



NOTICE OF PREPARATION/NOTICE OF INTENT

Notice of Preparation/Notice of Intent

San Pedro Waterfront Project



Prepared by:

Environmental Management Division
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

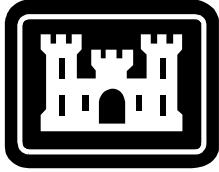
U.S. Army Corps of Engineers, Los Angeles District
Regulatory Branch
915 Wilshire Boulevard
Los Angeles, California 90017

with assistance from:

 Jones & Stokes

December 2006





**US Army Corps
of Engineers®**



SPECIAL PUBLIC NOTICE

PUBLIC SCOPING MEETING for the San Pedro Waterfront Project and Transmittal of Notice of Preparation (NOP)/Notice of Intent (NOI) of the Preparation of a Draft Environmental Impact Statement/Environmental Impact Report

LOS ANGELES DISTRICT

Meeting Date: January 23, 2007

Scoping Meeting

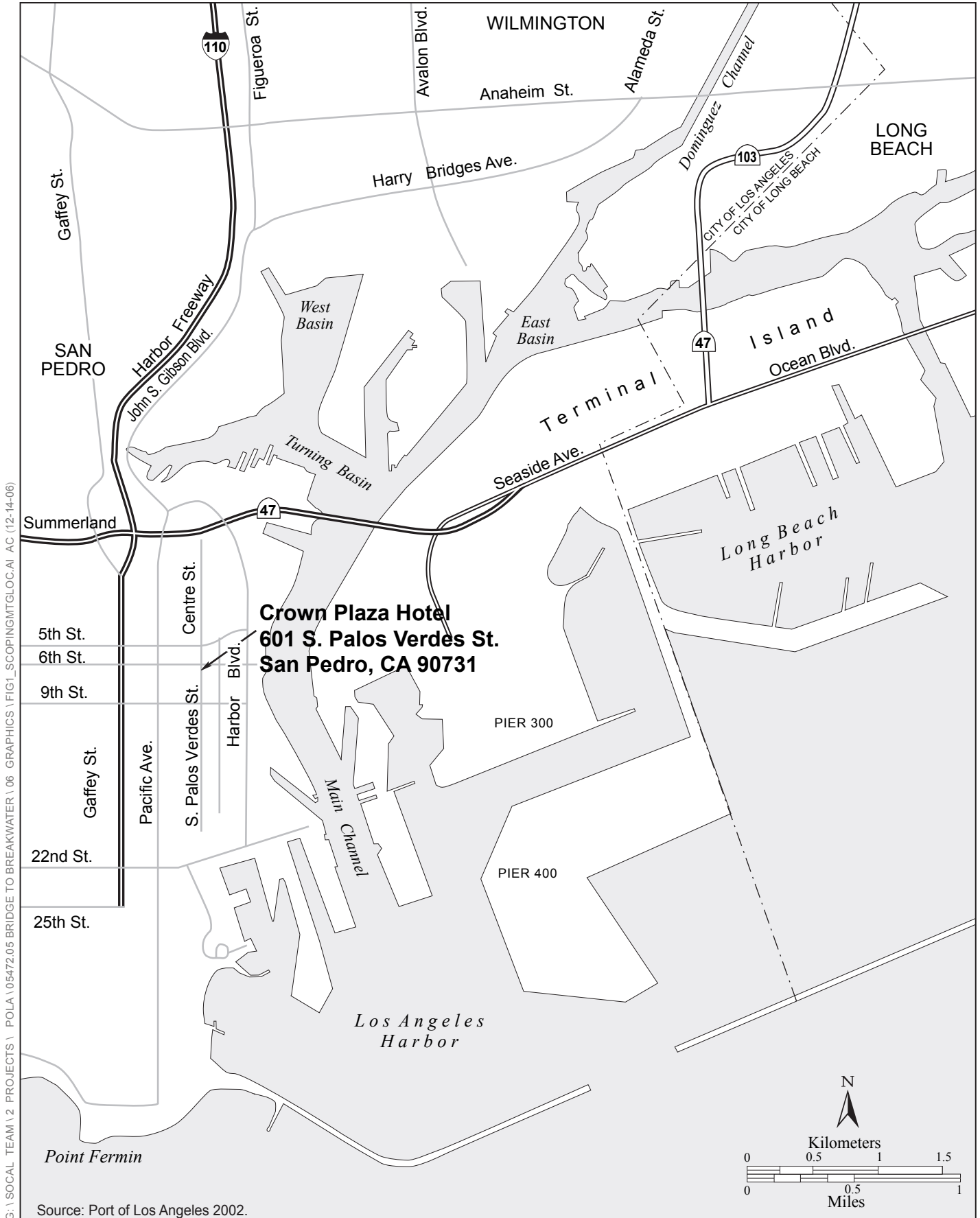
The U.S. Army Corps of Engineers (Corps) (Los Angeles District) and the City of Los Angeles Harbor Department (LAHD) will jointly conduct a public scoping meeting for the proposed San Pedro Waterfront Project - Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) to receive public comment and assess public concerns regarding the appropriate scope and preparation of the Draft EIS/EIR. Participation in the public meeting by federal, state, and local agencies and other interested organizations and persons are encouraged. This meeting will be conducted in both English and Spanish. Members of the public who wish to communicate and listen entirely in Spanish are encouraged to attend this meeting. The meeting will be held on:

January 23, 2007
6:00 pm – 8:30 pm

and will be located at:

The Crowne Plaza Hotel
601 South Palos Verdes Street
San Pedro, CA 90731

See Figure 1 for a map of the meeting location. The scoping process is intended to provide the Corps and



LAHD with information the public feels is necessary to establish the appropriate scope for preparing the environmental analysis in the proposed future EIS/EIR. Please submit your comments, concerns, mitigation measures, suggestions for project alternatives, and any other pertinent information that may enable us to prepare a comprehensive and meaningful EIS/EIR for the project. The Corps and LAHD are not yet requesting public input on the merits or detriments of the overall proposal, or advice on whether or not to approve or deny the proposal. There will be future opportunity to provide these types of comments during the permit review and project approval process.

During the public scoping hearing, anyone wishing to make a statement will be allocated a certain amount of time to provide information on the proposed project. The amount of time each person is allowed will be directly dependent on the number of people who sign up to speak at the public hearing. At this time, we estimate that individuals will be given 3 minutes to provide their comments verbally. We would like to encourage interest groups to designate an official spokesperson to present the group's views. We will allocate a larger amount of time to official representatives of such groups upon request.

Groups wishing to designate an official representative must notify the Corps in writing prior to, but no later than January 17, 2007. The determination of this extended speaking time will be based on the number of responses received by the Corps. This rule will be strictly enforced at the discretion of the Corps' hearing officer.

Written and email comments to the Corps and LAHD will be received until **February 28, 2007. Written comments should be sent to the address below:**

U.S. Army Corps of Engineers, Los Angeles District
Regulatory Branch and the Los Angeles Harbor Department
c/o Dr. Spencer D. MacNeil and Dr. Ralph G. Appy
915 Wilshire Boulevard
Los Angeles, California 90017-3401

Email comments should be sent to both <ceqacomment@portla.org> and <spencer.d.macneil@usace.army.mil>. Please send comments in letter format as an attachment to the email. Comment letters should include the commenter's mailing address and the project title "San Pedro Waterfront" should be included in the email subject line.

Parties interested in being added to the Corps' electronic mail notification list for LAHD can register at: <www.spl.usace.army.mil/regulatory/register.html>. This list will be used in the future to notify the public about scheduled hearings and availability of future public notices. Project information provided by LAHD can be found at the following websites: www.sanpedrowaterfront.com and www.portoflosangeles.org/environment_pn.htm; and at the San Pedro Waterfront Information Center, located at the Brown Bros. Building, 455 S. 6th Street San Pedro, CA 90731. The San Pedro Waterfront Information Center is open to the public every Tuesday, Thursday, and Friday from 11:30 a.m. – 6:30 p.m. For more information about the Information Center, please call (310) 732-3567.

Contacts:

Corps Project Manager: Spencer MacNeil, (805) 585-2149, spencer.d.macneil@usace.army.mil

Port of Los Angeles Project Manager: Jan Green Rebstock, (310) 732-3949, jgreenrebstock@portla.org

Notice of Intent/Notice of Preparation

Interested parties are hereby notified that a preliminary application has been received for a Corps permit for the activity described herein. The Corps is considering LAHD's application for a permit under the Clean Water Act Section 404, the Rivers and the Harbors Act Section 10, and Section 103 of the Marine Protection, Research, and Sanctuaries Act, to conduct dredge and fill activities in waters of the U.S. and possible ocean disposal of dredge material associated with the proposed project. Interested parties are invited to provide their views on the scope of the Draft EIS/EIR, which will become a part of the record and will be considered in the development of the EIS/EIR. This EIS/EIR will be used as part of a permit decision pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act of 1972 (33 U.S.C. 1344).

The Corps, in conjunction with LAHD, is examining the feasibility of waterfront improvements and new development opportunities in the Port of Los Angeles. Both the Corps and LAHD independently determined under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), respectively, that there are potentially significant environmental impacts associated with the proposed action, and that an EIS and an EIR are required.

The primary federal concern is the dredging and discharging of materials within waters of the United States and potential significant impacts on the physical environment. Such dredging and discharge activities require a Corps permit pursuant to the Clean Water Act Section 404 and Section 10 of the Rivers and Harbors Act. Therefore, in accordance with NEPA, the Corps is requiring the preparation of an EIS prior to reaching a permit decision. The Corps may ultimately make a determination to permit or deny the project, or permit modified versions of the project. The Corps has prepared and published a Notice of Intent (NOI) to prepare an EIS in the Federal Register for the proposed project.

Pursuant to CEQA, LAHD will serve as Lead Agency for the preparation of an EIR for its consideration of development approvals within its jurisdiction. LAHD prepared a Notice of Preparation (NOP) for the EIR determination in accordance with current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act of the 1970, Article I; the State CEQA Guidelines, Title 14, California Code of Regulations; and the California Public Resources Code Section 21000, et seq.

The NOP and Environmental Checklist are attached to this public notice for public review and comment. Public comments should be submitted by February 28, 2007, to the address shown on page 2 of this notice.

The Corps and LAHD have agreed to jointly prepare a Draft EIS/EIR in order to optimize efficiency and avoid duplication. The Draft EIS/EIR is intended to be sufficient in scope to address federal, state, and local requirements and environmental issues concerning the proposed activities and permit approvals. The joint Lead Agencies expect the Draft EIS/EIR to be available to the public in the Fall of 2007. Public hearings will be held during the public comment period for the Draft EIS/EIR.

Supplementary Information

An overview of the proposed project and a description of project components that require review under NEPA and CEQA are provided below, followed by a summary of key issues and alternatives that will be evaluated in the EIS/EIR.

1. Project Overview and Background

1.1 Project Overview

The City of Los Angeles Harbor Department (LAHD) administers the Port of Los Angeles (Port). The Port comprises 28 miles of waterfront and 7,500 acres of land and water. LAHD administers automobile, container, omni, lumber, cruise ship, and liquid and dry bulk terminals, and commercial fishing facilities. For recreational activities, the Port provides slips for 5,000 pleasure craft, sport fishing boats, and charter vessels. Community facilities include a waterfront youth center, a boat launch ramp, and a public swimming beach. Educational facilities include the Cabrillo Aquarium and the Maritime Museum.

The EIS/EIR will assess specific development projects and associated infrastructure improvements from the Vincent Thomas Bridge to Berths 49-50, within the property of LAHD. The proposed project would be developed over an approximately 5-year timeframe following project approval.

1.2 Project Background

LAHD in conjunction with the Corps initiated the EIS/EIR for the “From Bridge to Breakwater: Master Development Plan for the San Pedro Waterfront and Promenade” project with an NOI/NOP in September 2005, and subsequently held three scoping meetings in September and October 2005 to further define and accept input on the scope of the EIS/EIR. The current redefined proposed project represents a significant reduction in the scope of the former project and focuses on infrastructure improvements, cruise program expansion, and enhancing public access to the waterfront. The proposed San Pedro Waterfront Project eliminates the majority of commercial development associated with the previous project. Additionally, construction of the improvements is intended to occur over an approximately 5-year timeframe, as opposed to a 30-year buildout. Future development of the waterfront that responds to market forces is speculative and will be addressed under subsequent environmental review if required. The expansion of the cruise ship facilities continues to be part of the proposed project, with one replacement berth for Berth 87 in the Outer Harbor at Berths 45-47, and one new berth at Berths 49-50.

The previous range of alternatives, specifically the Reduced Development, Maximum Development, and Coastal Development alternatives, has also been reduced to one development alternative (Project Alternative No. 1), as the intensity of commercial development contemplated and the project sites included in the proposed project area have been significantly down-scaled. Project Alternative No. 1 focuses on reducing the number of cruise ship berths, considers optional locations for cruise-related parking, and includes modifications to Harbor Boulevard to create a new pedestrian and bike path greenbelt. Under this alternative, Sampson Way would be widened and optional locations for the Red Car Museum and maintenance facility are discussed. All comments received in the previous scoping process are still considered part of the administrative record for this project, in as much as the comments relate to project elements that are still part of the proposed project or alternatives. The proposed project is described in additional detail below.

2. Project Elements Requiring Review Under NEPA

2.1 Purpose and Need

NEPA review is required prior to the Corps' consideration of permit applications under Section 10 of the Rivers and Harbors Act, Section 404 of the Clean Water Act, and Section 103 for offshore ocean disposal at U.S. Environmental Protection Agency (EPA) -approved sites. In addition to NEPA review, the Corps evaluates proposals for their compliance with the Section 404(b)(1) Guidelines (40 CFR 230). This analysis requires identifying the basic purpose and the overall purpose of the proposed project, which are important for establishing a reasonable range of alternatives to evaluate. The basic purpose of the proposed project is to improve navigation and recreation. The overall purpose of the project is to:

- implement modifications to the existing San Pedro Waterfront along the west side of the Port's Main Channel, including increasing the open water area approximately 5 net acres to provide a variety of water-front uses including berthing for visiting tall ships and other vessels, and additional marinas for pleasure craft, tugboats, and other recreational, commercial, and port-related uses, without impeding the public's right to free navigation; and
- utilize and increase the value of deep water in the Outer Harbor and Main Channel to accommodate existing and projected growth in the cruise ship industry.

2.2 NEPA Project Elements

LAHD has requested permits for the water-related project elements, which require Corps permits under Section 10 of the Rivers and Harbors Act. Activities involving dredging require permits under Section 404 of the Clean Water Act and Section 103 for offshore ocean disposal. These activities are summarized in Table 1 below.

Table 1. Activities Requiring Corps Permits

Project Elements	Quantity Of Dredge/ Covered Water Area
<i>Catalina Terminal – Berth 95</i>	
Installation of Piles and Construction of New Floating Docks	30 Piles, 8,000 sf
Total Water Area Covered	8,000 sf (0.18 ac)
<i>North Harbor</i>	
Excavation and Dredging (<i>new marine area created below +4.8-ft MLLW</i>)	340,000 sf; 500,000 cy * (7.80 ac)
Removal of Existing Wharf Structure	56,000 sf
Installation of Perimeter Sheet Pile Bulkheads within U.S. Waters	220 lf
Installation of Piles and Construction of Perimeter Wharves/Promenade and Pier Structure	170 Piles; 33,000 sf
Installation of Rock Slope Protection	45,000 sf
Removal of Retention Dike (or Bulkhead) To Be Breached	700 lf
Total New Water Area Created	396,000 sf (9.09 ac)
Total Water Area Covered (Riprap, Docks, etc.)	78,000 sf (1.79 ac)
Net New Water Area Created	318,000 sf (7.30 ac)
<i>Downtown Harbor</i>	
Excavation and Dredging (<i>new marine area created below +4.8ft MLLW</i>)	47,000 sf; 83,000 cy ** (1.08 ac)
Removal of Portion of Existing Berth 86 Wharf	1,100 sf

Project Elements	Quantity Of Dredge/ Covered Water Area
Removal of Existing Docks	4,500 sf
Installation of Perimeter Sheet Pile Bulkheads within U.S. Waters	310 lf
Installation of Piles and Construction of New Floating Docks	35 Piles; 13,000 sf
Installation of Rock Slope Protection	17,000 sf
Total New Water Area Created	52,600 sf (1.21 ac)
Total Water Area Covered (Rip-Rap, Docks, etc.)	30,000 sf (0.69 ac)
Net New Water Area Created	22,600 sf (0.52 ac)
<i>7th Street Harbor</i>	
Excavation and Dredging (<i>new marine area created below +4.8ft MLLW</i>)	14,000 sf; 22,000 cy *** (.33 ac)
Removal of Existing Docks	2,200 sf
Installation of Perimeter Sheet Pile Bulkheads within U.S. Waters	230 lf
Installation of Piles and Construction of New Floating Docks	26 Piles; 8,000 sf
Installation of Rock Slope Protection	8,000 sf
Removal of Retention Dike (or Bulkhead) To Be Breached	140 lf
Total New Water Area Created	16,200 sf (0.37 ac)
Total Water Area Covered (Rip-Rap, Docks, etc.)	16,000 sf (0.37 ac)
Net New Water Area Created	200 sf (0.01 ac)
<i>7th Street Pier</i>	
Removal of Existing Marina Slips and Floating Dock	4,000 sf
Installation of Piles and New Pier Structure	15 piles; 6,000 sf
Total New Water Area Created	4,000 sf (0.09 ac)
Total Water Area Covered (Rip-Rap, Docks, etc.)	6,000 sf (0.14 ac)
Net Water Area Covered	2,000 sf (0.05 ac)
<i>Ports O' Call Promenade</i>	
Removal of Existing Docks	29,000 sf
Installation of Piles and Construction of New Wharf / Promenade	60 Piles; 50,000 sf
Removal of Wood Bulkhead at Berth 78.	150 lf
Installation of Piles and Construction of New Deck at Berth 78	32 piles; 9,000 sf
Installation of Sheet Pile Bulkhead at Berth 78	150 lf
Total New Water Area Created	29,000 sf (0.67 ac)
Total Water Area Covered (Rip-Rap, Docks, etc.)	59,000 sf (1.35 ac)
Net Water Area Covered	30,000 sf (0.69 ac)
<i>Cruise Ship Facility - Berth 45-47</i>	
New Mooring and Breasting Dolphins and Catwalk at Berths 45-47	30 Piles; 3,000 sf
Total Water Area Covered	3,000 sf (0.07 ac)
<i>Cruise Ship Facility - Berth 49/50</i>	
Installation of a New Wharf Extension and Mooring Dolphin	220 Piles; 81,000 sf
Total Water Area Covered	81,000 sf (1.86 ac)
Total New Water Area Created by Water Cuts	401,000 sf (9.21 ac)
Total Water Area Uncovered by Removals	96,800 sf (2.22 ac)
Total New Water Created	497,800 sf (11.43 ac)
Total Water Area Covered	281,000 sf (6.45 ac)
Total Net New Water	216,800 sf (4.98 ac)

Project Elements	Quantity Of Dredge/ Covered Water Area
Notes:	
MLLW = Mean Lower Low Water	
* The quantities listed are for the area and volume below +4.8 feet MLLW. The total volume dredged at North Harbor (for the purposes of potential Section 103 permitting) is 680,000 cy over a footprint of 8.70 acres.	
** The quantities listed are for the area and volume below +4.8 feet MLLW. The total volume dredged at Downtown Harbor (for the purposes of potential Section 103 permitting) is 102,000 cy over a footprint of 1.56 acres.	
*** The quantities listed are for the area and volume below +4.8 feet MLLW. The total volume dredged at 7 th Street Harbor (for the purposes of potential Section 103 permitting) is 26,000 cy over a footprint of 0.36 acres.	

In total, the proposed action would create approximately 497,800 square feet (11.43 acres) of new water area. This number accounts for water created by the cuts (9.21 acres) and removal of existing wharf, floating docks, and marina slips (2.22 acres). Approximately 281,000 square feet (6.45 acres) of existing water would be covered, resulting in a net increase of approximately 216,800 square feet (4.98 acres) of new water within the harbor. Due to the creation of the new harbors, the project is anticipated to create a total of approximately 808,000 cubic yards of dredge material. Disposal of clean dredge material is planned for LA-2 or LA-3 offshore disposal, with upland disposal of contaminated sediments. Ocean disposal would also require authorization pursuant to Section 103 of the Marine Protection, Research, and Sanctuaries Act. Should other approved in-harbor disposal sites become available, they will also be considered.

3. Project Elements Requiring Review Under CEQA

3.1 Project Objectives

The proposed project is intended to increase public access to the waterfront, allow additional visitor-serving commercial development within the Port, respond to increased demand in the cruise industry, and enhance transportation within and around the Port. The project objectives are as follows:

- Enhance key linkages between downtown San Pedro and the waterfront, including the creation of a downtown harbor and promenade, which will become the focal point for vessel activity and draw visitors to downtown San Pedro.
- Provide public access to the waterfront and new open space, including parks and other landscape amenities linked to the promenade.
- Create a grand promenade to link the network of public open spaces and the neighboring community.
- Create and expand the waterfront promenade as part of the California Coastal Trail to connect the community to the waterfront.
- Provide for a variety of waterfront uses, including berthing for visiting vessels, harbor service craft, tugboats, and other recreational, commercial, and port-related waterfront uses.
- Provide for enhanced visitor-serving commercial opportunities within Ports O' Call, complementary to those found in downtown San Pedro.

- Expand the cruise ship facilities and related parking to respond to increasing existing and forecasted demands.
- Create a permanent berth for Catalina Express and Island Express and relocate the S.S. Lane Victory.

3.2 Project Location

The proposed project is located in the southern end of the City of Los Angeles. The proposed project area is generally located along the west side of the Port Main Channel, from the Vincent Thomas Bridge to Berths 49-50. Figure 2 shows the regional location and Figure 3 shows the local vicinity of the project area. Figure 4 shows existing conditions within the project area.

3.3 Proposed Project

The proposed project involves a variety of land uses within the project area, including public waterfront and open space areas, commercial development, transportation and parking facilities, and expansion of cruise ship facilities and operations. Each of these is described in further detail herein. Figure 5 shows an overview of the elements included in the proposed project. Figure 6 shows project elements considered under Project Alternative No. 1.

New Harbors and Water Cuts

The proposed project includes the development of three new harbors, including the North Harbor, Downtown Harbor, and 7th Street Harbor. Each of these is described in greater detail below.

- **North Harbor:** The North Harbor includes an 8.7-acre water cut located at Berths 87–90 and accommodates tugboats and larger visiting historic and naval vessels. The harbor cut would extend from the existing water’s edge to approximately 50 feet east of the Harbor Boulevard Parkway improvements. Excavation and dredging for the construction of a North Harbor would accommodate larger vessels. Dredging volume for the new harbor (8.7-acre water cut down to — 25 feet Mean Lower Low Water [MLLW] depth) is estimated at 680,000 cubic yards. Perimeter wharfs and a pier structure at the center of the harbor would be constructed. Demolition of the existing docks is required for the water cut. Sheet pile bulkheads are proposed for the edges of the new harbor. Construction of the North Harbor would displace a berth at 87-90 that is occasionally used for cruise ships. Until August 2006, cargo-handling operations occurred at Berths 87-90. These operations have ceased permanently and will no longer occur in this location.
- **Downtown Harbor:** The Downtown Harbor includes a 1.56-acre water cut to accommodate the Los Angeles Maritime Institute’s Top Sail program vessels, Port vessels, and other visiting ships. The dredging volume for the new harbor (1.56 acre cut to –25 feet MLLW depth) is estimated at 102,000 cubic yards, and would move the existing water’s edge a maximum of 160 feet west to the new edge of the Promenade. The existing wharf at Berth 86 would be modified to provide access to the new harbor. Demolition of the existing temporary facility for Top Sail, surface parking, and landscaping would be a requirement of the proposed new harbor dredging. Construction of new sheet pile bulkheads, floating docks, and access gangways are planned.

- **7th Street Harbor:** The 7th Street Harbor includes a 0.36-acre water cut for visiting vessels. Demolition of existing wharfs and parking area would be required to dredge the new harbor. The dredging volume for the new harbor (0.36 acre cut to –25 feet MLLW depth) is estimated at 26,000 cubic yards. Sheet pile bulkheads would form the edges of the new harbor. Twelve-foot wide floating docks and access gangways are proposed for the perimeter of the harbor.

Promenade and Open Spaces

New public open spaces include promenade areas, plazas, parks, and landscape and hardscape areas. The key components are described below. Figure 7 shows the proposed new promenade/pedestrian pathways, as well as those planned and under construction as part of the San Pedro Waterfront Enhancements Project, and those completed as part of the Waterfront Gateway Development Project.

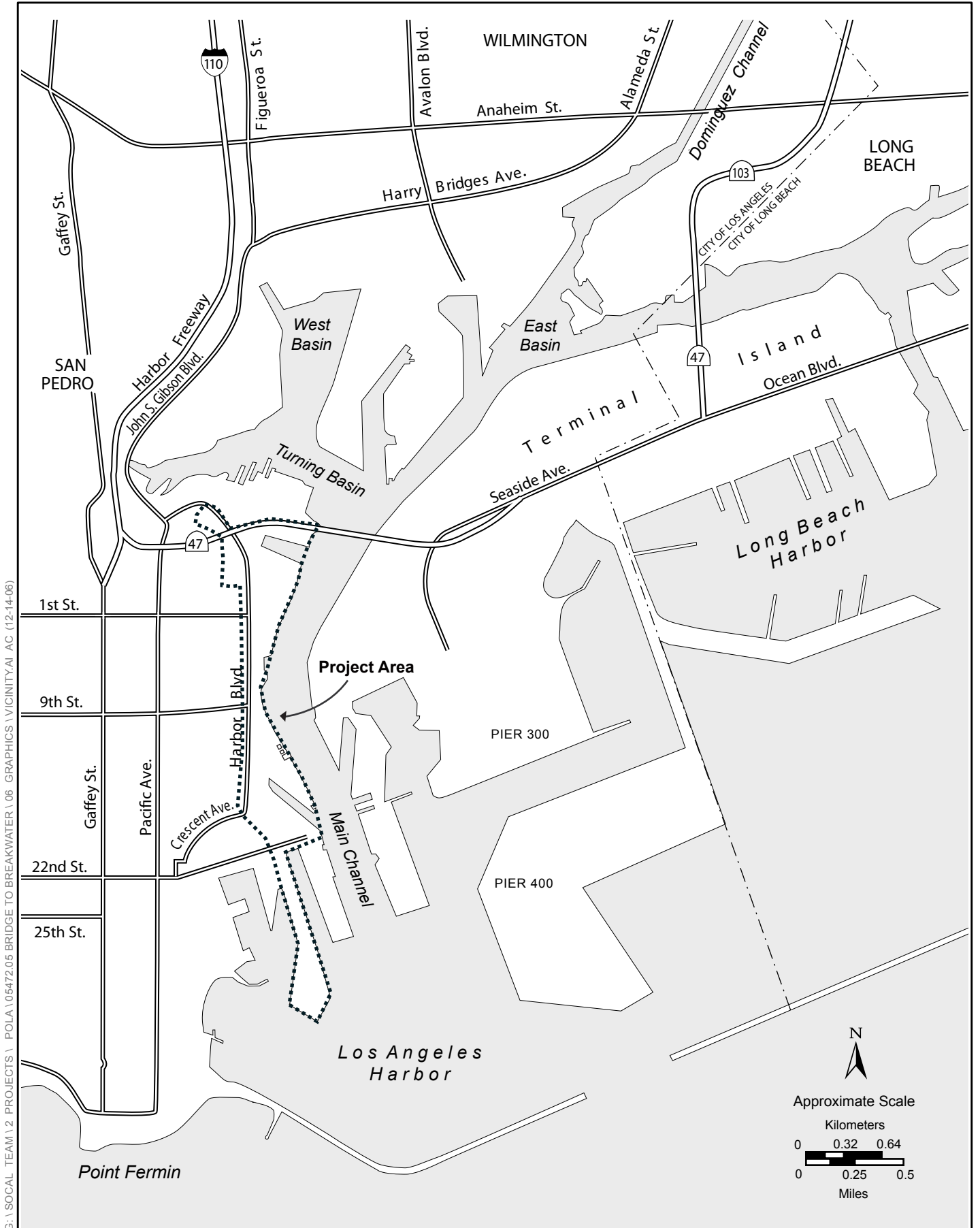
- **North Harbor Promenade:** The North Harbor Promenade would run along the edge of the new North Harbor and would be 30-feet wide. The promenade would include a boardwalk, railing, lighting, pedestrian signage, and seating. Portions of the promenade are required to be constructed over water.
- **Downtown Harbor Promenade:** The Downtown Harbor Promenade would include an upper and lower promenade. The upper promenade would be lined with trees and include landscaping, lighting, signage, street furniture, and paving material of decomposed granite or similar material. The water's edge would be defined with an open edge with bollards or railing (if required). Demolition of existing surface parking would be required.
- **Downtown Water Feature:** The 12,000 square foot Downtown Water Feature would include an interactive water component. Details regarding this water feature have not yet been developed and would include a full public design process.
- **John S. Gibson Park:** John S. Gibson Park is an existing 1.61-acre park located south of the 5th Street Green. The plan would maintain the existing memorials and enhance their surroundings with improved landscaping and interpretive elements.
- **Town Square:** The new 0.79-acre Town Square at the foot of 6th Street would be located in front of the historic Ferry Building (existing Maritime Museum) and incorporate a portion of the Downtown Promenade and short-term surface parking. The finish materials would be decorative stone pavers with similar paving materials for the roadway and parking. The Town Square could be closed to vehicular traffic for special events in the plaza. Demolition of the existing street (6th Street), sidewalks, and surface parking would be required.
- **7th Street Pier:** The 7th Street Pier would be the public city dock for short-term docking of visiting vessels. Demolition of a portion (porte cochere) of the existing Acapulco Restaurant, existing surface parking, and approximately 12 marina slips and a portion of the floating dock is required. Existing marina slips would be replaced as part of the Cabrillo Marina Phase II Project within the Port. The Cabrillo Marina Phase II Project was approved by the Board of Harbor Commissioners in December 2003 and involves redevelopment of the existing marina at Berth 37 south, through the Watchorn basin.
- **Ports O'Call Promenade:** Ports O'Call Promenade would be developed along the waterfront with some pier construction on the waterside of existing uses within Ports O'Call. The waterfront promenade would match other new promenade areas within the Port, and would be up to 30-feet wide with a boardwalk, railing, lighting, pedestrian signage, and seating. This promenade feature may require relocation of marinas that would be replaced as part of the Cabrillo Marina Phase II project within the Port. At Berth 78, the promenade would be constructed on piles at the water's

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SOURCE: Port of Los Angeles, 2002

Figure 2
Regional Location
San Pedro Waterfront Project



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SOURCE: Port of Los Angeles, 2002

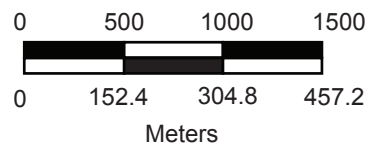


Figure 3
Local Vicinity
San Pedro Waterfront Project

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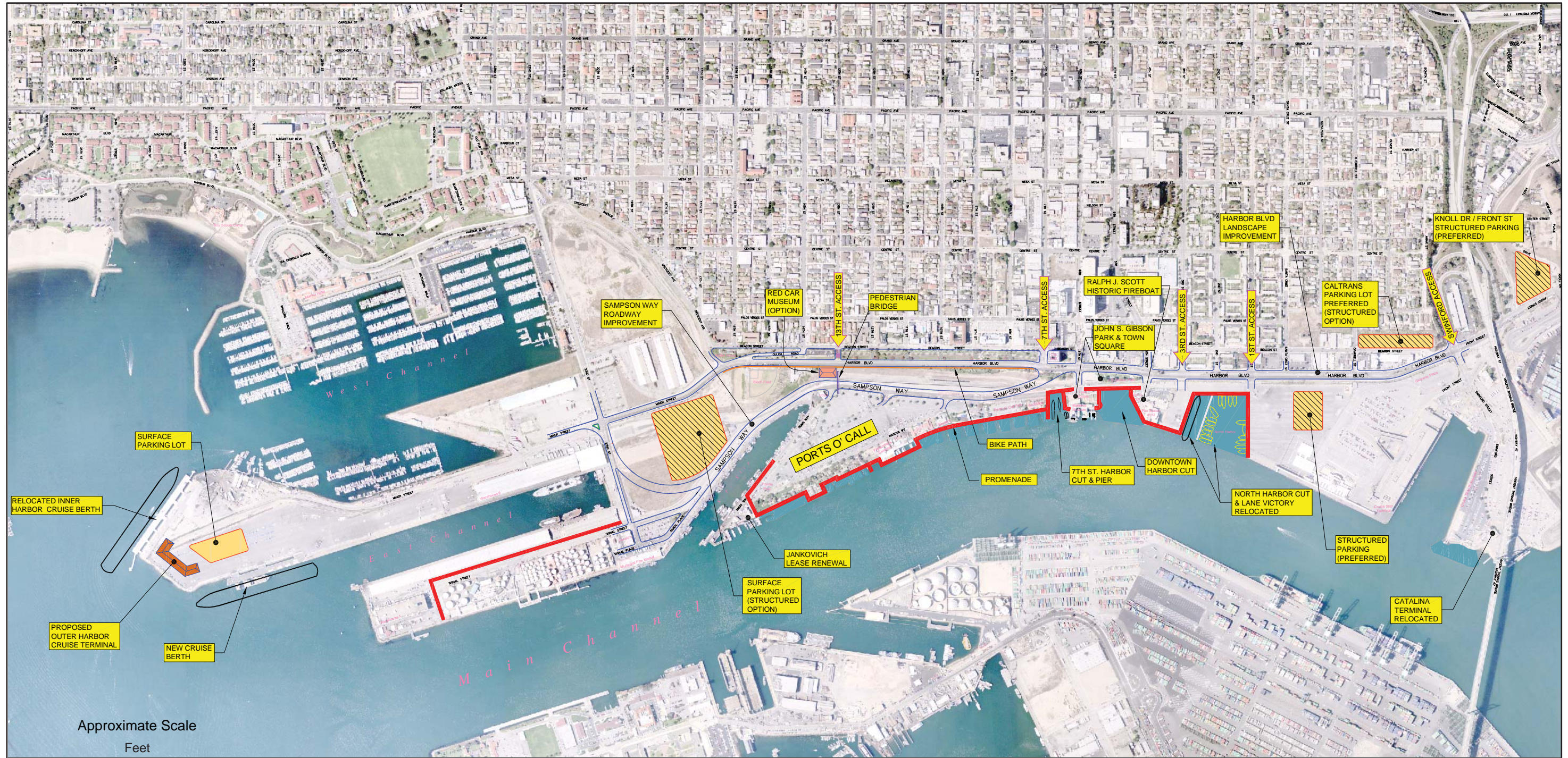


Approximate Scale
Feet



SOURCE: Port of Los Angeles, 2002

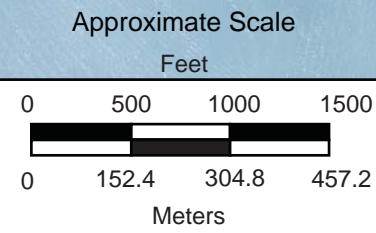
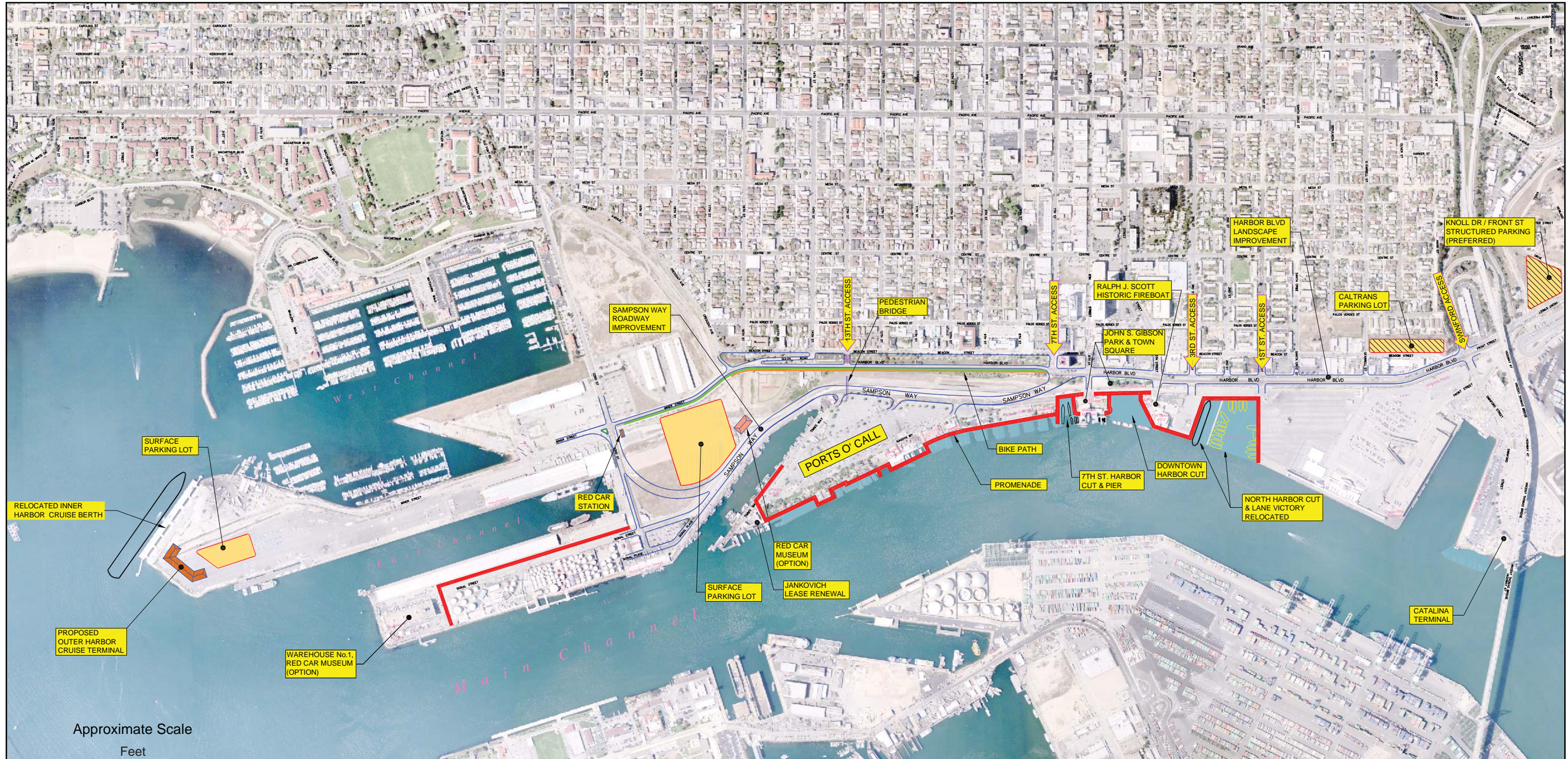
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SOURCE: Port of Los Angeles, 2002

Figure 5
Proposed Project Elements
San Pedro Waterfront Project

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SOURCE: Port of Los Angeles, 2002



Figure 6
Project Alternative No. 1
San Pedro Waterfront Project

edge. The mudflat habitat would be shaded by a deck plaza, and impacts to the habitat would be mitigated.

- **California Coastal Trail:** The project would further develop the California Coastal Trail along the San Pedro waterfront, providing signage and linking open spaces and points of interest.

Linkages and Public Access

One of the key features of the proposed project is to provide enhanced public access to the waterfront. These linkages would include a safe direct pedestrian crossing at Harbor Boulevard and Swinford Street, and a new pedestrian bridge at 13th Street, possibly via the proposed Red Car Museum building at the bluff as a land bridge to provide access to Ports O'Call. Pedestrian crossings and access to the waterfront would be provided at 1st, 3rd, and 7th Streets. Vehicular access to the waterfront at 1st Street would also be studied. Extension of the Red Car line is a possible way to better connect the waterfront. A feasibility study is currently ongoing to study extension of the Red Car line to several locations.

Visitor-Serving Commercial Development

The proposed project would include a small amount of new commercial development focused in Ports O'Call Village. Ports O'Call currently contains approximately 150,000 square feet of commercial retail and restaurant uses. The proposed project would involve demolition and reconstruction of approximately 40,000 square feet of existing development to facilitate construction of the waterfront promenade. The project would also expand up to 25 percent of the existing square footage, for a net increase of 37,500 square feet. This expansion would allow International Café and the San Pedro Fish Market to expand at their current locations, with Ports O' Call Restaurant relocating to a new location somewhere within the Ports O' Call Village. LA Sport Fishing would also be given the opportunity to relocate and expand to the north of their existing facility. When completed, the Ports O' Call area would have a total of 187,500 square feet of commercial retail and restaurant space (see Figure 8).

Outer Harbor Cruise Terminal at Berths 45-50

The proposed project would include upgrading the existing Berths 45-47 for use as a cruise ship berth in the Outer Harbor. This berth would replace the cruise ship berth occasionally used at Berth 87 that would be displaced by construction of the North Harbor water cut. The project also would include construction of a new berth at Berths 49-50 for a second cruise ship in the Outer Harbor to accommodate a 1,250-foot length vessel. The project would include construction of a new 2-story cruise ship terminal, up to 200,000 square feet. Proposed waterside work includes adding mooring and breasting dolphins.

Alternative No. 1 considers upgrading Berths 45-47 to accommodate one cruise ship in the Outer Harbor, which is considered a replacement for the existing cruise berth at Berth 87. Construction of a cruise terminal building would also be included. A feasibility study is currently ongoing to analyze extending the Red Car line to several locations along the waterfront, including along Miner Street to the Outer Harbor Cruise Terminal.

An omni cargo terminal currently operates at Berths 46-50. These operations would cease upon construction of the proposed Outer Harbor Cruise Terminal.

S.S. Lane Victory

The proposed plan would relocate the S.S. Lane Victory from Berth 95 to the North Harbor water cut.

Catalina Express and Island Express Terminal

The proposed project would include the relocation of Catalina Express Terminal and Island Express from Berth 96 to the existing location of the S.S. Lane Victory at Berth 95. Catalina Express Terminal has an aboveground fuel dock with 8,500 gallons of #2 Diesel that would be developed at the new site. Berthing requirements would include elevated concrete piers to accommodate 8 to 10 vessels of varying sizes (100 to 150 feet). Island Express Helicopters would remain in its current location.

Transportation Improvements

The proposed project would include an enhanced intersection at Sampson Way and 7th Street to provide improved access to and along the waterfront. Sampson Way would be expanded to two lanes in each direction and curve near the wholesale fish market to meet with 22nd Street in its westward alignment east of Miner Street. Harbor Boulevard would remain in place at its current capacity. Landscaping improvements are proposed on the west side of Harbor Boulevard and in the median starting at the Swinford intersection south to 22nd Street (see Figure 5).

Alternative No. 1 will look at expanding Sampson Way at 7th Street to two lanes in each direction, with a curve near the wholesale fish market to meet 22nd Street in its westward alignment east of Miner Street. Harbor Boulevard would be reduced to one lane in each direction to serve the adjacent residences. The remaining street right-of-way would become a greenbelt, providing walking and bicycle paths and linking existing open spaces and trails from the north and south. Landscaping improvements would be provided on the west side of Harbor Boulevard and in the median starting at the Swinford intersection (see Figure 6).

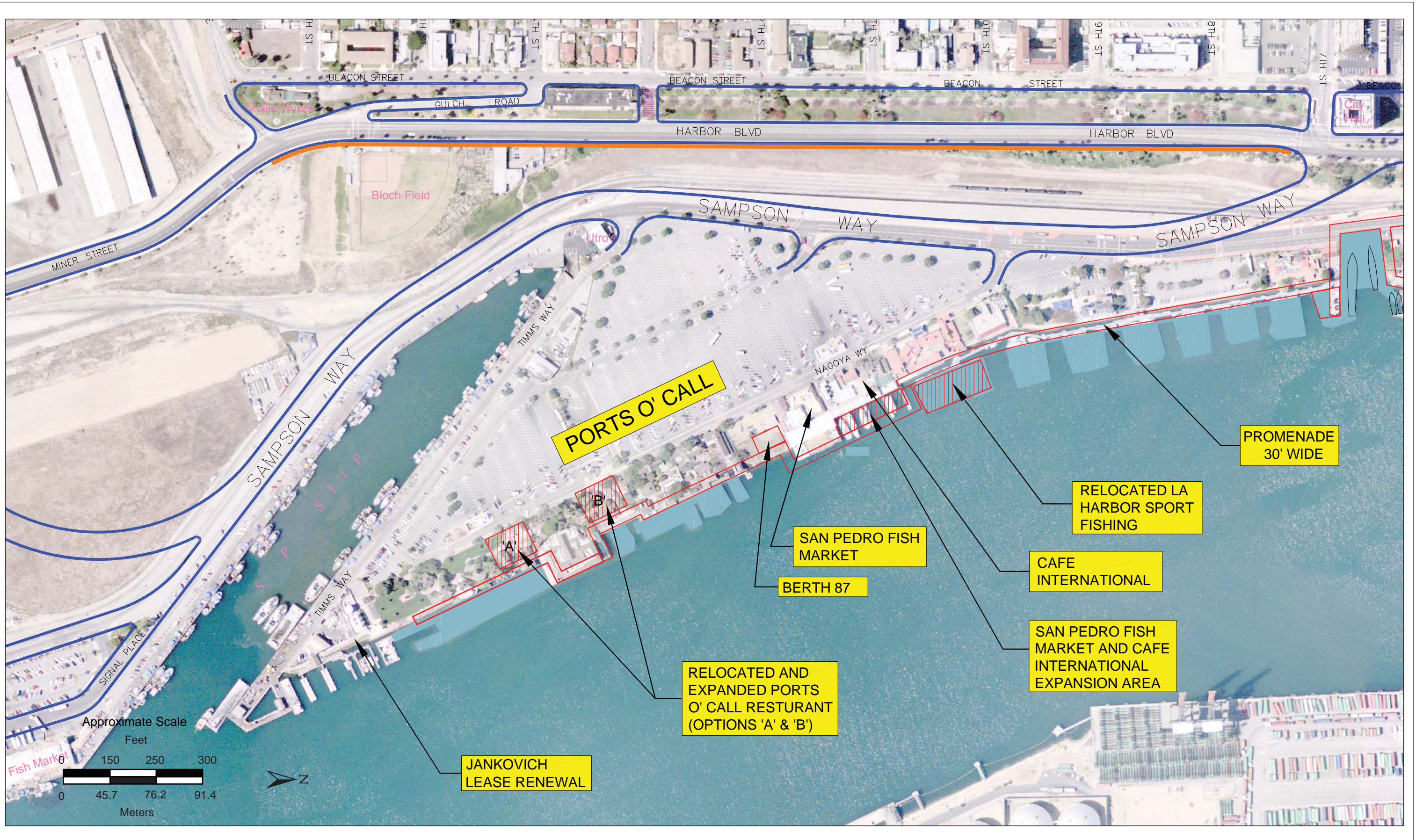
Parking Facilities

Parking areas would be provided through a combination of surface parking lots and parking structures located throughout the project area. Parking facilities would be provided primarily for relocated and expanded cruise ship operations and the Catalina Terminal. Under the proposed project, the existing surface parking area for the Berths 91-93 cruise ship terminal operation would provide the required 2,200 spaces. Parking for the Catalina Terminal, requiring approximately 1,000 spaces, would primarily be provided in its existing location near the Vincent Thomas Bridge (700 spaces). Under a separate project, the China Shipping Terminal is proposed to expand into this area, removing approximately 300 parking spaces. These spaces would be replaced by use of the surface or structured parking in the Caltrans parking area at Beacon and O'Farrell Streets.

Preferred parking options to accommodate the two proposed berths in the Outer Harbor include surface parking of 1,600 spaces near Sampson Way, with 1,000 spaces provided in a two-story parking structure at either the Berths 91-93 cruise terminal, the parking lot north of the Vincent Thomas Bridge at Knoll and Front Street, or the Caltrans parking area. Other options that would be considered include construction of a 1,675 space parking structure (up to 3-stories) near Bloch Field and Sampson Way, with approximately 1,000 spaces provided in adjacent surface lots or at the Knoll and Front Street parking lot. Surface parking near the Outer Harbor cruise terminal would be provided in all scenarios. Shuttle service from the offsite parking areas to the new cruise facilities would be provided. Any parking structures near Sampson Way would be designed with green rooftops to improve views from Harbor Boulevard towards the water.

Under Project Alternative No. 1, preferred parking options to serve the one relocated berth in the Outer Harbor Cruise Terminal would include structured parking in the Knoll and Front Street lot or the Caltrans parking area. Other parking options that would be considered include landscaped surface lots at 22nd

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SOURCE: Port of Los Angeles, 2002

Figure 8
Ports O'Call Redevelopment
San Pedro Waterfront Project

Street and Sampson Way (as described above), between Miner Street and Signal Street. These parking areas could provide approximately 1,600 spaces. Shuttle service from the parking areas to the Outer Harbor terminal would be provided.

Ralph J. Scott Historic Fireboat Display

A multi-level display structure about 50 feet in height of approximately 19,000 square feet with a footprint of about 10,000 square feet would be constructed for the historic Ralph J. Scott Fireboat on the south side of the existing Fire Station No. 112. The display would cover and protect the vessel from the weather. Displays of historical events involving the Ralph J. Scott would be included within the structure. The vessel is temporarily housed on land in a structure adjacent to Fire Station No. 112 at Berth 87.

Jankovich Tank Farm Lease Renewal (Berth 74)

The existing lease with Jankovich & Sons, which expires in 2007, is proposed to be renewed for a term up to 20 years. Existing fuel tanks would be upgraded, and the type of commodities and tank capacity would be modified to comply with the Port Risk Management Plan.

Red Car Museum and Maintenance Facility

The proposed Red Car Museum and Maintenance Facility would be approximately 30,000 square feet, and would be located at the existing bluff rail yard south of 7th Street. The museum portion of the building would be approximately 6,700 square feet. An approximately 20,000-square-foot exterior service yard adjacent to the building would be required as a wash-down area for trolley cars. The storage tracks currently located at this site would be relocated to the new Pier A Yard (as described and to be evaluated within the TraPac Project EIS/EIR), with two active tracks to remain within the rail yard area near the bluff in San Pedro. Upon completion of the new facility, the existing temporary Red Car Maintenance Facility at 22nd Street and Miner Street would be removed. Alternative locations for the museum and maintenance facility include Warehouse No. 1 and a site near Sampson Way close to the S.P. Slip (see Figures 5 and 6). A feasibility study currently in progress is evaluating the possible extension of the Red Car line to several locations along the waterfront.

4. Project Alternatives

The Draft EIS/EIR will include a coequal analysis of the project alternatives considered. Alternatives to the proposed project that are being considered include the following:

- **Project Alternative No. 1.** This alternative would only accommodate the relocation to the Outer Harbor of the existing cruise berth at Berths 87-90. The required associated parking would be reduced. Parking options under this project alternative would include a parking structure at Knoll and Front Streets, providing shuttle service to the Outer Harbor cruise terminal, or landscaped surface parking at Sampson Way, Miner Street, and 22nd Street. This alternative would also expand Sampson Way to two lanes in each direction and reduce Harbor Boulevard to one lane in each direction, with the remaining right-of-way on Harbor Boulevard to be used to create a pedestrian and bike path greenbelt. The greenbelt would link existing open space areas and provide an alternate scenic route for the California Coastal Trail. Two additional options for the location of the proposed Red Car Museum and maintenance facility are considered under this alternative, including locating the facility in either Warehouse No. 1 or at Sampson Way near the

S.P. Slip. All of the other proposed water cuts, promenades, open spaces, Ralph J. Scott fireboat display construction, project relocations, and lease renewals as described in the proposed project would occur.

- **Project Alternative No. 2 - No Project/No Action.** This alternative would not implement any of the elements presented in the project description or Project Alternative No. 1. The existing conditions within the project area would remain the same with no alterations.
- **Project Alternative No. 3 - No Federal Action Baseline.** This alternative is the proposed project without any activity requiring a Corps permit. Corps permits are required for the water cuts and construction of the Outer Harbor Cruise Terminal, and any associated ocean disposal or other discharges of dredge or fill material into waters of the U.S. This alternative represents the Corps' environmental baseline.

5. Environmental Issues

There are several key environmental issues that would be addressed in the EIS/EIR. Additional issues may be identified during the scoping process. Issues identified as potentially significant under CEQA in the attached CEQA environmental checklist form include:

- aesthetic and visual impacts from new development, parking structures, and lighting;
- air quality impacts from construction, operation, increased vehicle and cruise ship emissions, and contributions to global warming and greenhouse gases;
- biological impacts to marine and terrestrial plants and wildlife;
- cultural resources impacts, to both historic buildings and structures, and historic and prehistoric archaeology;
- geological impacts, including dredging and stabilization of fill areas in an area of known seismic activity;
- hazards and hazardous materials impacts related to existing and former activities that have contaminated soil and groundwater in the Port, that pose hazardous risks related to ongoing operations, or that could contribute to a risk of upset due to terrorism;
- hydrology and water quality impacts from disturbance of sediment, increased cruise operations, and runoff from development;
- noise impacts from construction, existing and future operations, and increased traffic;
- public services impacts related to provision of fire, police, emergency response, and other public services;
- recreation issues related to adverse impacts on existing recreation, and the beneficial impact of providing new recreational opportunities;
- impacts to and from traffic and transportation, including marine navigation and ground transportation;
- impacts on utilities and services as a result of an increased demand for such services; and
- cumulative impacts from past, present, and foreseeable future projects.

6. Mitigation Measures

The project includes the introduction of additional or larger cruise ships into the Los Angeles Harbor. Air emissions from Port activities, particularly emissions from ships, are a major public health concern. Recently the Port published the San Pedro Bay Clean Air Action Plan (CAAP), which establishes a five-year plan toward the reduction of port-wide emissions. A key mechanism for implementation of proposed air emission control measures will be through CEQA/NEPA mitigation measures and associated leases.

Emissions from the proposed project are expected to exceed South Coast Air Quality Management District (SCAQMD) thresholds, both in regards to construction and operation. To reduce such impacts, a

number of mitigation measures will be applied, consistent with requirements of the CAAP.

Cruise ships calling at the Port will:

- comply 100 percent with the Vessel Speed Reduction Program within 40 nautical miles of shore;
- use Alternative Maritime Power (or equivalent) for hotelling emissions at two berths, if needed (to be implemented by 2011);
- use 0.2 percent or less of Low Sulfur Marine Gas Oil (MGO) fuel in vessel auxiliary and main engines at berth and during transit to a distance of 40 nautical miles offshore; and
- use diesel particulate matter (DPM) and nitrogen oxide (NO_x) control devices on auxiliary and main engines as mandated on new vessel builds and existing frequent callers.

Harbor craft utilized to assist cruise ships and home-based in San Pedro will:

- meet EPA Tier II or equivalent reductions;
- be retrofitted with the most effective CARB-verified NO_x and/or Particulate Matter (PM) emission reduction technologies; and
- when Tier III engines become available, be repowered with the new engines.

Cargo handling equipment utilized at the cruise terminals will meet the following requirements:

- All equipment will have the cleanest available NO_x engine (diesel or alternative fuel) meeting 0.01g/bhp-hr PM (particulate matter grams per brake horsepower hour) or, if not available, then the cleanest available engines with the cleanest Verified Diesel Emission Controls (VDEC) shall be purchased. One hundred percent of new purchases will occur at the onset of the project.
- By the end of 2010, all yard tractors will meet at a minimum the EPA 2007 on-road or Tier IV engine standards.
- By the end of 2014, all engines greater than 750 horse power will meet the EPA Tier IV off-road engine standards.

Project construction equipment will meet the following requirements:

- All off-road diesel-powered construction equipment greater than 50 horsepower, except derrick barges and marine vessels, will meet the Tier 2 emission standards as defined in the USEPA Non-road Diesel Engine Rule.
- All on-road heavy-duty diesel trucks with a GVWR of 33,000 pounds or greater will be a 2007 model year, or will be a 1994 model year or later and retrofitted with a CARB-verified Level 3 diesel particulate filter.
- All diesel-powered derrick barges used for the construction-related activities in connection with the proposed project will use emulsified diesel fuel.

- LAHD shall implement additional best management practices (BMPs) to further reduce air emissions during construction if determined to be feasible by the LAHD Construction Division.

While the above mitigation measures and levels are expected to be implemented as part of this project, because project elements may be changed or refined as part of the scoping process and a full air quality analysis has not been completed, final measures and levels may be revised during the draft EIS/EIR preparation. Additional mitigation measures regarding air quality, traffic, noise, aesthetics, and other environmental impacts will be considered through the CEQA/NEPA process.

Environmental Checklist Form

1. Project Title and ADP Number:

San Pedro Waterfront Project (ADP No. 041122-208)

2. Lead Agency Name and Address:

Los Angeles Harbor Department
Environmental Management Division
425 South Palos Verdes Street
San Pedro, CA 90731

3. Contact Person and Phone Number:

Ralph G. Appy, Ph.D.
Director of Environmental Management
c/o Jan Green Rebstock, Environmental Specialist III
(310) 732-3949

4. Project Location:

The proposed project is located in the southern end of the City of Los Angeles, and includes portions within LAHD's jurisdiction. The proposed project area is generally located along the west side of the Port Main Channel, from the Vincent Thomas Bridge to Berths 49-50 at the eastern edge of the San Pedro community.

5. Project Sponsor's Name and Address:

Los Angeles Harbor Department
Engineering Division
425 South Palos Verdes Street
San Pedro, CA 90731

6. General Plan Designation:

Port of Los Angeles

7. Zoning:

(Q)M2, (Q)M3

8. Description of Project:

See "Supplementary Information" section in "Special Public Notice" provided above.

9. Setting and Surrounding Land Uses

Container terminals, recreational destinations, residential housing, beaches, cruise/commercial transport, commercial retail, commercial fishing, industrial uses, warehouses, transportation facilities, and public facilities/port-related services.

10. Other Public Agencies Whose Approval is Required:

U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service
National Marine Fisheries Service
National Parks Service
U.S. Coast Guard
Federal Aviation Administration
California Environmental Protection Agency
State Lands Commission
State Water Resources Control Board
California Coastal Commission
California Department of Transportation
California Public Utilities Commission
California Department of Fish and Game
California Department of Toxic Substances Control
California State Historic Preservation Officer
California Department of Boating and Waterways
South Coast Air Quality Management District
Los Angeles Regional Water Quality Control Board
City of Los Angeles Department of Transportation
City of Los Angeles Planning Department
City of Los Angeles Department of Public Works
City of Los Angeles Fire Department

Environmental Factors Potentially Affected:

The environmental factors checked below would potentially be affected by this proposed 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.

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population/Housing |
| <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> 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 an 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 upon the project, nothing further is required.

_____ Date

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 would 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.
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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a. Would the project have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. The project site is located along the southern edge of the City of Los Angeles, where the topography varies from relatively flat areas and areas with low hills near sea level to steeper topography to the north and west. The project area is located in an industrialized area within the Port. The City of Los Angeles Community Plan for San Pedro identifies 10 scenic view sites in the San Pedro area (City of Los Angeles 1999). Table 2 below summarizes the scenic view sites.

Table 2. Inventory of Scenic Views in the San Pedro Area

Location	Distance From Project Site (miles)	Project Site Visible from Location
Gibson Park	0.0	Yes
Harbor Blvd Bluff	0.0	Yes
Lookout Point	2.4	Yes
Park at foot of Pacific Ave.	2.5	No – obstructed by development
Korean Friendship Bell Monument	2.5	No – obstructed by terrain and development
Osgood-Farley Battery	2.5	No – obstructed by terrain
Point Fermin Park	2.6	No – obstructed by terrain
New Bogdanovich Park	3.0	Yes
White’s Point Reservation	3.2	No – obstructed by terrain
Paseo del Mar Turnout	3.4	No – obstructed by terrain

Source: City of Los Angeles 1999.

The project site is visible from Gibson Park, Harbor Boulevard Bluff, Lookout Point, and New Bogdanovick Park. The proposed project is not visible from the other listed scenic vista sites because of intervening topography and/or development. To the west of the Port lies the Palos Verdes Hill rising to a height of 1,200 feet above sea level, 6 miles from the project site.

The project site covers a several mile linear stretch of land west of the Port Main Channel, and consists of a variety of industrial and commercial land uses. The project area is generally zoned for light industrial uses (City of Los Angeles 2005). The buildings to be demolished are typical of the area and are not a prominent feature within any viewsheds surrounding the project area. Their removal would not obstruct any scenic views. However, proposed project features, including multi-story buildings and parking structures, could potentially obstruct views from surrounding areas.

Land uses are predominantly residential and commercial from the Port boundary up to Palos Verdes Hills. Topography obscures the project site from many locations. The general area of the proposed project can be viewed from other locations, especially those at higher elevations in the Palos Verdes Hills. The project area would be visible from these surrounding areas, including scenic vistas, and the visual characteristics of the viewsheds would change. The proposed project is intended to enhance views and aesthetic conditions of this portion of the Port. However, because this is a subjective issue, some viewers may find objection to some project features. These impacts are considered potentially significant and will be addressed in the EIS/EIR.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Potentially Significant Impact. The closest officially designated state scenic highway is approximately 33 miles north of the project site (State Highway 2, from approximately 3 miles north of Interstate 210 in La Cañada to the San Bernardino County line). The closest eligible state scenic highway is located approximately 9 miles to the northeast of the project area (State Highway 1, from State Highway 91 near Long Beach to Interstate 5 south of San Juan Capistrano) (California Department of Transportation [Caltrans] 2003). The project site is not visible from either of these locations.

In addition to the California Department of Transportation's (Caltrans') officially designated and eligible state scenic highways, the City of Los Angeles has city-designated scenic highways that are considered for local planning and development decisions. Table 3 summarizes the local streets that have planning considerations for scenic views (City of Los Angeles 1999).

Table 3: Inventory of City of Los Angeles Scenic Highways in the San Pedro Area

Street Name	Scenic Features or Resources
Harbor Blvd. from Vincent Thomas Bridge to Crescent Ave. to Shepard St.	Views of historic San Pedro and the Port of Los Angeles
John S. Gibson Blvd. from Harry Bridges Blvd. to Pacific Ave.	Views of harbor activities and Vincent Thomas Bridge
Pacific Ave./Front St. from John S. Gibson Blvd. to Harbor Blvd.	Views of Vincent Thomas Bridge; views of San Pedro and the Port of Los Angeles
Paseo del Mar from Western Ave. to Gaffey St. Shepard St.	Hillside and bluff route with ocean views and park access Views of harbor and ocean (obstructed by intervening topography and development)
Western Avenue from 25th St. to Paseo del Mar	Hillside and ocean views (obstructed by intervening topography and development)
25th St. from the City of Rancho Palos Verdes boundary east to Western Ave.	Hillside and ocean views (obstructed by intervening topography and development)

Source: City of Los Angeles 1999.

These streets include several streets in San Pedro that are in the vicinity of the proposed project. The project site is not observable from some of these streets. The site can be observed from Harbor Boulevard, from the Vincent Thomas Bridge south to Pacific Avenue, and Harbor Boulevard from Crescent Avenue north to the Vincent Thomas Bridge. The project is in the vicinity of three other city-recognized scenic roadways, including 25th Street from the City of Rancho Palos Verdes boundary east to Western Avenue, Western Avenue from 25th Street south to Paseo del Mar, and Paseo del Mar from Western Avenue east to Pacific Avenue. Therefore, the project has the potential to impacts views from designated scenic roadways, which could result in a significant impact. This issue will be addressed in the EIS/EIR.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. Most of the land in the Port area is dedicated to industrial uses, where the primary visual character consists of warehouses, commercial buildings, cargo terminals with large cranes and stacked cargo containers, berthed ships, dry bulk storage, trucks, wheeled yard equipment, and storage tanks and structures. Although most development within the Port is not considered visually appealing, implementation of the proposed project, including demolition and construction, has the potential to degrade the existing visual quality of the project area. While the final project design is expected to result in an attractive beneficial impact on the aesthetic character of the project area, a short-term impact during construction may occur. Additionally, the proposed project would increase building heights and construct parking structures along portions of the waterfront. The proposed commercial development parcels in Ports O’Call would be relatively low rise, ranging between 1 and 2 stories. New parking structures would also be added throughout the plan area, and would be developed at up to 3 stories, generally 40 feet in height or less above grade. The new cruise ship facilities in the Outer Harbor would be 2 stories, up to 40 feet in height. This issue is considered potentially significant, and will be addressed in the EIS/EIR.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. The existing project area is consistent with a commercial and industrial area and, as such, contains a number of existing lighting sources associated with parking facilities, businesses, and security lights. The proposed project would intensify the uses within the project area by creating additional commercial, and parking areas and associated security lighting. These actions would increase the ambient nighttime light environment. The increased light could result in increased light and glare that could affect the quality of nighttime views. This issue will be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL RESOURCES. 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. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. Would the project 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 identifies categories of agricultural resources that are significant and therefore require special consideration. According to the Department of Conservation’s Important Farmland Map, the project site is not in an area designated as Prime Farmland, Unique Farmland, or Farmland (California Department of Conservation 1999). No Farmland currently exists on the project site, and, therefore, none would be converted to accommodate the proposed project. No impacts would occur.

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. The project area is zoned for industrial uses consistent with those needed to maintain a port. The project area does not contain land that is zoned for agricultural use, or land that is under a Williamson Act Contract. (California Department of Conservation 2005). No impacts would occur.

c. Would the project involve other changes in the existing environment that, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?

No Impact. The proposed project would not disrupt or damage the operation or productivity of any areas designated as Farmland. As discussed above, no farmland is within the project site or the surrounding areas that could be affected by changes in land use. No impacts would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a non-attainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a. Would the project conflict with or obstruct implementation of the applicable air quality plans?

Potentially Significant Impact. A project is deemed inconsistent with air quality plans if it would result in population and/or employment growth that exceeds growth estimates included in the applicable air quality management plan (AQMP), and thereby obstructs implementation of the AQMP. Because the proposed project includes the development of new uses beyond those currently existing within the project area, the project has the potential to conflict with the plan. Consequently, this impact is considered potentially significant and will be further evaluated in the EIS/EIR.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. Project-related air emissions would have a significant effect if they resulted in concentrations of air contaminants that could result in either a violation of an ambient air quality standard or contribute to an existing air quality violation. Temporary construction emissions

would result from site clearing, grading, other site preparation activities, and from construction equipment emissions and construction workers commuting to and from the project. Pollutant emissions would vary from day to day depending on the level of activity, the specific construction operations, and the prevailing weather. Associated air emissions could adversely affect the regional ambient air quality in the South Coast Air Basin and locally within the Port. The proposed project also would increase the number of visitors and users accessing the project area, and would thus intensify the number and extent of existing land uses in the project area. Surface vehicle trips, and increased numbers of cruise ship calls and recreational harbor traffic (e.g., boat tours, fishing trips, etc.) associated with post-development operation of the project area, as well as emissions from onsite uses, could adversely affect ambient air quality also. Air emissions from anticipated increased surface vehicle trips, ship and boat traffic, and stationary sources within the project area may represent potentially significant impacts and will be analyzed in the EIS/EIR.

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. As indicated above, construction and/or operational activities would generate emissions that could result in either a violation of an ambient air quality standard or contribute to an existing air quality violation. When combined with other past, present, or reasonably foreseeable future projects in the area, the violations could result from a net increase of “criteria pollutants.” Criteria pollutants include ozone, carbon monoxide, particulate matter (PM10 and PM 2.5), nitrogen dioxide, and lead. The generation of these compounds during and after construction could exceed the national and state standards/limits for such emissions. This impact is considered potentially significant and will be addressed in the EIS/EIR.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Certain persons, such as the very young, the elderly, and those suffering from some illnesses or disabilities, are particularly sensitive to air pollution emissions. Structures that house these persons or places where large numbers of these persons gather are considered “sensitive receptors.” Examples of land uses that can be classified as sensitive receptors include schools, daycare centers, parks, recreational areas, medical facilities, rest homes, and convalescent care facilities. These types of uses are present within the vicinity of the project area and may be affected by air emissions during construction and operation. This impact is considered potentially significant and will be addressed in the EIS/EIR.

e. Would the project create objectionable odors affecting a substantial number of people?

Potentially Significant Impact. Odors are typically associated with industrial or institutional land uses, as listed in the Southern California Air Quality Management District (SCAQMD) CEQA Handbook. The proposed project would result in the disturbance of a number of existing industrial areas, including liquid bulk terminals and excavation within areas adjacent to the harbor that may, when disturbed, release gases that could produce unpleasant odors. Additionally, objectionable odors could be produced during project construction from diesel-powered heavy equipment as well as paving and asphaltting. This impact is considered potentially significant and will be addressed in the EIS/EIR.

Operation of the project, however, is not expected to generate objectionable odors because its main uses consist of recreational, commercial, and transportation components. These types of uses are not generally associated with the creation of odors. Consequently, odors associated with long-term operation of the project would be considered less than significant. These issues will be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	
IV. BIOLOGICAL RESOURCES. 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 Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. Would the project have a substantial adverse impact, 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 Game or the U.S. Fish and Wildlife Service?**

Potentially Significant Impact. The majority of the project area is located within previously disturbed areas, areas containing existing hardscape, or areas with ornamental nonnative vegetation such as palm trees, manicured grass areas, and shrubbery. However, a portion of project-related demolition and construction would be located over and within existing waters of the United States within the harbor, which would result in disturbance of the underwater environment. Additionally, there are two state- and federally listed endangered species, the California least tern (*Sterna antillarum browni*) and the California brown pelican (*Pelecanus occidentalis californicus*), which regularly use the harbor area and could be affected by the proposed project. These impacts are considered potentially significant and will be analyzed in the EIS/EIR.

- b. Would the project have a substantial adverse impact 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 Game or the U.S. Fish and Wildlife Service?**

Potentially Significant Impact. The proposed project would result in impacts to mudflats at Berth 78 and other marine environments throughout the Port. Sensitive species may also be located within the Salinas de San Pedro salt marsh, which may be regulated by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS). The proposed project includes improvements to the existing salt marsh to replace habitat at Berth 78. These project features have the potential to result in temporary impacts to habitat and sensitive species. This issue will be analyzed in the EIS/EIR.

- c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?**

Potentially Significant Impact. The proposed project involves demolition and subsequent construction over and within waters of the United States within the harbor. Through direct removal and placement of fill, the proposed project would modify the existing shoreline and create new water areas. One of the areas where a new harbor is proposed is an existing mudflat designated as a “special aquatic site” under the Clean Water Act. The proposed project would interrupt the hydrological and biological function of these areas. This impact is considered potentially significant and will be evaluated in the EIS/EIR.

- d. Would the project 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 wildlife nursery sites?**

Potentially Significant Impact. The project would result in the modification to some areas with the potential to be used by fish and other wildlife species. Debris from demolition activities and increased

turbidity from disturbance of the underwater environment would likely increase turbidity and result in decreased water quality. Increased turbidity and potential release of chemicals and other constituents associated with demolition and construction could harm native resident or migratory terrestrial and aquatic species. These impacts are considered potentially significant and will be evaluated in the EIS/EIR.

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

Less Than Significant Impact. The majority of the upland areas within the proposed project area are currently paved and developed with existing ornamental landscaping including palm trees, manicured grass areas, and small shrubs. If mature trees on the existing site require removal, they would be relocated or replaced within the project boundaries. Therefore, the project would not conflict with any local policies or ordinances protecting trees or other such biological resources, and impacts would be less than significant. These issues will be further addressed in the EIS/EIR.

f. Would the project conflict with the provisions of an adopted habitat conservation plan, natural communities conservation plan, or any other approved local, regional, or state habitat conservation plan?

No Impact. Neither the project site nor any adjacent areas are included as part of an adopted Natural Communities Conservation Plan (NCCP) or Habitat Conservation Plan (HCP). The NCCP program, which began in 1991 under the state's Natural Community Conservation Planning Act, is administered by the CDFG. It is a cooperative effort between the resource agencies and developers and takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. There is currently only one NCCP that has been approved or is being considered near the Port. The NCCP for Palos Verdes Peninsula Sub-Regional Plan is currently under consideration (CDFG 2005). This plan intends to protect coastal sage scrub and does not include Port lands.

HCPs are administered by the USFWS and are intended to identify how impacts would be mitigated when a project would impact endangered species (USFWS 2004). HCPs pertain to Incidental Take Permits for otherwise lawful activities that may harm listed species or their habitats. To obtain a permit, an applicant must submit an HCP outlining what he or she will do to "minimize and mitigate" the permitted take's impact on the listed species. There are no HCPs currently in place for the Port (USFWS 2004).

There is a Memorandum of Agreement (MOA) between the LAHD, CDFG, USFWS, and the Corps to protect the California least tern. The MOA requires a 15-acre nesting site to be protected during the annual nesting season from May to October (City of Los Angeles, CDFG, USFWS, and the Corps 2004).

The County of Los Angeles has also established 61 Significant Ecological Areas (SEAs) (County of Los Angeles, Department of Regional Planning 2001). Los Angeles County developed the concept of SEAs in the 1970s in conjunction with adopting the original General Plan for the County. SEAs are defined and delineated in conjunction with the Land Use and Open Space Elements of the County General Plan. There is one proposed SEA within Port boundaries: the Pier 400 California Least Tern Nesting Site. The 15-acre nesting site is protected during the annual nesting season from May to October. This proposed SEA is located across the Main Channel from the project site, and the least terns do not use the project area for nesting or foraging. The proposed project would not adversely impact any areas identified in an adopted plan. Therefore, the project would not conflict with the provisions of an adopted conservation,

habitat plan, or other plan. This issue will not be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a. Would the project cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?

Potentially Significant Impact. The proposed project could potentially result in changes to existing historic structures and areas within the project footprint. Within the project area there are a number of culturally sensitive sites, including Fireboat Ralph J. Scott, Maritime Museum (Ferry Building), Merchant Marine Vessel S.S. Lane Victory and Merchant Marine Memorial, Fisherman’s Memorial, and Historic Warehouse No. 1. The project area has a rich history and could potentially contain other eligible historical resources that have not yet been listed or identified. Historical resources will be considered as part of the project, and sensitivity to significant resources would be adhered to, as feasible. If significant historical resources are affected by the proposed project, significant impacts could result. This issue will be addressed in the EIS/EIR.

b. Would the project cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?

Potentially Significant Impact. Upon implementation of the proposed project, construction activities may impact existing and/or previously unidentified historic and/or prehistoric archaeological sites associated with Native American resources and/or the early development of the Port and San Pedro area. A cultural resources technical report will be prepared as part of the EIS/EIR that would be based on a search of available records including archival research, consultation with interested parties, and site evaluation by a qualified archaeologist. The purpose of these measures is to identify the presence or potential presence of significant prehistoric and historic archaeological sites and isolated artifacts. If such sites and/or artifacts are found and subsequently identified as culturally important, the project could result in significant impacts to those resources. A detailed analysis will be included in the EIS/EIR.

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. The geologic formation within the project area consists of Pleistocene terrace deposits and Palos Verdes sand, as well as San Pedro sand, Timm's Point silt, and Lomita marl. Those formations are considered high potential for vertebrate and invertebrate fossils, except for the Lomita marl, which is high potential only for vertebrate fossils (City of Los Angeles 1998). However, the site is within an urbanized area and has been disturbed by historic-period activity. Historical maps indicate that the western portion of the project area was developed for residential and commercial uses beginning in the late 19th century (Sanborn 1888, 1891, 1902, 1908, 1921, 1950, and 1969). The eastern portion along the waterfront was developed in the late 19th century and redeveloped in the mid-20th century for use as wharves, warehouses, and cargo terminals. Areas along the Cabrillo Bluffs could potentially be disturbed by the realignment of Harbor Boulevard and other associated improvements. Thus, implementation of the proposed project could potentially disturb paleontological resources. This issue will be addressed in the EIS/EIR.

d. Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. Based on historical maps and archival research conducted for portions of the project area, proposed locations for development are not within any known historical or modern cemeteries, and consultation with Native Americans for some portions of the proposed project did not result in the disclosure of information regarding the potential for burials. However, previous research and surveys have not covered the entire project area, and a number of locations could contain Native American or other human remains. Impact to such resources would be considered potentially significant and will be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) 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.	■	□	□	□
ii) Strong seismic ground shaking?	■	□	□	□
iii) Seismic-related ground failure, including liquefaction?	■	□	□	□
iv) 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 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?	□	□	□	■

Discussion:

- a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) 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.

Potentially Significant Impact. Several earthquake faults are located within the boundaries of the Port, though none of the faults in the vicinity of the Port are currently designated as a Special Study Zone under the Alquist-Priolo Earthquake Zoning Act (City of Los Angeles 1994a). However, the Palos Verdes Fault Zone, which runs adjacent to the project site, is designated as a Fault Rupture Study Area within the City of Los Angeles General Plan Safety Element (City of Los Angeles 1994a). Although the proposed facilities would be built in compliance with the most up-to-date building codes, which would minimize potential impacts to the greatest degree feasible, the proposed improvements and structures would encourage the general public to use the project area and increase the risk of safety hazards. This issue will be addressed in the EIS/EIR.

ii) Strong seismic ground shaking?

Potentially Significant Impact. Several principal active faults lie within 25 miles of the proposed project. These include the Palos Verdes, Newport-Inglewood, Elysian Park, Whittier-Elsinore, and Santa Monica-Raymond faults. The Palos Verdes fault is the closest and has not generated any major earthquakes in historical time (i.e., the past 200 years), but geological relationships suggest that it is active and has a relatively rapid rate of slip compared to other faults in the Los Angeles Basin region. The fault is capable of causing damage at the site from both ground rupture and shaking. The fault may be capable of generating a 7.25-magnitude (Richter) earthquake and surface displacements of about 2.7 meters (Port of Los Angeles 2003). The other faults are capable of producing strong-to-intense ground movements of a maximum moment magnitude 6.6–7.1 (Jones & Stokes 2002). Faults such as these are typical of southern California and it is reasonable to expect a strong ground motion seismic event. Although the proposed facilities would be built in compliance with the most up-to-date building codes, which would minimize potential impacts to the greatest degree feasible, the proposed improvements and structures would encourage the general public to use the project area and increase the risk of safety hazards. Therefore, seismic ground-shaking impacts could be potentially significant and will be addressed in the EIS/EIR.

iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. The project site is within a Liquefaction Zone of Investigation, which is defined as an area where historic occurrences of liquefaction, or local geological, geotechnical, and groundwater conditions, indicate a potential for permanent ground displacement such that mitigation would be required (California Department of Conservation, Division of Mines and Geology 1999). Most of the project area has been covered by fill to create flat land for harbor facilities (buildings, docks, warehouses, storage yards, etc.) and soils may be subject to liquefaction when a large, prolonged seismic event affects the area. Liquefaction could lead to ground settlement and lateral spreading resulting in ground movement into the channel areas and slips. This issue is considered a potentially significant impact and will be addressed in the EIS/EIR.

iv) Landslides?

Potentially Significant Impact. The proposed project is within an area noted as a cluster of small shallow surficial landslides in the Safety Element of the City of Los Angeles 1996 General Plan (City of Los Angeles 1996). The project is located in an area characterized by generally flat topography; however, a bluff is located adjacent to the project site along Harbor Boulevard. Although the proposed structures and infrastructure would be built in compliance with the most up-to-date building codes, which would minimize potential impacts to the greatest degree feasible, the proposed improvements and structures would encourage the general public to the project area and increase the risk of safety hazards. Therefore, landslide impacts could be potentially significant and will be assessed in greater detail in the EIS/EIR.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Although the majority of the project site is currently surfaced/developed some soil erosion may occur during construction activities. Adherence to the requirements of the General Storm Water Permit for Construction Activities and to SCAQMD rules and regulations (such as Rule 403 for fugitive dust) will help to ensure that wind or water erosion impacts are reduced to less than significant. Additionally, during construction, the site will be managed in accordance with a Stormwater Pollution Prevention Plan (SWPPP) prepared in accordance with the General Construction Activity Storm Water Permit (GCASP) adopted by the State Water Resources Control Board (SWRCB). The proposed project would result in the placement of some new impermeable surfaces as well as soft-scape and landscape materials. After construction activities, the proposed project would not result in any further wind or water erosion of soils; therefore, the impacts are considered less than significant.

c. Is the project 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 onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse?

Potentially Significant Impact. The project is located within an area where historic occurrence of liquefaction or local geological, geotechnical, and groundwater conditions indicate a potential for permanent ground displacements (Jones & Stokes 2002). Liquefaction could lead to ground settlement and lateral spreading resulting in ground movement into the channel areas (Port of Los Angeles 2003). Several earthquake faults are also located within the boundaries of the Port, though none is located within the project area itself. None of the faults in the vicinity of the Port is currently designated as a Special Study Zone under the Alquist-Priolo Earthquake Zoning Act (City of Los Angeles 1994a). However, the Palos Verdes Fault Zone, which runs adjacent to the project site, is designated as a Fault Rupture Study Area within the City of Los Angeles General Plan Safety Element (City of Los Angeles 1994a). Although the proposed facilities would be built in compliance with the most up-to-date building codes, which would minimize potential impacts to the greatest degree feasible, the proposed improvements and structures would encourage the general public to the project area and increase the risk of safety hazards. Therefore, geologic impacts could be potentially significant and will be assessed in greater detail in the EIS/EIR.

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

Potentially Significant Impact. Expansive soils possess a shrink/swell behavior. Shrink/swell is the cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments during the process of wetting and drying. Damage to overlying structures may result over an extended period of time, which is usually the result of inadequate soil and foundation engineering or the placement of structures directly on expansive soil. Expansive soil may be present in the project site. Impacts resulting from expansive soils would be controlled through incorporation of standard geotechnical engineering as called for in LAHD design guidelines. However, taking into account the various uses of the proposed structures such as hotels, retail, and commercial uses, the risk of structural damage is considered a potentially significant impact and will be assessed in greater detail in the EIS/EIR.

e. Would the project have soils that are incapable of supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Los Angeles Department of Public Works Bureau of Sanitation provides sewer service to all areas within its jurisdiction, including the proposed project site. The project would be connected to this system, and sewage would be sent to the Terminal Island Treatment Facility. There would be no use of septic tanks or alternative wastewater disposal systems and hence no impact from the project. This issue will not be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

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

Potentially Significant Impact. Potential short-term hazards include construction activities involving the transport of fuels, lubricating fluids, solvents, and other potentially hazardous material. However, construction would not involve the handling of significant amounts of these substances beyond those needed for proposed activities. Additionally, all storage, handling, and disposal of hazardous materials is regulated by the federal Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), Occupational Safety and Health Administration, the City fire department, and the County fire department. As such, all chemicals used during construction of the project would be used and stored in compliance with applicable requirements. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would minimize the potential for significant safety impacts to occur. Implementation of these laws and regulations would result in less than significant impacts.

Additionally, the project would include uses that generate, store, dispose of, or transport substantial quantities of hazardous substances. One example is the relocation of the 8,500 gallons of #2 Diesel fuel dock for Catalina Terminal. Also, an existing fuel tank farm is located at Berth 74 in the S.P. Slip that is operated by Jankovich and Son, Inc. This facility handles four commodities that provide fuel to various vessels in the Port, including EPA Dyed Diesel, Ultra Low Sulfur Diesel, gasoline, and kerosene. As part of the proposed project, this leasehold would be renewed and expanded. The proposed modifications at this facility could potentially result in significant impacts. Further study and analysis will be conducted during the EIS/EIR.

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

Potentially Significant Impact. The proposed project area contains areas that have recognized environmental conditions. These sites include but are not limited to the Berth 78 area and the S.P. Slip that is operated by Jankovich and Son, Inc. These sites would require additional evaluation and may require remediation to eliminate the potential for work in these areas to release hazardous materials into the environment. Additionally, waterside land uses that are proposed could potentially use, handle, and store hazardous materials that could be released into the environment if not handled properly. Therefore, impacts are considered significant and will be addressed in the EIS/EIR.

Additionally, risk of upset due to terrorism will be discussed in the EIS/EIR.

c. Would the project emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Potentially Significant Impact. Preparation of the project area and construction of the project has the potential to emit hazardous materials. There are several existing and proposed schools within 0.25 mile of the proposed project. These schools include the existing Point Fermin Elementary School at a distance of about 0.25 mile (3333 Kerckhoff Avenue), 15th Street Elementary School at a distance of about

0.2 mile (1527 South Mesa Street), and the LAHD-proposed Charter High School at a distance of about 0.2 mile (intersection of 5th Street and Centre Street). Also, the Boys and Girls Club and World of Tots daycare facilities are located at the intersection of 5th Street and Harbor Boulevard. Therefore, impacts to schools are considered potentially significant and will be addressed in the EIS/EIR.

d. Is the project located on a site that is included on a list of hazardous material 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?

Potentially Significant Impact. Many industrial and commercial areas that currently operate within the Port store, use or generate hazardous materials. Accordingly, a search of hazardous materials databases showed that the project area contains a number of listed sites that handle, use, or dispose of hazardous materials or sites that have experienced a hazardous materials incident (EDR 2005). Impacts associated with worker and public exposure to these sites are considered potentially significant. This issue will be evaluated in the EIS/EIR.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Potentially Significant Impact. The proposed project site is not within an airport land use plan, nor is it located within 2 miles of a public airport. However, the existing heliport at Slip 93, which is used by Island Express Helicopters for trips in conjunction with the Catalina Terminal, would remain for the present time and would be located at the terminus of the Cruise Ship Promenade. The heliport is currently surrounded by a protective barrier, which would minimize the potential for hazards to persons using the facilities along the Cruise Ship Promenade. These impacts are potentially significant and will be further addressed in the EIS/EIR.

f. For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

Less Than Significant Impact. The proposed project is not within the vicinity of a private airstrip. However, as discussed above, a private helicopter company operates out of a helipad within the project area. Similar to the above discussion, the conclusions above are also applicable here, and impacts would be less than significant.

g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact. The Los Angeles City Fire Department (LAFD) currently provides emergency medical and fire protection support, and the Port Police and the Los Angeles Police Department (LAPD) are responsible for coordinating law enforcement and traffic control operations in emergency situations. During construction activities, adequate vehicular access would be provided and maintained in accordance with LAFD requirements. The LAFD would review all construction and design plans before development of the project to ensure that access is provided for emergency equipment. The project would not affect potential emergency response routes. The project's proximity to the harbor may

make it susceptible to impacts related to tsunamis and seiches. Impacts to emergency evacuation should a tsunami or seiche occur could be significant and coordination with the LAFD, LAPD, and Port Police would be required. In addition, the U.S. Coast Guard coordinates efforts related to homeland security at the Port. The project needs to be analyzed in relation to the Coast Guard's homeland security plans. This issue will be addressed in the EIS/EIR.

h. Would the project expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project site is in an urban area surrounded on all sides by either residential, industrial, commercial, or Port waters. No wildlands that could be adversely affected by the project or that could affect the project area are adjacent to the site. No impacts would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	
VIII. HYDROLOGY AND WATER QUALITY.					
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on site or off site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j.	Contribute to inundation by seiche, tsunami, or mudflow?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a. Would the project violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. The proposed project would be required to comply with the National Pollution Discharge Elimination System (NPDES) and implement an associated Storm Water Pollution Prevention Plan (SWPPP) that would detail best management practices (BMPs) during construction activities. BMPs are incorporated into the project to eliminate discharges of polluted stormwater from construction sites from entering receiving waters, such as the harbor. Additionally, because the project would incorporate demolition and construction of project elements, such as removal of existing structures, pile driving, and excavating within and over Port waters, construction debris and sediments could enter the water column. Also, disturbance of the benthic environment from dredging and other activities could result in increased turbidity and result in violation of water quality standards. These impacts are considered potentially significant and will be evaluated in the EIS/EIR.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

No Impact. The project area is located in the southeastern portion of the West Coast Basin, which is approximately 25 miles long and 7.5 miles wide, encompassing an area approximately 160 square miles and including 20 incorporated cities. It is bounded on the north by the Santa Monica Mountains, on the east by the Newport-Inglewood Structural Zone, on the south by the Palos Verdes Hills, and on the west by the Pacific Ocean (LAHD 2003). There are numerous water-bearing units beneath the project area, including the shallow, semi-perched Gaspur Aquifer of Holocene age; the Gage Aquifer of the Upper Pleistocene Lakewood Formation; and the confined Lynwood Aquifer and the deeper-confined Silverado Aquifer of the Lower Pleistocene San Pedro Formation. Of greater interest in the project area is the recent alluvium, which consists (in order of increasing depth) of an unnamed aquiclude and the Gaspur aquifer. Extensive seawater intrusion has been documented in the Gaspur aquifer, suggesting open communication with the Pacific Ocean. Groundwater depth, gradient, and flow direction beneath the project area are subject to tidal variation. According to previous investigations performed within the

project vicinity, depth of the groundwater beneath the site is estimated to range from approximately 6–10 feet below ground surface. Groundwater flow direction generally orients from the northeast to the south toward the San Pedro Bay (LAHD 2003). The Los Angeles area obtains water from the following three sources: 60 percent from Owens Valley in the Sierras; 30 percent from groundwater wells in the Los Angeles Basin; and 10 percent from the Metropolitan Water District, which imports water from the Colorado and Feather Rivers. No drinking water wells are located within a 2-mile radius of the project site (LAHD 2003).

The proposed project would not result in the direct withdrawal of groundwater to provide water needed for demand created by the proposed project. Additionally, the groundwater in the harbor area is non-potable due to saltwater intrusion (LAHD 2003). The site is currently covered with permeable and impermeable surfaces and does not contribute to groundwater recharge. The proposed project would include new development of hardscape and landscaped areas, resulting in a net increase of impermeable surfaces. Although water from rain events would infiltrate the ground surface in these areas, due to their proximity to the harbor and because of saltwater intrusion, the areas are not beneficial in terms of groundwater recharge. Therefore, development of the project site would not have an effect on the groundwater recharge capacity and no impact would occur. This issue will not be addressed in the EIS/EIR.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on site or off site?

Potentially Significant Impact. The proposed project would alter the existing drainage pattern of the area. Current site runoff is captured and conveyed via a stormwater control system or through sheet flow into the harbor. Although the project would result in some new impermeable surfaces, with modifications and drainage facility extensions, the same but enhanced system would continue to capture stormwater runoff after the project is complete. However, potential construction-related erosion impacts could occur, particularly during demolition and grading activities. As many of the proposed improvements would occur adjacent to Port waters and within and over the water column, construction activities in these areas could result in erosion, which could carry silt and sediments to offsite areas. This is a potentially significant impact and will be evaluated in the EIS/EIR.

d. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site?

Less Than Significant Impact. The proposed project would not adversely alter the existing drainage pattern of the project area. No streams or rivers are located within the project area, and the project does not have the capacity to affect such resources. The proposed project would result in the enhancement of roadways, pedestrian pathways, parking, and visitor services throughout the project area as well as provide for increased wharfs, piers, and floating docks. The project includes new development that would result in a net increase of impermeable surfaces. Current site runoff either sheet flows into the harbor or is captured and conveyed via a stormwater control system. As part of the project, drainage improvements would occur to the stormwater drainage system, which would reduce runoff from the project area. Additionally, flow volumes from the post-development scenario are expected to be comparable to existing conditions, which would minimize flooding on site or off site. Impacts would be

less than significant.

e. Would the project 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?

Potentially Significant Impact. The proposed project would result in additional impermeable surfaces than currently exists on site, but negligible changes in the rate and amount of surface runoff would occur due to planned improvements and BMPs. Parking areas often hold auto pollutants such as fuels and oils until the first hard rain, which then could end up in the drainage system. While the proposed project would include landscaping treatments and walkway, which are not generally considered detrimental to water quality, long-term effects on water quality associated with pollutants entering the stormwater drainage system from added development and parking areas are considered potentially significant. These impacts will be further analyzed in the EIS/EIR.

f. Would the project otherwise substantially degrade water quality?

Potentially Significant Impact. As discussed above, construction activities could result in impacts to water quality. Implementation of required construction measures to reduce runoff and discharge of pollutants would minimize potential impacts. However, the proposed project includes new water harbors, additional ships and visiting vessels, wharfs, piers, and floating docks that would involve excavation, pile driving, and dredging activities that could release sediments and degrade water quality within the harbor. Additionally, where deep excavation is required, construction could result in dewatering in the local site vicinity, which could reverse the hydraulic gradient, causing saltwater intrusion or contamination to migrate to previously uncontaminated areas. Impacts are considered potentially significant and will be further analyzed in the EIS/EIR.

g. Would the project place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project does not include the construction of housing. No impacts would occur, and therefore, this issue will not be analyzed in the EIS/EIR.

h. Would the project place within a 100-year floodplain structures that would impede or redirect flood flows?

Potentially Significant Impact. The project includes numerous structures that would be located within the 100-year designated flood zone and the 500-year designated flood zone (City of Los Angeles 1994a). Impacts are considered potentially significant and will be further analyzed in the EIS/EIR.

i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Potentially Significant Impact. The proposed project site is not within any potential dam inundation

areas but is located within the 100-year designated flood zone and the 500-year designated flood zone (City of Los Angeles 1994a). Impacts are considered potentially significant and will be further analyzed in the EIS/EIR.

j. Would the project contribute to inundation by seiche, tsunami, or mudflow?

Potentially Significant Impact. The project would not contribute to inundation by mudflows. The topography of the project area, which is essentially flat, lacks sufficient relief to support a mudflow.

Tsunamis are gravity waves of long wavelengths generated by seismic activities that cause vertical motions of the earth's crust. A vertical displacement of this nature leads to a corresponding displacement of the overlying water mass that can set off transoceanic waves of great lengths (up to hundreds of miles) containing large amounts of energy. Although such waves are usually hard to detect in relatively deep ocean waters, they amplify significantly as their lengths become shorter when propagating onto the continental shelf and toward the coast and can result in coastal inundation, damage of onshore structures/properties, loss of life and livestock, disruption of natural and built environments, and harbor surges.

The project site is within an area "potentially impacted by a tsunami" (City of Los Angeles 1994a). Because the proposed project would result in the construction of habitable structures and would likely result in attracting more visitors to an area that, although unlikely, would be susceptible to tsunamis, impacts are considered potentially significant and will be further investigated within the EIS/EIR.

Seiches (or seismically-induced waves in enclosed bodies of water) also may affect the project site. The effects of seiches would be localized within the Port water and could result from an earthquake in the vicinity of the confined Port waters. Effects from a seiche would be expected to be less detrimental than those of a tsunami; however, impacts are considered potentially significant and will be discussed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a. Would the project physically divide an established community?

Less than Significant Impact. The proposed project is located on Port land within existing public right-of-ways and parking lots and includes vacant previously disturbed areas. Established communities within San Pedro are located along various portions of the site including to the west of Harbor Boulevard and north of 22nd Street. The project would not be situated between any existing communities, but would be located along the edge of surrounding residential neighborhoods. All land uses east of Harbor Boulevard and south of 22nd Street, upon which the project would be built, consist of commercial, recreational, and light industrial uses. The proposed project would not physically divide the existing community because it is located along the edge of existing neighborhoods, and it would not displace existing community uses.

The proposed project is intended to enhance existing public access to the waterfront by increasing the availability of transportation and pedestrian areas and to increase the recreational value on both an active and passive level. These aspects of the project would encourage people to use the Port area. Hence, the proposed project is expected to draw visitors from surrounding areas, as well as people from the local area. This issue will be further discussed in the EIS/EIR.

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. Land use and planning documents with jurisdiction over the project area include the state Tidelands Trust, City of Los Angeles General Plan, City of Los Angeles Zoning Ordinance, Port of Los Angeles Community Plan, the Port Master Plan (PMP), and the San Pedro Bay

Clean Air Action Plan (CAAP). The current zoning and general plan and PMP designations applicable to the project area consist of industrial, commercial, and recreational uses. Implementation of the proposed project would lead to changes in the existing land use designations, as well as require cuts and fills of Harbor lands and waters. This will require an Amendment to the PMP. Project consistency with established plans and requirements will be evaluated in the EIS/EIR.

c. Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?

No Impact. The project area is located in a highly industrialized area within the Port and is fully developed. As discussed previously in Section IV(f), Biological Resources, the proposed project is not within any habitat conservation plan or natural communities conservation plan. This issue will not be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a. Would the project 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 project area is not in an aggregate resource zone or oil field drilling area. The majority of the site is in a mineral resource zone area classified as MRZ-1, which is defined as areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence (California Department of Conservation, Division of Mines and Geology 1994). The remaining portion of the project site is classified as MRZ-3, which is defined as areas containing mineral deposits, the significance of which cannot be evaluated from available data (California Department of Conservation, Division of Mines and Geology 1994). The project site is not near an active oil field. The nearest oil field and drilling areas include the Torrance Oil Field, located north of Pacific Coast Highway, and the Wilmington Oil Field, located in the northern portion of the Port (City of Los Angeles 1994d). Therefore, no impacts to mineral resources would occur. This issue will not be addressed in the EIS/EIR.

b. Would the project 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 discussed above, the project is not in a mineral resource area. No impacts to mineral resources would occur. This issue will not be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. NOISE. Would the project:				
a. Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

Discussion:

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?

Potentially Significant Impact. During construction, noise would be produced by construction equipment. During the operational phase of the proposed project, the predominant source of noise in the project area would be generated from traffic and on-street activity along Harbor Boulevard, 22nd Street, other roadways, and noise from adjacent port land uses. Other existing noise sources are from existing industrial and shipping operations within the Port. The proposed project would intensify uses within the project area and would generate automobile trips in addition to what currently exists. The increased traffic activity in the area could generate noise that may exceed standards and the noise ordinance. This impact is considered potentially significant and will be evaluated in the EIS/EIR.

b. Expose persons to or generate excessive groundborne vibration or groundborne noise

Potentially Significant Impact. Construction activities associated with demolition, grading, and excavation may result in a ground vibration that could be felt by surrounding land uses and uses within the project area as development is phased in. Although ground vibration caused by construction activity is typically below the threshold of perception when the activity is more than about 50 feet from receivers, the project would employ the use of high impact construction equipment (e.g., pile drivers), which could create groundborne vibration and noise. Impacts associated with vibration will be evaluated in the EIS/EIR.

c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As noted above, the project would result in an intensification of existing land uses, which would generate new traffic trips to and from the proposed project. A noise analysis will be conducted to evaluate the exposure of existing noise sensitive land uses and will be discussed in the EIS/EIR.

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. Construction activity would result in the construction of new commercial, recreational, and parking facilities within the project area. The construction of these facilities would require earthmoving, pile driving, and grading activities, which require the use of heavy equipment. Construction activities would result in a temporary increase in ambient noise in the project area. This impact is considered potentially significant and will be evaluated in the EIS/EIR.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Potentially Significant Impact. The proposed project is not within a 2-mile radius of an airport. However, an existing heliport, operated by Island Express Helicopters, is located near the existing Cruise Ship Promenade. This facility could potentially impact other existing or planned development. High noise levels would occur during intermittent times when helicopters are taking off and landing from the heliport. Therefore, impacts associated with use of the heliport are considered potentially significant. This issue will be further addressed in the EIS/EIR.

f. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project is not near a private airstrip. As discussed above, the project area contains an existing heliport, which is operated for public use. Potential impacts associated with the heliport will be discussed in the section above. No impacts related to a private airstrip would occur. This issue will not be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial 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 housing units, necessitating the construction of replacement housing elsewhere?	□	□	□	■
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	□	□	□	■

Discussion:

- a. Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and business) or indirectly (e.g., through extension of roads or other infrastructure)?**

Potentially Significant Impact. The project could spur additional economic growth in the area, which could thereby induce new growth within the local community and regional area. This issue will be evaluated further in the EIS/EIR.

- b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

No Impact. No existing residential units are located within the project area. Therefore, implementation of the proposed project would not result in the displacement of any homes. No impacts would occur. This issue will not be addressed in the EIS/EIR.

- c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

No Impact. No existing residential units are located within the project area. Therefore, implementation of the proposed project would not result in the displacement of any residents. Existing businesses within the Port could potentially be displaced. However, this would not result in the construction of replacement housing. No impacts would occur. This issue will not be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIII. PUBLIC SERVICES. 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:

i) Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a. **Would the project 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 public services:**

i) Fire Protection

Potentially Significant Impact. The LAFD currently provides fire protection and emergency services to the proposed project area. LAFD facilities include several land-based fire stations and fireboat companies near the project site. The LAFD has a required minimum response time of 9 minutes. Fire protection capabilities are based on the distance from the emergency to the nearest fire station and the number of emergency or fire-related calls at the time of any simultaneous emergencies. Although there are several fire stations in the vicinity of the project, the proposed project would create a substantial amount of new development, and could increase the number of calls to the point where response times increase to above the 9-minute response standard. This impact is considered potentially significant and will be further addressed in the EIS/EIR.

ii) Police Protection

Potentially Significant Impact. Port Police and the LAPD Harbor Division currently provide police protection and emergency services to the project area. The Port Police are headquartered in the Port Administration Building at 425 South Palos Verdes Avenue in San Pedro and are the primary jurisdictional responsibility for first response within the Port. This facility maintains a 24-hour land and water patrol with a fleet of 24 vehicles, three police boats, and a single skiff used to transport police divers. The Port Police staff includes approximately 89 sworn officers who enforce municipal, state, and federal laws, as well as Port tariff regulations. The proposed project would result in an increased demand on police services to patrol the project area because of increased visitor volumes and the inclusion of a substantial amount of new development. The Port Police anticipate a total staff of approximately 150 people for 2006–2007 fiscal year. Upon buildout of the proposed project, the increased volume of calls could exceed the capacity of law enforcement to provide prompt service, resulting in a decline to public safety. This impact is considered potentially significant and will be further addressed in the EIS/EIR.

iii) Schools

No impact. The demand for new schools is generally associated with increases in the school-aged population or decreases in the accessibility and availability of existing schools. The proposed project consists of commercial and public uses, and would not include residential uses that could increase school-age population in the area. Therefore, the proposed project would not result in significant impacts to schools. This issue will not be addressed in the EIS/EIR.

iv) Parks

Potentially Significant Impact. The proposed project includes creation of additional public plazas and public open space areas. These additional facilities could potentially result in increased demand on Port services for maintenance and ongoing operation. This impact is considered potentially significant and will be evaluated in the EIS/EIR.

v) Other Public Facilities

Potentially Significant Impact. The U.S. Coast Guard (USCG) is a federal agency responsible for a broad scope of regulatory, law-enforcement, humanitarian, and emergency-response duties. The USCG mission includes maritime safety, maritime law enforcement, protection of natural resources, maritime mobility, national defense, and homeland security. The USCG maintains a post within the Port that is on Terminal Island. Within the Port area, the USCG's primary responsibility is to ensure the safety of vessel traffic in the channels of the Port and in coastal waters. The 11th USCG District would provide USCG support to the Port area and the proposed project. The USCG, in cooperation with the Marine Exchange, also operates Vessel Traffic Information Systems. This voluntary service is intended to enhance vessel safety in the main approaches to the Port (Jones & Stokes 2002). The proposed project would involve vessel traffic, and, therefore, could result in impacts to USCG facilities or operations. Impacts would be potentially significant and will be evaluated in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. RECREATION. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a. Would the project 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 demand for parks is generally associated with the increase of housing or population into an area. The proposed project consists of commercial and public uses and would not include residential uses that could increase the use of existing parks or recreational facilities. The proposed project would include new recreational amenities, which would relieve the burden on existing community recreational facilities. Therefore, the proposed project would not result in significant impacts to recreation relative to increasing physical deterioration of existing parking and recreational facilities. This issue will not be evaluated in the EIS/EIR.

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

Potentially Significant Impact. Some of the proposed recreational facilities would be located on sites known to have once experienced a hazardous materials spill or to have handled substantial quantities of hazardous materials. Disturbance of these sites to facilitate the construction of recreational areas could result in the release of potentially harmful chemicals or compounds. This impact is considered potentially significant and will be evaluated in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC. Would the project:				
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	■	□	□	□
b. Cause, either individually or cumulatively, exceedance of a level of service standard established by the county congestion management agency for designated roads or highways?	■	□	□	□
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	■	□	□	□
d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	■	□	□	□
e. Result in inadequate emergency access?	□	□	■	□
f. Result in inadequate parking capacity?	■	□	□	□
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	□	□	■	□

Discussion:

- a. Would the project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?**

Potentially Significant Impact. The proposed project would increase the intensity of existing land uses within the project area, thereby generating new traffic to the area. Increased traffic would occur from trips associated with construction improvements, visitors accessing the area, and from future employees traveling to and from work at the businesses within the project area. The increased traffic volumes could

exceed the capacity of the street system and result in congestion at intersections and along roadways. This impact is considered potentially significant and will be further addressed in the EIS/EIR.

b. Would the project cause, either individually or cumulatively, exceedance of a level of service standard established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. As discussed above, automobile and truck trips generated during the construction and operational phases of the proposed project would increase traffic on area roadways and project access points. Such traffic increases may cause an exceedance of level of service standards for Los Angeles County Congestion Management Program intersections, such as along Harbor Boulevard, Gaffey Street, 9th Street, and the 110 and 47 highways. Therefore, traffic increases that would occur because of the proposed project would be potentially significant and will be discussed in the EIS/EIR.

c. Would the project result in a change in air or water traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?

Potentially Significant Impact. The proposed project would not affect existing or future air traffic patterns. The nearest airport to the project site is the Long Beach Municipal Airport, which is located approximately 5 miles to the northeast. Also, while the project is near a heliport, the project does not include any elements high enough to restrict aircraft overflights or landings. The proposed project could increase port traffic by causing an increase in cruise ship docking and recreation tour and fishing boat trips. Such increased water traffic may cause significant impacts. This issue will be addressed in the EIS/EIR.

d. Would the project substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. The proposed project does not include development of new collector streets within the project area but would result in widening and realignment of some roadways and also would result in new ingress and egress driveways used to access and leave areas within the proposed project site. In addition, the proposed project would likely increase traffic volumes on existing roadways. Depending on the alignment of proposed driveways and roadways and the increased pedestrian traffic that would occur, vehicle/vehicle and pedestrian/vehicle conflicts would increase. These types of traffic hazards will be evaluated in the traffic study that will be prepared for the proposed project. This issue will be discussed in the EIS/EIR.

e. Would the project 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 proposed project and on roads within the project area. As part of the proposed project, fire and law enforcement services would have access to all areas of the project. Also as part of the project approval process, the LAFD would review and approve all project plans to ensure that they comply with all applicable access requirements. This compliance would ensure that emergency access to, from, and within the site is adequate. These components of the project and project approval process would result in less than significant impacts.

f. Would the project result in inadequate parking capacity?

Potentially Significant Impact. Project improvements would create new attractions within the project area, new cruise ship facilities, and would increase the number of visitors and employees within the area. The increased visitor and employment would require that additional parking be provided. As part of the project, new surface parking and parking structures would be constructed. However, it is currently unknown whether the planned parking areas and alternative transportation measures would be adequate to serve the public. This impact is considered potentially significant. As part of the traffic study, a parking analysis will be conducted, the results of which will be included in the EIS/EIR.

g. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Less Than Significant Impact. The proposed project would not result in the elimination of existing bus or bicycle access to the project site. Additionally, the project includes providing a promenade for multiple modes of transportation (e.g., biking, walking, rollerblading), and would provide direct connections to the planned extensions of the Red Car and the bus transit system. Therefore, the proposed project would not conflict with adopted policies supporting alternative transportation and impacts would be less than significant. This issue will be further discussed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable regional water quality control board?	■	□	□	□
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	■	□	□	□
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	□	□	■	□
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	■	□	□	□
e. 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?	■	□	□	□
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	■	□	□	□
g. Comply with federal, state, and local statutes and regulations related to solid waste?	□	□	□	■

Discussion:

a. Would the project exceed wastewater treatment requirements of the applicable regional water quality control board?

Potentially Significant Impact. The proposed project would be required to conform to all applicable wastewater standards set forth by the Los Angeles Regional Water Quality Control Board. The proposed project would result in the generation of additional wastewater from the proposed hotels and commercial facilities. The project would tie into existing sewer lines that may or may not require capacity expansion. Wastewater would likely flow to the Terminal Island Treatment Plant, which is operated by the city's Department of Public Works Bureau of Sanitation. Project consistency with wastewater treatment requirements will be discussed in the EIS/EIR.

b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. The City of Los Angeles Department of Public Works, Bureau of Sanitation, provides sewer service to areas surrounding the project site. Water would be provided by the LADWP. The proposed parking areas, pedestrian walkways, and public open spaces would generate and/or require water and wastewater treatment. If available, reclaimed water would be used to water proposed landscaping. The commercial uses would increase demand for potable water and wastewater services. Expansion of infrastructure could be required to meet that demand, which indicates the possibility of significant impacts to water and wastewater infrastructure resulting from project implantation. These issues will be evaluated further in the EIS/EIR.

c. Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The proposed project would require new and expanded stormwater drainage facilities for the proposed parking lots and commercial facilities. The installation and expansion of these facilities would occur within the project area as part of the project and would not cause significant environmental effects. Impacts would be less than significant. This issue will be further discussed in the EIS/EIR.

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact. LADWP currently supplies, treats, and distributes water for domestic, industrial, agricultural, and firefighting purposes within the City of Los Angeles. Water is supplied to the city from a variety of sources that includes the Los Angeles aqueducts, local groundwater sources utilized by the LADWP, and from water supplied by the Metropolitan Water District. The inclusion of commercial components in the proposed project makes impacts to water supplies potentially significant. Impacts associated with the additional water demand and the sources that would provide potable water to the project will be addressed in the EIS/EIR.

e. Has the wastewater treatment provider that serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. As discussed above, the proposed project would result in the generation of additional wastewater. Potentially significant impacts associated with the capacity of the Terminal Island Treatment Plant. The plant's ability to meet this demand will be addressed in the EIS/EIR.

f. Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Impact. The City of Los Angeles Bureau of Sanitation and private waste

management services provide solid waste collection and disposal services within the project area. The inclusion of commercial components in the proposed project could produce substantial amounts of solid waste, which could constitute a significant impact. The capacity of the City of Los Angeles Bureau of Sanitation landfills and their ability to meet this demand will be addressed in the EIS/EIR.

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The project would be compliant with all applicable codes pertaining to solid waste disposal. No impacts would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to 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, 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?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.)	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a. Does the project have the potential to 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, 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 proposed project could potentially result in significant impacts on the quality of the natural and cultural environment. As discussed previously, the project would change the existing biological characteristics of underwater areas. Work in these areas could result in a decreased amount of habitat, which has the potential to support a variety of aquatic species as well as providing food and habitat for avian, fish, and marine mammals species. Additionally, the project has the potential to contain historic archaeological resources that could be disturbed upon project implementation. Potential impacts to these resources will be further evaluated in the EIS/EIR.

- 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 proposed project could result in cumulatively considerable impacts. Several other development projects are currently under construction, are planned, or have recently been completed within the Port, including container terminal developments, pleasure-craft marinas, industrial developments, and other waterfront plans. The LAHD is currently involved in planning and feasibility studies for other areas of waterfront development. The potential for the proposed project in conjunction with other projects in the vicinity and their cumulative contributions to environmental impacts will be evaluated in the EIS/EIR.

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

Potentially Significant Impact. The proposed project could result in environmental effects that would cause substantial adverse affects on human beings, either directly or indirectly. Impacts from the project will be evaluated in the EIS/EIR.

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