

Appendix A

Draft EIR/EIS Public Meeting Presentation and Meeting Transcript

Letter 1

From: Gabrieleno Chairman <chairman@gabrielenoindians.org>

Sent: Wednesday, June 28, 2023 12:49 PM

To: Jenny Scanlin <Jenny.Scanlin@hacla.org>

Cc: Administration Gabrieleno Indians <admin@gabrielenoindians.org>; Kara Grant <2karagrants@gmail.com>; Matt Teutimez.Kizh Gabrieleno <matt.teutimez@gmail.com>

Subject: Re: One San Pedro Tribal Consultation follow up

Hello Jenny

Please note that we disapprove with any other entity being implemented in the mitigation measures. We take seriously the protection of our Tribal cultural resources as we are the legitimate lineal descendants of this location. If you want to include other groups that you believe are ancestrally descending from this location, that will be your choice. However, we ask that you keep their mitigations separate than ours. If our Tribal resources are discovered during ground disturbance activities for this project and they are wrongfully handled or worse, damaged by those other groups, HACLA could be held liable for any damages.

1.1

Please keep this letter on file as part of Section 106 consultation. We will be waiting on word from you when the project begins.

1.2



*From the Office of
Lorraine "Rain Cloud" Escobar, CG/NALSM
Certified Lineage Specialist/Native American Lineages
Inam Mec Tanotc*

The Kizh Gabrieleño Lineage of Andrew Salas

By Lorraine Escobar, CG/NAL

July 15, 2010

Revised June 7, 2018

Introduction

The purpose of this report is to establish, without mistake and with as much certainty that is possible from the written record, that Mr. Andrew Salas, born April 30, 1968:

1. Possesses an Indian ancestry from villages aboriginal to Mission San Gabriel, California, and therefore qualifies to participate as a Kizh Gabrieleño Indian in the repatriation process as overseen by the Native American Heritage Commission, as a Most Likely Descendant; and,
2. Has a fully documented lineage sufficient to meet the 25 CFR 83.7(e) evidentiary requirements for federal acknowledgment as a descendent from the historic tribe at Mission San Gabriel.

All of the reviewed evidence was evaluated according to genealogical proof standards and is cited in this report as appropriate. Photocopies of the evidence were arranged in separate files which are included in the submission of this report. However, as directed by Andrew Salas, the cited evidence was submitted to the Gabrieleño Enrollment Committee for their use in meeting 25 CFR 83.7(e) for their tribal petition for federal acknowledgment. Additional copies of this evidence are available upon request directly from Andrew Salas.

As a result of the research, Andrew is verified as a direct descendant of Maria Momicubibam (from the village of Atongai/Tamet), and her husband, Palajai (from the village of Tameobit and Najayabit), and of Nicolas Joseph (from the village of Sibapet), his wife, Maria Candelaria (from the village of Jujubit), and their son, Joaquin Joseph [aka Gradias] (from the village of Sibapet).

Use of Acronyms in the Report and Citations:

In the footnotes, the first citation for each referenced document is as complete as necessary to evaluate the source of the document. However, in the interest of brevity, the following acronyms are applied to the mission and church records:

abt. = about

aft. = after

b. = Born

**1313 Celeste Drive, #67, Modesto, CA 95355
Cell: (209) 985-9282**

APPENDIX — Continued

Pedro Lisalde.
Pedro Valenzuela.
Pedro Amador.
Pedro Castaneda.

Rafael Villavicencio.
Roque Cota.
Rosario Aguilar.
Rafael Marques.

Santiago Pico.
Victorino Felix.

SAN GABRIEL INDIAN RANCHERIAS.

Ajuibit.	Guibabit.	Mairobit.	Sapchibit.
Ajuinga.	Guijabepet.	Mamaita.	Satucubit.
Aeuxabit.	Geverobit.	Mujimam.	Sotaibit.
Acurabit.	Guaipet.	Maromabit.	Soabit.
Acuranga.	Guachpet.	Mapitbit.	Sibanga.
Amupubit.	Guibanga.	Nosabit.	Tobpet.
Atababit.	Gorumuga.	Naasin.	Topisabit.
Achochobit.	Gonopeapa.	Nonobit.	Tucubit.
Amuscopiabit.	Guanchia.	Najayabit.	Totabit.
Asuesabit.	Juiubit.	Ojubit.	Toibepet.
Ajuimiabit.	Jaiibepet.	Paffbenga.	Tochonabit.
Acatabranga.	Jaisobit.	Pimubit.	Tibajabit.
Batequitos.	Jutucabit.	Paparabit.	Tusicabit.
Bonoquin.	Jaisobit.	Pububit.	Tobaubepet.
Cabuepet.	Jajamobit.	Pimocabit.	Tameobit.
Chaubit.	Japchibit.	Pajbepet.	Tochajana.
Cacayibit.	Jayabit.	Pomoquin.	Toibina.
Cucamobit.	Jajobiabit.	Peotopa.	Tobimobit.
Cupsabit.	Jautbit.	Pimicha.	Timijabit.
Chibanga.	Juibenga.	Pamaibit.	Tobonga.
Comurabit.	Jniunga.	Picubit.	Tobizecanga.
Comierabit.	Jutucunga.	Piamubit.	Taisobit.
Chaguayabit.	Jeberobit.	Pabocoya.	Tomecupua.
Choquayabit.	Jnrupe.	Pachechero.	Tujubit.
Corobouabit.	Junubabit.	Quisaobit.	Uchubit.
Coyubit.	Jaiocopeabit.	Quinquibit.	Utucubit.
Guapiabit.	Judamobit.	Quinibit.	Yabit.
Guinibit.	Julagunot.	Sibapet.	
Gebit.	Lomquin.	Seobit.	

CHURCH DIGNITARIES AND NOTEWORTHY ARMY OFFICERS AND STATESMEN AT SAN GABRIEL.

Besides Father Junipero Serra, the following visited San Gabriel:

Father Fermin Francisco de Lasuen, President of the Missions of Alta California, 1791, and other times administering Confirmation.

Father Esteban Tapis, President of the California Missions.

Father Francisco Palou, President of the California Missions, in 1773.

Pedro Pages, Governor of California, 1773.

Don Juan Bautista Anza, commander of the famous expedition from Sonora, on March 24, 1774.

Don Mariano Vidal, the celebrated promoter of Anza's expedition, on January 15, 1776.

Don Felipe de Neve, Governor of California, on May 8, 1781.

Don Fernando de Rivera.

Father Narciso Duran, Comisario Prefecto, on June 4, 1833.

Governor Pio Pico, on November 25, 1838.

Father Francisco Vicente de Sar-

ria, Comisario Prefecto, on July 10, 1818.

Father Mariano Payeras, Comisario Prefecto, August 13, 1821.

Rt. Rev. Francisco Garcia Diego y Moreno, first Bishop of California, on March 29, 1843.

Most Rev. Jose S. Alemany, first Archbishop of California, 1851.

Rt. Rev. Thaddeus Amat, Rt. Rev. Francis Mora and Rt. Rev. George Montgomery at different times.

Rev. Joseph Ignacio Maximo Arguello, son of Ensign Jose Arguello, in 1809. This noteworthy priest was baptized in San Gabriel by Father Miguel Sanchez on June 8, 1782. Father Arguello is doubtless the first native son of California that has ever entered the priesthood. San Gabriel is proud in having among its distinguished children such an illustrious pioneer.

The first child of Razon (white child), Antonio Lucas Maria Olivera, son of Corporal Olivera, was baptized on October 18, 1780.

Letter 2

From: [Revitalize RSP](#)
To: [Zoe Kranemann](#); [Catleya Maralit](#); [Rupali Joshi](#)
Subject: FW: RSP Draft Environmental Impact Report
Date: Tuesday, July 25, 2023 1:17:31 PM

From: Yolanda Rodarte <yolimom02@gmail.com>
Sent: Monday, July 3, 2023 4:27 PM
To: Revitalize RSP <revitalizeRSP@hacla.org>
Subject: RSP Draft Environmental Impact Report

I have a question that I didn't have the opportunity to ask on the meeting on June 28 at the boys and girls club the question is 1. What is the most important step in the environmental impact statement? 2. How do environmental issues disproportionately impact communities with high poverty?

2.1

2.2



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:

August 16, 2023

zoe.kranemann@hacla.org

Zoe Kranemann, Development Office
Housing Authority of the City of Los Angeles
2600 Wilshire Boulevard
Los Angeles, California 90057

Draft Environmental Impact Report/ Environmental Impact Statement (Draft EIR/EIS)
for the Proposed One San Pedro Specific Plan (Proposed Project)
(SCH Number: 2021010117)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The Housing Authority of the City of Los Angeles is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. The following comments recommended revisions to the CEQA regional air quality impacts analysis for cleanup activities during construction, revision to the air quality mitigation measures, additional recommended air quality mitigation measures for construction, and information about South Coast AQMD rules and permits that the Lead Agency should include in the Final EIR/EIS.

South Coast AQMD Staff's Summary of Project Information in the Draft EIR/EIS

Based on the Draft EIR/EIS, the Lead Agency proposes development on approximately 20 acres of the One San Pedro Specific Plan Site (OSP Specific Plan Site) and an approximately 0.6-acre site at 319-327 North Harbor Boulevard (327 Harbor Site).¹ The Proposed Project consists of the phased demolition of the existing structures on the OSP Specific Plan Site and the construction of up to 1,553 residential units on the OSP Specific Plan Site and 47 residential units on the 327 Harbor Site.² The Proposed Project also includes 85,000 square feet of Neighborhood Serving Uses and 45,000 square feet of Commercial Retail use on the OSP Specific Plan Site.³ Based on a review of the aerial photographs, South Coast AQMD staff founds that the nearest sensitive receptors (e.g., other residential units) are within 50 feet north and west of the Proposed Project, specifically to the OSP Specific Plan Site. The construction of the 327 Harbor Site is anticipated to commence in 2023 and with completion in 2025.⁴ The construction of the OSP Specific Plan Site is expected to occur over three Phases spanning approximately 14 to 20 years, from 2024 to 2037, for a conservative analysis.⁵

¹ Draft EIR/EIS. Page 2-1.

² *Ibid.* Page 2-10.

³ *Ibid.*

⁴ *Ibid.* Page 2-47.

⁵ *Ibid.*

South Coast AQMD Staff's Comments on the Draft EIR/EIS*CEQA Regional Air Quality Impacts Analysis for Cleanup Activities During Construction*

Based on the Hazard and Hazardous Materials Section of the Draft EIR/EIS, the Proposed Project would have concerns regarding the elevated concentrations of, for instance, polynuclear aromatic hydrocarbon (PAHs), metals (specifically lead), and volatile organic compounds (VOCs) at either or both the OSP Specific Plan Site and 327 Harbor Site.⁶ In addition, there is potential for the presence of asbestos-containing materials (ACMs), lead and lead-based paint (LBP), and polychlorinated biphenyls (PCBs) to exist in buildings on the OSP Specific Plan Site.⁷ Due to past uses, contaminated soil is present and high levels of VOCs have been detected in soil vapor on the OSP Specific Plan Site and 327 Harbor Site.⁸ Thus, construction activities of the Proposed Project, such as excavation and grading, would result in a potentially significant hazard to the public or the environment.⁹ The Lead Agency proposes mitigation measures HAZ-1 to HAZ-5 to reduce the significant impacts. However, the Draft EIR/EIS does not analyze the air quality impacts from the remediation activities during construction.

Cleanup activities will likely involve using heavy-duty, diesel-fueled trucks for soil export, resulting in emissions from truck hauling activities and vehicle trips by workers that will be required to conduct cleanup activities. Additionally, cleanup activities will likely require the use of additional equipment that may differ from typical equipment for grading and site preparation for construction. Because cleanup activities are reasonably foreseeable, the Lead Agency should use good faith and best efforts to provide information on the scope, types, and duration of cleanup activities, quantify emissions from cleanup activities, and include those emissions in the Proposed Project's construction emissions profile to be compared to South Coast AQMD's air quality CEQA significance thresholds for construction to determine the level of significance in the Final EIR/EIS. Alternatively, if emissions from cleanup activities are not included in the Final EIR/EIS, the Lead Agency should include a new air quality mitigation measure in the Air Quality Section of the Final EIR/EIS to commit to evaluating the potential environmental impacts from cleanup activities through CEQA prior to commencing any cleanup activities. If a new air quality mitigation measure is not included in the Final EIR/EIS, the Lead Agency should provide reasons supported by substantial evidence in the record to explain why a new air quality mitigation measure is not included.

Under the Project Description section in the Draft EIR/EIS, the exported soil and materials would be transported to Sunshine Canyon Landfill and the Azusa Land Reclamation.¹⁰ Based on the aerial photographs, South Coast AQMD staff measures the distance from the Proposed Project location to the Sunshine Canyon Landfill and the Azusa Land Reclamation and gets approximately 50 and 42 miles of one-way trip length, respectively. However, according to the emission calculations from the CalEEMod output files, the Lead Agency used a default one-way truck trip length of 20 miles to quantify the Proposed Project's construction emissions from hauling construction exported soil and materials. Due to the inconsistency of the transport distance, when quantifying

⁶ *Ibid.* Page 4.6-12 to 4.6-14.

⁷ *Ibid.* Page 4.6-15 to 4.6-16.

⁸ *Ibid.* Page 4.6-39.

⁹ *Ibid.* Page 4.6-34.

¹⁰ *Ibid.* Page 2-49.

3.1

3.2

emissions from transportation and off-site disposal, the Proposed Project's construction emissions from haul truck trips for transporting and disposing of contaminated soil based on the appropriate one-way truck trip length should be re-calculated. South Coast AQMD staff recommends that the Lead Agency re-calculate the construction emissions reflecting the correct number of hauling truck trips and the hauling trip lengths in CalEEMod and include them in the Final EIR/EIS. If the number of hauling truck trips and the default one-way truck trip length of 20 miles are not re-calculated for quantifying emissions from haul truck trips for transporting contaminated soil, the Lead Agency should provide reasons for not re-calculating it supported by substantial evidence in the record.

3.2
cont.

Revision to the Air Quality Mitigation Measures

Based on the Air Quality Section of the Draft EIR/EIS, the Proposed Project construction and the overlapped construction and operation activities result in a significant impact on NOx emissions,¹¹ and the operation results in a significant impact on VOC emissions¹² when compared to the South Coast AQMD Regional Air Quality Significance Thresholds.¹³ Thus, the Lead Agency proposes mitigation measures AQ-1 for construction and AQ-2 for operation to minimize the potentially significant impacts related to criteria pollutant emissions. Mitigation measure AQ-1 requires the use of off-road construction equipment that meets the U.S. EPA Tier 4 final standard or at a minimum of Tier 3 standards.¹⁴ However, as mentioned in the Project Description, the construction of the OSP Specific Plan Site could span approximately 14 to 20 years.¹⁵ It is reasonably foreseeable that Tier 4 Final may not be the cleanest technology when construction occurs later. In addition, according to the California Air Resource Board (CARB) Strategies for Reducing Emissions from Off-Road Construction Equipment, the implementation of off-road Tier 5 starting in 2027/2028 and the Governor's Executive order in September 2020 requires CARB to develop and propose a full transition to Zero Emissions (ZE) by 2035, wherever feasible.¹⁶ South Coast AQMD staff recommends that the Lead Agency visit the CARB website regarding the *Potential Amendments to the Diesel Engine Off-road Emission Standards: Tier 5 Criteria Pollutants and CO₂ Standards*¹⁷ for more information.

3.3

Additionally, during the construction activities such as soil export or material delivery, all heavy-duty trucks entering the construction site should be model 2014 or newer. Further, all heavy-duty haul trucks should meet CARB's lowest optional low oxides of nitrogen (NOx) standard.¹⁸ Therefore, South Coast AQMD staff recommends that the Lead Agency revise the mitigation measure AQ-1 to commit to using the cleanest technology for construction during the long-term construction period, if available and feasible, require all heavy-duty trucks be model year 2014 or newer, and includes the revision in the Final EIR/EIS. If the revisions are not included in the Final

¹¹ *Ibid.* Pages 4.2-31 and 4.2-33. Tables 4.2-6 and 4.2-8.

¹² *Ibid.* Page 4.2-32. Table 4.2-7.

¹³ South Coast AQMD Air Quality Significance Thresholds. Access at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf>

¹⁴ *Ibid.* Page 4.2-29.

¹⁵ *Ibid.* Page 2-47.

¹⁶ Presentation can be found at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/combined-construction-carb-amp-aqmp-presentations-01-27-21.pdf>

¹⁷ CARB Potential Amendments to the Diesel Engine Off-road Emission Standards: Tier 5 Criteria Pollutants and CO₂ Standards. Access at: <https://ww2.arb.ca.gov/our-work/programs/tier5>

¹⁸ CARB's optional low-NOx emission standard can be found at: <https://ww2.arb.ca.gov/our-work/programs/optional-reduced-nox-standards>

EIR/EIS, the Lead Agency should provide reasons for not having them supported by substantial evidence in the record.

3.3
cont.

Additional Recommended Air Quality Mitigation Measures for Construction

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. To further reduce the Proposed Project's air quality impacts, and in addition to AQ-1, South Coast AQMD staff recommends that the Lead Agency incorporate the following mitigation measures in the Final EIR.

- Maintain equipment maintenance records for the construction portion of the Proposed Project. All construction equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each piece of equipment and their construction contractor(s) should be made available for inspection and remain on-site for a period of at least two years from the completion of construction.
- Require the use of zero-emissions (ZE) or near-zero emission (NZE) on-road haul trucks (e.g., material delivery trucks and soil import/export) such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr). CARB also adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model-year engines or equivalent.¹⁹ Since the construction schedule of the Proposed Project extends into 2023, it is reasonable to assume that 2010 model-year trucks will become more widely available commercially. Additionally, the Proposed Project will include an estimated 36,529 haul trips during construction¹⁵, contributing to the Proposed Project's significant and unavoidable construction NOx emissions. Therefore, South Coast AQMD staff recommends that the Lead Agency, at a minimum, require that construction vendors, contractors, and/or haul truck operators commit to using 2010 model year or newer engines that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. When requiring ZE or NZE on-road haul trucks, the Lead Agency should include analyses to evaluate and identify sufficient power and supportive infrastructure available for ZE/NZE trucks in the Energy and Utilities and Service Systems Sections of the Final EIR, where appropriate. Additionally, the Lead Agency should require that operators maintain records of all trucks associated with the Proposed Project's construction and make these records available to the Lead Agency upon request. The records will serve as evidence to prove that each truck called to the Proposed Project meets the minimum 2010 model-year engine emission standards. The Lead Agency should conduct regular inspections of the records to the maximum extent feasible and practicable to ensure compliance with this mitigation measure.

3.4

¹⁹ California Air Resources Board. December 20, 2018. <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

- Restrict non-essential diesel engine idle time to not more than five consecutive minutes or another timeframe as allowed by the California Code of Regulations, Title 13 section 2485 - CARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. For any vehicle delivery that is expected to take longer than five minutes, each project applicant, project sponsor, or public agency will require the vehicle's operator to shut off the engine. Notify the vendors of these idling requirements at the time that the purchase order is issued and again when vehicles enter the gates of the facility. To further ensure that drivers and operators understand the idling requirement, include the idling requirement in the training materials for drivers, operators, and vendors, and post signs at the entry of the construction site and throughout the Proposed Project site stating that idling longer than five minutes is not permitted.

3.4
cont.

South Coast AQMD Permits and Responsible Agency

If the implementation of the Proposed Project would require the use of new stationary equipment (e.g., internal combustion engines), permits from South Coast AQMD are required. The Final EIR/EIS should include a discussion on any existing and new stationary equipment requiring South Coast AQMD permits and identify South Coast AQMD as a Responsible Agency for the Proposed Project. Any assumptions used for the stationary sources in the Final EIR will also be used as the basis for the permit conditions and limits for the Proposed Project. Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions on permits. For more general information on permits, please visit South Coast AQMD's webpage at: <http://www.aqmd.gov/home/permits>.

3.5

Conclusion

Pursuant to California Public Resources Code section 21092.5(a) and CEQA Guidelines section 15088(b), South Coast AQMD staff requests that the Lead Agency provide South Coast AQMD staff with written responses to all comments contained herein, at least ten (10) days prior to the certification of the Final EIR.²⁰ In addition, as provided by CEQA Guidelines Section 15088(c), if the Lead Agency's position is at variance with the recommendations provided in this comment letter, detailed reasons supported by substantial evidence in the record must be provided to explain why specific comments and recommendations are not accepted.

3.6

We appreciate the opportunity to review the Proposed Project. Thank you for considering these comments. South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Danica Nguyen, Air Quality Specialist, at dnguyen1@aqmd.gov should you have any questions.

Sincerely,

²⁰ 2022 CEQA Statutes and Guidelines Section 21092.5(a): "At least 10 days prior to certifying an environmental impact report, the lead agency shall provide a written proposed response to a public agency on comments made by that agency which conform with the requirements of this division. Proposed responses shall conform with the legal standards established for responses to comments on draft environmental impact reports. Copies of responses or the environmental document in which they are contained, prepared in conformance with other requirements of this division and the guidelines adopted pursuant to Section 21083, may be used to meet the requirements imposed by this section."

Access at: https://www.califaep.org/docs/2022_CEQA_Statute_and_Guidelines.pdf.

Sam Wang

Program Supervisor, CEQA-IGR
Planning, Rule Development & Implementation

SW:DN
LAC230628-03
Control Number

Ray Regalado, President
Chris Valle, Vice President
Melanie Labrecque, Treasurer
Victor Christensen, Secretary



Certified Neighborhood Council
Certification Date 02-12-02
NW San Pedro Neighborhood Council
638 S. Beacon Street, Box 688
San Pedro, CA 90731

TELEPHONE: (310) 918-8650 • WEBSITE: NWSanPedro.org • E-MAIL: BOARD@NWSanPedro.org

August 18, 2023

To: revitalizersp@haccla.org

Sent via email

Letter 4

RE: Comments on Draft EIS/EIR (DEIR)

Thank you for this opportunity to comment on the DEIR for the proposed redevelopment of Rancho San Pedro. The proposed project would replace the existing 478 units with 1553 units, and construct 47 new units at 327 Harbor Blvd, for a total of 1600 new units, an increase of 1122 units. The DEIR estimates that the project would result in an increase of approximately 2,715 residents. The DEIR also analyzed 12 additional proposed projects for their cumulative impact. They estimate that these 12 projects would add 1508 new units with 3,649 new residents for a cumulative total of 6,464 new residents.

General

The EIR should base their population increases on the average household size for Rancho San Pedro (3.0) rather than the average household size for all of San Pedro (2.4). Rancho San Pedro has a significantly higher household size than the rest of San Pedro. 41.4% of households at Rancho are 3-5 persons compared to 34.6% for San Pedro as a whole and 11.2% are 6+ persons while San Pedro has 4.3%. The average size for Rancho San Pedro (3.0) should be used in the FEIR. This will impact the analysis in most of the sections of the EIR.

Public Services

Schools

The DEIR student generation rate would place Barton Hill at 69 students over capacity and San Pedro High School at 136 students over capacity. These numbers are probably low since the DEIR used San Pedro wide student averages rather than the student generation rates for Rancho San Pedro which are higher than for San Pedro as a whole. According to the One San Pedro Transformation Plan, the population of Rancho San Pedro is significantly younger than the population of San Pedro as a whole with 41.2% of RSP under 18 while San Pedro only has 22.9% under 18. This should be corrected in the FEIR.

Further, when the student generation rates for the additional 12 nearby projects are included, the DEIR estimates that Barton Hill would be 630 students over capacity, Dana 131 students over capacity, and San Pedro High School a whopping 444 students over capacity.

The DEIR relies on the payment of the student generation fee as sufficient mitigation. It also states that no new schools are planned. Considering that the cumulative impact on Barton Hill would result in more than twice the number of students as the capacity of Barton Hill, it would appear that a new elementary school would be needed. Furthermore, the overcrowding at San Pedro High School must be addressed. While the law appears to be that the school fees satisfy the environmental impact requirement, it is well known that they do not provide sufficient funding for needed classroom space. The applicant should advocate for the school fees to be designated for San Pedro classrooms.

The DEIR states that the surrounding schools may have capacity available but does not provide any statistical information about their current capacity and current enrollments. Also, alternative methods of furnishing adequate facilities for students should be provided in the FEIR such as advocating for the use of additional school bond funds in San Pedro and inclusion of classrooms on-site.	4.3
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The DEIR also fails to address adult education needs.	4.4
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Finally, the DEIR fails to address other costs of student increases such as the need for additional crossing guards, pedestrian control, and after school programs. One third of Rancho San Pedro residents participating in a survey conducted by One San Pedro (11/2018) indicated that they felt their children were unsafe walking to and from schools or bus stops. The Rancho San Pedro Transformation Plan states that they are concerned about speeding cars, inconsiderate drivers, and a lack of marked crosswalks and stoplights. This should be addressed in the FEIR.	4.5
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Libraries:

The DEIR indicates that the project would result in a 3.3% increase in the population served by the library and the cumulative impact would be an 8.4% increase, yet proposes no mitigation measures. In a survey conducted by One San Pedro (11/2018), 47% of residents said that a library was very needed and an additional 28% said it was somewhat needed. At a minimum the Specific Plan should include a satellite library with area for story time and a study hall and/or a plan for regular transportation to the existing library which is badly in need of an upgrade.	4.6
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Utilities and Service Systems

Water

Water is a limited resource and the unknowns around availability make it difficult to plan. In light of the requirement that the City plan for 473,000 additional housing units over the next 8 years, the applicant should ask DWP how they plan to address future water needs.	4.7
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Power

The project should be required to provide solar energy to the extent feasible.	4.8
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Cultural Resources/Archaeological Resources

The DEIR states that archaeological resource impacts are "less than significant with mitigation incorporated". The determination of "less than significant" does not seem appropriate give that the waterfront and nearby streams are cited as named village sites in oral tradition and early Spanish accounts. While the DEIR does include an Archaeological Testing Plan (ATP) and outline procedures to mitigate impacts on archaeological resources, the fact that it doesn't acknowledge the likely presence of such resources suggests that they may not have looked too hard for evidence in preparation of the DEIR, and, if they anticipate no significant findings, they may not be too inclined to monitor closely for their occurrence.	4.9
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The DEIR cites as mitigation measures the employment of an archaeologist meeting Society For California Archaeology standards, which include a graduate degree in archaeology, anthropology, or a "closely related field," as well as some level of prior work experience. Given the wiggle-room allowed by phrases like "closely related field" the FEIS/EIR should specify the standards they plan to adhere to for technical monitors.

Tribal Cultural Resources

Procedures for site monitoring by both major organizations representing the Tongva is a sound approach.

4.10

Geology/ Paleontological Resources

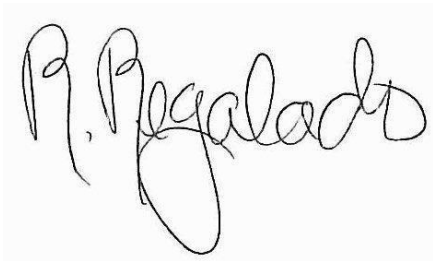
The DEIR states that archaeological and paleontological resource impacts are "less than significant with mitigation incorporated". The determination of "less than significant" does not seem appropriate given that excavations for the San Pedro footing of the Vincent Thomas Bridge, not far from the project site, uncovered a substantial trove of Pleistocene and early Holocene fossils, and fossil specimens of *Desmostylus* and other creatures have been found within a few miles.

While the DEIS/EIR outlines procedures to mitigate impacts on paleontological resources, the fact that it doesn't acknowledge the likely presence of such resources suggests that they may not have looked too hard for evidence in preparation of the DEIS/EIR, and, if they anticipate no significant findings, they may not be too inclined to monitor closely for their occurrence.

4.11

The DEIS/EIR cites as mitigation measures the employment of a qualified paleontologist meeting standards set by the Society of Vertebrate Paleontology, "preferably" with an MS or PhD in paleontology or geology. Given the wiggle-room allowed by phrases like "preferably," the FEIS/EIR should specify the standards they plan to adhere to for technical monitors.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "R. Regalado". The signature is fluid and cursive, with the first name "Ray" and last name "Regalado" clearly distinguishable.

Ray Regalado, President
On Behalf of the Northwest San Pedro Neighborhood Council
CC: Councilmember Tim McOsker



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

August 21, 2023

Zoe Kranemann
Development Officer
Housing Authority of the City of Los Angeles
2600 Wilshire Boulevard Los Angeles, California 90057

Subject: Draft Environmental Impact Statement for the One San Pedro Specific Plan, City of Los Angeles (CEQ #20230076)

Dear Zoe Kranemann:

The U.S. Environmental Protection Agency has reviewed the above-referenced Draft Environmental Impact Statement (Draft EIS) pursuant to the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act (CAA). The CAA Section 309 role is unique to EPA. It requires EPA to review and comment publicly on any proposed federal action subject to NEPA's environmental impact statement requirement.

The Draft EIS analyzes a proposed project that consists of two sites in San Pedro in the city of Los Angeles: the One San Pedro (OSP) Specific Plan Site and 327 Harbor Site. The larger OSP Specific Plan Site is currently occupied by Rancho San Pedro, a 478-unit public housing community with amenities, services, and administration buildings. The smaller 327 Harbor Site is a previously disturbed, currently vacant, and undeveloped site. If fully implemented, the Draft EIS proposes that 1600 potential units will be built: 47 residential units on the 327 Harbor Site, the phased demolition of existing structures on the OSP Specific Plan Site, and the construction of up to 1,553 residential units in their place. In addition to addressing the need for additional affordable housing, the proposed project integrates principles of smart growth and environmental sustainability, including accessibility to public transit and "features to achieve LEED® Gold, Greenpoint, or similar rating system certification for residential and non-residential buildings." Construction of the 327 Harbor Site project component is anticipated to commence in 2023, with completion in 2025, and construction of the OSP Specific Plan is anticipated to occur over three Phases spanning approximately 14 to 20 years.

EPA 309 Review Summary

The EPA did not identify significant environmental concerns to be addressed in the Final EIS and is providing recommendations to improve the assessment and environmental outcome of the proposed project. The EPA supports the goal of expanding affordable housing supply through use of previously developed property so long as the most sustainable construction and operational practices are implemented. The EPA previously reviewed the Notice of Intent to prepare a Draft EIS for the proposed project and provided scoping comments (May 10, 2021). Our scoping letter recommended the City of Los Angeles, on behalf of the United States Department of Housing and Urban Development, address

several issues including fugitive dust controls, children's health, lead and asbestos hazard abatement, and evaluation of environmental justice impacts. We appreciate that the City addressed many of EPA's previous comments and recommend that the project proponents consider our additional recommendations below, regarding air quality, hazardous waste, environmental justice, climate change, and greenhouse gas emissions when preparing the Final EIS. In addition, we encourage the proponents to commit adequate resources for monitoring and compliance with the commitments and mitigation measures included in the Final EIS during the implementation of the proposed project.

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Air Quality

According to the Draft EIS, the proposed project would be consistent with the goals and policies adopted by the City's General Plan for the reduction of air quality impacts. As stated in Section 4.2, and in Section 7.4.3, the project site is within the South Coast Air Basin, which is in extreme nonattainment for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone and serious nonattainment for fine particulate matter (PM_{2.5}). The Draft EIS states that with the implementation of proposed mitigation measures to reduce construction emissions and operational VOC emissions, the operation of the Proposed Project Alternative would result in less than significant direct and indirect impacts related to criteria pollutant emissions and conformity with the NAAQS.

Construction Impacts

As identified in the Draft EIS, mitigation measures are identified to reduce potential construction-related emissions, including a commitment that mobile off-road construction equipment (wheeled or tracked) greater than 50 horsepower must meet the US EPA Tier 4 final standards. In the event of specialized equipment use where Tier 4 equipment is not commercially available at the time of construction, the equipment shall, at a minimum, meet the Tier 3 standards. The Draft EIS further states that mobile off-road construction equipment less than 50 horsepower used during construction of the project shall be electric or other alternative fuel type and that construction contractors must confirm the ability to supply compliant construction equipment prior to any ground-disturbing and construction activities. Given the poor air quality in the project area, and the length of time anticipated for project construction, EPA recommends continued refinement of commitments to reduce construction impacts over the course of the project construction.

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Heather to address
Comment 5.2

Recommendations: Clearly identify all measures to reduce air quality impacts from the demolition and construction of the proposed project, and incorporate all measures into the Construction Mitigation Plan committed to in Section 7.3.1.2 The EPA recommends the following additional mitigation measures be considered:

- In accordance with Section 2485 of CCR Title 13, limit the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction to five minutes at any location.
- Sufficiently water and securely cover all dirt/soil materials transported off site to prevent excessive amounts of dust.
- Require general contractors to maintain and operate construction equipment in a manner to minimize exhaust emissions.
- Require that all trucks waiting to be filled, or where filling activities would last longer than five minutes be turned off.
- Ensure the previous requirements are incorporated into applicable request for proposals, bid documents, purchase orders, and contracts.
- Locate diesel engines, motors, and equipment staging areas as far as possible from

residential areas and sensitive receptors (schools, daycare centers, and hospitals).

- Reduce construction-related trips of workers and equipment, including trucks, to the extent possible. Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.
- Lease or buy newer, cleaner equipment using a minimum of 75 percent of the equipment's total horsepower.
- Use lower-emitting engines and fuels, including electric, liquified gas, hydrogen fuel cells, and/or alternative diesel formulations.

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Reducing emissions post-construction

According to the Draft EIS, the project would incorporate multiple measures to reduce environmental impacts and improve the air quality in the proposed project area, and within new buildings and residences. For example, the Draft EIS indicates that all new residences would be equipped with minimum efficiency reporting value 13 filtration systems to reduce PM10 and PM2.5 emissions by at least 70 percent. We appreciate the air quality mitigation measures included in the Draft EIS and suggest additional measures below.

Recommendations: Clearly identify all measures to reduce adverse air quality impacts impacting future residents and users of the multiple-use project facilities. The EPA recommends the following additional mitigation measures:

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Comment 5.3

- Increase the commitment of electric landscaping equipment use required in contracts for landscaping services from the amount stated in the Draft EIS of 25 percent to be a commitment of 50% or more. This increased requirement is necessary given the existing poor air quality in the area. Add the 50% or more commitment to the Master Development Agreement between Housing Authority of the City of Los Angeles and the project applicant.
- Clearly indicate in the Final EIS if fireplaces are prohibited and state how that prohibition is communicated to future tenants. Although the Draft EIS states a commitment to utilizing electric appliances, the Draft EIS does not disclose whether fireplaces, gas powered or otherwise, would be permitted on the premises.
- Commit to an Indoor Air Quality education campaign to inform future residences and facility users about the importance of best practices in reducing potential adverse air quality in housing.
- Consider participating in "Indoor airPLUS", a voluntary partnership and labeling program that offers guidance and construction specifications that help improve comfort and indoor air quality for residents, as well as enhance durability and reduce risk for affordable builders and developers (<https://www.epa.gov/indoorairplus/affordable-housing-indoor-airplus>).
- Commit adequate resources for monitoring and compliance with the commitments and mitigation measures included in the Final EIS during the implementation of the proposed project, including compliance with all federal, state, and local air quality policies.
- Include a strategy and schedule for maintenance of central HVAC systems, with commitments for MERV filter replacement.

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Adjacent Land Use – Impacts from Port of Los Angeles Operations

We note that Section 7.4.3 of the Draft EIS states that "Industrial manufacturing processes, warehousing, *ports*, rail yards, refineries, chrome platers, gasoline dispensing facilities, automotive

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repair facilities, and dry-cleaning facilities are the typical land uses that result in exposure of sensitive receptors to hazardous air pollutants” (emphasis added), and that, “the Proposed Project Alternative would include a mixed-use development of residential, commercial retail, and Neighborhood Serving Uses that would not include any of these potential sources of hazardous air pollutants, although minimal emissions may result from the use of consumer products.” While the proposed housing development and multiple uses planned for the project area will not be a *source* of hazardous air pollutants, it is important to understand any potential impacts that future residents may be exposed to due to the project being adjacent to the Port of Los Angeles, a “typical land use that results in exposure of sensitive receptors to hazardous air pollutants”, among other potential impacts. We also note that the Draft EIS states that the greatest cumulative air quality impact would be from the increased traffic volumes from growth within the city, and does not include the Port of Los Angeles as a potential contributor to cumulative air quality impacts.

Recommendations: In the Final EIS, please consider the following recommendations to disclose (and mitigate for) impacts to residences that may result from the One San Pedro and 327 Harbor projects being constructed adjacent to the Port of Los Angeles:

- Include a health risk assessment that analyzes the potential environmental impacts from siting new residences adjacent to the Port of Los Angeles
- Describe the current port-related emissions affecting the project site, and describe port-related emissions anticipated to impact residences and planned sensitive receptors at project completion.
- Identify any additional mitigation measures or funding sources available to reduce port-related impacts.

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Green Building and Green Demolition

EPA appreciates the commitments included in the Draft EIS to reduce environmental impacts associated with new construction, buildings, and housing, including the most current CALGreen Building Standards, which are comparable (and more stringent in certain categories) than LEED standards. We appreciate that the project will include measures such as high efficiency insulation, tankless water heaters, LED lighting fixtures, high-efficiency temperature control systems, and solar PV-ready roof system compliant with Title 24 requirements for photovoltaic solar incorporation into project design. Given that the project will result in large-scale demolition, as well as construction, within the same project footprint, we note that the opportunity exists to maximize the re-use of demolition by-products and maximize landfill diversion.

5.5

Recommendations:

- Clarify and commit to a minimum quantity of installed solar PV panels and compatible battery storage as well as a solar PV-ready roofing.
- In the Final EIS, include a strategy outlining commitments to incorporate green demolition practices. Refer to EPA’s green infrastructure website:
<https://www.epa.gov/green-infrastructure>

Hazardous Waste

The Draft EIS indicates that elevated concentrations of several pollutants are present on both the OSP Specific Plan Site and the 327 Harbor Site due to past industrial activities. The Draft EIS discusses developing a Voluntary Oversight Agreement with the Los Angeles County Fire Department Site Mitigation Unit (LACFD SMU) as mitigation and documents an extensive process to address

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contamination at both project sites. Volatile organic compounds (VOCs) in soil vapor, which could pose a threat to human health of future project residents and workers through the migration of vapors through building floors and foundations, would be addressed through future coordination with the LACFD SMU and the City of Los Angeles Department of Building and Safety. The Draft EIS indicates that if vapor levels exceed certain screening criteria, a soil vapor Human Health Risk Assessment for both sites would be prepared and will evaluate the risk to future on-site residences from VOCs in on-site soil and would determine whether a vapor mitigation system is required. Protection of future residents and workers depends on the well-executed cleanup and development of protective barrier systems during construction and operation. It is not clear whether institutional controls would be part of the cleanup, such as the prohibition of subsurface planting or gardens, nor whether disclosures to residents would occur prior to occupation.

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Recommendations:

- Include in the Final EIS a clear strategy for disclosing, to future residents, the status of soil contaminants and risks of exposure should a vapor barrier be compromised, such as from earthquakes.
- Identify the monitoring that would occur during the life of the project to ensure the vapor barriers' integrity.
- Document the intended involvement of the appropriate health and safety agencies during construction and once the residences are occupied (i.e., Los Angeles Department of Public Health, Department of Building and Safety) so the public health perspective can inform project actions.

Environmental Justice

We appreciate the description of the public outreach process in the Draft EIS, and the description of the phasing of the proposed project, which is intended to minimize disturbance to current residents on the OSP Specific Plan Site. The Draft EIS includes a description of adherence to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 for all displaced residents, and EPA recommends continued, meaningful coordination to mitigate impacts for any affected and displaced residents as this community-driven project proceeds.

Recommendations:

- For the remainder of the environmental review process and planning process, continue to engage the community through future phases and on an ongoing basis. Continue public outreach to ensure that potentially affected communities understand the project process and impacts and have the tools to provide feedback. The Environmental Justice Interagency Working Group's *Promising Practices for EJ Methodologies in NEPA Reviews*¹ provides ways to both consider environmental justice concerns during environmental analyses and encourage effective participation by communities with environmental justice concerns throughout project analysis and review.
- Consider communicating project impacts to the same individuals that participated during the previous public engagement sessions and work with the community to make recommendations regarding further minimization of impacts.
- As the project advances to final design, identify in the Final EIS community perspectives regarding impacts, and how City of Los Angeles and HUD have incorporated community

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¹ Federal Interagency Working Group on Environmental Justice & NEPA Committee. Promising Practices for EJ Methodologies in NEPA Reviews. March 2016. Available at: https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf.

perspectives into the project design, construction planning, operations considerations, and mitigation measures.

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cont.

Climate Change

The Draft EIS states that the Proposed Project Alternative would be designed with the potential impacts of climate change in mind, including building designs and materials that will be durable and resilient to moisture, coastal breezes, and air pollutants. Buildings would include high-efficiency central HVAC systems to control the interior climate and would incorporate passive cooling and energy efficiency strategies such as roof overhangs. Landscaping plant species would be native and/or adaptive to the region and climate, water conserving, and drought tolerant. According to Federal Emergency Management Agency (FEMA) flood maps, the project site is located within Zone X, areas determined to be outside the 0.2 percent annual chance floodplain. Therefore, the project site is not anticipated to be at high risk of flooding due to sea level rise and storm surges associated with global climate change. The Proposed Project Alternative would incorporate low impact development (LID) features to contain, treat, and infiltrate stormwater on the project site and reduce the potential for runoff and flooding.

Recommendations

- In the Final EIS, discuss the potential impact of more extreme precipitation in the future and clarify if additional design measures are warranted given more extreme conditions anticipated.
- Clarify if stormwater management infrastructure was sized to accommodate the more intense precipitation patterns predicted and occurring under climate change and highlight additional design considerations added between Draft EIS and Final EIS to address anticipated future conditions.
- Include a commitment to low-impact development/green infrastructure techniques² in designs to minimize stormwater pollution and revise landscaping and site plans to specifically identify these features (e.g., detention basins/rain gardens, grassy swales, etc.).

5.8

Greenhouse Gas Emissions

According to the Draft EIS, active photovoltaic (PV) solar will be installed on the project site to produce a minimum rate of 15 percent electricity demand. The proposed project would comply with Tier II voluntary Title 24 measures which require that a total of 40 percent of parking spaces are EV ready and a minimum of 15 percent of parking spaces equipped with EV chargers. Additional commitments include rooftop solar panels and EV chargers, as well as transportation demand management features such as a mobility hub, bicycle and pedestrian infrastructure improvements, a car-share program, and other measures to reduce single-occupancy vehicle use. The Proposed Project Alternative would be consistent with the 2022 Scoping Plan, Southern California Association of Governments/Regional Transportation Plan/Sustainable Community Strategy, and Green LA and Climate LA plans, which establish goals and strategies for reducing GHG emissions and the impacts of global climate change.

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The Draft EIS states that the City of Los Angeles has adopted an All-Electric Ordinance, effective April 1, 2023, to reduce GHG emissions related to natural gas combustion. Under this ordinance, all building permit applications for newly constructed buildings will be required to be all-electric with some exceptions, such as cooking appliances within restaurants. Space heating, water heating and cooking appliances for non-restaurant uses would be required to be powered by electricity. The proposed project

² <https://www.epa.gov/green-infrastructure>

would prohibit natural gas uses in residential, retail, and office uses and would be consistent and not conflict with the City's All-Electric Ordinance.

Recommendations: Given the opportunity to build a new entire neighborhood and multiple use development from the ground up, the EPA recommends that the Final EIS commit to additional, specific measures to further reduce greenhouse gas emissions.

- Commit to a minimum level of PV solar panel installation (in addition to "PV-ready roofing") in the Final EIS.
- Confirm the project proponents are committed to installing a minimum of 321 parking spaces served by EV chargers (rather than 231, as stated in Table 4.2-5, Goal 5, Project Consistency, on page 223 of the Draft EIS) and commit to installing a larger number of EV charging spaces considering California's 2035 prohibition on the sale of internal combustion automobiles.
- Refer to EPA's Adaptation Resource Center³ for additional information on resiliency and adaptation measures as the project design is refined.
- Commit adequate resources to monitoring and compliance during the implementation of the proposed project, including compliance with federal, state and local air quality and greenhouse gas emissions policies.

The EPA appreciates the opportunity to review this Draft EIS. When the Final EIS is released for public review, please provide an electronic copy to EPA Region 9 at the same time the document is formally filed online. If you have any questions, please contact me at (415) 947-4167, or contact Mark Pertschuk, the lead reviewer for this project, at 415-972-3322 or pertschuk.mark@epa.gov.

Sincerely,
**CONNELL
DUNNING**
for Jean Prijatel
Manager, Environmental Review Branch

Digitally signed by
CONNELL DUNNING
Date: 2023.08.21
16:23:34 -07'00'

cc: via email Jinderpal Bhandal, City of Los Angeles Housing Department
Laurie Cannady Udit, United States Department of Housing and Urban Development,
Los Angeles Field Office

³ See: <https://www.epa.gov/arc-x/planning-climate-change-adaptation>

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PUBLIC MEETING ON
RANCHO SAN PEDRO DRAFT ENVIRONMENTAL IMPACT
REPORT/ENVIRONMENTAL IMPACT STATEMENT

Date and Time: Wednesday, June 28, 2023
7:00 p.m. - 8:13 p.m.

Location: 100 West 5th Street
San Pedro, California

Reported By: Ronald H. Kim
CSR No. 12299, RPR

Job No. 27272

1 APPEARANCES

2

3 HACLA AND RINCON:

4 Jenny Scanlin, HACLA

5 John King, HACLA

6 Emily Marino, Rincon

7

8

9 Public Speakers:

10 Reverend Jeanette Repp

11 Liz Johnson

12 Ren MacMorran

13 Nilo Michelin

14 Gwen Henry

15 Jonathan

16 Elizabeth Barajas

17 Beatriz Mendez

18 Sara

19 Ziggy Mrkitch

20 Maria Montes

21 Maria Luhan

22 Carrie

23 Isabel Barajas

24

25

1 WEDNESDAY, JUNE 28, 2023

2 7:00 P.M.

3 CITY OF SAN PEDRO, CALIFORNIA

4
5 MS. SCANLIN: Good evening. Thank you.

6 Do we have translation working? Have we
7 done a translation check? I'm really excited to see
8 everyone here tonight. Well, I'm Jenny Scanlin, Chief
9 Housing Officer for the City of Los Angeles, and it has
10 been a minute since we've been in this room together.

11 Many of you participated in a number of
12 workshops that we have held here over the past years
13 pre-pandemic. So going way back now, a few years where
14 we were really designing and thinking about what Rancho
15 San Pedro Housing Authority's property right next door
16 could look like in the future and what it could give back
17 to the community that lives there now and our neighbors
18 who live in San Pedro.

19 So, again, I want to thank you guys for all
20 of that hard work, and we took that information, turned
21 it into a plan, and then we actually have to go through
22 the very detailed process of getting that plan approved
23 by the City of Los Angeles and meeting all of the
24 environmental requirements that both the state and the
25 federal government lay out for us, and so that we talked

1 about earlier on takes quite sometime.

2 And so we have finally gotten to the point
3 where we are now able to release our environmental
4 document. That's what we're here tonight to talk about.
5 It is, I think, a momentous opportunity for additional
6 community input and also for you guys to hear tonight
7 about, you know, what does this development really look
8 like and how it will impact our community as it gets
9 built, and once it's built and, you know, if there are
10 some of those impacts that could be negative or
11 considered negative, what our Housing Authority and our
12 development partners are going to do to mitigate that or
13 make sure it doesn't harm the community. So that's what
14 we're going to talk about tonight.

15 We don't ever do this alone. We have a
16 number of partners in our development team that are here
17 tonight. If they could stand up real quick, give a wave.

18 Thank you. We're very lucky to be with
19 these partners in locked arms as we move this forward,
20 and we have some wonderful consultants that are with us
21 tonight, and they will be actually walking you through
22 the analysis because really a lot of the hard work,
23 blood, sweat and tears -- I'm sure they wouldn't
24 characterize it as that -- came from their team and their
25 expertise in studying environmental impacts. So we're

1 very happy to have them here before we get started just
2 to kind of cover the bases.

3 We're going to be doing the presentation.
4 We're then going to be taking comments and questions.
5 Just so you know, as we get into this public hearing
6 process, anything that you want to comment on or ask a
7 question about that relates to the plan, we have a court
8 reporter here. That court reporter will be taking down
9 all of those comments and questions. They actually
10 become part of the official record.

11 We won't necessarily be answering any
12 questions that are asked very specific to the
13 environmental plan, however, you know, John and I and our
14 team and developers are here and happy to talk to folks
15 after we close the meeting and speak to you more directly
16 about kind of where things stand if you just have general
17 questions about what's happening at Rancho today.

18 So before I turn it over to our consultant
19 team, I'm going to turn it over to Mr. King, our director
20 of community engagement, who I think wants to do a few
21 acknowledgments before we get started.

22 MR. KING: Thank you, Jenny.

23 Good evening, everyone. I just wanted to
24 share a few words about -- well, not a few words --
25 introduce some people.

1 As you all know, this project is very
2 important to the Housing Authority, and at the top of the
3 list are residents and the community members. So I want
4 to acknowledge some of our residents who are here, not
5 the least of which is our newly elected resident Advisory
6 Council members.

7 The Housing Authority works with our
8 residents to have elections every three years, and we
9 have a newly elected board that represents the concerns
10 of the community, and the Housing Authority works very
11 closely with them to ensure that there is great
12 communication and involvement, and a few of them are
13 here.

14 Anna Maria Ulk (phonetically), Senora Ulk
15 (phonetically), on the Residents Advisory Council, thank
16 you for being here. If we can give her a hand. Thank
17 you.

18 We have Luis Garcia right here in the back
19 who's also one of the newly elected members, and the
20 president, Ruben, is on his way from work, but I wanted
21 to acknowledge the three of them for their commitment and
22 the work that we're doing with them.

23 Also, I want to acknowledge a few of the
24 other ladies here. We have a community coach program.
25 So, essentially, we have a group of residents who assist

1 us with outreach and engagement that we worked closely
2 with over the last several years.

3 And so many of them are here helping out,
4 involved. They're at all the meetings, whether it be
5 meetings like this, small intimate meetings, where we
6 have kind of focus groups and dialogue to better
7 understand the community concerns.

8 So between the RAC and the community
9 cultures, we are very connected and engaging our
10 residents. I also want to acknowledge Pastor Repp who's
11 here. She is also on the Alliance. So let's give her a
12 hand.

13 One of the things that's been a part of
14 this initiative that we are calling One San Pedro is an
15 alliance, which is a group of service providers and
16 community stakeholders who are working to put together
17 strategies to invest in the people, to invest in the
18 families and to leverage the various resources, and so I
19 wanted to just share a little bit of that because this
20 project is not just about the property and the plan.
21 That plan also includes the people and how we invest in
22 them and improve the quality of life. So I wanted to
23 share that.

24 Thank you all very much for being here, and
25 I will turn it over to Emily -- or Jenny. Emily? Okay.

1 Emily from Rincon. Thank you.

2 MS. MARINO: Okay. Can you guy hear me all right?

3 Awesome.

4 My name is Emily. I work for Rincon
5 Consultants, and we are helping HACLA and LAHD prepare
6 the draft EIR/EIS for this project.

7 So as Jenny already mentioned, the purpose
8 of this meeting is to talk to you all a little bit about
9 the project, and the results of the draft EIR/EIS, as
10 well as collect your comments on that. So we'll be
11 starting with the project overview. We'll get into the
12 results, and then at the end, we will collect comments.

13 So to get us started, as I just mentioned,
14 this is -- the purpose of this meeting is to tell you all
15 about the project and the results of our environmental
16 study. We will be asking for comments at the end of the
17 presentation, and just as a note, your comments on the
18 draft EIR/EIS will be collected, and we will be
19 responding to those in writing in the final EIR/EIS, but
20 we won't be answering questions at this time.

21 So, first, we just wanted to provide a
22 little bit of information about the environmental review
23 process. Two types of environmental reviews are being
24 completed for this project.

25 The first is the California Environmental

1 Quality Act called CEQA, and the National Environmental
2 Policy Act or NEPA, and the overall goal of these
3 policies is to ensure that decision-makers are
4 considering the environment and disclosing any
5 environmental impacts to the public before making a
6 decision to approve a project.

7 CEQA is the statewide environmental
8 disclosure law, and it applies because the project would
9 need discretionary approval from the City of Los Angeles,
10 such as, the zone change and the general plan amendment,
11 and NEPA is the federal environmental disclosure law, and
12 the project is required to comply with it because it
13 involves federal funding from the U.S. Department of
14 Housing and Urban Development.

15 So the environmental review process for
16 some projects began in January of 2021 when the notice of
17 preparation and notice of intent was circulated. During
18 this period, we had several public scoping meetings
19 similar to this one where we described the project.

20 We talked about the environmental review
21 process, and the draft EIR/EIS. Public comments were
22 collected and written comments were also collected during
23 this period. Following the scoping period, the draft
24 EIR/EIS was prepared and a notice of availability was
25 released this past Friday to the public that the document

1 was available for review and comments.

2 Today, we're holding this public meeting to
3 provide information about the draft E.I.R. and collect
4 your comments, and we will also be accepting written
5 comments through August 21, 2023. After the noticing
6 period concludes, we will review the public comments
7 received and prepare a final EIR/EIS this upcoming Fall,
8 and once that's been prepared, HACLA and LAHD will hold
9 hearings to determine whether to certify or approve the
10 final EIR/EIS for the project.

11 If certified, a notice of determination
12 will be filed, a final conclusion of the environmental
13 review process, but it's important to note that
14 certification of the final EIR/EIS doesn't mean the
15 project itself has been approved. There will be
16 additional planning and hearings and meetings that occur
17 after this point.

18 This site provides information about ways
19 you can view the draft EIR/EIS. You can view it online,
20 and you can also view it in person at several locations.
21 This information is also provided on the notice of
22 availability.

23 So now that we've given an overview of the
24 environmental review process, I just wanted to give you
25 guys some of the details of the project. So the project

1 site is located here in San Pedro, very close by. It
2 includes two projects.

3 So one of them is the Rancho San Pedro
4 complex, which is shown in the yellow highlights on
5 screen, and the other is the 327 Harbor site, which is
6 shown in orange on the screen, and it's about a block to
7 the north.

8 These are just some of the rendition of the
9 images of the two sites. So you can see that on the
10 left, that's the current Rancho San Pedro, which consists
11 of housing, and on the right -- on the right, the 327
12 Harbor site, which is a vacant site that's currently
13 undeveloped.

14 The purpose of this project is to improve
15 Rancho San Pedro by providing new and modern housing
16 units, increasing the availability and types of
17 affordable housing, creating new community amenities and
18 open space, improving mobility options for all types of
19 users and creating a vibrant community for the residents.

20 So the project involves the adoption and
21 implementation of the specific plan called the One San
22 Pedro specific plan that would guide redevelopment on the
23 Rancho San Pedro site with the uses highlighted on the
24 slide. In addition, the project also includes
25 development of a new residential building at the 327

1 Harbor site.

2 So the project, if approved, would begin on
3 the 327 Harbor site where 47 units would be developed
4 along with parking and amenities, and these units would
5 provide an option for current Rancho San Pedro residents
6 to move into while those units were being constructed at
7 the One San Pedro site.

8 At the One San Pedro site, there would be
9 phased demolition and redevelopment over the course of a
10 number of years, and the new development would include up
11 to 1,553 residential units of which about 70 percent
12 would be affordable.

13 In addition, 85,000 square feet of
14 neighborhood serving uses, such as, a healthcare clinic
15 and youth center would be developed as well as the 45,000
16 square feet of commercial and retail uses, such as, a
17 grocery store, pharmacy and restaurant.

18 Over five acres of new publicly accessible
19 parks would be developed on the site as well as other
20 open space amenities and improvements for pedestrians,
21 bicyclists and public transit users. Here, we can see a
22 conceptual plan of what the development on the O.S.P.
23 site would generally look like.

24 So open space areas are shown in yellow and
25 green, with new bike lanes and walking paths shown in

1 blue and purple. The buildings are shown in orange and
2 purple and yellow based on the phase in which they would
3 be developed with yellow buildings being the first ones
4 to be constructed and purple ones being the final
5 building to be developed. It's a little bit hard to see
6 the colors on here, but hopefully it's evident enough.

7 Next, we have some conceptual illustrations
8 of what the project site would look like. So this site
9 illustrates some of the open spaces. In the upper left,
10 there's a picture of the youth sports field, and in the
11 bottom right, there's one of the courtyards. In
12 addition, on this figure in the bottom right, you can see
13 an example building which contains the first floor retail
14 business with residential units located above.

15 This slide shows some of the new roadway
16 improvements, such as, crosswalks and new mobility and
17 transit hubs, bikes lanes and improved sidewalks and new
18 street trees and landscaping, and this is a conceptual
19 rendering of what the apartment building at the 327
20 Harbor site would look like, and you can see that it's
21 going to be similar of characteristics to the O.S.P.
22 specific plan site. And if you're interested in more
23 details about the project, Section 2 the draft EIS/EIR
24 provides project descriptions where you can learn more.

25 Okay. So the next topic is getting into

1 the results of the draft EIR/EIS. So these are the
2 topics that were studied in the document. For each
3 topic, we assessed whether the project would have a
4 potential impact to the environment based on the CEQA and
5 NEPA thresholds, and we developed mitigation measures, as
6 needed, to reduce those impacts.

7 No impacts means that the proposed project
8 would not effect or would have a beneficial effect on the
9 environmental topic being considered. Less than
10 significant impact means that there may be a negative
11 impact on that environmental topic but that the impact
12 would not exceed the threshold level, and mitigation is
13 not required.

14 A less than significant impact with
15 mitigation means that an impact can be reduced to below
16 the significance level with the inclusion of mitigation
17 measures and, finally, a significant and unavoidable
18 impact is one that cannot be reduced to the below the
19 threshold level even with implementation of mitigation.

20 So on this slide for the topics shown in
21 black, those are ones where we found there was either no
22 impact or less than significant impact, such as,
23 agricultural and forestry.

24 The topic shown in orange were those that
25 have less than significant impact with mitigation

1 incorporated, such as, aesthetics, and those topics with
2 significant, unavoidable impacts are shown in red, such
3 as, cultural resources, and over the next few slides, I'm
4 going to go through all the topics where we included
5 mitigation and our overall findings for those topics.

6 (An inaudible question was made by a public
7 speaker.)

8 MS. MARINO: It's not included as positive, found
9 to be less than significant. We lumped no impact and
10 less than significant impact into one color scheme just
11 to make it a little bit easier to see what was going on.

12 (A pause in the proceedings.)

13 MS. MARINO: Okay. So for the first topics where
14 we proposed mitigation was aesthetics. This is Section
15 4.1 of the draft EIR. So it was determined that the
16 potential impact to visual quality and light and glare
17 during construction would be reduced to a less than
18 significant level with implementation of the mitigation
19 measures summarized on this slide. So that includes
20 construction screenings to shield active construction
21 sites from the adjacent areas and proper shielding and
22 use of construction lighting to minimize glare.

23 Our next topic is air quality, which is
24 Section 4.2 of the draft EIR/EIS. We found that
25 potential air quality impacts during construction would

1 be less than significant with the use of Tier 4
2 construction equipment, which would be equipment that are
3 cleaner for the air, and then during project operation,
4 we found that air quality impacts would also be less than
5 significant with the use of electric landscaping
6 equipment rather than diesel-powered.

7 Okay. Cultural resources include
8 historical and archeological resources. This first slide
9 is covering historical resources only. So it was
10 determined that impacts to the historical resources would
11 be significant and unavoidable, and that's because the
12 Rancho San Pedro Complex is considered a historical
13 resource, and that's due to its age and its history.

14 The demolition of Rancho San Pedro would be
15 considered a significant impact that cannot be fully
16 mitigated. To reduce the impact to the extent possible,
17 an interpretive display would be installed on the site as
18 well as a web page dedicated to the history of Rancho San
19 Pedro to celebrate its history and provide background
20 information for the community and scholars.

21 Also considered in cultural resources is
22 archeological resources. So we found that potential
23 impact to archeological resources during construction
24 would be less than significant with implementation of the
25 mitigation measures summarized on the slide.

1 So those include monitoring by a
2 professional archeologist, training to help construction
3 workers identify if resources are encountered and
4 treatment protocols in the event resources or human
5 remains are discovered during construction.

6 Bear with me, guys. Sorry. It's a lot of
7 topics to cover.

8 So Section 4.4 of the EIR covers geology
9 and soils. Potential impacts related to geology and
10 soils, such as, seismic and soil hazards would be reduced
11 to a less than significant level with preparation of a
12 final geotechnical report that would specify design
13 requirements for things like building foundations, and,
14 additionally, we have mitigation measures to have a
15 professional geotechnical engineer monitor during
16 construction to ensure that those recommendations are
17 being implemented during construction.

18 In addition, geology and soils includes
19 paleontological resources, which is a mouthful. So those
20 are fossils. So we found that potential impacts to
21 fossils would be less than significant with construction
22 monitoring by a professional geologist -- sorry --
23 paleontologist and the proper treatment of any
24 significant fossils unearthed during construction.

25 Our next topic is hazards. Potential

1 impacts related to contaminated soils during construction
2 and operations would be reduced to a less than
3 significant level with implementation of the mitigation
4 measure summarized on this slide.

5 These include agency coordination and
6 oversight, preparation of a soil management plan, soil
7 remediations, vapor monitoring during construction, and
8 if needed, installation of a vapor mitigation system.

9 All right. Next up, noise and vibration.
10 So during construction, noise and vibration would be
11 produced by construction equipment, and we would -- the
12 noise and vibration would be reduced to the extent
13 feasible through implementation of reduction measures,
14 such as, the installation of noise blankets and the use
15 of mufflers on equipment, as well as the use of
16 alternative equipment that produced less vibration.
17 However, even with these measures, we found that noise
18 and vibration levels could exceed the city's thresholds,
19 and impacts during construction would be significant to
20 unavoidable.

21 During project operation, noise associated
22 with the youth sports field and outdoor recreational
23 areas could potentially exceed the city's noise
24 thresholds. So we have mitigation measures and NOI-2
25 included, which requires a public announcement system

1 design plan for any areas where there might be amplified
2 sound played as well as noise barriers and other methods
3 to reduce noise, however, since the exact design of all
4 the outdoor recreational areas has not been finalized
5 yet, operational noise could still potentially exceed the
6 city's thresholds and would be significant and
7 unavoidable.

8 And, lastly, potential NEPA impacts relate
9 to the interior noise during project operation would be
10 reduced to a less than significant level with
11 implementation of the last mitigation measures shown on
12 this slide, which requires that the buildings be
13 constructed with materials like dual pane windows, proper
14 installation that would reduce interior noise to below
15 the applicable thresholds.

16 Okay. Next, we have transportation, which
17 is Section 4.2 of the draft EIR. Potential NEPA
18 transportation impacts related to construction would be
19 reduced to a less than significant level with a
20 re-striping of select intersections, such as, the
21 intersection of Gaffey Street and First Street to
22 increase turn lanes.

23 And this is our last topic, which is tribal
24 cultural resources. So potential impacts to buried
25 tribal cultural resources, such as, Native American

1 artifacts, would be reduced to a less than significant
2 level with construction monitoring by a Native American
3 monitor and consultation with the two consulting tribes
4 in the event that an artifact is unearthed.

5 And that is the end of the summary of the
6 draft EIR/EIS. So, now, we'd like to open up the floor
7 to comments on the draft EIR/EIS. If you have any
8 questions or comments about the project itself, like, you
9 know, does the project include certain features, if you
10 can hold those to the end, HACLA will be able to discuss
11 that with you.

12 All right. And so if you'd like to make a
13 comment, go ahead. Please raise your hand, and I'll
14 bring over the microphone. Please state your name and
15 organization if you're representing one, and speak slowly
16 if you can since this is being transcribed, and it will
17 help our reporter keep up with what you're saying
18 basically.

19 PUBLIC SPEAKER: My name is Reverend Jeanette Repp
20 with St. Peters Episcopal Church. I also represent San
21 Pedro Council Alliance. This may or may not be in the
22 environmental part of this so I'll just to do my best.

23 So looking at this last concern about
24 tribal cultural resources, were these buildings
25 originally built on landfill, or was this original -- was

1 it actually land before? I'm just curious.

2 MS. MARINO: Yeah. So there was a lot of imported
3 fill brought into this area to raise up the land because
4 we were so close to water. So most of the soil under the
5 site is actually imported, not native soil.

6 PUBLIC SPEAKER: And then one more question that's
7 about transportation, and this is as much a curiosity as
8 anything. It just seems like we're hearing in the news
9 the they're planning on resurfacing the bridge. They're
10 planning on redesigning the connection between the
11 bridge, which is 47 and Harbor and then Harbor and
12 getting under the 110, the 47.

13 And the timing of those and the
14 redevelopment looks like they're all going to be around
15 the same time. I don't know if anybody here knows those
16 timelines. It just seems like obviously it should have
17 been considered. I'd be curious how they're going to do
18 it.

19 MS. MARINO: Yeah. Thank you for raising that.
20 We will definitely consider that in the final EIR and get
21 back to you on an answer to that question.

22 Okay. Anybody else?

23 PUBLIC SPEAKER: I just didn't hear any reference
24 to parking, and I'm hoping maybe it is because it's not
25 significant because it's being taken care of, but it

1 would be good to know why it wasn't on the list of items
2 to be analyzed.

3 MS. MARINO: So I can briefly answer that one. So
4 in Section 2 of the draft EIR did provide information
5 about where the parking would be, the number of spaces.
6 In terms of the draft EIR/EIS, parking is not considered
7 a CEQA issue anymore. So parking impacts are not
8 analyzed, but it is something being taken into
9 consideration by the design team and, you know, as part
10 of the overall recommendation.

11 PUBLIC SPEAKER: Will there be a certain ratio
12 used to determine how much parking each unit should
13 generate?

14 MS. MARINO: So I'm going to let HACLA take that
15 question for you guys later on, but, yes, there will be
16 parking ratios.

17 State your name.

18 PUBLIC SPEAKER: My name is Liz Johnson.

19 MS. MARINO: Thank you so much.

20 Okay. Hi.

21 PUBLIC SPEAKER: So this could also be an
22 environmental question, but I was wondering if in the
23 landscaping plans, are there plans to use plants that are
24 native to the -- plants that are native to the Southern
25 California coastal areas?

1 MS. MARINO: Great question. Yes. So this is
2 described a little bit more in the project description,
3 Section 6 of the draft EIR/EIS, but the landscaping does
4 tend to take into consideration native and drought
5 tolerant plants that will help reduce water use and all
6 that sort of thing.

7 Oh, sorry.

8 PUBLIC SPEAKER: Ren MacMorran, R-e-n
9 M-a-c-M-o-r-r-a-n.

10 MS. MARINO: Thank you. Okay. If you don't mind
11 stating your name and organization if you are
12 representing one.

13 PUBLIC SPEAKER: Nilo Michelin, teacher. My
14 question is how does the noise pollution affect Pedro
15 High School? Are you going to work around the school
16 schedule?

17 MS. MARINO: Thank you for your comments. That's
18 a great question. That is one that we are going to
19 address in the final EIR/EIS.

20 (A pause in the proceedings.)

21 PUBLIC SPEAKER: My name is Gwen Henry, and I'm
22 from the Northwest San Pedro Neighborhood Council, but my
23 question was to piggyback on the plants. There are
24 predictions of urban heat increasing over the years, and
25 I'm wondering if the plants will also include shade trees

1 to help compensate for the future heat increase in the
2 city.

3 MS. MARINO: Thank you for that question.

4 Yes. The project will include shade trees,
5 and more details about that is available in Section 2 of
6 the draft EIR/EIS, and we can also discuss that in the
7 final EIR/EIS as well.

8 (A discussion was held off the record.)

9 PUBLIC SPEAKER: Yes. My name is Jonathan, and
10 I'm just having a real hard time about redevelopment, if
11 there's going to be available resources to people that
12 already live here, living around the residence before you
13 all do the redevelopment.

14 MS. MARINO: Thank you for that question. That is
15 one that I'm going to let HACLA take since it's not in my
16 purview personally.

17 PUBLIC SPEAKER: Good afternoon. My name is
18 Elizabeth Barajas. I have a question. I don't know if
19 you or HACLA can respond. The first question is we were
20 provided with (unintelligible). We were told that the
21 project was going to last like six phases, and in this
22 report I see that it's 12. Well, that means -- well, I
23 ask (unintelligible).

24 MS. MARINO: And, yeah, I can explain that. So
25 for the draft EIR itself, we considered three phases to

1 simplify the analysis, but within those three phases,
2 there are going to be subphases.

3 So the construction will be occurring in
4 much smaller chunks, and there will be, I believe, 12
5 subphases, but I'm not positive. So that's one that
6 HACLA may have to answer to the exact number.

7 (A pause in the proceedings.)

8 PUBLIC SPEAKER: Good afternoon to all of you. My
9 name is Beatriz Mendez. I'm a resident of San Pedro. I
10 would like to know like what are your plans pertaining to
11 traffic?

12 Besides Rancho San Pedro, all of San Pedro
13 (unintelligible) --

14 THE COURT REPORTER: I'm sorry. I can't hear the
15 interpreter.

16 PUBLIC SPEAKER: I have a question, and it's
17 regarding with the traffic. As you know, Rancho San
18 Pedro is being modernized and all of San Pedro is also
19 being modernized.

20 My question is how are you planning to deal
21 with the traffic if right now it takes us 15 minutes to
22 travel four blocks -- 15 blocks -- and it takes us 15
23 minutes to travel 15 blocks?

24 My question -- my concern is, for example,
25 in case of an emergency as, you know, we are in a very

1 delicate area. We are here at the port. What plans do
2 you have in order to get us out just in case there's a
3 disaster or there is terrorism? What plan do you have?

4 Beatriz Mendez. My name is Patricia
5 Mendez. I've lived in Rancho San Pedro for 30 years.

6 MS. MARINO: Thank you for that. Those are all
7 important topics. We will respond to your questions and
8 your comments in the final EIR.

9 PUBLIC SPEAKER: My name is Sara, and I'm -- I
10 live in San Pedro. I'm just wondering are any of these
11 residential buildings going to be Section 8?

12 MS. MARINO: That is a question that I'm going to
13 let HACLA answer because I don't know about all the
14 details about how the affordable housing types will work,
15 but I do know that about 70 percent of housing will be
16 affordable.

17 PUBLIC SPEAKER: Gwen Henry again.

18 Regarding the e-bikes, the e-cargo bikes
19 and the electric bikes, during the project will there be
20 safe bike lanes and for the residents in using that, and
21 it seems to be very turbulent traffic in the roadways,
22 and it will be very difficult. I see that there could be
23 conflict with the bikes and traffic. I hope that will be
24 greatly considered.

25 MS. MARINO: Thank you for your comment.

1 Yes. The transportation section of the
2 draft EIR/EIS talks about a potential conflict between
3 bikes and vehicles, safety, as well as the new bike lanes
4 proposed by the project, and we can elaborate more on
5 that in the final EIR/EIS if there are additional
6 questions.

7 Any other questions or comments?

8 PUBLIC SPEAKER: Ren MacMorran. Are all of the
9 amenities going to be available to the general public of
10 San Pedro or just the residents within the buildings?

11 MS. MARINO: Thank you. That is a great question,
12 and that is one that I am going to let HACLA answer.

13 Any other questions on the draft EIR/EIS?

14 PUBLIC SPEAKER: Hi. My name is Liz Johnson, and
15 I wanted to actually add that I represent Grand
16 (unintelligible) Foundation, and the reason I asked the
17 question about parking is because we have an arts and
18 culture district adjacent to this project, and we want to
19 make sure that we can all enhance one another.

20 MS. MARINO: Thank you for your comment.

21 We will respond to that one in the final
22 EIR/EIS. Okay.

23 PUBLIC SPEAKER: My name is Ziggy Mrkich,
24 M-r-k-i-c-h. I'm a resident of San Pedro, and my
25 question is does the development -- is it going to be

1 utilizing solar power or no alternative forms of energy?

2 MS. MARINO: That is a great question. So Section
3 2 of the draft EIR/EIS describe all of the energy
4 efficiency and green building features of the project,
5 which does include solar panels.

6 PUBLIC SPEAKER: When are they going to start --
7 oh, my name is Alma, and I also want to ask when they are
8 going to start construction?

9 MS. MARINO: Thank you for your question. The
10 construction timeline depends on a lot of factors. So I
11 think that's one that I'm going to let HACLA answer, but
12 construction will first start on the 327 Harbor site.

13 PUBLIC SPEAKER: Good afternoon. My name is Maria
14 Montes. I have one question and one comment. What do
15 the abbreviations -- these letters, what does that mean?

16 MS. MARINO: So E.I.R. stands for Environmental
17 Impact Report, and EIS stands for Environmental Impact
18 Statement.

19 PUBLIC SPEAKER: When the construction starts,
20 people are going to be entering and leaving. What's
21 going to happen with our parking spots and the people
22 that come from outside? As a matter of fact, we don't
23 have any parking. That's going to be very difficult.

24 MS. MARINO: Thank you for that question and that
25 comment. We will reply to that one in the final EIR/EIS.

1 PUBLIC SPEAKER: My question is when you do the
2 construction, the apartments, are they going to be the
3 same size or smaller? Maria Luhan.

4 MS. MARINO: Thank you for that question. That is
5 a question that I'm going to have HACLA answer for you,
6 but the details about the apartment sizes are also
7 available in the draft EIR/EIS and in Section 2.

8 PUBLIC SPEAKER: My name is Carrie
9 (unintelligible). I'm a resident of San Pedro, and I
10 have a couple of questions. The 327 (unintelligible),
11 what is the purpose of this building beyond the building
12 being a temporary housing during construction?

13 What's it going to -- where is HACLA going
14 to be located -- HACLA office going to be located in this
15 project? Where are they going to be on site? Will they
16 be on site?

17 And then I have other questions of more of
18 a program management nature. Where are the facilities
19 for children, for seniors, for pets? I see nothing here,
20 and there's nothing for pets in the current facility as
21 it exists. Will pets be allowed?

22 And, also, I'd like to know what -- of the
23 commercial space, how much is going to be set for things
24 like meeting rooms, classrooms, libraries and how much
25 for private and commercial space?

1 MS. MARINO: Thank you for your questions and
2 comments. We will respond to those in the final EIR/EIS.
3 Your first question about the 327 Harbor site, it won't
4 be just temporary housing. It will be, you know, a
5 permanent apartment building that people can move into
6 and provide affordable housing in addition to the housing
7 on the main Rancho San Pedro site. Okay.

8 PUBLIC SPEAKER: Nilo Michelin, LAUSD teacher.
9 The report says noise is a significant unavoidable
10 impact, and this is a working class area. Are there
11 going to be limits as far as when you start and when you
12 finish? Is there going to be work during the weekend
13 when these working class residents are going to try to
14 get some rest?

15 Like on a Saturday and Sunday and in the
16 future, if you need to speed up the work, will you be
17 permitting to try to get to work on a Saturday or a
18 Sunday? Are those going to be taken into account since
19 your portion of the noise is going to be significant and
20 unavoidable?

21 MS. MARINO: Thank you for your comment. We will
22 respond to that in the final EIR/EIS.

23 PUBLIC SPEAKER: My name is Isabel Barajas, and I
24 have a question with regards to the community garden. My
25 question is we currently do have a community garden, and

1 the question that I have is with regard to the trees, and
2 here in this draft report, I don't see that we are going
3 to have a community garden. What's going to happen to
4 the trees that we currently have here? What's going to
5 happen to them?

6 MS. MARINO: Thank you for your question. That is
7 one that HACLA will answer for you because I don't know
8 the answer.

9 Okay. Did I see any other hands?

10 Okay. Final call for any questions or
11 comments on the draft EIR/EIS?

12 (No responses.)

13 MS. MARINO: All right. Well, thank you very
14 much. That's it for me in me. I will turn this back
15 over to Jenny.

16 MS. SCANLIN: Okay. Thank you, everyone, for your
17 comments and questions. This will end the official
18 meeting related to the EIR and EIS. So we will be done
19 with the official meeting.

20 We can end court reporting.

21 (A discussion was held off the record.)

22

23 (Proceedings concluded at 8:13 p.m.)

24

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STATE OF CALIFORNIA)

)

COUNTY OF LOS ANGELES)

I, Ronald H. Kim, a Certified Shorthand Reporter, do hereby certify:

That said proceedings were taken before me at the time and place therein set forth and were taken down by me in shorthand and thereafter transcribed into typewriting under my direction and supervision;

I further certify that I am neither counsel for, nor related to, any party to said proceedings, nor in anywise interested in the outcome thereof.

In witness whereof, I have hereunto subscribed
my name.

Dated: July 1, 2023

RONALD KIM, CSR No. 12299, RPR

LAWYER'S NOTES

[illegible]