons of fuel (8,075 gallons diesel, 246,915 gallons of gasoline), 750,000 cubic feet per year of natural gas, and 1 gigawatt-hour (GWh) of electricity. The electricity demand in 2020 was 65,650 GWh for Los Angeles County (CEC 2020a). Natural gas consumption in Los Angeles County in 2020

was 2,937 million British thermal units (CEC 2020b). Therefore, due to the limited amount of electricity and natural gas use compared to that available for use, the project would not result in a wasteful use of energy. In 2017, 3,659 million gallons of gasoline and 301 million gallons of diesel were sold in Los Angeles County (County of Los Angeles 2019).

Based on the maximum projected use of fuels for this project as compared to overall sales in the county, the project would not result in a wasteful use of energy. Therefore, these energy uses do not constitute wasteful, inefficient, or unnecessary consumption and impacts would be less than significant. This issue will not be addressed further in the SEIR.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The West Harbor Modification Project would incorporate energy conservation measures in compliance with the California Building Standards Code, CCR Title 24, and any other applicable local, state, and federal energy efficiency requirements. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and no impact would occur. This issue will not be addressed further in the SEIR.

VII. Geology and Soils

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
2. Strong seismic ground shaking?	☐	☐	☒	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
4. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Discussion

Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less-than-Significant Impact. The Palos Verdes Fault Zone traverses the Port in a northwest-to-southeast manner from the West Turning Basin to Pier 400 and beyond. The Palos Verdes Fault Zone roughly encompasses a 50-mile-long area that travels through the communities of San Pedro, Palos Verdes Estates, Torrance, and Redondo Beach (USGS 2022). According to Figure 2, *Palos Verdes Fault Zone,* of the 2018 PMP, the Palos Verdes fault crosses the project area. In addition to the Palos Verdes Fault Zone, the northern terminus of the Wilmington blind thrust fault line is immediately adjacent to and just northeast of the project. According to the 2017 *Activity and Earthquake Potential of the Wilmington Blind Thrust, Los Angeles, CA Final Technical Report* submitted to the U.S. Geological Survey, the fault line is between Cannery Street and the project site (Wolfe et al. 2017). The West Harbor Modification Project would not include the addition of any new structures meant for human occupancy (consequently, potential impacts on people and structures would be negligible) and would not contain features that would directly or indirectly cause or intensify effects associated with fault rupture. Therefore, impacts would be less than significant, and this issue will not be addressed further in the SEIR.

2. Strong seismic ground shaking?

Less-than-Significant Impact. The West Harbor Modification Project area lies near the Palos Verdes Fault Zone; therefore, potential hazards exist because of seismic activity associated with active faults and the presence of engineered fill[1] throughout the area. The exposure of people to seismic ground shaking is a potential risk with or without the project. The risk of seismic hazards such as ground shaking cannot be avoided. Building and construction design codes are meant to minimize structural damage resulting from a seismic event. The West Harbor Modification Project would comply with applicable engineering standards and building codes, as well as applicable sections of the Los Angeles Building Code. Emergency planning and coordination would also contribute to reducing injuries to onsite personnel and patrons during seismic activity. With incorporation of emergency planning and compliance with current regulations and standard engineering practices, this impact would be less than significant and will not be addressed further in the SEIR.

[1] According to the 2018 PMP, the Port has been physically modified through past dredge-and-fill projects. The Natural Resources Conservation Service's Web Soil Survey identifies soils in the project area as Urban Land, 0 to 2 percent slopes, dredged fill substratum.

3. Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Liquefaction occurs when saturated, low-density loose materials (e.g., sand or silty sand) are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. The increase in pressure is caused by strong ground motion from an earthquake. Liquefaction most often occurs in areas underlain by silts and fine sands and where shallow groundwater exists. Similar to Threshold XIX(a)(2), above, the harbor area, including the SPPM and West Harbor Modification Project site, is identified as an area that is susceptible to liquefaction, per the California Geological Survey's Earthquake Zones of Required Investigation (1999). This is due to the presence of engineered fill and shallow groundwater at the West Harbor Modification Project site. The exposure of people to liquefaction is a potential risk with or without the proposed project. The risk of seismic hazards such as liquefaction cannot be avoided. Building and construction design codes are meant to minimize structural damage resulting from a seismic event. The West Harbor Modification Project would comply with applicable engineering standards and building codes, as well as applicable sections of the Los Angeles Building Code. Emergency planning and coordination would also contribute to reducing injuries to onsite personnel and patrons during seismic activity. With incorporation of emergency planning and compliance with current regulations and standard engineering practices, this impact is considered less than significant, and will not be addressed further in the SEIR. In addition, per the California Supreme Court in its *California Building Industry Association v. Bay Area Air Quality Management District* decision, "CEQA generally does not require an analysis of how existing environmental conditions will impact a project's future users or residents." The proposed West Harbor Modification Project would not change or exacerbate the potential to expose people or structures to seismic hazards. This impact would be less than significant and will not be addressed further in the SEIR.

4. Landslides?

No Impact. Topography in the vicinity of the West Harbor Modification Project site is flat and not subject to landslides. As described in the 2009 Final SPW EIS/EIR, a slope that ranges from 0 to approximately 20 feet in height is approximately 1,500 feet northwest of the proposed project near South Harbor Boulevard and 11th Street. Because of the relatively small size of the slope, the potential for a landslide to occur on this slope is considered low. In addition, the project site is not in an area susceptible to earthquake-induced landslides (California Geological Survey 1999). Therefore, no impacts related to landslides would occur, and this issue will not be addressed further in the SEIR.

b. Result in substantial soil erosion or the loss of topsoil?

No Impact. The West Harbor Modification Project site is currently covered with permeable and impermeable surfaces that drain to harbor waters; implementation of the project would not modify the site's existing drainage patterns. Project construction would occur under the General Construction Activity Stormwater Permit (2009-0009-DWQ, as amended) issued by the State Water Resources Control Board. This permit requires preparation of and compliance with a Storm Water Pollution Prevention Plan (SWPPP) and associated best management practices (BMPs) to prevent pollutants in stormwater discharges from causing

or contributing to violations of water quality objectives. The proposed West Harbor Modification Project would also comply with the City of Los Angeles' low-impact development (LID) ordinance. Operations would occur in compliance with the Municipal Separate Storm Sewer System (MS4) permit (R4-2012-0175-A01 and future iterations). Therefore, no impacts related to soil erosion or loss of topsoil would occur, and this issue will not be addressed further in the SEIR.

c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less-than-Significant Impact. As discussed above, the West Harbor Modification Project area is near the active Palos Verdes fault and within liquefaction-prone engineered fill. The exposure of people to liquefaction is a potential risk with or without the project. The risk of seismic hazards such as liquefaction cannot be avoided. Building and construction design codes are meant to minimize structural damage resulting from a seismic event. The West Harbor Modification Project would comply with applicable engineering standards and building codes, as well as applicable sections of the Los Angeles Building Code. The project site is also flat and not subject to landslides. The closest landslide zone to the project site is approximately 1,500 feet away. Through compliance with current regulations and standard engineering practices, this impact would be less than significant and will not be addressed further in the SEIR.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. The West Harbor Modification Project would be designed and constructed consistent with implementation of Chapter IX, Building Regulations, of the Los Angeles Municipal Code, in conjunction with criteria established by LAHD, and would not result in substantial direct or indirect risks to life or property. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?

No Impact. The use of septic tanks is not proposed as part of the West Harbor Modification Project. Restroom facilities would either be connected directly to the sewer system or portable facilities would be used, which would be removed and treated, as needed. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-than-Significant Impact. As mentioned in Section V, *Cultural Resources*, the Ports O'Call area overlies land that includes artificial fill (U.S. Department of Agriculture 2022). Because of the highly disturbed nature of the site and the minimal ground disturbance anticipated as a part of the West Harbor Modification Project, interaction with paleontological resources is unlikely. Therefore, impacts would be less than significant, and this issue will not be addressed further in the SEIR.

VIII. Greenhouse Gas Emissions

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. The West Harbor Modification Project could generate greenhouse gas (GHG) emissions due to combustion sources associated with the proposed project during both construction and operation that may have a significant impact. Therefore, this issue will be evaluated in the SEIR.

b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less-than-Significant Impact. State CEQA Guidelines Section 15064.4(b) provides that one factor to be considered in assessing the significance of GHG emissions on the environment is "the extent to which a project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions."

Several state, regional, and local plans have been developed that set goals for the reduction of GHG emissions over the next few years and decades. Some of these plans and policies (notably, Executive Order S-3-05 and AB 32) were taken into account by SCAQMD in developing the threshold of 10,000 metric tons per year of carbon dioxide equivalent (CO_2e). However, no regulations or requirements have been adopted by relevant public agencies to implement those plans for specific projects within the meaning of State CEQA Guidelines Section 15064.4(b)(3). (See *Center for Biological Diversity v. Cal. Dept. of Fish and Wildlife* [Newhall Ranch] [2015] 62 Cal.4th 204, 223.). For the purpose of disclosure, LAHD has considered whether the proposed West Harbor Modification Project's activities and features would be consistent with federal, state, or local plans, policies, or regulations for the reduction of GHG emissions, as set forth below.

The State of California is leading the way in the United States with respect to GHG reductions. Several legislative and municipal targets for reducing GHG emissions below 1990 levels have been established. Key examples include:

- Senate Bill 32
  - 1990 levels by 2020
  - Forty percent below 1990 levels by 2030
- AB 32
  - Eighty percent below 1990 levels by 2050
- City of Los Angeles Sustainable City pLAn
  - Forty percent below 1990 levels by 2030
  - Eighty percent below 1990 levels by 2050
- City of Los Angeles Green New Deal (4-Year Update to the Sustainable City pLAn)
  - Reduce Port-related GHG emissions by 80 percent by 2050

LAHD has been tracking GHG emissions, in terms of CO_2e, since 2005 through the LAHD municipal GHG inventory and the annual inventory of air emissions. Port-related GHG emissions started making significant reductions in 2006, reaching a maximum reduction in CO_2e of 15 percent below 1990 levels in 2013 (Figure 7). Subsequently, 2014 and 2015 saw GHG levels rise due to a period of Port congestion that arose from circumstances outside of the control of either LAHD or its tenants. Emissions have dropped slightly since the 2015 peak, despite record-breaking cargo throughput over the last few years. As of 2018, Port-related GHG emissions are 3 percent below 1990 levels. Figure 8 presents a visual representation of current GHG emissions compared to future compliance with Senate Bill 32, AB 32, and the City of Los Angeles Green New Deal.

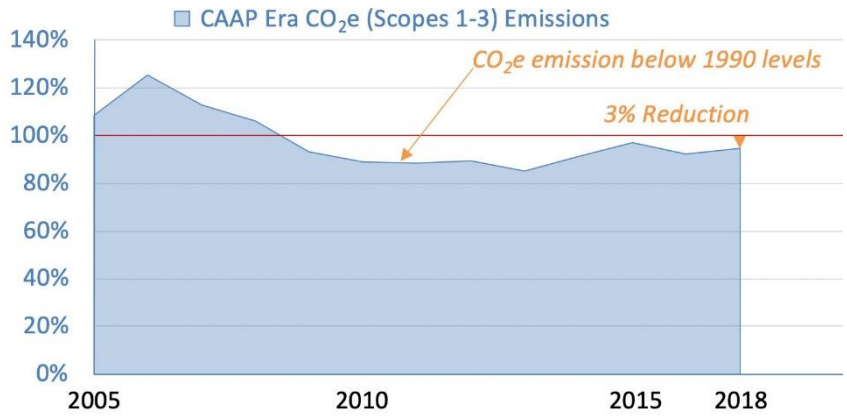


Figure 7 GHG Emissions, 2005–2018

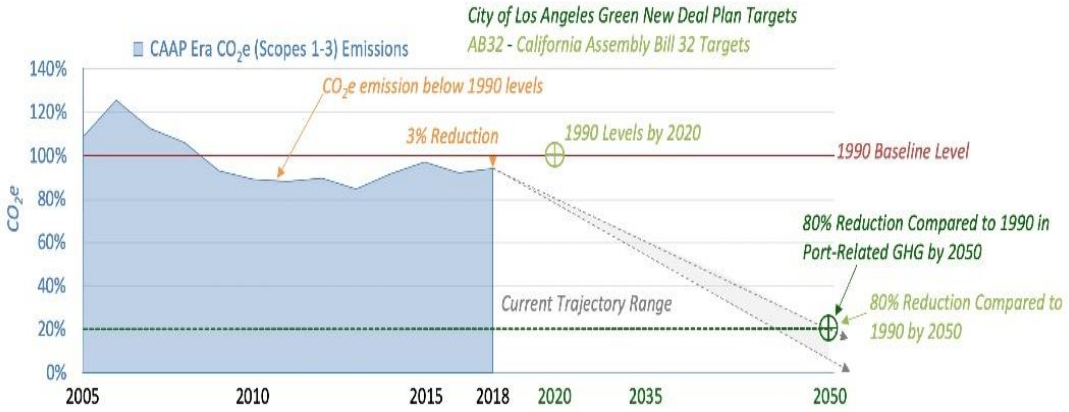


Figure 8 Actual GHG Emissions, 2005–2018 and 2018 GHG Compliance Trajectory

LAHD and its tenants have initiated a number of wide-ranging strategies to reduce Port-related GHGs, which include the benefits associated with the Clean Air Action Plan, Zero Emission Roadmap, Energy Management Action Plan, operational efficiency improvements, and land use and planning initiatives. Looking toward 2050, there are several unknowns that will affect future GHG emission levels. These unknowns include grid power portfolios; the goods movement industry's preferences of power sources and fuel types for ships, harbor craft, terminal equipment, locomotives, and trucks; advances in cargo movement efficiencies; the locations of manufacturing centers for products and commodities moved; and increasing consumer demand for goods. The key relationships that have led to operational efficiency improvements to date are the cost of energy, current and upcoming regulatory programs, and the competitive nature of the goods movement industry. LAHD anticipates these relationships will continue to produce benefits with regard to GHG emissions for the foreseeable future.

Nevertheless, with the very aggressive targets shown on Figure 8 above and the interconnected nature of GHG emissions, it is not possible at this time to determine whether Port-wide emissions or any particular project applicant will be able to meet the compliance trajectory shown. Compliance will depend on future regulations or requirements that may be adopted, future technologies that have not been identified or fully developed at this time, or any other Port-wide GHG reduction strategies that may be established. Although it is unclear if the Port-wide GHG reduction goals and timeline can be met due to future regulations or requirements that may be adopted or future technologies that have not been identified or fully developed at this time, the proposed West Harbor Modification Project is not expected to conflict with any GHG reduction initiative that is developed to help the City of Los Angeles and LAHD meet the above GHG reduction goals. The impact would be less than significant, and this issue will not be addressed further in the SEIR.

IX. Hazards and Hazardous Materials

		Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Discussion

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-than-Significant Impact. The West Harbor Modification Project would not involve the routine transport, use, or disposal of hazardous materials. Fireworks would occasionally be delivered to the site for use in pyrotechnic displays during concerts. Therefore, the impacts would be less than significant, and this issue will not be addressed further in the SEIR.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

No Impact. As mentioned above, the West Harbor Modification Project would not include the transport, use, or disposal of hazardous materials. Therefore, no upset conditions would be expected. No impact would occur, and this issue will not be addressed further in the SEIR.

c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The West Harbor Modification Project location is not within one-quarter mile of an existing or proposed school. No impact would occur, and this issue will not be addressed further in the SEIR.

d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The West Harbor Modification Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (California Department of Toxic Substances Control 2020; State Water Resources Control Board 2020). As such, the proposed project would not create a significant hazard to the public or the environment. No impact would occur, and this issue will not be addressed further in the SEIR.

e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The West Harbor Modification Project is not within an airport land use plan area or within 2 miles of a public airport or public use airport. The closest airport, Torrance Municipal Airport – Zamperini Field, is approximately 5 miles to the northwest of the West Harbor Modification Project site. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. The West Harbor Modification Project operations would be required to adhere to all Homeland Security, Port Police, and LAFD and other applicable local, state, and federal emergency response and evacuation regulations. Therefore, a less-than-significant impact would occur, and this issue will not be addressed further in the SEIR.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. The West Harbor Modification Project is not in a Very High Fire Hazard Severity Zone according to the California Department of Forestry and Fire Protection (2021). The project site is in a developed area and would not have a substantial risk of wildland fires. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

X. Hydrology and Water Quality

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
1. Result in substantial erosion or siltation on or off site;	☐	☐	☐	☒
2. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site;	☐	☐	☐	☒
3. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
4. Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Discussion

Would the project:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less-than-Significant Impact. The West Harbor Modification Project would not violate any water quality standards or waste discharge requirements. Project construction would occur

under the General Construction Activity Stormwater Permit (2009-0009-DWQ, as amended) issued by the State Water Resources Control Board. This permit requires the preparation of and compliance with a SWPPP and associated BMPs to prevent pollutants from the West Harbor Modification Project from mobilizing through stormwater, or run-off, which may cause or contribute to violations of water quality objectives. The proposed West Harbor Modification Project would also comply with the City of Los Angeles' LID ordinance. Operations would occur in compliance with the MS4 permit (R4-2012-0175-A01 and future iterations). In addition, standard Port permit conditions would require the provision of adequate onsite waste collection, contained trash enclosures, and minimization of waste from concessions through compliance with city ordinances for single-use items and food recycling. Standard BMPs would also be part of the permit conditions to ensure trash is picked up and the entire site would be cleaned after each event to minimize mobilization of pollutants from concert events. Where possible, sustainable practices and products, such as biodegradable confetti, would be used during events and care would be taken to direct the spray away from the main channel. This material, along with other trash, would be cleaned up after each event to prevent debris from entering the storm drain system and ocean. Therefore, impacts related to water quality standards and waste discharge requirements would be less than significant, and this issue will not be addressed further in the SEIR.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less-than-Significant Impact. The West Harbor Modification Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Currently, the proposed project area is predominantly paved. Construction will result in increased permeable surfaces and increased infiltration. This design will also decrease the urban heat island effect. The City of Los Angeles LID ordinance will be followed to allow stormwater and other allowable non-stormwater discharges to flow through the appropriate BMPs.

Groundwater in the harbor area is south of the Dominquez Gap Barrier and is generally affected by saltwater intrusion (salinity); therefore, it is unsuitable for use as drinking water. Furthermore, the West Harbor Modification Project site is not used or designated for groundwater recharge. The project site does not support groundwater recharge; therefore, implementation of the proposed project would not have an affect on groundwater recharge. In addition, development of the West Harbor Modification Project would not have an effect on groundwater supplies. As such, impacts would be less than significant, and this issue will not be addressed further in the SEIR.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:

1. Result in substantial erosion or siltation on or off site?

No Impact. The West Harbor Modification Project site is currently covered with permeable and impermeable surfaces that drain to harbor waters, and implementation of the project would not modify the site's existing drainage patterns. Stormwater runoff at the site would comply with applicable LID requirements. The site would be paved, so

additional erosion is not expected to result from implementation of the West Harbor Modification Project. No soil known to contain silt (i.e., rock and mineral particles larger than clay, but smaller than sand) (National Geographic 2021) are on or near the proposed outdoor concert venue location. Therefore, siltation (silt runoff) is not expected to result from construction and implementation of the West Harbor Modification Project. While undergoing construction, the project area would be required to comply with the SWPPP and all associated BMPs, including those related to erosion and sediment control and water quality standards. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

2. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?

No Impact. The West Harbor Modification Project would not modify the site's existing drainage patterns conditions. During construction, drainage patterns are not significantly altered. Similar to existing conditions, the project site would remain predominantly paved. Green spaces and garden areas would minimize stormwater runoff rates and volume and would treat stormwater runoff through biological uptake. Stormwater runoff at the site would comply with applicable LID requirements. No impacts related to alteration of drainage patterns, resulting in flooding, would occur. Impacts would be no greater than previously assessed in the SPW EIS/EIR and 2016 SPPM Addendum. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

3. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No Impact. The project site is currently composed of mostly impervious surfaces that drain to harbor waters. The proposed West Harbor Modification Project would comply with the City of Los Angeles's LID ordinance and the MS4 permit (R4-2012-0175-A01 and future iterations). Stormwater would be treated using appropriate LID methods. Patron vehicles would be parked off site at existing designated parking lots. Parking lot construction and associated impacts were analyzed in the original SPW EIS/EIR and 2016 SPPM Addendum. The West Harbor Modification Project site as proposed is not larger than the site previously analyzed. The West Harbor Modification Project would have no impact with respect to exceeding capacity of the stormwater drainage system, nor would it be a substantial source of polluted runoff. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

4. Impede or redirect flood flows?

No Impact. The West Harbor Modification Project site is not within a special flood hazard area and would experience a moderate to low risk of being flooded. However, as mentioned above, implementation of the project would not increase the potential for flooding or significantly alter the existing drainage on site. The West Harbor Modification Project would not impede or redirect flood flows. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less-than-Significant Impact. According to Flood Hazard Map FM06037C2032F, the entire project site occurs within Zone X, Other Flood Areas, which is defined as including areas of 0.2 percent annual chance flood (500-year flood); areas of 1 percent annual chance flood (also known as the base flood) with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance flood (Federal Emergency Management Agency 2008). However, the West Harbor Modification Project does not involve the construction of habitable structures. Also, the project would not increase risks associated with tsunami or seiche. Seiches are seismically induced water waves that surge back and forth in an enclosed basin. Seiches could occur in the harbor as a result of earthquakes. A Port Complex model that assessed tsunami and seiche scenarios determined that impacts from a tsunami were equal to or more severe than those from a seiche in each case modeled (Moffatt and Nichol 2007). Therefore, the discussion below refers to tsunami as the worst-case scenario for potential impacts. Potential impacts related to seiche would be the same as or less than those identified below.

The amphitheater is not designed for use as a habitable structure that would be subject to inundation by tsunami. Project contractors and tenants would be required to adhere to all Homeland Security, Port Police, and LAFD emergency response and evacuation regulations, ensuring compliance with existing emergency response plans. Therefore, implementation of the West Harbor Modification Project would not substantially interfere with an existing emergency response or evacuation plan or increase the risk of injury or death, and impacts were found to be less than significant.

In addition, the potential for spilled hazardous materials from the West Harbor Modification Project during a tsunami is expected to be relatively low and of a manageable amount to clean up that would not result in significant environmental impacts. Therefore, implementation of the project would not result in a substantially increased public health and safety concern as a result of the accidental release, spill, or explosion of hazardous materials due to a tsunami, and impacts were found to be less than significant. Furthermore, because the amount of hazardous materials to be used during construction and operational activities is relatively minor, implementation of the proposed project would not result in a substantial increase in the likelihood of a spill, release, or explosion of hazardous material(s) due to a terrorist action, and impacts were found to be less than significant.

Therefore, there would be a less-than-significant impact associated with the risk of release of pollutants from project inundation due to a flood hazard, tsunami, or seiche. This issue will not be addressed further in the SEIR.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The West Harbor Modification Project site currently complies with water quality requirements, including the MS4 permit and City of Los Angeles' LID ordinance, as described under Impact (a). As part of compliance with permit requirements, implementation of water quality control measures and BMPs would ensure that water quality standards would be achieved, including the water quality objectives that protect designated beneficial

uses of surface and groundwater, as defined in the applicable regional water quality control plan. No groundwater management plans are in place for the site because no groundwater suitable for human use exists below the site. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

XI. Land Use and Planning

		Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:					
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Discussion

Would the project:

a. Physically divide an established community?

No Impact. The West Harbor Modification Project is at the former Ports O'Call area and does not contain any established communities. The project would not physically divide an established community. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The West Harbor Modification Project would be at the Port of Los Angeles, within an area covered by the City of Los Angeles General Plan, Port of Los Angeles Plan (City of Los Angeles 1982), City of Los Angeles Zoning Code, and PMP (Port of Los Angeles 2018). The project site has a PMP designation of Visitor-Serving Commercial. Visitor-Serving Commercial includes uses for the public, such as restaurants, maritime-related office, visitor-serving retail, harbor tour vessels, sport fishing, museums, community centers/conference centers, and exhibit space (Port of Los Angeles 2018).

The West Harbor Modification Project is consistent with the PMP, which includes goals to provide enhanced public access to the waterfront and visitor-serving facilities including retail, restaurants, museums, and parks. Specifically, the Ports O'Call/SPPM area in Planning Area 1 emphasizes waterfront access through a waterfront promenade, parks, museums, academic uses, and visitor-serving commercial uses and attractions. Therefore, the West Harbor Modification Project is expected to continue to provide these opportunities and would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As such, no impact would occur, and this issue will be not be addressed further in the SEIR.

XII. Mineral Resources

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Discussion

Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The West Harbor Modification Project area is not in an aggregate resource zone or oil field drilling area, and no mineral resource extraction occurs on site or in the larger SPPM area. There are no active oil wells on or near the project site (California Department of Conservation 2020). Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. As described above, there are no active oil wells on or near the project site. The West Harbor Modification Project would not result in the loss of availability of a mineral resource recovery site. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

XIII. Noise

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	☒	☐	☐	☐
b. Generate excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. Be located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

Would the project:

a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?

Potentially Significant Impact. The West Harbor Modification Project would construct an outdoor venue hosting concerts and other special events. The project would include an amplified sound system. Noise from the sound system, as well as from audiences attending the events, could propagate into the surrounding community and would be audible at nearby noise-sensitive land uses. As a result, the West Harbor Modification Project could increase ambient noise levels in the vicinity. Therefore, this issue will be evaluated in the SEIR.

b. Generate excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact. The West Harbor Modification Project does not propose high-impact construction techniques such as pile driving or blasting. The project also does not propose any operational elements that would generate high groundborne vibration levels, such as railroad operations or heavy industrial machinery. In addition, the project site is over 1,000 feet from the nearest residential buildings. The West Harbor Modification Project would not generate excessive groundborne vibration or groundborne noise levels. Therefore, impacts would be less than significant, and this issue will not be addressed further in the SEIR.

c. Be located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?

No Impact. The West Harbor Modification Project site is not within a 2-mile radius of any airport. The closest airport, Torrance Municipal Airport – Zamperini Field, is approximately 5 miles to the northwest of the West Harbor Modification Project site. Additionally, the project site is not in the vicinity of a private airstrip. As a result, the project would not expose people residing or working in the project area to excessive noise related to airports or private airstrips. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

XIV. Population and Housing

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

Would the project:

a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

No Impact. The West Harbor Modification Project would not induce substantial population growth or contribute to direct or indirect population growth because it would not involve the development of transportation system improvements. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

b. Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. No existing residential units are within the West Harbor Modification Project area. Therefore, implementation of the project would not result in the displacement of any people or housing. As such, no impact would occur, and this issue will not be addressed in the SEIR.

XV. Public Services

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Discussion

Would the project:

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

Fire protection?

Less-than-Significant Impact. LAFD currently provides fire protection and emergency services to the West Harbor Modification Project site and surrounding area. LAFD facilities in the Port include land-based fire stations and fireboat companies. The nearest station with direct fireboat access is Fire Station No. 112 in the Main Channel, about 0.9 mile west of the Project site. The approximate travel distance to the West Harbor Modification Project site is about 2.5 miles. The closest station with land access is Fire Station No. 40, to the north at 330 Ferry Street. The approximate travel distance to the West Harbor Modification Project site is approximately 1 mile. This station is on Terminal Island and equipped with a single engine company, an assessment engine, a rescue ambulance, and a rehab air tender. This station would provide fire service by land.

Furthermore, construction would occur within the West Harbor Modification Project site and harbor and would not affect service ratios, response times, or other performance objectives of LAFD. Moreover, implementation of the project would remove safety and fire hazards from the site. Although some emergency medical technician personnel would be available during concerts and events, this impact would not be significant enough to warrant construction or additional fire department facilities. Therefore, impacts would be less-than-significant, and this issue will not be addressed further in the SEIR.

Police protection?

Less-than-Significant Impact. The City of Los Angeles Police Department (LAPD) and Port Police provide police services at the Port, with the latter being the primary law enforcement agency within the Port. Specifically, Port Police officers are responsible for patrol and surveillance within the Port's boundaries, including Port-owned properties in the communities of Wilmington, San Pedro, and Harbor City. Port Police officers maintain 24-hour land and water patrols and enforce federal, state, and local public safety statutes, Port tariff regulations, and environmental and maritime safety regulations. The Port Police headquarters is at 330 South Centre Street in San Pedro.

Although Port Police are the first responders in an emergency, LAPD is also responsible for police services in the project vicinity because the Port is part of the city of Los Angeles. The LAPD Harbor Division is at 2175 John S. Gibson Boulevard in San Pedro, which is approximately 2.1 miles northwest of the project site. The Harbor Division is responsible for patrols throughout San Pedro, Harbor City, and Wilmington.

The West Harbor Modification Project would be the same distance from service providers as the existing facilities and, therefore, would not increase emergency response times. It would not substantively alter terminal activities, increase long-term employment, or result in indirect growth such that additional police protection would be necessary. In addition, implementation of the West Harbor Modification Project would remove safety and attractive nuisance hazards from the site that could attract unlawful activity. Therefore, impacts would be less than significant, and this issue will not be addressed further in the SEIR.

Schools?

No Impact. No residential uses are associated with the West Harbor Modification Project, and operation of the project would not affect school enrollment. San Pedro High School is located approximately 1 mile from the project. However, due to distance, construction impacts would not occur. Concert activity associated with the project would not occur during the same time school is in session, thus operational impacts would not impact school activities. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

Parks?

No Impact. The West Harbor Modification Project includes construction of a park area, as well as an up to 6,200-seat outdoor concert venue. Therefore, no impacts on current parks are expected and the project would not create a need for any new parks. Consequently, no impact would occur, and this issue will not be addressed further in the SEIR.

Other public facilities?

No Impact. The West Harbor Modification Project would not result in impacts on any public facilities and this issue will not be addressed further in the SEIR.

XVI. Recreation

	Potentially Significant Impact	Less–than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

Would the project:

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The West Harbor Modification Project would not directly or indirectly result in physical deterioration of parks or other recreational facilities. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact. The West Harbor Modification Project would not include recreational facilities or new residential development that would require construction or expansion of recreational facilities. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

XVII. Transportation

		Potentially Significant Impact	Less–than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:					
a.	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☒	☐	☐	☐
b.	Conflict or be inconsistent with State CEQA Guidelines section 15064.3, subdivision (b)?	☒	☐	☐	☐
c.	Substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d.	Result in inadequate emergency access?	☐	☐	☒	☐

Discussion

Would the project:

a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Potentially Significant Impact. Implementation of the West Harbor Modification Project could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities as a result of increased trips, and could require transportation management and event control. Therefore, this issue will be evaluated in the SEIR.

b. Conflict or be inconsistent with State CEQA Guidelines section 15064.3, subdivision (b)?

Potentially Significant Impact. Implementation of the West Harbor Modification Project could conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b) as a result of increased trips and vehicle miles traveled from concerts and special events. Therefore, this issue will be evaluated in the SEIR.

c. Substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The West Harbor Modification Project does not involve or require any changes to the geometric design of any streets within the project area. In addition, as mentioned under Section IV, *Biological Resources*, no in-water work is proposed or required as part the project and it would not alter marine transportation operations. The West Harbor Modification Project would not increase ground or marine transportation hazards. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

d. Result in inadequate emergency access?

Less-than-Significant Impact. Emergency access to the site would be provided via proposed driveways constructed as part of the SPPM Project and on roads within the West Harbor Modification Project area. As part of the West Harbor Modification Project, fire and law enforcement services would have access to all areas of the project site. Also, as part of the project approval process, LAFD would review and approve all project plans to ensure that they comply with all applicable access requirements. Therefore, a less-than-significant impact would occur, and this issue will not be addressed further in the SEIR.

XVIII. Tribal Cultural Resources

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency will consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Discussion

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

No Impact. A request for a check of the Sacred Lands File (SLF) was made to the California Native American Heritage Commission (NAHC), and a response was received on December 30, 2019. The NAHC reported that there are no known tribal cultural resources at the project site.

On January 8, 2020, LAHD provided notification of the West Harbor Modification Project, pursuant to the provisions of AB 52 and PRC Section 21080.3.1(d). No responses were received within the 30-day consultation request period, which ended on February 7, 2020.

No impacts on tribal cultural resources, as defined in PRC Section 21074, are anticipated as a result of the West Harbor Modification Project. The project would not cause a change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in PRC Section 5020.1(k). Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

No Impact. No tribal cultural resources have been identified in or within a 0.25-mile radius of the project site. As discussed above, the NAHC responded that a SLF records search was negative. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

XIX. Utilities and Service Systems

		Potentially Significant Impact	Less–than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
Would the project:					
a.	Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d.	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less-than-Significant Impact. The West Harbor Modification Project would not generate significant increases in water or wastewater demand. Based on information provided by the applicant, on event days, if full restrooms are built, the project would require approximately 23,000 gallons of water per day and generate approximately 19,000 gallons of wastewater per day. By comparison, the City of Los Angeles uses approximately 355,333,491 gallons of water per day (or approximately 87 gallons per capita per day) and generates approximately 400 million gallons of wastewater per day (or approximately 98 gallons per capita per day)

(Pacific Institute 2020; City of Los Angeles 2022). As such, the West Harbor Modification Project would intermittently generate approximately 0.005 percent of the daily water and wastewater generation in the city. Therefore, impacts would be less than significant, and this issue will not be addressed further in the SEIR.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less-than-Significant Impact As discussed in Threshold XIX(a) above, the West Harbor Modification Project is not anticipated to require a significant additional amount of water usage within the city of Los Angeles or Southern California in general. Current water supplies are expected to be sufficient even in dry years. Anticipated water demand is outlined in item (a) above. Therefore, impacts would be less than significant, and this issue will not be addressed further in the SEIR.

c. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less-than-Significant Impact. As discussed in Threshold XIX(a) above, the West Harbor Modification Project is not anticipated to result in a significant additional amount of wastewater discharge within the city of Los Angeles or Southern California in general. Current wastewater discharge is not expected to exceed the capabilities of local wastewater treatment providers. Please see response (a) above. Therefore, impacts would be less than significant, and this issue will not be addressed further in the SEIR.

d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-Significant Impact. The West Harbor Modification Project would comply with all applicable codes pertaining to solid waste disposal including Port-wide standard conditions of approval requiring recycling of construction materials. Construction of the project would generate a relatively small amount of construction debris, because the project site would already be graded and all utilities installed prior to initiation of construction. In addition, operation of the West Harbor Modification Project would comply with the City of Los Angeles's Green New Deal Sustainable City pLAn (City of Los Angeles 2019), which includes a target to reduce municipal solid waste by 15 percent by 2030 and phase out single-use plastics (plastic straws, plastic utensils, plastic take-out containers, and polystyrene) by 2028. Therefore, impacts would be less than significant, and this issue will not be addressed further in the SEIR.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-than-Significant Impact. The West Harbor Modification Project would be required to comply with all applicable codes pertaining to solid waste disposal, including AB 939, the California Solid Waste Management Act, and AB 341, which establish waste stream diversion and recycling goals. Therefore, impacts would be less than significant, and this issue will not be addressed further in the SEIR.

XX. Wildfire

		Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as Very High Fire Hazard Severity Zones, would the project:					
a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b.	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks of, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may 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?	☐	☐	☐	☒

Discussion

If located in or near state responsibility areas or lands classified as Very High Fire Hazard Severity Zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The West Harbor Modification Project site is not within a designated Very High Fire Hazard Severity Zone according to the California Department of Forestry and Fire Protection (2011). The project site is in a developed area and would not have a substantial risk of wildland fires. As such, no impact would occur, and this issue will not be addressed further in the SEIR.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks of, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The West Harbor Modification Project site is not in or near a fire hazard severity zone. The project site is within a fully developed portion of the Port, and no wildlands occur

within or adjacent to the project site. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts on the environment?

No Impact. As mentioned above, the West Harbor Modification Project site is not in or near a fire hazard zone. The project site would be in an already developed area of the SPPM. Implementation of the West Harbor Modification Project would not require the installation or maintenance of additional infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities that would exacerbate fire risk or result in temporary or ongoing impacts on the environment. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

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?

No Impact. The West Harbor Modification Project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes due to wildfires. As discussed in the analyses above, the West Harbor Modification Project site is flat and has no significant natural or graded slopes. It is not within a California Geological Survey–designated landslide zone or a Very High Fire Hazard Severity Zone. Additionally, the project would not change drainage patterns that would increase flood risks. Therefore, no impact would occur, and this issue will not be addressed further in the SEIR.

XXI. Mandatory Findings of Significance

		Potentially Significant Impact	Less–than-Significant Impact with Mitigation	Less-than-Significant	No Impact
a.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b.	Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Discussion

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. The West Harbor Modification Project has the potential to result in significant impacts on biological resources. Therefore, this issue will be evaluated in the SEIR.

b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact. The West Harbor Modification Project, in conjunction with other related projects, has the potential to result in significant cumulative impacts. Therefore, this issue will be evaluated in the SEIR.

c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. The West Harbor Modification Project could result in adverse impacts on human beings, either directly or indirectly, related to aesthetics, air quality, biological resources, GHG emissions, noise, and transportation. Therefore, this issue will be evaluated in the SEIR.

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