

**Addendum to the
San Pedro Waterfront Project Final
Environmental Impact Statement/Environmental
Impact Report for the Harbor Boulevard
Parkway Improvements Project**

APP No. 210730-125

SCH No. 2005061041

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Table of Contents

Introduction	2
Background.....	4
Facility Overview	4
Previously Assessed and Approved Project Footprint.....	7
Figures	
Previously Assessed SPW Project Area.....	4
Revised Proposed Project Area.....	5
Regional Location of the Revised Proposed Project	6
Revised Proposed Project.....	9
Purpose	10
Scope and Content	11
Previous Environmental Documents Incorporated by Reference.....	12
Required Permits and Approvals.....	13
Environmental Analysis.....	14
Aesthetics.....	14
Agriculture and Forestry Resources	14
Air Quality.....	14
Biological Resources	15
Cultural Resources	15
Energy.....	15
Geology and Soils.....	15
Greenhouse Gas Emissions	16
Hazards and Hazardous Materials	16
Hydrology and Water Quality	16
Land Use and Planning.....	16
Mineral Resources	17
Noise	17
Population and Housing.....	17
Public Services	17
Recreation.....	17
Transportation.....	18
Tribal Cultural Resources	18
Utilities and Service Systems.....	18
Wildfire	19
Conclusions	20
References	21

1. Introduction

Pursuant to the California Environmental Quality Act (CEQA) Public Resources Code section 21000 et. seq., this Addendum to the San Pedro Waterfront (SPW) Project Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) has been prepared to address proposed changes to Harbor Boulevard Parkway, located between 1st Street and 3rd Street along the eastern side of Harbor Boulevard within the Port of Los Angeles (Port). In the SPW Project Final EIS/EIR, the Los Angeles Harbor Department identified the continued development of Harbor Boulevard Parkway as one of the objectives of the SPW Project. Specifically, one objective called for the enhancement of access from the San Pedro Community to the San Pedro Waterfront, and improvements to the Waterfront Red Car Line (WRCL). The Final EIS/EIR evaluated construction for expansion of the WRCL to the Cabrillo Beach Area. Additionally assessed in the Final EIS/EIR was increased public access to the SPW by constructing additional pedestrian and bike connections within the SPW promenade area. Since the adoption of the Final EIS/EIR by the Los Angeles Board of Harbor Commissioners (Board) on September 29, 2009 (SCH# 2005061041 and APP No. 041122-208), several amendments to the project have been proposed, resulting in several Addenda. These Addenda include the following: Addendum for Warehouses 9&10 (November 2011), Addendum for the Harbor Boulevard/7th Street/Sampson Way Intersection (June 2015), First Addendum for the San Pedro Public Market Project (May 2016), Addendum for the Los Angeles Maritime Institute Relocation Project (August 2016), Addendum for the Jankovich Company Relocation Project (June 2017), and Second Addendum for the San Pedro Public Market (November 2019).

In April 2021, the Board approved a Memorandum of Understanding (MOU) between the Harbor Department and the Housing Authority of the City of Los Angeles (HACLA) to cooperate in the completion of the United States Department of Housing and Urban Development (HUD) Choice Neighborhoods Initiative (CNI) grant funding approval process and environmental review of a proposed project located within the SPW Parkway area, which was originally assessed in the EIS/EIR (Revised Proposed Project or “Project”). The Revised Proposed Project, also known as the Harbor Boulevard Parkway Improvements Project, would be for the redevelopment of park space on approximately 15,600 square feet of underutilized land between 1st Street and 3rd Street along the eastern side of Harbor Boulevard. The Project site is on Harbor Department property and currently contains inactive rail previously used by the suspended WRCL in addition to occasional freight rail lines, which are also now inactive. The long-term vision for public transportation intended to connect various amenities on the LA Waterfront will be analyzed in the future, as larger developments, including West Harbor; AltaSea; Cabrillo Way Marina; Outer Harbor Cruise Terminal; Warehouse One; and Crafted, are further developed. With these developments, vehicular and pedestrian movement patterns around the LA Waterfront will solidify, allowing for better public transportation development decisions to be made.

This Addendum to the Final EIS/EIR for the Harbor Boulevard Parkway Improvements Project (2021 Parkway Addendum) assesses improvements to Harbor Boulevard Parkway by constructing a bike loop circling the three blocks to provide a safe cycling space and a link to existing bikeways, installing new seating and recreation equipment to provide a park-like gathering space for families, installing new shade trees and plants to bring additional green space to the community; constructing additional hardscaping, installing lighting and fencing, and removing fencing and existing inactive rail system (tracks, overhead lines, etc.). The redevelopment of the existing Harbor Boulevard Parkway consists of activities that would not create a substantial increase to impacts previously disclosed in the Final EIS/EIR.

The Final EIS/EIR was prepared by the City of Los Angeles Harbor Department (LAHD) as Lead Agency under the CEQA to address the potential environmental effects of the Proposed Project. Accordingly, this Addendum is being prepared pursuant to the requirements of CEQA Guidelines Section 15164 and confirms

that no new significant impacts or increases in severity of previously-identified impacts would occur as a result of the Revised Proposed Project.

2. Background

2.1.1 Facility Overview

The Harbor Boulevard Parkway is located within the SPW Project area (Figure 1) between 1st and 3rd Street along the eastern side of Harbor Boulevard. The Project site is on Harbor Department property (Figure 3, Regional Map) and currently contains landscaping, hardscaping, a promenade area and inactive rail previously used by the suspended WRCL and occasional freight rail lines.

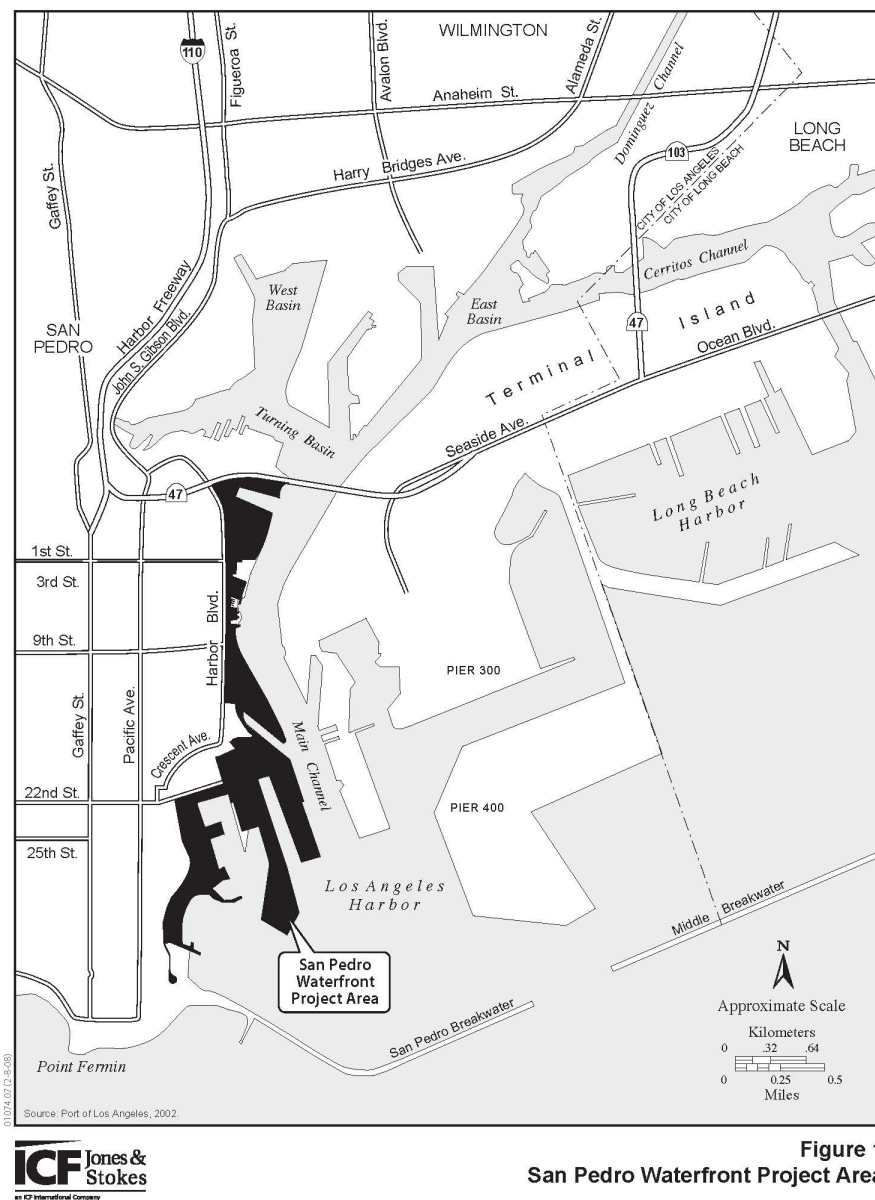


Figure 1 – Previously Assessed SPW Project Area

HARBOR BOULEVARD IMPROVEMENTS SPATIAL STUDIES

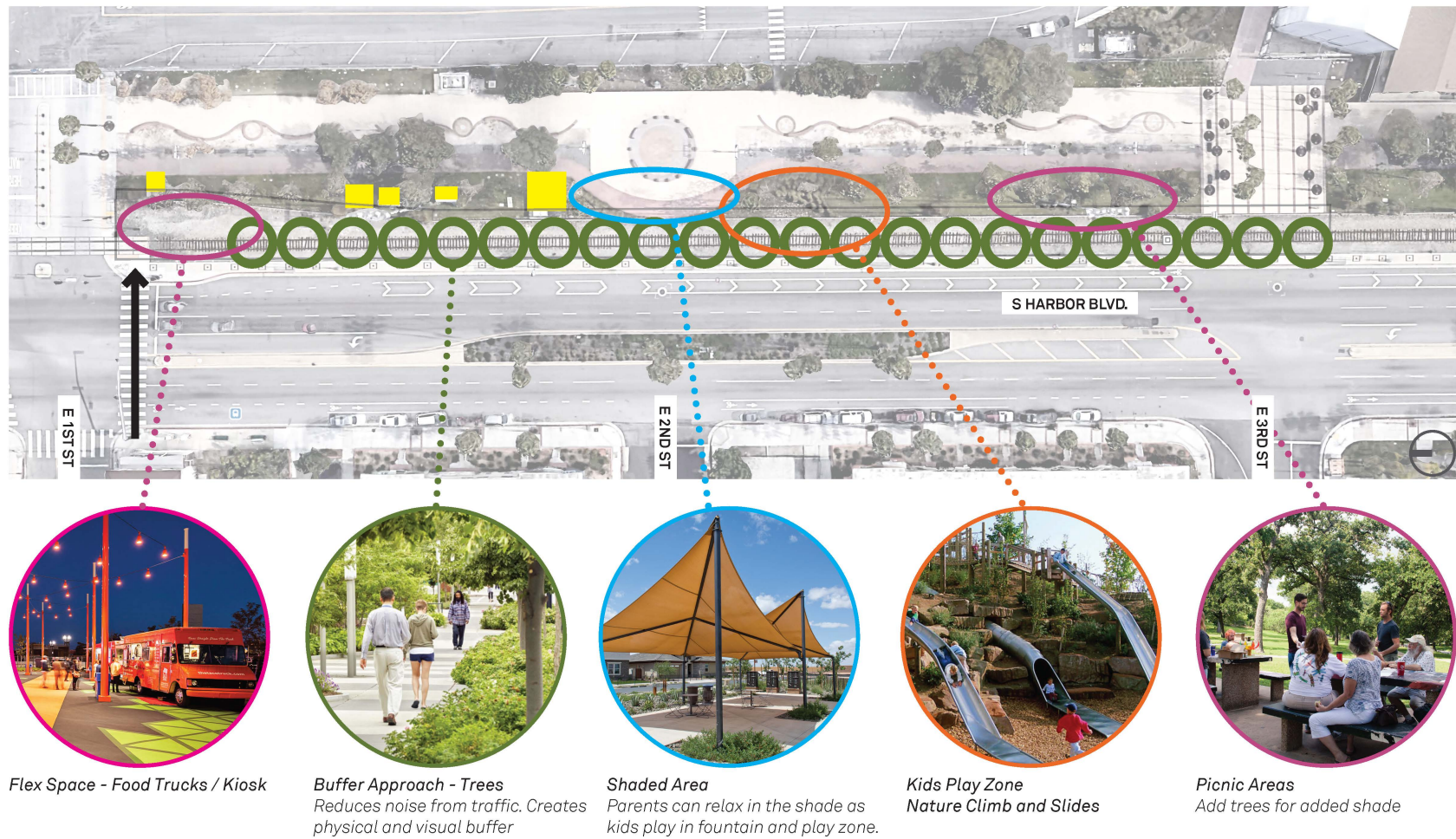


Figure 2 – Revised Proposed Project Area

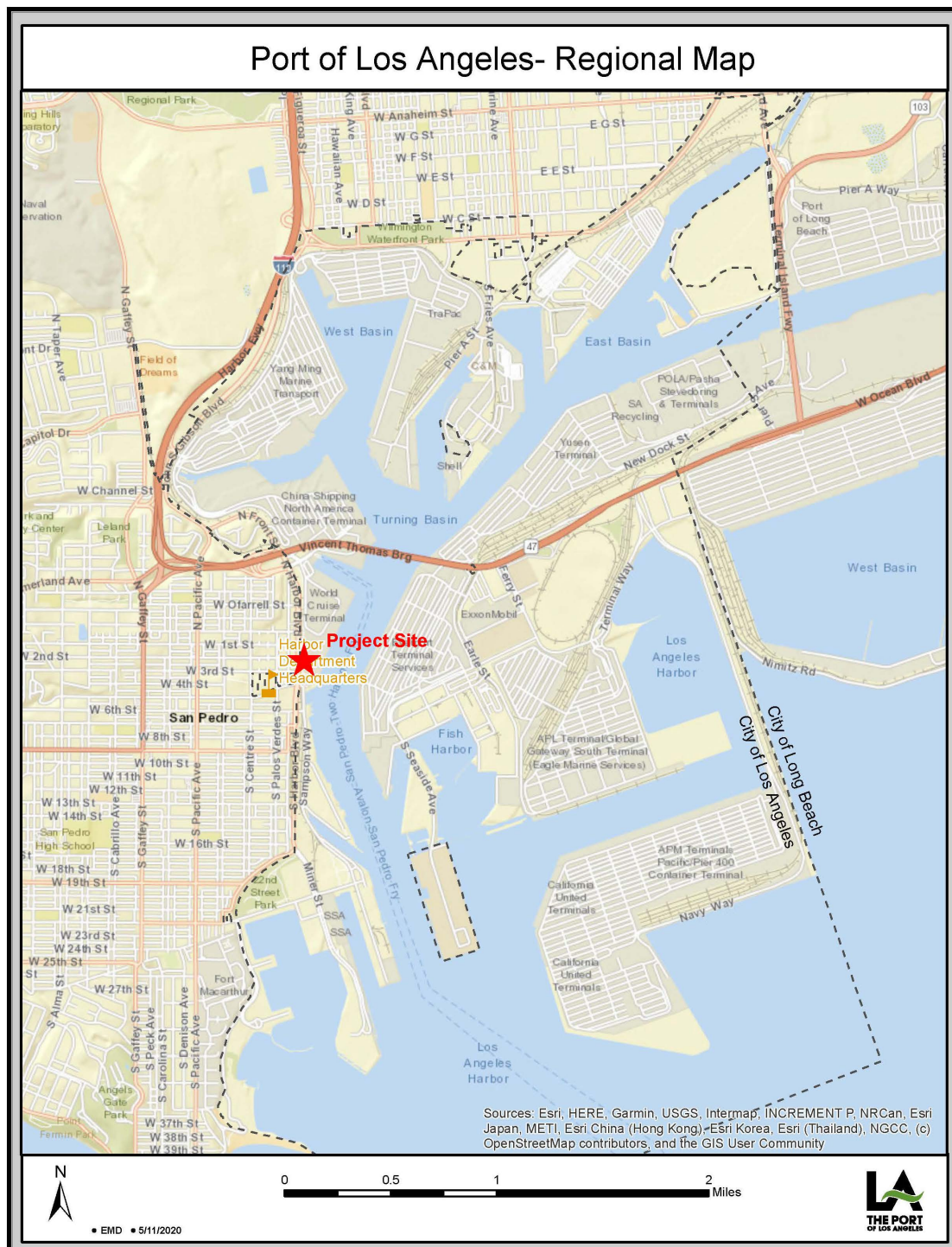


Figure 3 - Regional Location of the Revised Proposed Project

2.1.2 Previously Assessed and Approved Project Footprint

The Board adopted the Final EIS/EIR and certified the proposed Project September 29, 2009 (SCH# 2005061041 and APP No. 041122-208). The approved proposed Project evaluated the following components:

- creation of a network of promenades, harbors, and open spaces to better connect the waterfront with downtown San Pedro and the surrounding community;
- construction of new development, redevelopment, cultural attractions, and modifications to existing tenants' facilities;
- realignment and extension of the WRCL; and
- improvements to vehicle and pedestrian transportation.

Since Board approval of the 2009 Final EIS/EIR, several Addenda to the Final EIS/EIR have been generated, and are described as follows:

Addendum for Warehouses 9&10 (November 2011)

The Addendum for Warehouses 9&10 evaluated minor modifications to the overall design of Warehouse Nos. 9 and 10. The modified project involved the development of a marketplace with 500 stalls that would attract a higher number of visitors and workers than the originally proposed low-intensity uses.

Addendum for the Harbor Boulevard/7th Street/Sampson Way Intersection (June 2015)

The Addendum for the Harbor Boulevard/7th Street/Sampson Way Intersection evaluated modifications to the design of the Harbor Boulevard/7th Street/Sampson Way intersection. The proposed modification was a revised design to shift the intersection further south of 7th Street, to improve vehicular access to and along the waterfront, and to provide additional pedestrian access. This addendum evaluated improved safety for pedestrians and vehicles by providing signalized intersections, shorter-distance striped crosswalks, designated bikeways, continuous pedestrian pathways.

First Addendum for the San Pedro Public Market (now referred to as West Harbor) Project (May 2016)

The First Addendum for the San Pedro Public Market Project included evaluation of the following:

- construction of public access to the SPW and new open spaces;
- construction a continuous waterfront promenade throughout the project area;
- construction of a downtown harbor and promenade;
- construction and expansion of the waterfront promenade;
- construction of berthing for vessels, harbor service craft and tugboats, and other recreational, commercial, and port-related waterfront uses; and
- construction of a potential conference center.

This Addendum also assessed extension of the EIS/EIR's existing lease and modified the Mitigation Monitoring and Reporting Program (MMRP). The MMRP was modified to tailor all applicable mitigation measure requirements to the San Pedro Public Market Project.

Addendum for the Los Angeles Maritime Institute Relocation Project (August 2016)

The Addendum for the Los Angeles Maritime Institute Relocation Project evaluated the impacts of proposed changes to the relocation site for the Los Angeles Maritime Institute (LAMI).

Addendum for the Jankovich Company Relocation Project (June 2017)

The Addendum for the Jankovich Company Relocation Project evaluated potential environmental effects of the proposed changes to marine fueling station uses on the SPW. Proposed changes included Jankovich's take-over of operations of the existing Mike's Main Channel Marine fueling station located at Berths 71 and 73A, and improvements to Berths 51, 71, 73, and the former U.S. Customs Building at 309 E. 22nd Street. The Addendum also included assessment of a redesign of the waterfront promenade alignment at Berth 51 and 71 through 73A to accommodate the Jankovich renovation.

Second Addendum for the San Pedro Public Market (now referred to as West Harbor - November 2019)

The Second Addendum for the San Pedro Public Market evaluated the extension of the Lease 915 granted for the San Pedro Public Market project for an additional 16 years.

3. Revised Proposed Project

This 2021 Parkway Addendum serves to assess the redevelopment of a portion of the existing Harbor Boulevard Parkway. The previous analysis done for Harbor Boulevard Parkway conducted in the 2009 Final EIS/EIR assessed the construction of a 30 feet wide promenade along Harbor Boulevard from Swinford Street to 5th Street in San Pedro, California (Figure 1). The addition of removal of the rail, which was not assessed in the 2009 Final EIS/EIR, and the previous construction activities that have already been covered by the 2009 Final EIS/EIR, render the generation of an Addendum to the 2009 Final EIS/EIR necessary to properly analyze the entire Harbor Boulevard Parkway Improvement Project (Figure 2). As such, this 2021 Parkway Addendum has been prepared to disclose the redevelopment of Harbor Boulevard Parkway.

The Revised Proposed Project is located within the SPW Parkway area, which was originally assessed in the 2009 Final EIS/EIR. The Revised Proposed Project would assess the redevelopment of park space on approximately 15,600 square feet of underutilized land between 1st Street and 3rd Street along the eastern side of Harbor Boulevard. The Project site is on Harbor Department property and currently contains landscaping, hardscaping, a promenade area, and inactive rail previously used by the suspended WRCL. There are no plans to reinitiate the WRCL as originally designed due to feasibility limitations including capacity and functionality.

The objectives of this 2021 Parkway Addendum are the following:

- provide the local community and residents of Rancho San Pedro with additional open-space amenities and direct access to the LA Waterfront;
- expand the existing Promenade and increase pedestrian accessibility;
- provide opportunity for small business development through flex spaces; and
- contribute to the ongoing beautification and revitalization of the SPW.

Project components include a pre-construction geotechnical investigation, redevelopment of public amenities including a paved flex space to provide a location for retail or food truck access, installation of landscaping and hardscaping,, children's play areas, installation of an exercise area, installation of art, redevelopment of picnic areas, , designated bikeways, and continuous pedestrian pathways, and the removal of rail, ties, ballast, WRCL Overhead Catenary Line (OCL) poles, and fencing.

4. Purpose

This Addendum has been prepared in accordance with the requirements of the CEQA (Public Resources Code [PRC] 21000 et seq.), and the State CEQA Guidelines (California Code of Regulation Title 14, Section 15000 et seq.) and focuses on changes to the original project description with the September 2009 Final EIS/EIR and any impacts that would occur as a result of the Revised Proposed Project. The scope of analysis contained within this Addendum addresses all environmental resource areas.

Pursuant to State CEQA Guidelines Section 15164, this analysis has determined that none of the conditions set forth in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIS/EIR or negative declaration have occurred. There are no new significant environmental effects and no substantial increase in the severity of previously identified significant effects as a result of the Revised Proposed Project. There are no known mitigation measures or alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment previously identified in the 2009 Final EIS/EIR. Therefore, neither a subsequent EIR nor subsequent negative declaration, as defined under CEQA Section 15162, is required. An Addendum to the Final EIS/EIR, as permitted under Section 15164, is appropriate.

An Addendum need not be circulated for public review but can be included in or attached to the adopted Final EIS/EIR. The decision-making body considers the Addendum prior to making a decision on the project along with the previously adopted Final EIS/EIR.

Specifically, Section 15162 of the State CEQA Guidelines states that, for a project covered by a certified EIR or adopted negative declaration, no subsequent EIR or negative declaration shall be prepared for that project unless the Lead Agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

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

5. Scope and Content

This Addendum describes all of the affected environmental resources and evaluates the changes in the impacts that were previously described in the September 2009 Final EIS/EIR.

For purposes of determining whether new or substantially more severe “significant effects” would occur under CEQA Guidelines Section 15162, the criteria for determining whether environmental effects would be significant in this analysis are the same as the significance thresholds contained within the adopted EIS/EIR.

The analysis in this Addendum focuses on the changes to the impacts that would occur as a result of the Revised Proposed Project. The following resource topics were evaluated in the preparation of the Final EIS/EIR. As such, the following resource areas have been re-evaluated as part of this Addendum:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy *(previously included in Air Quality)*
- Geology *(previously called Geology and Soils)*
- Groundwater and Soils *(previously included in Geology and Water Quality)*
- Greenhouse Gas Emissions *(previously included in Air Quality)*
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources *(Previously in Geology and Soils)*
- Noise
- Recreation
- Transportation *(previously included in Transportation (Ground) and Transportation (Marine))*
- Tribal Cultural Resources *(previously included in Cultural Resources)*
- Utilities and Service Systems *(previously included in Utilities)*

The following resource topic areas have been added to the CEQA Guidelines Checklist since the adoption of the 2009 Final EIS/EIR and was not evaluated in the preparation of the 2009 Final EIS/EIR. As such, the following resource areas have been evaluated as part of this Addendum:

- Agriculture and Forestry Resources
- Population and Housing
- Public Services
- Wildfire

6. Previous Environmental Documents Incorporated by Reference

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

- Port of Los Angeles. 2009, September. San Pedro Waterfront Project Final EIS/EIR (SCH No. 2005061041)
- Port of Los Angeles. 2009, September. San Pedro Waterfront Project Mitigation Monitoring and Reporting Program

7. Required Permits and Approvals

The following permits and approvals would be required for the Revised Proposed Project:

- LAHD Harbor Engineer Permit(s) (includes compliance with the City of Los Angeles Low Impact Development ordinance)
- LAHD Coastal Development Permit (CDP)

8. Environmental Analysis

The analysis contained herein demonstrates and provides substantial evidence that no significant impacts are present, nor would the severity of other impact areas be increased by the Revised Proposed Project. Below is a discussion of all resource areas analyzed in the Final EIS/EIR and a discussion of why the impact determinations made in the Final EIS/EIR would not be affected by the Revised Proposed Project.

The Final EIS/EIR generated comprehensive MMRP for the SPW Project. Mitigation Measures (MM) generated for the SPW Project would be included in the Revised Proposed Project as applicable and feasible. Some MM have been specifically mentioned in the resource areas described below, but are not indicative of all MM that may apply to each resource area.

8.1 Aesthetics

The redevelopment of Harbor Boulevard Parkway, which includes installation of lighting, landscaping, and hardscaping, replacement of fencing, and removal of inactive rail, ties, ballast, WRCL OCS poles and fencing, would not impact the existing SPW in relation to what was analyzed in the Final EIR. The aesthetic design, landscaping and hardscaping of the Parkway will be consistent with what was described in the Final EIS/EIR and would be consistent with surrounding existing and planned visual character. As such, the minor revision to Harbor Boulevard Parkway would not affect the impact determinations made in the Final EIS/EIR in relation to aesthetic resources.

8.2 Agriculture and Forestry Resources

The Revised Proposed Project would not have any impact on Agriculture and Forestry resources as the project area is not located in any area zoned for agricultural use and does not change the existing use of the surrounding area in any way. Therefore, there would be no impacts to agriculture and forestry resources.

8.3 Air Quality

The Final EIS/EIR assessed emissions produced by the construction of a 30-foot wide multi-use path and boardwalk with landscaping, seating, lighting, railing, and pedestrian signage. This 2021 Parkway Addendum assesses activities similar to what was assessed in the Final EIS/EIR, which include landscaping, hardscaping, installation of art pieces, improvements to existing fencing, installation of lighting, and improvements to the bike path. Additionally, under the Revised Proposed Project, the existing rail that was previously used by the WRCL would also be removed. Construction activities required to conduct landscaping, hardscaping, installation of art pieces and lighting, and improvements to the bike path and fencing would create no new substantial impacts on Air Quality relative to what was assessed in the Final EIS/EIR. Similarly, the removal of inactive rail, ties, ballast, WRCL OCS poles and fencing would require use of construction equipment which would produce no new substantial emissions relative to the Final EIS/EIR. Because the now inactive WRCL and associated operational emissions were assessed in the Final EIS/EIR, greenhouse gas emissions are reduced. Additionally, the Revised Proposed Project would not create any facilities or structures that would produce significant emissions.

Any Revised Proposed Project construction activity that would produce emissions adhere to applicable Mitigations that were produced for the Final EIS/EIR as feasible, such as MM AQ-4 (Fleet modernization for construction equipment) and MM AQ-5 (Additional fugitive dust controls). Further, redevelopment of Harbor Boulevard Parkway is not anticipated to result in increased truck trips to the Waterfront area, as the park redevelopment is being conducted to draw existing pedestrians and bicycles from the local community. Due to a negligible increase in equipment, no anticipated new truck trips, no new substantial emissions relative to the Final EIS/EIR, and continued adherence to any applicable and feasible existing Mitigations from the Final EIS/EIR's MMRP, the Revised Proposed Project would create no new substantial impacts to air quality.

8.4 Biological Resources

The Revised Proposed Project would not cause any change in impact determinations from the Final EIS/EIR. While locations assessed within the Final EIS/EIR do contain threatened or endangered species and foraging, resting, and breeding habitat, the location of the Revised Proposed Project has less suitable habitat for species and foraging. The Revised Proposed Project site is already developed, located along a heavily trafficked road (Harbor Boulevard). Further, the Parkway Promenade sees high volumes of foot traffic that discourages regular foraging and nesting habitats of species. However, as part of the proposed Project and to comply with state and federal laws protecting nesting birds, the Port would conduct preconstruction bird surveys prior to required vegetation removal if the activities are conducted between January 1 and September 15. The Revised Proposed Project would continue to adhere to existing and feasible Mitigation generated for the Final EIS/EIR such as MM BIO-3 (Conduct nesting bird surveys), and would create no new substantial impacts to biological resources.

8.5 Cultural Resources

The setting for cultural resources has remained largely the same since the certification of the Final EIS/EIR. No specific listed archaeological or paleontological resources were identified in the Harbor Boulevard Parkway Promenade between 1st and 3rd Street, and the existing inactive rail is not listed as historic or eligible for historic status. Additionally, the project site has already been highly disturbed during previous construction activities. Because the site has been extensively disturbed, there is low potential for discovering archaeological or ethnographic cultural resources. However, if unanticipated potential cultural resources are identified, Final EIS/EIR MM CR-3 (Stop work if unanticipated cultural resources are identified during ground disturbing activities) would be adhered to as feasible. Due to ineligibility and low potential of disturbing cultural resources, and continued adherence to existing Mitigation, law, and regulation, there would continue to be no new substantial impacts to cultural resources at the Revised Proposed Project site.

8.6 Energy

The Revised Proposed Project is for redevelopment of the existing Harbor Boulevard Parkway Promenade, whose initial redevelopment and energy draw was assessed in the Final EIS/EIR. Also included in the Final EIS/EIR was operation of the WRCL, which was run on electricity. The WRCL is now inactive and accordingly, that previously analyzed energy draw is not present for the Revised Proposed Project. Lighting would be installed as part of the Revised Proposed Project. However, installation of lighting and the associated energy draw of construction and operation was already assessed under the Final EIS/EIR. Further the energy required to support the redevelopment of the existing Harbor Boulevard Parkway Promenade would be negligible in relation to overall construction impacts assessed in the Final EIS/EIR. There would not be a new significant impact on energy as a result of the Revised Proposed Project.

8.7 Geology and Soils

The Revised Proposed Project does not change the impacts previously assessed in the Final EIS/EIR. The Revised Proposed Project site is located on a relatively flat and paved location, with no known or probable bedrock landside areas identified. Therefore, the Revised Proposed Project would not be located on a geological unit that is unstable or would become unstable. Further, the Revised Proposed Project construction activities of installation landscaping, hardscaping, modifications to exiting bike path, and removal of inactive rail are relatively minor in nature and would not pose significant impacts to existing geology and soils. An investigation of the redevelopment area between 1st and 3rd Street was conducted in 2021 to ensure the area was suitable for proposed Project uses (Wood, 2021). Results of the investigation showed that, with the exception of several areas that contained mildly elevated levels of metals and semi-volatile organic chemicals, the redevelopment area would be suitable for proposed Project use. The areas

with elevated concentrations would be spot-removed before or during any construction activities to mitigate impacts to soil. The proposed project would not create any substantial new impacts to geology and soils.

8.8 Greenhouse Gas Emissions

As discussed in Section 8.3, the Revised Proposed Project would not create air emissions greater than what was previously evaluated in the Final EIS/EIR. Further, the WRCL, with associated operational emissions assessed in the Final EIS/EIR, is now inactive, reducing existing greenhouse gas emissions initially assessed from operation of the WRCL. Construction activity required to conduct redevelopment of the Parkway Promenade (including improvements to the existing fencing and bike path and construction of landscaping and hardscaping) and the removal of rail would not create any new substantial greenhouse gas emissions. Emissions produced would be negligible in relation to previous impacts assessed, therefore there would be no substantial change to the emissions that were assessed in the Final EIS/EIR.

8.9 Hazards and Hazardous Materials

As the setting for hazards and hazardous materials has remained relatively the same since the certification of the Final EIS/EIR, the Revised Proposed Project does not change the impacts previously assessed in the Final EIS/EIR. Revised Proposed Project construction activities would not require use hazardous materials beyond what was assessed for the Final EIS/EIR. Any required use of hazardous materials would follow Mitigation included in the Final EIS/EIR, such as MM GEO-1 (Emergency response planning), as feasible. Further, the Revised Proposed Project would occur in an area whose potential hazards (such as tsunami zone, flooding potential, et cetera) has already been evaluated. Therefore, the Revised Proposed Project would not create substantial impacts greater than what was assessed in the Final EIS/EIR.

8.10 Hydrology and Water Quality

The Revised Proposed Project construction and operation would adhere to all required laws and regulation, and thereby would operate in a manner to avoid violation of water quality standards or waste discharge requirements. Areas that add or modify any impermeable surface will comply with the Low Impact Development Ordinance as required. All run-off from the project site would follow the Stormwater Pollution Prevention Plan, Construction General Permit, Low Impact Development, and any other required law and regulation. Further, the construction and operation of Revised Proposed Project would not create substantial impacts greater than what was analyzed in the Final EIS/EIR. Therefore, impacts to hydrology and water quality would not create a more significant impact than what was assessed in the Final EIS/EIR.

8.11 Land Use and Planning

EIS/EIRThe Revised Project site is is zoned Light Industrial (M2). A comprehensive amendment to the Port Master Plan (PMP) was adopted in February 2014 (Port of Los Angeles, 2014). The PMP establishes policies and guidelines to direct future development of the Port of Los Angeles. Goal 4 of the PMP, Increase Public Access to the Waterfront, provides for enhanced public access to the waterfront and visitor-serving facilities, including parks. The Harbor Boulevard Parkway Promenade is located in Planning Area 1. Planning Area 1 primarily includes land uses focused on public access to waterfront and emphasized waterfront access through a waterfront promenade, parks, academic uses, and visitor-service attractions. The PMP reflects the larger SPW Project, which is focused on increased public access to the waterfront. Therefore, the Revised Proposed Project would not conflict with any plan, policy, or regulation, as the site is consistent with City zoning and the Port Master Plan. Furthermore, this area is not located within any habitat conservation plan or natural community conservation plan. Therefore, the Revised Proposed Project would have no new substantial impacts to land use and planning beyond what was assessed in the Final EIS/EIR.

8.12 Mineral Resources

There are no known mineral resources near the Revised Proposed Project that would be impacted. The proposed project site is located within Mineral Resource Zone (MRZ) area classified at MRZ-1, which is defined as an area where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence. Therefore, the Revised Proposed Project would have no impact to mineral resources.

8.13 Noise

The Revised Proposed Project would not create a substantial change to existing structures at the Harbor Boulevard Parkway Promenade that would cause significant changes to the existing noise environment. Temporary increases in ambient noise may occur as a result of construction activities, but these activities would be limited to redevelopment of the Parkway and removal of rail. Construction would adhere to existing Final EIS/EIR Mitigation, such as MM NOI-1 (Construct temporary noise barriers, muffle and maintain construction equipment, prohibit idling, locate equipment, use quiet construction equipment, and notify residents), as feasible. Further, the environmental setting of the Harbor Boulevard Parkway Promenade includes sources of noise typical of an industrialized port environment. Therefore, noise generated as a result of the Revised Proposed Project would not create a new substantial impact relative to the Final EIS/EIR.

8.14 Population and Housing

The Revised Proposed Project would not induce population growth, displacement of existing housing, or displacement of a substantial number of people. Construction activities required for the proposed project would be short term in nature and not require workers to move the Revised Proposed Project area to complete the project. Further, the redeveloped Parkway is not intended to create new commercial opportunities that would induce local population growth.. Therefore, the Revised Proposed Project would continue to have a less than significant impact to population and housing.

8.15 Public Services

The Revised Proposed Project would not result in any additional impacts to the performance of fire protection, police protection, schools, parks, or other public facilities than what was assessed in the Final EIS/EIR. Additionally, Station 36 of the Los Angeles Fire Department, which was under construction at the time of preparation of the EIS/EIR, is now open and operational and therefore provides additional fire safety protection to the SPW area. Therefore, the Revised Proposed Project would create no new substantial impacts relative to the Final EIS/EIR.

8.16 Recreation

The setting for recreational resources has remained relatively the same since certification of the Final EIS/EIR. All recreational resources still exist, in addition to some new recreational resources that have opened in the larger project area. One major change is the discontinuation of the WRCL, whose associated rail, ties, ballast, OSC poles, and fencing would be removed under the proposed project. Revised Proposed Project activities would include redevelopment of Harbor Boulevard Parkway between 1st and 3rd Street. The redevelopment would not change the intended use of the area. Additionally, the Revised Proposed Project would adhere to existing Final EIS/EIR Mitigation as applicable and feasible, such as MM REC-1 (Maintain pedestrian access during construction) and MM REC-2 (Maintain bicycle access during construction). Therefore, the Revised Proposed Project would not substantially increase demand on existing recreational areas beyond what was assessed in the Final EIS/EIR. Therefore, the Revised Proposed Project would not create a significant new impact on recreation in the Revised Proposed Project area.

8.17 Transportation

The Revised Proposed Project would not require a significant increase employees than previously analyzed in the Final EIS/EIR. The Revised Proposed Project would redevelop the Harbor Boulevard Parkway Promenade between 1st and 3rd street along Harbor Boulevard. Harbor Boulevard is classified as a Major Class II Highway and provides north-south access along the eastern side of the community of San Pedro. Pedestrian and bicycle facilities compose the existing non-motorized traffic features. Pedestrian facilities include sidewalks, crosswalks, and pedestrian signals. The proposed project would redevelop the Parkway Promenade to improve accessibility, and would improve connectivity between exiting bikeways. Additionally, the Revised Proposed Project does not anticipate a significant increase in passenger vehicle trips to the site. The Revised Proposed Project would support the redevelopment and improvement of existing parkway meant to serve local San Pedro residents and is not anticipated to draw in passenger vehicles from outside the San Pedro area. The Revised Proposed Project does involve removal of existing, inactive rail, which would not change existing transportation conditions. Therefore the Revised Proposed Project would not create any additional significant impacts than what was assessed in the Final EIS/EIR.

8.18 Tribal Cultural Resources

Potential impacts to existing Tribal Cultural Resources were assessed under the Cultural Resources Section of the 2009 Final EIS/EIR. The Revised Proposed Project would be conducted adjacent to locations where Native American tribes have previously been located. However, due to extensive ground disturbance and existing fill on the Revised Proposed Project site, there is low potential for discovering archaeological or ethnographic cultural resources. Any construction activity would be conducted consistent with existing applicable and feasible Mitigation prescribed in the 2009 Final EIS/EIR (such as MM CR-3, Stop work if unanticipated cultural resources are identified during ground disturbing activities), and all applicable laws and regulations would be adhered to under the Revised Proposed Project should any potential tribal cultural resources be discovered during Revised Proposed Project construction. Therefore, the potential to encounter tribal cultural resources as a result of the Revised Proposed Project would not create a significant impact relative to what was assessed in the Final EIS/EIR.

8.19 Utilities and Service Systems

Impacts on utilities and service systems of the Revised Proposed Project would create no substantial impacts relative to what was assessed in the Final EIS/EIR. The setting for utilities and public services has remained relatively the same since circulation of the Final EIS/EIR. Because the Harbor Boulevard Parkway Promenade has existing landscaping, redevelopment of the parkway would have negligible expansion of water usage due to the negligible increase of square footage of the parkway landscaping. Further, any required water usage would be conducted in adherence to the LADWP Urban Water Management Plan and other applicable laws and regulations as described in the Final EIS/EIR, in addition to any applicable and feasible Mitigation, such as MM PS-5 (Water conservation and wastewater reduction), and MM PS-6 (Employ energy conservation measures). A negligible increase of demand on the existing wastewater treatment facilities is anticipating, due to existing use of the SPW area. In terms of electrical draw of the Revised Proposed Project, the WRCL that was assessed in the Final EIS/EIR for electrical demand is no longer in service, therefore reducing the overall draw on the electrical system that was assessed in the Final EIS/EIR. Therefore, utilities and service systems impacts would create no new substantial impacts.

8.20 Wildfire

PRC Sections 4201-4204 direct the California Department of Forestry and Fire Protection to map fire hazard based on relevant factors such as fuels, terrain, and weather. The Port is not located in or near a state responsibility area or lands classified as a Very High Fire Severity Zone within its Local Responsibility Area (California Department of Forestry and Fire Protection, 2020; LAFD, 2019). The Revised Proposed Project site is not located in or near State responsibility areas or lands classified as veryhigh fire hazard severity zones. Therefore, the Revised Proposed Project would have no impact on wildfire.

9. Conclusions

The 2021 Parkway Addendum for the Revised Proposed Project would redevelop the existing approximately 15,600 sf Harbor Boulevard Parkway and remove existing inactive rail, ties, ballast, OCS poles, and fencing, which would include minor construction activities. Due to a negligible increase in construction equipment, de minimis emissions from minor construction relative to the 2009 Final EIS/EIR, a negligible temporary increase in construction employees beyond the number evaluated in the Final EIS/EIR, and no additional truck trips, no new significant impacts are anticipated for this Revised Proposed Project relative to the 2009 Final EIS/EIR. None of the conditions as described under Section 15162 of the State CEQA Guidelines requiring a subsequent EIR or ND have occurred under the Revised Proposed Project. No substantial changes to impact areas previously analyzed in the Final EIS/EIR would occur as a result of the Revised Proposed Project. For these reasons, the proposed modifications would create no potential adverse impacts or substantial changes to impact areas previously analyzed in the Final EIS/EIR.

10. References

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