West Harbor Modification Project

Draft Subsequent Environmental Impact Report

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THE PORT OF LOS ANGELES

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ES.1 Introduction

This Draft Subsequent Environmental Impact Report (SEIR) assesses impacts related to the West Harbor Modification Project (Proposed Project) proposed by the Los Angeles Harbor Department (LAHD). The LAHD administers development within the Port of Los Angeles (POLA) and overall Port operations. The Proposed Project is located within POLA, adjacent to the City of Los Angeles, in the community of San Pedro. The Port is located in San Pedro Bay within the County of Los Angeles, approximately 20 miles south of downtown Los Angeles. The Port is adjacent to the community of San Pedro to the west, the Wilmington community to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south. In total, the Port encompasses approximately 7,300 acres of land and water along 43 miles of waterfront.

A Final Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the San Pedro Waterfront (SPW) Project was certified by the Board of Harbor Commissioners (Board) on September 29, 2009 (State Clearinghouse [SCH] No. 2005061041) (referred to hereafter as the 2009 SPW EIS/EIR). It addressed potential impacts associated with implementation of redevelopment of the SPW area. In May 2016, the Board approved an addendum to the 2009 SPW EIS/EIR for the San Pedro Public Market (SPPM) Project (2016 SPPM Addendum), which has been renamed the West Harbor Project. The Proposed Project herein represents a change to the SPPM and SPW Projects previously reviewed in accordance with CEQA. No changes are proposed that would affect any federal permits or require any federal approvals. Therefore, National Environmental Policy Act evaluation is not required for the Proposed Project.

The Proposed Project involves development modifications to 2.5 of the previously approved 6.4-acre Discovery Sea Amusement Area in the southern portion of the SPPM Project site, which comprises a total of approximately 42 acres, formerly the site of the Ports O' Call Village, located between the Los Angeles Harbor's Main Channel and Harbor Boulevard from Berths 73-Z to 83 within the Port. The Proposed Project also includes improvements to the 20-acre overflow parking lot and the demolition of the Red Car maintenance facility located at 208 E. 22nd Street.

This Draft SEIR has been prepared in accordance with the requirements of the City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act of 1970 (Article I) (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) (14 California Code of Regulations [CCR] Section 15000 et seq.). The LAHD is the CEQA lead agency because the Proposed Project is proposed within the Port of Los Angeles.

This Draft SEIR describes the affected resources and evaluates the potential impacts to those resources because of the construction and operation of the Proposed Project.

ES.2 Purpose of this Draft SEIR

This Draft SEIR will be used to inform decision-makers and the public about the potential significant environmental effects of the Proposed Project and selected alternatives. Section 1.4 describes the agencies that are expected to use this document, including the lead, responsible, and trustee agencies under CEQA. Section 1.5 describes the scope and content required of an EIR, and Section 1.6 describes the intended uses of this document.

This Draft SEIR is being provided to the public for review, comment, and participation in the planning process. After public review and comment, a Final SEIR will be prepared. The Final SEIR will include responses to comments on the Draft SEIR received from agencies, organizations, and individuals. It will be distributed to provide the basis for decision-making by the lead agency, as described below, and other concerned agencies.

ES.2.1 CEQA Introduction

This Draft SEIR is being prepared by the LAHD in compliance with CEQA (PRC Section 21000 et seq.) and the CEQA Guidelines (14 CCR Section 15000 et seq.), which require the evaluation of potential environmental impacts resulting from the LAHD discretionary decisions.

In 1970, the California legislature enacted CEQA, requiring public agency decision-makers to consider the environmental effects of their actions. When a state or local agency determines that a proposed project has the potential to significantly affect the environment an EIR is prepared. According to Section 15121 (a) of the CEQA Guidelines (CCR, Title 14, Division 6, Chapter 3), the purpose of an EIR is to serve as an informational document that identifies significant effects of a proposed project on the environment, identifies alternatives to the project, and indicates the manner in which those significant effects can be mitigated or avoided. A public agency must mitigate or avoid significant environmental impacts of projects it carries out or approves whenever it is feasible to do so. In instances where significant impacts cannot be avoided or mitigated, the project may nonetheless be carried out or approved if the approving agency finds that economic, legal, social, technological, or other benefits outweigh the unavoidable significant environmental effects.

LAHD operates the Port under the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601; California Tidelands Trust Act of 1911) and the California Coastal Act (PRC Section 30700 et seq.), which identify the Port and its facilities as a primary economic/coastal resource of the state and an essential element of the national maritime industry for promotion of commerce, navigation, fisheries, and harbor operations. Activities should be water dependent and give highest priority to navigation, shipping, and necessary support and access facilities to accommodate the demands of foreign and domestic waterborne commerce. LAHD is chartered to develop and operate the Port to benefit maritime uses and functions as a landlord by leasing Port properties to more than 300 tenants.

The actions under consideration by LAHD with the Proposed Project involve physical changes to the environment that would have a significant impact. In addition, comments provided by public agencies, including responsible and trustee agencies, and the public in response to the Notice of Preparation (NOP) have also indicated that the Proposed Project may have significant impacts. Accordingly, an EIR is required. This Draft SEIR evaluates the direct, indirect, and cumulative

impacts of the Proposed Project in accordance with the provisions set forth in CEQA and the CEQA Guidelines.

The primary intended use of this Draft SEIR by LAHD is to inform agencies considering permit applications and other actions required to construct, lease, and operate the Proposed Project and to inform the public of the potential environmental consequences of the Proposed Project and alternatives. LAHD's certification of the SEIR, Notice of Completion (NOC), and Statement of Overriding Considerations (if necessary) will document the Port's decision as to the adequacy of the SEIR and will inform subsequent decisions by the LAHD whether to approve and construct the Proposed Project. LAHD will use this Draft SEIR to support permit applications, construction contracts, the lease, and other actions required to implement the Proposed Project and to adopt mitigation measures that, where possible, could reduce or eliminate significant environmental impacts.

Other agencies (federal, state, regional, and local) that have jurisdiction over some part of the Proposed Project or a resource area affected by the Proposed Project are expected to utilize this SEIR as part of their approval or permit processes.

ES.3 Existing Setting/Affected Environment

The Proposed Project analysis covers the modification of the West Harbor Project, formerly the SPPM Project, with the construction and operation of a 6,200-seat, outdoor Amphitheater, a larger Ferris wheel, and development of a parking lot at 208 E. 22nd Street, to complement the other elements already approved in the 2009 SPW EIS/EIR and 2016 SPPM Addendum. The Proposed Project locations are further described in subsection *2.2, Project Location and Setting*.

ES.3.1 Regional Context Port of Los Angeles

The Proposed Project is located within the Port of Los Angeles. The Port is located in San Pedro Bay within the County of Los Angeles, approximately 20 miles south of downtown Los Angeles. The Port is adjacent to the community of San Pedro to the west, the Wilmington community to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south. In total, the Port encompasses approximately 7,300 acres of land and water along 43 miles of waterfront.

The Port is an area of mixed uses, supporting various maritime-themed activities. The Port operations are predominantly centered on shipping activities, including containerized, break-bulk, dry-bulk, liquid-bulk, auto, and intermodal rail shipping. In addition to the large shipping industry at the Port, there is also a cruise ship industry and a commercial fishing fleet. The Port also accommodates boat repair yards, and provides slips for approximately 3,950 recreational vessels, 150 commercial fishing boats, 35 miscellaneous small service crafts, and 15 charter vessels that handle sport fishing and harbor cruises. The Port has retail shops and restaurants, which are primarily along the west side of the Main Channel. It also has recreation, community, and cultural facilities, such as a public swimming beach, Cabrillo Beach Youth Camp, the Cabrillo Marine Aquarium, and the Los Angeles Maritime Museum.

ES.3.2 Local Project Setting and Nearby Land Uses

The Proposed Project site (Project site) is within the SPW area. Steep bluffs to the northwest provide a natural physical edge between portions of the San Pedro community and Project site. There are residences approximately 1,450 feet to the west of the Project site. The 208 E. 22nd St. Parking Lot is located between Miner Street and Harbor Boulevard, south of the SPPM Project site.

Railroad lines extend through the Project area from the former Westway Terminal, past the SPPM Project site within the former S.P. (Southern Pacific) Railyard, both along the east side of Harbor Boulevard and under the Vincent Thomas Bridge at the northern end of the SPW area. Just south of the SPPM Project site, in the Southern Pacific Slip (S.P. Slip), is an active commercial fishing fleet. For over 100 years, the Port has been a premier location for commercial fishing. Today, although smaller than it once was, the commercial fishing fleet at the Port is intact, providing fresh fish to both U.S. and Asian markets. The Municipal Fish Market at Berth 72, adjacent to the S.P. Slip, is associated with these fishing operations.

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

ES.3.3 CEQA Baseline

To determine significance, the Proposed Project is compared to a baseline condition. The baseline includes the Approved Project, which is the project analyzed and cleared in the certified 2009 SPW EIS/EIR as amended by the 2016 SPPM Addendum. The difference between the Proposed Project and the baseline is then compared to a threshold to determine if the difference between the two is significant. The CEQA baseline is fixed for the duration of the Proposed Project at the conditions that prevailed at the time of the NOP (in this case, April 14, 2022).

Section 15125(a) of the CEQA *Guidelines* provides the following:

> An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time of the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will *normally* constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.

The existing conditions are discussed in Section ES.3.

A description of the baseline conditions is included in Section 2, *Project Description*, of the Draft SEIR and, when special circumstances are present, details are provided in the respective sections of the Draft SEIR's Chapter 3 "Environmental Analysis," prior to the impact analysis. These environmental conditions constitute the baseline physical conditions by which the CEQA lead agency determines whether an impact would be significant.

ES.4 Proposed Project

ES.4.1 Project Background

A Final Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the SPW Project was certified by the Board of Harbor Commissioners (Board) on September 29, 2009 (SCH No. 2005061041) (referred to hereafter as the 2009 SPW EIS/EIR). It addressed potential impacts associated with implementation of the redevelopment of the SPW area. In May 2016, the Board approved an Addendum to the 2009 SPW EIS/EIR for the SPPM Project (2016 SPPM Addendum), which has been renamed as the West Harbor Project. The Proposed Project herein represents a change to the SPPM Project and SPW Project previously reviewed in accordance with CEQA. No changes are proposed that affect any federal permits or require any federal approvals. Therefore, no National Environmental Policy Act evaluation is required for the Proposed Project.

One of the primary objectives of the SPW Project was enhanced visitor-serving commercial opportunities within the Ports O' Call area along the main channel. Many of the significant environmental impacts identified in the 2009 SPW EIS/EIR were determined to be less than significant or were reduced to a level that is considered less than significant through either the adoption of mitigation measures or the incorporation of project revisions. Impacts related to aesthetics, air quality and meteorology, biological resources, geology, noise, recreation, ground transportation and circulation, and water quality sediments and oceanography, however, were identified as significant and unavoidable in the 2009 SPW EIS/EIR. For those impact areas, LAHD adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program containing 91 mitigation measures to address these impacts, during both construction and operation of the SPW Project.

The SPPM Project included a more specific concept for the former Ports O' Call Village site, including a 500-seat outdoor amphitheater, a Ferris wheel, and various amusement attractions. In May 2016, LAHD prepared the 2016 SPPM Addendum to address development of a smaller building area, the inclusion of a portion of the Town Square originally evaluated in the 2009 SPW EIS/EIR, reconfiguration of the waterfront promenade, extension of the term of the proposed lease from 30 years to 50 years, and possible modification to the U.S. Army Corps of Engineers permits. The 2016 SPPM Addendum found that the SPPM Project, with incorporation of mitigation, would not result in any new significant impacts or a substantial increase in the severity of previously identified impacts that were analyzed in the 2009 SPW EIS/EIR. A revised Mitigation Monitoring and Reporting Program identifying 28 mitigation measures that apply specifically to the SPPM Project was incorporated into the 2016 SPPM Addendum. In November 2019, a second Addendum to the 2009 SPW EIS/EIR was prepared to extend the duration of the lease for an additional 16 years.

ES.4.2 Project Purpose and Objectives

The purpose of the Proposed Project includes:

1. Enhancement and revitalization of the existing SPW area by including a substantially larger outdoor concert amphitheater and entertainment lawn venue/park space and additional attractions (hereinafter referred to as the West Harbor Modification Project) to attract visitors to the SPW

area, thereby increasing the positive public visibility of San Pedro in general and the waterfront specifically;

2. Update previously adopted mitigation measures to reflect changes since their consideration including the addition of the 208 E. 22nd Street Parking Lot Improvements;
3. Provide public access to the SPW through increased parking amenities and pedestrian walkways;
4. Provide for a variety of waterfront uses, including berthing for visiting vessels and harbor service craft, as well as other recreational, commercial, and Port-related waterfront uses; and
5. Provide for enhanced visitor-serving commercial opportunities within the former site of Ports O' Call Village (now the *Project Site*), complementary to those found in downtown San Pedro and the larger SPW Project.

ES.4.3 Proposed Project Elements

As more particularly described below, the Proposed Project would create an outdoor Amphitheater that would occupy approximately 2.1 acres, including an area of more than 50,000 square feet with an artificial lawn, an approximately 35,000-square-foot stage, backstage, loading areas, and box office area, an approximately 22,000-square-foot space accommodating concessions, merchandise sales, restrooms located south of the lawn, and circulation space east and west of the lawn area. Amphitheater capacity would be 6,200 patrons. The artificial lawn would be cleaned (e.g., power washed and vacuumed) as needed and would be permeable to promote infiltration.

In addition, the Proposed Project would include a 175-foot-diameter Ferris wheel, which differs from the 100-foot-diameter Ferris wheel that was included in and analyzed in the 2016 SPPM Addendum. The Ferris wheel would be located on the northern portion of the Project Site, in the former City Park area currently referred to as *North Park*.

With approval of the Proposed Project, amusement attractions previously approved for the Discovery Sea Amusement Area in the 2016 SPPM Addendum, the amusement attractions component of the Proposed Project would be developed in the former City Park area, currently referred to as the North Park area of the Project Site. Attractions could include double-decker carousel, wave swings, a drop tower, or other amusement attractions found in similar waterfront destinations; these structures are not anticipated to exceed 75 feet in height.

The Proposed Project would maintain other elements and uses previously approved for the 6.4-acre Discovery Sea Amusement Area, including building improvements, park area, distributed green spaces, and garden areas on the remaining approximately 3 acres. Other previously analyzed project elements, such as the retail, restaurant, and commercial uses, would remain the same under the Proposed Project as described and analyzed in the 2016 and 2019 SPPM Addenda.

Although the parking analyzed in the 2009 SPW EIS/EIR and 2016 and 2019 SPPM Addenda would be utilized for all uses within the Proposed Project, both existing and proposed, there was concern during the NOP scoping period that parking would be insufficient. Therefore, based on the comments received during the NOP comment period, improvements to the 208 E. 22nd Street Parking Lot have been added to the Proposed Project; additional parking spaces would also be available for the larger

SPW Project. Under existing conditions, the 22nd Street overflow lot has 150 paved and marked stalls, with an unpaved/unmarked area for approximately 500 additional cars, should the need arise; and the existing combined paved and unpaved areas total 6.75 acres.

As part of the Proposed Project, the entirety of the 22-acre site at 208 E. 22nd Street, with the exception of 1.92 acres of already paved parking and some landscaping along the east side, would be paved and reconfigured to accommodate up to 2,600 parking stalls. A pedestrian/bicycle pathway would be constructed in the northwestern portion of the site near Miner Street and connect the western side of the parking lot to Harbor Boulevard directly north of the parking lot. A new 1,000-square-foot restroom would also be constructed at the northernmost corner of the lot. An additional entrance would be provided along Harbor Boulevard, which would require removal of the existing Red Car maintenance facility, loading platform, rails, and parking lot along Miner Street, along with the Pacific Performance Racing building at the corner of Harbor Boulevard and 22nd Street. Building demolition would include the two-story, 3,500-square-foot building at 264 W. 22nd Street and the 3,000-square-foot, single-story building at 270 W. 22nd Street. Site grading would require importing up to 49,000 cubic yards of soil because of the need to cap an area of contaminated soil (Figure 2-8). Up to 5,000 cubic yards of soil would be exported from the site. Grading activities are scheduled to occur over approximately 30 days.

ES.5 Summary of Project Alternatives

ES.5.1 Requirements for Alternatives Analysis

CEQA Guidelines Section 15126.6 requires that an EIR, describe a range of reasonable alternatives to a proposed project, or to the location of the project, which would feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any significant environmental impacts. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. According to CEQA Guidelines, the EIR should compare merits of the alternatives and determine an environmentally superior alternative. LAHD defines a reasonable range of alternatives in light of its legal mandates under the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601), the California Coastal Act (PRC Div 20 S30700 et seq.), and LAHD's leasing policy. The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

The lead agencies may make an initial determination as to which alternatives are feasible and therefore merit in-depth consideration, and which alternatives are infeasible.

ES.5.2 Alternatives Analyzed in this EIR

Various alternatives were considered during preparation of this Draft SEIR. CEQA requires that an EIR present a range of reasonable alternatives to the Proposed Project. Accordingly, the Proposed Project and two alternatives including a No Project Alternative and a half-capacity amphitheater alternative have been considered. Both alternatives meet most of the Proposed Project objectives and purpose and need statement, as required by CEQA, and have been analyzed in this Draft SEIR to provide sufficient information and meaningful detail about the environmental effects of each

alternative, so that informed decision-making can occur. The two alternatives that were carried through the analysis of impacts are:

- Alternative 1 —No Project Alternative (based on the approved 2009 EIR; as updated in the 2016 EIR Addendum, as applicable); and
- Alternative 2 —Half-Capacity Amphitheater Alternative.

ES.5.2.1 Alternative 1 – No Project Alternative

This alternative considers what would reasonably be expected to occur on the site if the Proposed Project did not occur. In this case, Alternative 1 would not allow implementation of the Proposed Project or other physical improvements associated with the Proposed Project. Without the development of the Proposed Project, the area would still be developed under the approved 2009 SPW EIS/EIR and 2016 SPPM Addendum, as applicable, for the Project site.

ES.5.2.2 Alternative 2 – Half-Capacity Amphitheater Alternative

This alternative would include all of the improvements of the Proposed Project, except the amphitheater would have half as much seating capacity. The Proposed Project would have 6,200 seats, whereas Alternative 2 would have 3,100 seats.

ES.6 Environmental Impacts

ES.6.1 Scope of Analysis

The scope of this Draft SEIR was established based on the initial study prepared pursuant to CEQA and comments received during the notice of preparation (NOP) review process. The scope of analysis and technical work plans developed as part of preparing this draft EIR were designed to ensure that the comments received from regulatory agencies and the public during the NOP review process would be addressed.

This Draft SEIR focuses on the significant *environmental effects* of the Proposed Project and alternatives and their relevance to the decision-making process. *Environmental impacts,* as defined by CEQA, include physical effects on the environment. The CEQA Guidelines (Section 15360) define the environment as follows:

The physical conditions which exist within the areas which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

The Proposed Project would result in significant impacts related to the following topics, which are discussed in detail in this SEIR:

- Aesthetics;
- Air Quality;

- Biological and Aquatic Resources;
- Cultural Resources;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Noise;
- Transportation;
- Tribal Cultural Resources; and
- Public Services.

Section 3.0, *Environmental Analysis*, discusses issues that would be significantly affected by the Proposed Project or alternatives. The criteria for determining the significance of environmental impacts in this Draft SEIR analysis are described in the section titled "Thresholds of Significance" under each resource topic in Chapter 3. Mitigation measures to reduce impacts to a less-than-significant level are proposed whenever feasible.

ES.6.2 Impacts Not Considered in this Draft SEIR

The following environmental topics were fully analyzed and addressed in the Initial Study/NOP (Appendix A) and will not be discussed further in this Draft SEIR:

- Agricultural and Forestry Resources;
- Energy;
- Geology and Soils;
- Land Use and Planning;
- Mineral Resources;
- Population and Housing;
- Recreation;
- Utilities; and
- Wildfire.

ES.6.3 Mitigation Measures (MM) and Project Features (PF) Referenced in this Draft SEIR

The Draft SEIR also evaluates modifications to the previously approved Mitigation Monitoring and Reporting Program (MMRP) for the 2009 SPW Project EIS/EIR and the revised MMRP for the 2016 SPPM Addendum. These modifications are necessary to update previous mitigation measures to

current regulatory standards or modify/remove them based on their effectiveness and need. Mitigation measures proposed for modification or removal in this analysis are denoted with an asterisk (*).

- Air Quality
  - **MM-AQ-3:** Fleet Modernization for On-Road Trucks During Construction*
  - **MM-AQ-4:** Fleet Modernization for Construction Equipment*
  - **MM-AQ-5:** Fugitive Dust*
  - **MM-AQ-6:** Best Management Practices
  - **MM-AQ-7:** General Mitigation Measure During Construction
  - **MM-AQ-8:** Special Precautions Near Sensitive Sites
  - **MM-AQ-25:** Recycling*
  - **MM-AQ-27:** Light-Emitting Diode (LED) Lightbulbs*
  - **MM-AQ-28:** Energy Audit*
  - **MM-AQ-31:** Zero-Emission Shuttle Buses
- Biological Resources
  - **MM-BIO-2:** Conduct Nesting Bird Surveys
  - **MM-BIO-7:** Trash Management and Post-Event Cleanup
  - **MM-BIO-8:** Marine Mammal Monitoring During Fireworks Events
  - **MM-BIO-9:** California Least Tern Nesting Colony Monitoring During Fireworks Events
  - **MM-BIO-10:** Biodegradable Venue Products
  - **MM-BIO-11:** Abandoned Nest Clearance Must Avoid Breeding Bird Season
- Cultural Resources
  - **MM-CR-3:** Stop Work if Unanticipated Cultural Resources Are Identified During Ground Disturbing Activities
- Greenhouse Gas Emissions
  - **PF-GHG-1:** Install Solar Canopies over Main Parking Lot
- Hazards and Hazardous Materials
  - **MM-HAZ-1:** Develop a Soil Management Plan (SMP) for the 208 E. 22nd Street Parking Lot Site
- Hydrology and Water Quality
  - **MM-GW-1:** Complete Site Remediation
  - **MM-GW-2:** Create a Contamination Contingency Plan
- Noise
  - **PF-NOI-1:** Incorporate Sound-Focusing Design into the Amphitheater Sound System

- **MM-NOI-1**: Construct Temporary Noise Barriers, Muffle and Maintain Construction Equipment, Prohibit Idling, Locate Equipment, Use Quiet Construction Equipment, and Notify Residents
- **MM-NOI-2:** Construction Hours
- **MM-NOI-3:** Limit Noise Levels within the Amphitheater during All Tier 1 Events
- **MM-NOI-4:** Require All Tier 1 Events to Utilize the House Public Address/Sound Reinforcement System
- **MM-NOI-5**: Monitor Amphitheater Noise for All Tier 1 Events
- **MM-NOI-6**: Noise Reporting Requirements Following Amphitheater Events
- **MM-NOI-7**: Establish a Noise Complaint Hotline and/or Website
- **MM-NOI-8**: Enforce a Curfew and Restrict the Hours of Use and Duration for the Amphitheater Amplified Sound System
- **MM-NOI-9**: Fines for Non-Compliance
- **MM-NOI-10**: Restrict the Total Number of Tier 1 Event Performance Days to 100 per Year
- **MM-NOI-11**: Restrict the Total Number of Firework Displays to 25 per Year
- **MM-NOI-12**: Limit the Duration of All Firework Displays
- **MM-NOI-13**: Limit the Use of "Salute" Fireworks
- **MM-NOI-14**: Replace Fireworks Displays with Drone Displays

- Transportation
  - **MM-TRANS-1:** Implementation of Transportation Demand Management (TDM) Strategies
- Public Services
  - **MM-PS-1:** Coordinate with Law Enforcement Agencies (Construction Phase)*
  - **MM-PS-4:** Comply with AB939*
  - **MM-PS-5**: Water Conservation and Wastewater Reduction*
  - **MM-PS-6:** Employ Energy Conservation Measures*
  - **MM-PS-7:** Operational Safety Measures

ES.6.4 Impacts of the Proposed Project Considered in this Draft SEIR

Sections 3.1 through 3.11 discuss the anticipated potential environmental effects of the Proposed Project. Summary descriptions of the significant impacts, mitigation measures, and residual impacts for the Proposed Project and alternatives are provided in Table ES-1, *Summary of Project Impacts and Mitigation Measures*.

For each of the eleven environmental resources analyzed in this Draft SEIR, Section 3 identifies significant impacts associated with the Proposed Project and each of the two alternatives. The

following sections describe the significant and less than significant impacts for each resource and identify to which alternative the impacts apply.

Table ES-1: Summary of Project Impacts and Mitigation Measures.

Environmental Impacts	Impact Determination	Mitigation Measure	Impacts After Mitigation
3.1 Aesthetics			
AES-1: Would the Proposed Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Proposed Project is in an urbanized area, would the Proposed Project conflict with applicable zoning and other regulations governing scenic quality?	The 2009 SPW EIS/EIR finding of "less-than-significant impacts" remains valid for the Proposed Project.	None required.	No new or substantially more severe significant impacts would occur. No mitigation would be required.
AES-2: Would the Proposed Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	The 2009 SPW EIS/EIR finding of "no impact" is no longer valid for the Proposed Project. Impacts are now less than significant.	None required.	No new or substantially more severe significant impacts would occur. No mitigation would be required.
3.2 Air Quality			
AQ-1: Would the Proposed Project result in new construction emissions that exceed the SCAQMD regional peak-daily emission thresholds of significance in Table 3.2-5 and/or increase the severity of impacts considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/EIR finding of "significant and unavoidable impacts" remains valid for the Proposed Project.	**MM-AQ-3** through **MM-AQ-8**	No new or substantially more severe significant impacts would occur.
AQ-2: Would the Proposed Project result in ambient air pollutant concentrations from construction activities that exceed NAAQS or CAAQS and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/EIR finding of "significant and unavoidable impacts" remains valid for the Proposed Project.	**MM-AQ-3** through **MM-AQ-8**	No new or substantially more severe significant impacts would occur.
AQ-3: Would the Proposed Project result in new operational emissions that exceed the SCAQMD regional peak daily emission thresholds of significance and/or increase the severity of impact considered in the	The 2009 SPW EIS/EIR finding of "significant and unavoidable impacts" remains valid for the Proposed Project.	**MM-AQ-31**	No new or substantially more severe significant impacts would occur.

Environmental Impacts	Impact Determination	Mitigation Measure	Impacts After Mitigation
2009 SPW EIS/EIR or 2016 SPPM Addendum?			
AQ-4: Would the Proposed Project result in ambient air pollutant concentrations from operational activities that exceed NAAQS or CAAQS and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/EIR finding of "significant and unavoidable impacts" remains valid for the Proposed Project.	**MM-AQ-31**	No new or substantially more severe significant impacts would occur.
AQ-5: Would the Proposed Project result in on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/EIR finding of "less-than-significant impacts" remains valid for the Proposed Project.	None Required.	No new or substantially more severe significant impacts would occur. No mitigation would be required.
AQ-6: Would the Proposed Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/EIR finding of "less-than-significant impacts" remains valid for the Proposed Project.	None Required.	No new or substantially more severe significant impacts would occur. No mitigation would be required.
AQ-7: Would the Proposed Project expose receptors to significant levels of TACs per the following SCAQMD thresholds and/or increase the severity of impact identified in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/EIR finding of "significant and unavoidable impacts" remains valid for the Proposed Project.	**MM-AQ-3** through **MM-AQ-8** and **MM-AQ-31**	No new or substantially more severe significant impacts would occur.
AQ-8: Would the Proposed Project conflict with or obstruct implementation of an applicable air quality plan and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/EIR finding of "less-than-significant impacts" remains valid for the Proposed Project.	None Required.	No new or substantially more severe significant impacts would occur. No mitigation would be required.
3.3 Biology			
BIO-1: Would the Proposed Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS?	The 2009 SPW EIS/EIR finding of "significant and unavoidable impacts" remains valid for the Proposed Project.	**MM-BIO-2**, **MM-BIO-7**, **MM-BIO-8**, **MM-BIO-9**, **MM-BIO-10**, and **MM-BIO-11**	No new or substantially more severe significant impacts would occur.

Environmental Impacts	Impact Determination	Mitigation Measure	Impacts After Mitigation
BIO-2: Would the Proposed Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS?	The 2009 SPW EIS/EIR finding of "significant and unavoidable impacts" remains valid for the Proposed Project.	**MM-BIO-7** and **MM-BIO-10**	No new or substantially more severe significant impacts would occur.
3.4 Cultural Resources			
CUL-1: Would the Proposed Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Section 15064.5?	The 2009 SPW EIS/EIR finding of "no impacts" remains valid for the Proposed Project.	None Required.	No new or substantially more severe significant impacts would occur. No mitigation would be required.
CUL-2: Would the Proposed Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	The 2009 SPW EIS/EIR finding of "less than significant impacts" remains valid for the Proposed Project.	**MM-CR-3**	No new or substantially more severe significant impacts would occur.
CUL-3: Would the Proposed Project disturb any human remains, including those interred outside of dedicated cemeteries?	The 2009 SPW EIS/EIR finding of "less than significant impacts" remains valid for the Proposed Project.	**MM-CR-3**	No new or substantially more severe significant impacts would occur.
3.5 Greenhouse Gases			
Would the Proposed Project result in construction and operational activities that conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/EIR finding of "significant impacts" remains valid for the Proposed Project.	**PF-GHG-1**, **MM-TRAN-1**, **MM-AQ-3**, **MM-AQ-4**, **MM-AQ-6**, **MM-AQ-7**, **MM-AQ-27**, and **MM-AQ-31**	No new or substantially more severe significant impacts would occur.
3.6 Hazards			
HAZ-1: Would the Proposed Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	The 2009 SPW EIS/EIR finding of "less-than-significant impacts" remains valid for the Proposed Project.	None required.	No new or substantially more severe significant impacts would occur. No mitigation would be required.
HAZ-2: Would the Proposed Project create a significant hazard to the public or the environment by being located on a hazardous-materials site and through reasonably foreseeable upset and accident conditions	The 2009 SPW EIS/EIR finding of "significant impacts" remains valid for the Proposed Project.	**MM-HAZ-1**	No new or substantially more severe significant impacts would occur.

Environmental Impacts	Impact Determination	Mitigation Measure	Impacts After Mitigation
involving the release of hazardous materials into the environment?			
3.7 Hydrology and Water Quality			
HYD-1: Would the Proposed Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	The 2009 SPW EIS/EIR finding of "significant impacts" remains valid for the Proposed Project.	**MM-GW-1, MM-GW-2, MM HAZ-1, MM BIO-7,** and **MM BIO-10**	No new or substantially more severe significant impacts would occur.
HYD-2: Would the Proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on or off site; create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows?	The 2009 SPW EIS/EIR finding of "less-than-significant impacts" remains valid for the Proposed Project.	**MM-HAZ-1**	No new or substantially more severe significant impacts would occur.
3.8 Noise			
NOI-1: Would the Proposed Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	The 2009 SPW EIS/EIR finding of "significant impacts" remains valid for the Proposed Project.	**PF-NOI-1** and **MM NOI-1** through **MM-NOI-14**	No new or substantially more severe significant impacts would occur.
NOI-2: Would the Proposed Project generate excessive ground-borne vibration or ground-borne noise levels?	The 2009 SPW EIS/EIR finding of "less-than-significant impacts" remains valid for the Proposed Project.	None required	No new or substantially more severe significant impacts would occur. No mitigation would be required.
NOI-3: Would the Proposed Project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	The 2009 SPW EIS/EIR finding of "less-than-significant impacts" remains valid for the Proposed Project.	None required.	No new or substantially more severe significant impacts would occur. No mitigation would be required.

Environmental Impacts	Impact Determination	Mitigation Measure	Impacts After Mitigation
3.9 Transportation			
TRAN-1: Would the Proposed Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	The 2009 SPW EIS/EIR finding of "less-than-significant impacts" remains valid for the Proposed Project.	None Required.	No new or substantially more severe significant impacts would occur. No mitigation would be required.
TRAN-2: Would the Proposed Project conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?	The 2009 SPW EIS/EIR finding of "significant impacts" remains valid for the Proposed Project.	**MM-TRAN-1**	No new or substantially more severe significant impacts would occur.
3.10 Tribal Cultural Resources			
TCR-1: Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe and listed in or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k)?	The 2009 SPW EIS/EIR finding of "less-than-significant impacts" remains valid for the Proposed Project.	**MM-CR-4**	No new or substantially more severe significant impacts would occur.
TCR-2: Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe and a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency	The 2009 SPW EIS/EIR finding of "less-than-significant impacts" remains valid for the Proposed Project.	**MM-CR-4**	No new or substantially more severe significant impacts would occur.

Environmental Impacts	Impact Determination	Mitigation Measure	Impacts After Mitigation
will consider the significance of the resource to a California Native American Tribe.			
3.11 Public Services			
PUB-1: Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire or police protection?	The 2009 SPW EIS/EIR finding of "less-than-significant impacts" remains valid for the Proposed Project.	**MM-PS-1** and **MM-PS-7**	No new or substantially more severe significant impacts would occur.

CAAQS = California Ambient Air Quality Standards; CDFG = California Department of Fish and Wildlife; CEQA = California Environmental Quality Act; CO = carbon monoxide; EIR = Environmental Impact Report; EIS = Environmental Impact Statement; GHG = greenhouse gas; NAAQS = National Ambient Air Quality Standards; SCAQMD = South Coast Air Quality Management District; SPPM = San Pedro Public Market; SPW = San Pedro Waterfront; TAC = toxic air contaminant; USFWS = U.S. Fish and Wildlife Service

ES.6.4.1 Summary of Significant and Unavoidable Environmental Impacts

As identified in Table ES-1, *Summary of Project Impacts and Mitigation Measures*, and in Chapter 3 of this Draft SEIR, the significant unavoidable impacts for the Proposed Project are as follows:

- Air Quality:
  - AQ-1: Would the Proposed Project result in new construction emissions that exceed the SCAQMD regional peak-daily emission thresholds of significance in Table 3.2-5 and/or increase the severity of impacts considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?
  - AQ-2: Would the Proposed Project result in ambient air pollutant concentrations from construction activities that exceed National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?
  - AQ-3: Would the Proposed Project result in new operational emissions that exceed the SCAQMD regional peak daily emission thresholds of significance in Table 3.2-7 and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?
  - AQ-4: Would the Proposed Project result in ambient air pollutant concentrations from operational activities that exceed NAAQS or CAAQS and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

- AQ-7: Would the Proposed Project expose receptors to significant levels of toxic air contaminants per the following SCAQMD thresholds and/or increase the severity of impact identified in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

- Greenhouse Gases:
  - GHG-1: Would the Proposed Project result in construction and operational activities that conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

- Noise:
  - NOI-1: Would the Proposed Project generate a substantial temporary or permanent increase in ambient-noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?

- Transportation:

  TRAN-2: Would the Proposed Project conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?

ES.6.4.2 Summary of Significant Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

Table ES-1, *Summary of Project Impacts and Mitigation Measures,* identifies significant impacts associated with the Proposed Project that can be mitigated, avoided, or substantially lessened. This Draft SEIR has determined that implementation of the Proposed Project would result in significant impacts that can be mitigated to a less than significant level on:

- Biology:
  - BIO-1: Would the Proposed Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a Candidate, Sensitive, or Special-Status Species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
  - BIO-2: Would the Proposed Project interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

- Hazards:
  - HAZ-2: Would the Proposed Project create a significant hazard to the public or the environment by being located on a hazardous-materials site and through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

- Hydrology:
  - HYD-1: Would the Proposed Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

- HYD-2: Would the Proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on or off site; create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows?

- Tribal Cultural Resources:
  - CUL-1: Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe and listed in or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k)?
  - CUL-2: Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe and determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency will consider the significance of the resource to a California Native American Tribe?

- Public Services:
  - PUB-1: Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire or police protection?

ES.6.4.3 Summary of Project Alternatives Evaluated

Various alternatives were considered during preparation of this Draft SEIR. CEQA requires that an EIR present a range of reasonable alternatives to the Proposed Project. Accordingly, the Proposed Project and two alternatives including a No Project Alternative and a half-capacity amphitheater alternative meet most of the Proposed Project objectives and purpose and need statement, as required by CEQA and have been analyzed in this Draft SEIR to provide sufficient information and meaningful detail about the environmental effects of each alternative, so that informed decision-making can occur. The two alternatives that were carried through the analysis of impacts are:

- **Alternative 1 – No Project Alternative**: This alternative is based on the approved 2009 SPW EIS/EIR (Port 2009), as updated in the 2016 SPPM Addendum (ICF 2016), and the *2019 Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project* (2019 SPPM Addendum) (ICF 2019), as applicable.

- **Alternative 2 – Half-Capacity Amphitheater Alternative:** This alternative would include all of the improvements of the Proposed Project, except that the amphitheater would have half as much seating capacity.

Alternative 1 would not meet project objective 2 and would meet objectives 1, 4, and 5 to a lesser extent as compared to the Proposed Project. Alternative 2 would implement a half-capacity (3,100-seat) Amphitheater and, as such, would have reduced impacts associated with air quality and transportation. Alternative 2 would meet all of the project objectives, but to a lesser extent as compared to the Proposed Project. The ability to meet the project objectives at a lesser extent would be because the reduced venue size would limit the type and quality of performances the venue would be able to entice. Alternative 1, the No Project Alternative, has been identified as the environmentally superior alternative. However, according to CEQA guidance, because Alternative 1 is considered the No Project Alternative, Alternative 2 would be considered the most environmentally superior option among the remaining alternative options. CEQA does not require the lead agency to choose the environmentally superior alternative. Instead, CEQA requires the lead agency to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the Proposed Project, and make findings that the benefits of those considerations outweigh the harm.

ES.6.4.4 Cumulative Impacts

The cumulative impact analysis considers the resources that are analyzed in Chapter 3 (Environmental Analysis) of this Draft SEIR. The Draft SEIR determined that construction and operation of the Proposed Project could make substantial contributions to cumulatively considerable impacts related to Air Quality and GHG. The Proposed Project, Alternative 1, and Alternative 2 would not change the determination of significance for Air Quality and GHG made in the 2009 SPW EIS/EIR and 2016 SPPM Addendum, as discussed in Section 3.2. Residual impacts would remain significant and unavoidable. The Proposed Project would add to impacts but would not create new impacts and would not substantially increase the severity of impacts deemed significant in the 2009 SPW EIS/EIR and 2016 SPPM Addendum. The Proposed Project would therefore make a cumulatively considerable contribution to existing cumulatively significant impacts. Impacts deemed significant in the 2009 SPW and 2016 SPPM Addendum would remain significant and unavoidable.

The No Project Alternative (Alternative 1) would not add to or change impacts identified in the 2009 SPW EIS/EIR or the 2016 SPPM Addendum and impacts deemed significant in the 2009 SPW and 2016 SPPM Addendum would remain significant and unavoidable.

Similar to the Proposed Project, the Half-Capacity Amphitheater (Alternative 2) would add to impacts but would not create new impacts and would not substantially increase the severity of impacts deemed significant in the 2009 SPW EIS/EIR and 2016 SPPM Addendum. Alternative 2 impacts would be similar to the Proposed Project. Alternative 2 would therefore make a cumulatively considerable contribution to existing cumulatively significant impacts. Impacts deemed significant in the 2009 SPW and 2016 SPPM Addendum would remain significant and unavoidable.

ES.6.4.5 Growth-Inducing Impacts

The CEQA Guidelines require an EIR to discuss the ways in which a project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the

surrounding environment. This includes ways in which a project would remove obstacles to population growth or trigger the construction of new community-services facilities that could cause significant effects (CEQA Guidelines § 15126.2).

To address this issue, potential growth-inducing effects are examined through the following considerations:

- Removal of obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in a project area or through changes in existing regulations pertaining to land development);
- Expansion requirements for one or more public services to maintain desired levels of service as a result of a project or alternatives;
- Facilitation of economic effects that could result in other activities that could significantly affect the environment; or
- Setting a precedent that could encourage and facilitate other activities that could significantly affect the environment.

Growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information about ways in which the Proposed Project could contribute to significant changes in the environment, beyond the direct consequences of developing the Proposed Project analyzed in this SEIR.

The Proposed Project could indirectly result in economic growth by increasing the number of patrons along the waterfront and in downtown San Pedro. Sales would be generated by businesses that would be engaged in supplying services and materials to the visiting patrons attending Amphitheater events, as well as businesses in the San Pedro area that would supply services to the Amphitheater for hosting events. Amphitheater attendees eating at a local restaurant and/or shopping at a local store would create direct economic benefits for those businesses. This could, in turn, lead to more investment and growth in the waterfront and downtown area, the impacts of which were analyzed and addressed in the 2009 SPW EIS/EIR and 2016 SPPM Addendum.

The other impacts of growth associated with the Proposed Project, such as those related to air quality, traffic, noise, public services, and utility consumption, were addressed throughout this Draft SEIR and the Initial Study (IS)/Notice of Preparation (NOP) provided in Appendix A.

ES.7 Public Comment

The scoping process for this Draft SEIR was formally initiated on April 14, 2022, when LAHD submitted the NOP to the California State Clearinghouse for distribution to state agencies and to the County Clerk for public posting. Originally, the 30-day review period was scheduled to end on May 16, 2022. However, LAHD extended the public review period for an additional 30 days, which ended on June 15, 2022.

ES.7.1 Issues Raised

Written comments received during the scoping process are included in Appendix A. A total of 58 comment letters were received: two from public agencies, 14 from organizations, and 42 from

individuals. A summary of the environmental comments received is provided in Table ES-2. Only comments that pertain to the environmental scope of this Draft SEIR are summarized.

Table ES-2: Summary of Scoping Comments Received

Commenter	CEQA Concern(s)	Other Concern(s)
Agencies		
City of Rancho Palos Verdes	• Noise – fireworks/sound system • Air and water pollution – fireworks	Illegal fireworks; fireworks triggering post-traumatic stress disorder (PTSD) in veterans or alarming pets
South Coast Air Quality Management District	• Air pollution – all phases, including construction	
Organizations		
Cabrillo Beach Yacht Club	• Traffic and noise associated with increased use of the San Pedro waterfront	Adequacy of parking
Coastal San Pedro Neighborhood Council	• Noise – concert noise impact on city and Port lands and waters • Traffic – security for the venue • Biology/water quality – pollution from microplastics	Requests that the Proposed Project uses biodegradable materials and recyclables and incorporates the principles of the San Pedro Urban Greening Plan
Environmental Justice League	• Air quality/greenhouse gases – vehicular emissions and fireworks • Land use o Is project consistent with Plan for a Healthy Los Angeles o Is project consistent with Port Master Plan Env Justice policies? o Does it require a Level II Coastal Development Permit? If so, has the California Coastal Commission Environmental Justice Policy been considered? • Noise – concert and loading docks; fireworks shows • Recreation – replacing approved Discovery Sea Amusement Area with other amenities that may require tickets • Public services – fire and police services effects on surrounding neighborhoods during concerts; emergency response times	• Environmental Justice – proximity to communities that already bear adverse environmental impacts, specifically census tracts 6037296220 and 6037296110 • What portions will be available without tickets/payment?
The Garden Church Board	• Noise – fireworks/sound system • Air and water pollution – fireworks, microplastics	• Fireworks affecting neighborhood residents, triggering PTSD in veterans or alarming pets. Strongly recommends removing fireworks from PD.

Commenter	CEQA Concern(s)	Other Concern(s)
League of Women Voters of Palos Verdes Peninsula	• Air quality/noise – fireworks • Hazards/water quality – fireworks • Greenhouse gases – chemical reactions of fireworks	
Marine Mammal Care Center	• Noise/marine biology – o Noise and light pollution impacts on marine wildlife o Urges study on a cap for a "noise pollution budget" • Hazards – fireworks trash and debris, microplastics	
NAHC	• Tribal cultural resources – request for consultation pursuant to Assembly Bill 52	
Northwest San Pedro Neighborhood Council	• Noise and light pollution from venue and fireworks • Hazards – seek alternatives to artificial turf (forever chemicals such as perfluoroalkyl and polyfluoroalkyl substances [PFAS]). • Traffic – venue events • Bio/air quality/water quality – debris and microplastics from fireworks	• Parking, security for venue • Boat and vehicle gatherings outside the project area for tailgate parties and/or fireworks watching
Paddle Out Plastic	• Aesthetics – light and glare, inadequate trash collection in existing condition (exacerbated by project) • Biological resources – noise, light, and water pollution impacts • Noise – venue noise impacts on wildlife • AQ and light pollution impacts on wildlife • WQ – trash and debris • Hazards – fireworks and artificial turf • Water use – from watering down the turf	• Requesting prohibitions on cheap single-use items and products, fireworks, polystyrene, artificial turf, smoking, and paper towels in restrooms
Save Our Open Space	• Land use o Project description not clear with respect to discretionary permits required. o Is a Coastal Development Permit required? • Aesthetics – light and glare o Will project comply with San Pedro Waterfront and Promenade Design Guidelines? • Air quality – fireworks and artificial turf • Biological resources – marine wildlife impacts from trash and fireworks, sedimentation • Energy	• What fireworks permits from the U.S. Coast Guard are required? • Piecemealing – the Proposed Project does not intend to analyze construction-related impacts and vehicle trips

Commenter	CEQA Concern(s)	Other Concern(s)
	○ What threshold was used to determine that 393,879 gallons of fuel annually would not be a significant impact? • GHG – mobile source emissions • Hydrology/water quality – windblown debris, trash, confetti, into the channel • Land use –consistency with Port Master Plan policies and Public Trust Doctrine • Noise – fireworks and associated cleanup activities afterward • Water supply – water for 6,200 patrons	
Sierra Club	• Hazards/noise/biology resources – ○ Artificial turf; trash from confetti, balloons, other plastic waste, and food container waste ○ Impacts on wildlife from noise (both fireworks and venue) ○ Trash from smoking and vaping resulting in microplastics in the ocean • Greenhouse gases ○ Buildings need to be all-electric. ○ Need car chargers. • Water quality ○ If any laundry machines are proposed, they need filtration to keep microplastics from reaching the ocean.	• Install water filling stations and plant trees. • Maintain landscaping without pesticides.
Sierra Club's Los Cerritos Wetlands Task Force	• Water quality/biological resources ○ Opposed to the fireworks ○ Cites public health threat and references the fact that San Francisco and San Diego Area Boards are requiring National Pollutant Discharge Elimination System permits for fireworks shows ○ Cites the California Water Code 13267 Order No. R4-2022-0213 to provide relevant information on water quality impacts of the Big Bang on the Bay, Alamitos Bay	
San Pedro Bay Historical Society	• Noise impacts on the historic Muller House Museum. ○ The Palos Verdes Peninsula is already a natural amphitheater, and the venue would exacerbate the noise issue. • Echoes other residents' concerns about water pollution, light pollution, air quality, traffic, and impacts on local wildlife.	

Commenter	CEQA Concern(s)	Other Concern(s)
Unite Here, Local 11 – Local Hospitality Workers Union	• Hazards/water quality – waste and single use plastics; artificial turf	
Individuals		
Anderson, Natalie	• Supportive of project	
Benedict, Bryan	• Supportive of project	
Borst-Smith, Dave	• Supportive of project but encourages a lot of thought be put into the placement of the sound system	
Brown, James	• Supportive of project	
Budzinski, Nicole	• Supportive of project, but concerned about the trash/debris generated	
Burlingame-Smith, June	• Noise – sound pollution; effects on sleep patterns, etc. • Traffic • Air quality	• Parking and effects on San Pedro downtown merchants
Campeau, J	• Noise – venue sound; atmospheric effects of the sound when Santa Ana winds blow in from the east; fireworks; police response sirens • Hazards – confetti, debris, cleanup • Biological resources – effects on marine and land wildlife • Traffic • Light and air pollution	• Poorly planned events causing disruptions to community • Effects on local businesses • Crime and parking problems
Feldman, Laurie	• Hazards – plastic trash and microplastics	• Parking, resident discounts, and signage
Ferguson, Lisa	• Generally opposed based on impacts related to biological resources, hazards (trash and chemicals), traffic, and air quality pollution	
Ferguson, Lisa	• Repeat of previous comment letter, but with a description of the project. Generally opposed based on impacts related to biological resources, hazards (trash and chemicals), traffic, air quality and pollution.	
Gelfand, Robert	• Traffic • Noise – venue • Requests additional information on what kind of performances would be scheduled • How far can we expect the noise to carry?	• Parking
Gonzales, Celia	• Noise – venue noise • Traffic – access, circulation for visitors	• Requests additional description of how parking will be handled for events
Gould, Austin	• Supportive of project	

Commenter	CEQA Concern(s)	Other Concern(s)
Gould, Noel	• Noise pollution – venue • Traffic – deficient infrastructure; lack of light rail service • AQ – from idling vehicles, or looking for parking; food truck diesel/exhaust • Hazards – trash/confetti • Biology – harm to marine life	• Inadequate parking
Grennan, Jacqui	• Noise – venue noise	
Hall, Joyce	• Supportive of project	• Wonders where parking/ handicapped parking is located
Hall, Joyce	• Follow-up email asking if first email was received	
Hattin, Donna	• Somewhat positive, but with reservations about space for children's play areas, picnic areas, and trash/recycling.	• Wonders about shower/bathroom facilities, adequate parking
Larson, Keith	• Supportive of project.	• Cautions the need for security and policing
Leach, Drew	• Noise – disruptions from venue	
Leach, Rosalyn	• Supportive of project	• Requests grass "blanket" seating
Lee, Marcia	• Traffic – congestion	
McGahey, Barbera	• Supportive of project	
Messel, Charles	• Traffic and noise – from the venue	• Applauds the revenue generation but has concerns about where the revenue will go
Moore, Rhonda	• Supportive of project	• Requests healthy food options
Nguyen, Stanly	• Supportive of project	
Nizich-Atty, Robert	• Noise – venue noise	
Paddock, Lori	• Traffic, noise, and pollution concerns	
Ragland, Cathy	• Aesthetics – downgrade from the previous SPPM design • Noise – venue noise will cause residents to have to close their windows • Light pollution • Traffic congestion – exacerbated • Hazards/water quality – trash, single-use plastics, and artificial turf	• Design "bait and switch" from the previously approved project • Gentrification/affordable housing
Ragland, Kenneth	• Noise – venue	• Design "bait and switch" from the previously approved project • Lack of outreach; environmental justice concerns. • Concerned about use of amphitheater for paid events precluding other visitors from

Commenter	CEQA Concern(s)	Other Concern(s)
		enjoying the area (closing of the waterfront).
Rasmussen, Karen	• Noise and light pollution from the venue	
Rosenberger Halder, Laura	• Hazards/water quality – artificial turf; microplastics from the tire crumb	• Requests a place to return used drink bottles
Rosenberger Halder, Laura (revised letter)	• Hazards/water quality – artificial turf; microplastics from the tire crumb	• Requests a place to return used drink bottles
Sandell, Scott	• Noise and biological resources – venue noise • Light pollution • Air quality pollution • Odors – from fireworks • GHG emissions • Land use – conflicts with circulation system programs and policies • Traffic - CEQA vehicle miles traveled guidelines • Aesthetics	• Generally positive toward waterfront redevelopment but opposed to the amphitheater
Schmidt, Crystal	• Noise – venue	
Schueller, Kathleen	• Noise – venue	
Thacker, Raechel	• Noise and biological resources – venue noise impacts	
Williams, Lee	• Supportive of project	
Williams, Tom	• Wants the context from the original Final EIR included, along with all modifications, previous goals and objectives, and any other modifications leading into this SEIR	
Williams, Tom (revised)	• Wants the context from the original Final EIR included, along with all modifications, previous goals and objectives, and any other modifications leading into this SEIR • Aesthetics – requests viewshed and soundshed assessment of light and noise impacts for venue events • Hazards/historic land uses – contamination from previous uses. • Requests historic aerial photos • Land use – consistency concerns about using maritime property for entertainment purposes • Recreation • Traffic – visitors • Hydrology – ocean discharges • Sea level rise – need assessment	• Environmental justice/equity – concerns about traffic trips generating noise/traffic/air quality issues on adjacent residents • Parking • Requests piecemealing analysis • Requests process and conditions for setup and takedown of events

Commenter	CEQA Concern(s)	Other Concern(s)
	• Biological resources – compensatory mitigation assessment	
Young, Nancy	• Noise – venue noise	

AQ = air quality; CEQA = California Environmental Quality Act; EIR = Environmental Impact Report; GHG = greenhouse gas; NAHC = Native American Heritage Commission; PD = project description; PFAS = perfluoroalkyl and polyfluoroalkyl substances; PTSD = post-traumatic stress disorder; SEIR = Subsequent Environmental Impact Report; SPPM = San Pedro Public Market; WQ = water quality

ES.7.2 Issues to be Resolved in the SEIR

Section 15123(b) (3) of the CEQA Guidelines requires that an EIR contain issues to be resolved; this includes whether or how to mitigate significant impacts. The major issues to be resolved include decisions by the Lead Agency as to whether:

- This Draft SEIR adequately describes the environmental impacts of the Proposed Project and alternatives;
- The Proposed Project is preferable to one or more of the alternatives;
- The recommended mitigation measures should be adopted or modified;
- Additional mitigation measures need to be applied to the Proposed Project; or
- The Proposed Project should or should not be approved for implementation.

Chapter 1
Introduction

1.1 Overview

The Los Angeles Harbor Department (LAHD), as the lead agency under the California Environmental Quality Act (CEQA), is analyzing modifications to the San Pedro Public Market (SPPM) Project, previously approved in May 2016. The modifications would involve a 6,200-seat outdoor Amphitheater and entertainment lawn venue (Amphitheater), a 175-foot-diameter Ferris wheel, approximately 175 feet tall by 50 feet wide, and Amusement Attractions that would be constructed after the Amphitheater is complete. The modifications would occur within a previously approved site formerly known as Ports O'Call Village, located between the Main Channel and Sampson Way, from Berths 73-Z to 83 within the Port of Los Angeles. The 6,200-seat Amphitheater would replace the previously approved Discovery Sea Amusement Area and 500-seat amphitheater. The 175-foot-diameter Ferris wheel would replace a previously analyzed 100-foot-diameter Ferris wheel. The Amusement Attractions proposed as part of the modified project are similar in nature to the entertainment attractions previously included within the Discovery Sea Amusement Area. In addition, improvements to the 208 E. 22nd Street Parking Lot are proposed that would accommodate up to 2,600 parking stalls, which would be available for use by the larger San Pedro Waterfront area. Modifications to previously approved mitigation measures are being made to update certain requirements to current regulatory standards and assess their effectiveness and need. All modifications described above compose the West Harbor Modification Project (Proposed Project).

Enacted in 1970, CEQA (Public Resources Code [PRC] §§ 21000 *et seq.*) and its implementing guidelines (State CEQA Guidelines; 14 California Code of Regulations [CCR] §§ 15000 *et seq.*) require that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. As authorized by Section 15050 of the State CEQA Guidelines, LAHD will serve as the lead agency for the environmental review. Prior to approving these modifications to the previously approved SPPM Project, LAHD is required to undertake an environmental analysis in accordance with CEQA to determine if the proposed changes to the SPPM Project would result in new significant impacts or in a substantial increase in severity of previously identified impacts.

1.2 Background and Previous Environmental Documentation

A Final Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the SPW Project was certified by the Board of Harbor Commissioners (Board) on September 29, 2009 (State Clearinghouse [SCH] No. 2005061041) (referred to hereafter as the 2009 SPW EIS/EIR). It addressed potential impacts associated with implementation of redevelopment of the SPW area. In May 2016, the Board approved an addendum to the 2009 SPW EIS/EIR for the SPPM Project (2016 SPPM

Addendum). The Proposed Project herein represents a change to the SPPM and SPW Projects previously reviewed in accordance with CEQA. No changes are proposed that would affect any federal permits or require any federal approvals. Therefore, National Environmental Policy Act evaluation is not required for the Proposed Project.

One of the primary objectives of the SPW Project was enhanced visitor-serving commercial opportunities within the Ports O'Call Village area along the main channel. Many of the significant environmental impacts identified in the 2009 SPW EIS/EIR were determined to be less than significant or were reduced to a level that is considered less than significant, through either the adoption of mitigation measures or the incorporation of revisions. Impacts related to aesthetics, air quality and meteorology, biological resources, geology, noise, recreation, ground transportation and circulation, and water quality sediments and oceanography, however, were identified as significant and unavoidable in the 2009 SPW EIS/EIR. For those impact areas, LAHD adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program containing 91 mitigation measures to address the impacts during both construction and operation of the SPW Project.

The SPPM Project included a more specific concept for the former Ports O'Call Village site. In May 2016, LAHD prepared the 2016 SPPM Addendum to address development of a smaller building area, the inclusion of a portion of the Town Square originally evaluated in the 2009 SPW EIS/EIR, reconfiguration of the waterfront promenade, extension of the term of the lease from 30 years to 50 years, and possible modification to the U.S. Army Corps of Engineers permits. The 2016 SPPM Addendum found that the SPPM Project, with incorporation of mitigation, would not result in any new significant impacts or a substantial increase in the severity of previously identified impacts that were analyzed in the 2009 SPW EIS/EIR. A revised Mitigation Monitoring and Reporting Program identifying 28 mitigation measures that apply specifically to the SPPM Project was incorporated into the 2016 SPPM Addendum. In November 2019, a second addendum to the 2009 SPW EIS/EIR was prepared to extend the duration of the lease for an additional 16 years.

1.2.1 Previous Environmental Documents Incorporated by Reference

Consistent with State CEQA Guidelines Section 15150, the following documents were used in preparation of this Subsequent EIR (SEIR) and are incorporated herein by reference.

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

- Port of Los Angeles. 2016. *EIR Addendum to the San Pedro Waterfront Project Final EIR for the San Pedro Public Market Project* (SCH No. 2005061041). May.
- Port of Los Angeles. 2019. *EIR Addendum to the San Pedro Waterfront Project Final EIR for the San Pedro Public Market 2* (SCH No. 2005061041). November.

1.3 Purpose and Use of a Subsequent EIR

Because the Proposed Project and modifications to previously approved mitigation measures represent changes to a project previously reviewed and approved under CEQA, LAHD must determine whether additional environmental documentation is necessary to address the Proposed Project's changes to the SPMM and SPW Projects. LAHD has reviewed the application in accordance with Sections 15162 and 15163 of the State CEQA Guidelines to determine whether the changes are within the scope of the previously certified 2009 SPW EIS/EIR, the 2016 SPPM Addendum, and the 2019 SPPM Addendum or whether an SEIR may be required.

Pursuant to Section 15162(a) of the State CEQA Guidelines, when an EIR has been certified, no SEIR may be required for a project unless the lead agency determines, on the basis of substantial evidence, that one or more of the following conditions are met:

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

Based on the requirements above, LAHD has determined that a SEIR will be prepared to address potential environmental impacts associated with the changes to the SPW and SPPM Projects.

1.4 Lead, Responsible, and Trustee Agencies

CEQA defines the role of *lead agency* as the public agency that has principal responsibility for carrying out or approving a project. The CEQA lead agency will decide whether an EIR or Negative Declaration will be required, thus necessitating preparation of the document (State CEQA Guidelines § 15367).

Other agencies could have special roles with respect to the Proposed Project and, if so, would use this SEIR as the basis for their decisions to issue any approvals and/or permits that might be required. Section 15381 of the State CEQA Guidelines defines a "responsible agency" as

> a public agency which proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or negative declaration. For the purposes of CEQA, the term "responsible agency" includes all public agencies other than the lead agency which have discretionary approval power over the project.

In addition, Section 15386 of the State CEQA Guidelines defines a *trustee agency* as "…a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California."

Several lead, responsible, and trustee agencies could rely on this SEIR in a review capacity or as a basis for issuance of a permit or other approval for the Proposed Project. Specifically, LAHD, as the lead agency, will use this document when considering approval of the Proposed Project and implementation of the mitigation measures. The City of Los Angeles Transportation Department and the Los Angeles Department of Building and Safety may use the document when considering approvals for the implementation of any transportation mitigation measures.

1.5 Scope and Evaluation of Environmental Impacts

This SEIR, together with the 2009 SPW EIS/EIR, the 2016 SPPM Addendum, the 2019 SPPM Addendum, and other documents incorporated by reference herein, serve as the environmental review of the Proposed Project, as required pursuant to the provisions of PRC Section 21000 *et. seq.*, the State CEQA Guidelines at 14 CCR Section 15000 *et seq.*, and City of Los Angeles CEQA procedures.

Scoping refers to the process used to assist the lead agency in determining the focus and content of an EIR. Scoping solicits input on the potential topics to be addressed in an EIR, the range of project alternatives, and possible mitigation measures. Scoping is also helpful in establishing methods of assessment and selecting the environmental effects to be considered in detail.

1.5.1 Notice of Preparation and Scoping Meeting

The scoping process for this SEIR was formally initiated on April 14, 2022, when LAHD submitted the Notice of Preparation (NOP) to the California State Clearinghouse for distribution to state agencies and the County Clerk for public posting. Originally, the 30-day review period was scheduled

to end on May 16, 2022. However, LAHD extended the public review period for an additional 30 days, which ended on June 15, 2022.

Written comments received during the scoping process are included in Appendix A. A total of 58 comment letters were received: two from public agencies; 14 from organizations; and 42 from individuals. A summary of the environmental comments received is provided in Table 1-1. Only comments that pertain to the environmental scope of the Draft SEIR are summarized.

Table 1-1. Summary of Scoping Comments Received

Commenter	CEQA Concern(s)	Other Concern(s)
Agencies		
City of Rancho Palos Verdes	• **Noise**: Fireworks/sound system • **Air and Water Pollution**: Fireworks	Illegal fireworks; fireworks triggering post-traumatic stress disorder in veterans or alarming pets
South Coast Air Quality Management District	• **Air Pollution**: All phases, including construction	–
Organizations		
Cabrillo Beach Yacht Club	• **Traffic and Noise**: Associated with increased use of the SPW	Adequacy of parking
Coastal San Pedro Neighborhood Council	• **Noise**: Concert noise impact on City and Port of Los Angeles lands and waters • **Traffic**: Security for the venue • **Biological Resources/Water Quality**: Pollution from microplastics	Requests that the Proposed Project use biodegradable materials and recyclables and incorporate the principles of the S*an Pedro Urban Greening Plan.*
Environmental Justice League	• **Air Quality/Greenhouse Gases** (GHGs): Vehicular emissions and fireworks • **Land Use** o Is the Proposed Project consistent with the *Plan for a Healthy Los Angeles*? o Is the Proposed Project consistent with the Port Master Plan's environmental-justice policies? o Does it require a Level II Coastal Development Permit? If so, has the California Coastal Commission's Environmental Justice Policy been considered? • **Noise**: Concert and loading docks; fireworks shows • **Recreation**: Replacing approved Discovery Sea Amusement Area with	• **Environmental Justice**: Proximity to communities that already bear adverse environmental impacts, specifically Census Tracts 6037296220 and 6037296110 • What portions will be available without tickets/payment?

Commenter	CEQA Concern(s)	Other Concern(s)
	other amenities that may require tickets • **Public Services**: Fire and police services effects on surrounding neighborhoods during concerts; emergency response times	
The Garden Church Board	• **Noise**: Fireworks/sound system • **Air and Water Pollution**: Fireworks, microplastics	Fireworks affecting neighborhood residents, triggering post-traumatic stress disorder in veterans, or alarming pets; strongly recommends removing fireworks from project description.
League of Women Voters of Palos Verdes Peninsula	• **Air Quality/Noise**: Fireworks • **Hazards/Water Quality**: Fireworks • **GHGs**: Chemical reactions of fireworks	–
Marine Mammal Care Center	• **Noise/Marine Biology** o Noise and light pollution impacts on marine wildlife o Urges study on a cap for a "noise pollution budget" • **Hazards**: Fireworks, trash, and debris; microplastics	–
Native American Heritage Commission	• **Tribal Cultural Resources**: Request for consultation pursuant to Assembly Bill 52	–
Northwest San Pedro Neighborhood Council	• **Noise and Light Pollution**: From venue and fireworks • **Hazards**: Seek alternatives to artificial turf (i.e., concerns about "forever" chemicals, such as perfluoroalkyl and polyfluoroalkyl substances [PFAS]). • **Traffic**: Venue events • **Biological Resources/Air Quality/ Water Quality**: Debris and microplastics from fireworks	• Parking, security for venue • Boat and vehicle gatherings outside the project area for tailgate parties and/or watching fireworks
Paddle Out Plastic	• **Aesthetics**: Light and glare, inadequate trash collection in existing condition (exacerbated by project) • **Biological Resources**: Noise, light, and water pollution impacts • **Noise**: Venue noise impacts on wildlife • **Air Quality and Light Pollution**: Impacts on wildlife • **Water Quality**: Trash and debris	Requesting prohibitions on cheap, single-use items and products, fireworks, polystyrene, artificial turf, smoking, and paper towels in restrooms

Commenter	CEQA Concern(s)	Other Concern(s)
	• **Hazards**: Fireworks and artificial turf • **Water Use**: From watering down the turf	

Save Our Open Space	• **Land Use**
	  ○ Project description is not clear with respect to discretionary permits required.
	  ○ Is a Coastal Development Permit required?
	• **Aesthetics**: Light and glare
	  ○ Will the Proposed Project comply with San Pedro Waterfront and Promenade Design Guidelines?
	• **Air Quality**: Fireworks and artificial turf
	• **Biological Resources**: Marine wildlife impacts from trash and fireworks, sedimentation
	• **Energy**
	  ○ What threshold was used to determine that 393,879 gallons of fuel annually would not be a significant impact?
	• **GHGs**: Mobile-source emissions
	• **Hydrology/Water Quality**: Windblown debris, trash, confetti into the channel
	• **Land Use**: Consistency with Port Master Plan policies and Public Trust Doctrine
	• **Noise**: Fireworks and associated cleanup activities afterward
	• **Water Supply**: Water for 6,200 patrons
		• What fireworks permits from the U.S. Coast Guard are required?
		• **Piecemealing**: The Proposed Project does not intend to analyze construction-related impacts and vehicle trips.

Sierra Club	• **Hazards/Noise/Biological Resources**
	  ○ Artificial turf; trash from confetti, balloons, other plastic waste, and food container waste
	  ○ Impacts on wildlife from noise (both fireworks and venue)
	  ○ Trash from smoking and vaping resulting in microplastics in the ocean
	• **GHGs**
	  ○ Buildings need to be all-electric
	  ○ Need car chargers
	• **Water Quality**
		• Install water-filling stations and plant trees
		• Maintain landscaping without pesticides

Commenter	CEQA Concern(s)	Other Concern(s)
	○ If any laundry machines are used, then they need filtration to keep microplastics from reaching the ocean	
Sierra Club's Los Cerritos Wetlands Task Force	• **Water Quality/Biological Resources** ○ Opposed to the fireworks ○ Cites public health threat and references the fact that San Francisco and San Diego area Regional Water Quality Control Boards are requiring National Pollutant Discharge Elimination System permits for fireworks shows ○ Cites California Water Code 13267, Order No. R4-2022-0213, to provide relevant information on water quality impacts of the Big Bang on the Bay, Alamitos Bay	–
San Pedro Bay Historical Society	• **Noise**: Impacts on the historic Muller House Museum ○ The Palos Verdes Peninsula is already a natural amphitheater, and the venue would exacerbate the noise issue • Echoes other residents' concerns about water pollution, light pollution, air quality, traffic, and impacts on local wildlife	–
Unite Here, Local 11 – Local Hospitality Workers Union	• **Hazards/Water Quality**: Waste and single-use plastics; artificial turf	–
Individuals		
Anderson, Natalie	• Supportive of project	–
Benedict, Bryan	• Supportive of project	–
Borst-Smith, Dave	• Supportive of project, but encourages a lot of thought be put into the placement of the sound system	–
Brown, James	• Supportive of project	–
Budzinski, Nicole	• Supportive of project, but concerned about the trash/debris generated	–
Burlingame-Smith, June	• **Noise**: Sound pollution; effects on sleep patterns • **Traffic**: General concerns • **Air Quality**: General concerns	Parking and effects on San Pedro downtown merchants
Campeau, J.	• **Noise**: Venue sound, atmospheric effects of the sound when Santa Ana	• Poorly planned events causing disruptions to community

Commenter	CEQA Concern(s)	Other Concern(s)
	winds blow in from the east, fireworks, police response sirens • **Hazards**: Confetti, debris, cleanup • **Biological Resources**: Effects on marine and land wildlife • **Traffic**: General concerns • **Light and Air Pollution**: General concerns	• Effects on local businesses • Crime and parking problems
Feldman, Laurie	• **Hazards**: Plastic trash and microplastics	Parking, resident discounts, and signage
Ferguson, Lisa	• Generally opposed based on impacts related to biological resources, hazards (i.e., trash and chemicals), traffic, air quality, and pollution	–
Ferguson, Lisa	• Repeat of previous comment letter, but with a description of the Proposed Project. Generally opposed based on impacts related to biological resources, hazards (i.e., trash and chemicals), traffic, air quality, and pollution	–
Gelfand, Robert	• **Traffic**: General concerns • **Noise**: Venue o Requests additional information on what kind of performances would be scheduled o How far can we expect the noise to carry?	Parking
Gonzales, Celia	• **Noise**: Venue noise • **Traffic**: Access, circulation for visitors	Requests additional description of how parking will be handled for events
Gould, Austin	• Supportive of project	–
Gould, Noel	• **Noise Pollution**: Venue • **Traffic**: Deficient infrastructure; lack of light rail service • **Air Quality**: Impacts from vehicles idling or looking for parking; food truck diesel/exhaust • **Hazards**: Trash/confetti • **Biological Resources**: Harm to marine life	Inadequate parking
Grennan, Jacqui	• **Noise**: Venue noise	–
Hall, Joyce	• Supportive of project	Wonders where parking/disabled parking is located
Hall, Joyce	• Follow-up email asking if first email was received	–

Commenter	CEQA Concern(s)	Other Concern(s)
Hattin, Donna	• Somewhat positive, but with reservations about space for children's play areas, picnic areas, and trash/ recycling	Wonders about shower/bathroom facilities, adequate parking
Larson, Keith	• Supportive of project	Cautions the need for security and policing
Leach, Drew	• **Noise**: Disruptions from venue	–
Leach, Rosalyn	• Supportive of project	Requests grass "blanket" seating
Lee, Marcia	• **Traffic**: Congestion	–
McGahey, Barbera	• Supportive of project	–
Messel, Charles	• **Traffic and Noise**: From the venue	Applauds the revenue generation, but has concerns about where the revenue will go
Moore, Rhonda	• Supportive of project	Requests healthy food options
Nguyen, Stanly	• Supportive of project	–
Nizich-Atty, Robert	• **Noise**: Venue noise	–
Paddock, Lori	• **Traffic, Noise, and Pollution**: General concerns	–
Ragland, Cathy	• **Aesthetics**: Downgrade from the previous SPPM design • **Noise**: Venue noise will cause residents to have to close their windows • **Light**: Pollution • **Traffic Congestion**: Exacerbated • **Hazards/Water Quality**: Trash, single-use plastics, and artificial turf	• Design "bait and switch" from the previously approved project • Gentrification/affordable housing
Ragland, Kenneth	• **Noise**: Venue	• Design "bait and switch" from the previously approved project • Lack of outreach; environmental justice concerns • Concerned about use of Amphitheater for paid events precluding other visitors from enjoying the area (closing of the waterfront)
Rasmussen, Karen	• **Noise and Light**: Pollution from the venue	–
Rosenberger Halder, Laura	• **Hazards/Water Quality**: Artificial turf; microplastics from the tire crumb (i.e., black pellets used in turf)	Requests a place to return used drink bottles
Rosenberger Halder, Laura (revised letter)	• **Hazards/Water Quality**: Artificial turf; microplastics from the tire crumb	Requests a place to return used drink bottles

Commenter	CEQA Concern(s)	Other Concern(s)
Sandell, Scott	• **Noise and Biological Resources**: Venue noise • **Light**: Pollution • **Air**: Pollution • **Odors**: From fireworks • **GHGs**: Emissions • **Land Use**: Conflicts with circulation-system programs and policies • **Traffic**: CEQA vehicle-miles-traveled guidelines • **Aesthetics**: General concerns	Generally positive toward waterfront redevelopment, but opposed to the Amphitheater
Schmidt, Crystal	• **Noise**: Venue	–
Schueller, Kathleen	• **Noise**: Venue	–
Thacker, Raechel	• **Noise and Biological Resources**: Venue noise impacts	–
Williams, Lee	• Supportive of project	–
Williams, Tom	• Wants the context from the original Final EIR included, along with all modifications, previous goals, and objectives, and any other modifications leading into this SEIR	–
Williams, Tom (revised)	• Wants the context from the original Final EIR included, along with all modifications, previous goals, and objectives, and any other modifications leading into this SEIR • **Aesthetics**: Requests viewshed and sound-shed assessment of light and noise impacts for venue events • **Hazards/Historic Land Uses**: Contamination from previous uses. ○ Requests historic aerial photos • **Land Use**: Consistency concerns about using maritime property for entertainment purposes • **Recreation**: General concerns • **Traffic**: Visitors • **Hydrology**: Ocean discharges • **Sea-Level Rise**: Need assessment • **Biological Resources**: Compensatory mitigation assessment	• **Environmental Justice/Equity**: Concerns about traffic trips generating noise/traffic/air quality issues for adjacent residents • Parking • Requests piecemealing analysis • Requests process and conditions for setup and takedown of events
Young, Nancy	• **Noise**: Venue noise	–

CEQA = California Environmental Quality Act; EIR = Environmental Impact Report; GHG = greenhouse gas; PFAS = perfluoroalkyl and polyfluoroalkyl substances; SEIR = Subsequent Environmental Impact Report; SPPM = San Pedro Public Marketplace; SPW = San Pedro Waterfront

1.5.2 Significant Environmental Topics

Consistent with CEQA's Appendix G Environmental Checklist Form, the SEIR includes analysis of resource topics with potential for new significant environmental effects or a substantial increase in the severity of previously identified significant effects. A discussion of the existing setting and environmental impact analysis for each CEQA topic has been included in Chapter 3 of this SEIR, *Environmental Impact Analysis*.

The Proposed Project would result in significant impacts regarding the following topics, which are discussed in detail in this SEIR.

- Aesthetics
- Air Quality
- Biological and Aquatic Resources
- Cultural Resources
- GHG Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Transportation
- Tribal Cultural Resources
- Public Services

The following environmental topics were fully analyzed and addressed in the Initial Study/NOP (Appendix A) and will not be discussed further in this SEIR.

- Agricultural and Forestry Resources
- Energy
- Geology and Soils
- Land use and Planning
- Mineral Resources
- Population and Housing
- Recreation
- Utilities
- Wildfire

The following topics are also analyzed in this SEIR.

- Cumulative Impacts
- Alternatives
- Significant, Irreversible Changes in the Environment
- Growth Inducement

1.6 Organization and Contents of this SEIR

The content and organization of this SEIR are designed to meet the requirements of CEQA and the State CEQA Guidelines and present issues, analysis, mitigation, and other information in a logical and understandable way. This SEIR is organized into the sections listed below:

- The *Executive Summary* provides a description of the Proposed Project and a summary of the environmental impacts and mitigation measures;
- Chapter 1, *Introduction*, provides an overview of the Proposed Project, background, and current CEQA compliance information, an overview of the decision-making process, and information regarding the organization of the SEIR;
- Chapter 2, *Project Description*, provides a description of the Proposed Project's location, characteristics, and objectives, as well as a summary of the major components of the Proposed Project;
- Chapter 3, *Environmental Impact Analysis*, provides a description of the existing conditions within the Project Site and surrounding areas as they relate to the environmental issues discussed in this SEIR. In addition, any changes that may have occurred to the setting since the 2016 and 2019 SPPM Addenda are discussed. Chapter 3 also contains a summary of the 2009 SPW EIS/EIR findings, 2016 SPPM Addendum findings, detailed environmental analysis of the Proposed Project's impacts, including any significant and unavoidable impacts, applicable mitigation measures from the 2009 SPW EIS/EIR, as well as any revisions and updates, and any new mitigation measures that may be required;
- Chapter 4, *Cumulative Impacts*, provides an update to the cumulative impacts analyses for each resource and the relative importance of the Proposed Project's contribution to any significant cumulative impact;
- Chapter 5, *Alternatives*, describes a reasonable range of alternatives to the Proposed Project that could reduce significant environmental effects that cannot be avoided;
- Chapter 6, *Significant and Irreversible Changes*, describes the significant irreversible changes associated with the Proposed Project;
- Chapter 7, *Growth-Inducing Impacts*, discusses whether the Proposed Project would result in growth-inducing impacts;
- Chapter 8, *References*, identifies referenced sources for the SEIR;

- Chapter 9, *List of Preparers*, identifies persons involved in the preparation of the SEIR;
- Chapter 10, *Acronyms*, provides the full definitions for acronyms and abbreviations used in the SEIR; and
- Appendices provide information and technical studies that support the environmental analysis contained within the SEIR.

1.7 Availability and Public Review of this Draft SEIR

This Draft SEIR will be distributed for review and comment to the agencies, interested parties, organizations, and others who requested a copy of the document. This Draft SEIR will be available for public review for 45 days, pursuant to Section 15105 of the State CEQA Guidelines, beginning on November 6, 2024, and ending on December 23, 2024. During this review period, this Draft SEIR will be available for review at the LAHD's Environmental Management Division office, located at the following address:

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

Please contact Sarah Workman at (310) 732-3151 to schedule an appointment for document review. This Draft SEIR will also be available in its entirety as PDF files on the Port of Los Angeles website at www.portoflosangeles.org/ceqa.

Interested parties may provide written comments on this Draft SEIR, which must be postmarked by December 23, 2024. Please address comments to the following address:

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

Comments may also be sent by email to ceqacomments@portla.org. Please include the Proposed Project's title in the subject line of the email.

Chapter 2
Existing Setting and Project Description

2.1 Introduction

This chapter includes a description of the West Harbor Modification Project (Proposed Project), including existing site uses, land use and zoning designations, and Proposed Project objectives. It also includes a summary of the proposed changes since certification of the *2009 San Pedro Waterfront (SPW) Environmental Impact Statement (EIS)/Environmental Impact Report (EIR)* (2009 SPW EIS/EIR) and the 2016 and 2019 San Pedro Public Market (SPPM) Project Addenda (2016 SPPM Addendum; 2019 SPPM Addendum).

2.2 Project Location and Setting

2.2.1 Regional Setting

The Project Site is within the Port, which is on San Pedro Bay within Los Angeles County, California, approximately 20 miles south of downtown Los Angeles. The Port is adjacent to the community of San Pedro to the west, the community of Wilmington to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south. In total, the Port encompasses approximately 7,300 acres of land and water along 43 miles of waterfront. Figure 2-1 shows the regional vicinity of the Proposed Project area.

The Proposed Project would involve development modifications on 2.5 acres of the previously approved 6.4-acre Discovery Sea Amusement Area in the southern portion of the Project Site, which covers approximately 42 acres on the former site of Ports O' Call Village between the Port's Main Channel and Harbor Boulevard, from Berth 73-Z to 83. The Proposed Project would also include improvements to the 20-acre overflow parking lot and Red Car maintenance facility at 208 E. 22nd Street. Figure 2-2 shows the overall site plan; while Figures 2-3a and 2-3b show the proposed amphitheater and amusement attractions, respectively, of the Proposed Project.

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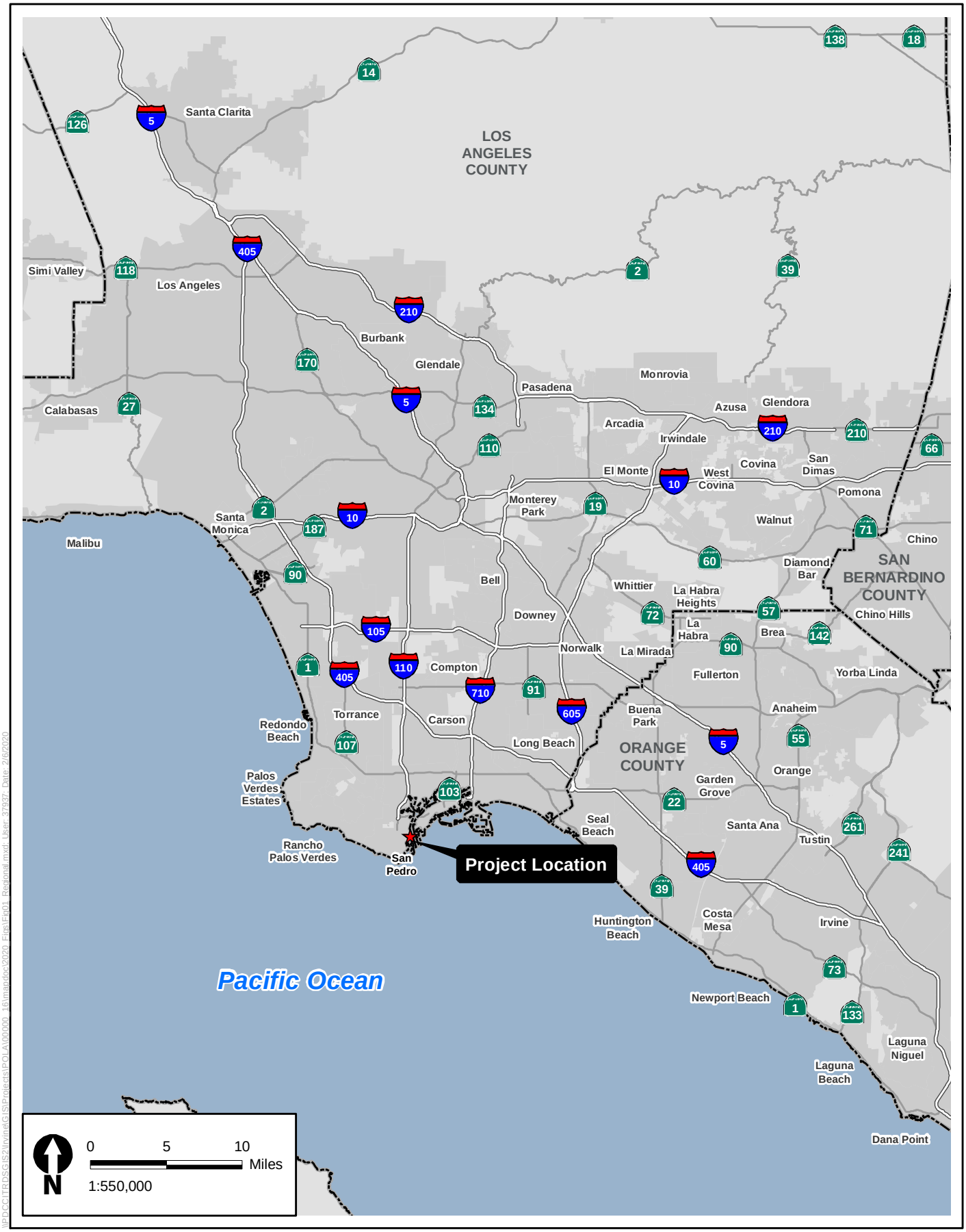

Figure 2-1
Regional Vicinity
San Pedro Public Market Amphitheater Project

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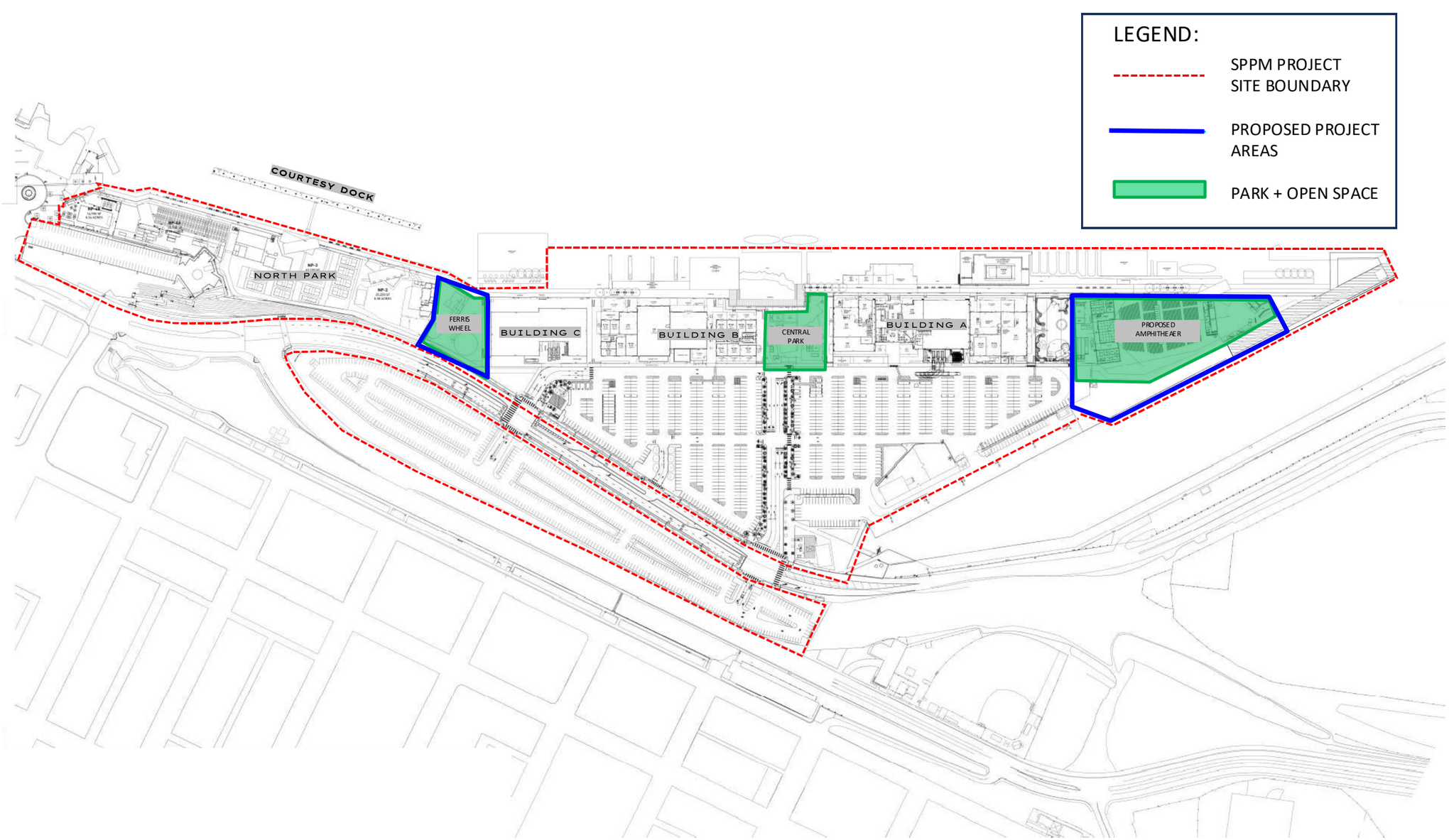

Figure 2-2
Overall Site Plan
West Harbor Modification Project

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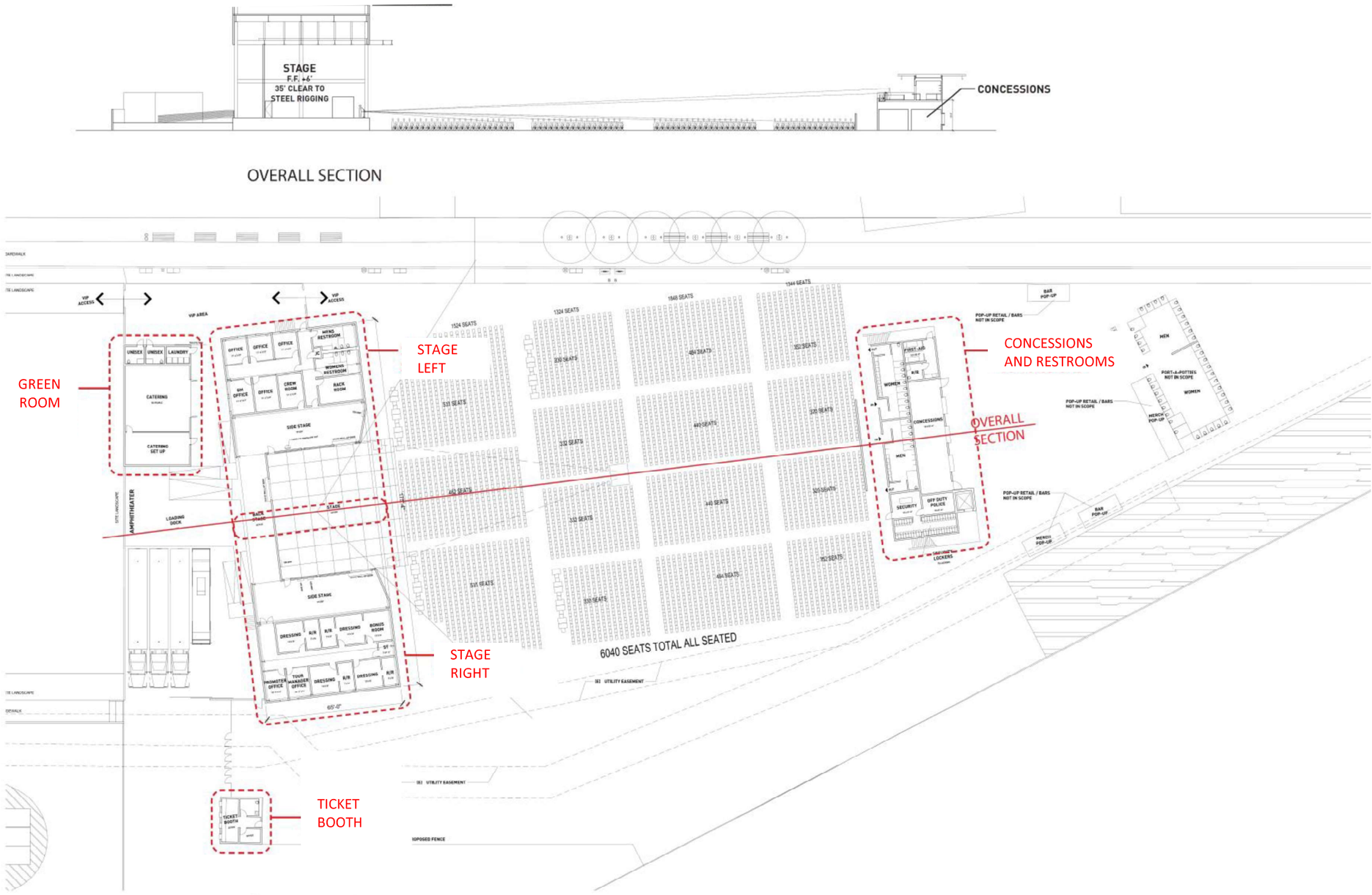

Figure 2.3A
Site Plan - Amphitheater

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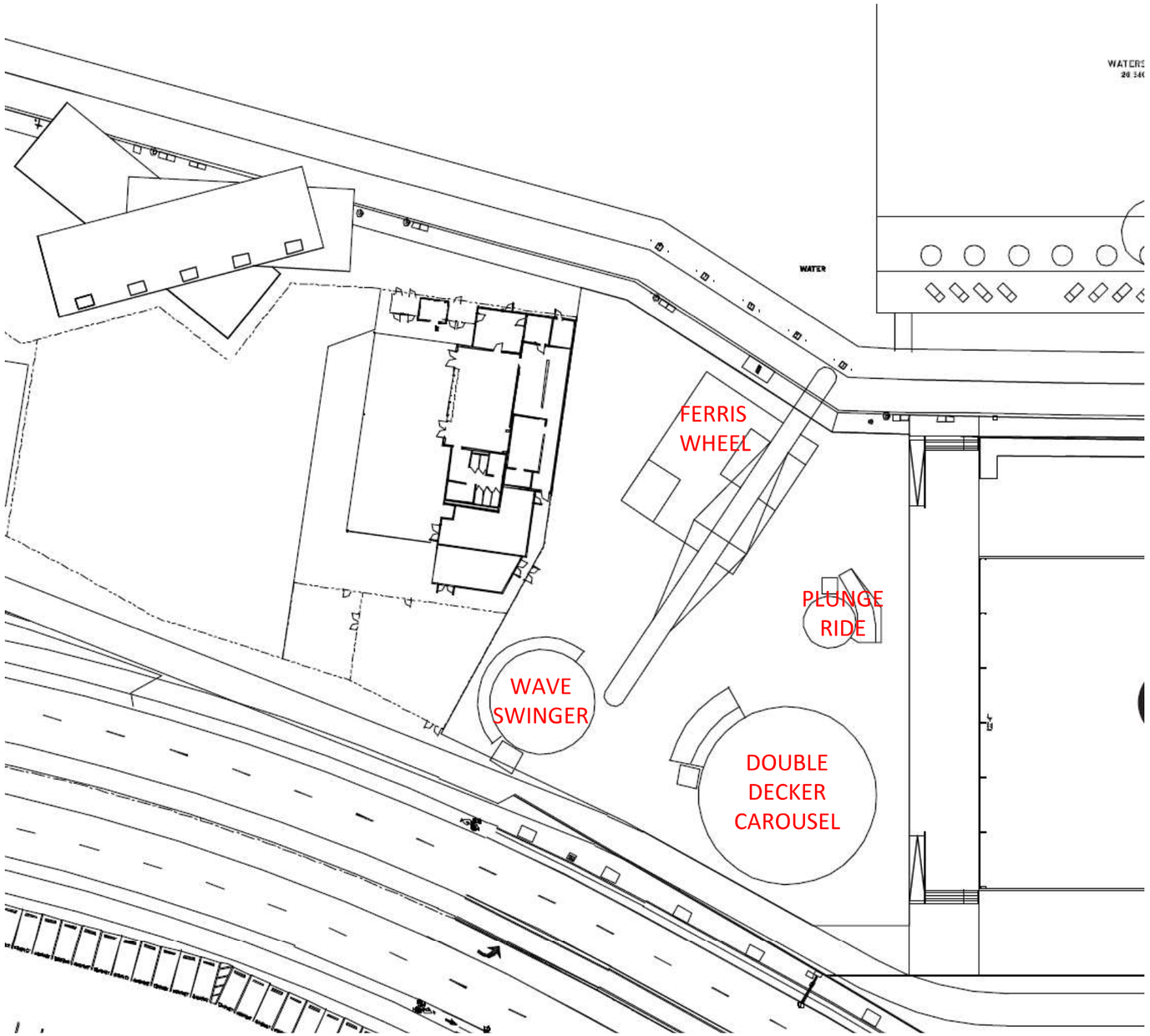

Figure 2.3B
Site Plan - Amusement Attractions

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2.2.2 Surrounding and Nearby Land Uses

The Project Site is within the SPW area. Steep bluffs to the northwest provide a natural physical edge between portions of the San Pedro community and the Project Site. Residences are located approximately 1,450 feet west of the Project Site, and the 208 E. 22nd Street Parking Lot is located between Miner Street and Harbor Boulevard, south of the Project Site.

Railroad lines that extended through the Proposed Project area—from the former Westway Terminal to just past the Project Site, within the former Southern Pacific (S.P.) railyard, both along the eastern side of Harbor Boulevard and under the Vincent Thomas Bridge at the northern end of the SPW area—have been abandoned and removed. Just south of the Project Site, in the S.P. Slip, is an active commercial fishing fleet. For more than 100 years, the Port has been a premier location for commercial fishing. Today, although smaller than it once was, the commercial fishing fleet at the Port is intact, providing fresh fish to both U.S. and Asian markets. The Municipal Fish Market at Berth 72, adjacent to the S.P. Slip, is associated with these fishing operations.

Berths 91 to 93, north of the Project Site, are currently used by the World Cruise Center, which has been active at the Port for more than 50 years (Port of Los Angeles 2018). The World Cruise Center comprises two terminal buildings within an 18-acre dedicated cruise facility. The Los Angeles Maritime Museum is located within Berth 84.

2.2.3 Existing General Plan Designation

California state law (Government Code Section 65300) requires that each city prepare and adopt a comprehensive, long-term plan for its future development. This general plan must contain seven elements: (1) land use; (2) circulation; (3) housing; (4) conservation; (5) open space; (6) noise; and (7) safety. In addition to these elements, state law permits cities to include optional elements in their general plans, thereby providing local governments with the flexibility to address the specific needs and unique character of their jurisdictions. California state law also requires that the day-to-day decisions of a city follow logically from and be consistent with the general plan. More specifically, Government Code Sections 65860, 66473.5, and 65647.4 require that zoning ordinances, subdivision, and parcel-map approvals be consistent with the general plan.

The City of Los Angeles's (City) *General Plan 2035* (City of Los Angeles 2022) (General Plan) is a comprehensive, long-term plan for the physical development of the city. It includes the following 11 citywide elements: (1) framework; (2) transportation; (3) infrastructure systems; (4) housing; (5) noise; (6) air quality; (7) conservation; (8) open space; (9) historic preservation and cultural resources; (10) safety; (11) public facilities and services; and (11) land use. The *Land Use Element* (City of Los Angeles 2017) includes 35 local area plans, known as Community Plans, as well as plans for the Port and Los Angeles International Airport.

The *Port of Los Angeles Plan* is part of the General Plan and serves as the guide for continued development and operation of the Port (City of Los Angeles 2017). The primary purposes of the *Port of Los Angeles Plan* are as follows;

- Promote an arrangement of land and water uses, circulation, and services that contribute to the economic, social, and physical health, safety, welfare, and convenience of the Port within the larger context of the city;
- Guide development, betterment, and change within the Port to meet existing and anticipated needs and conditions;
- Contribute to a safe and healthful environment;
- Balance growth and stability;
- Reflect economic potentialities and limitations, land and water developments, and other trends; and
- Protect investments to the extent reasonable and feasible.

The Project Site has a General Plan designation of General/Bulk Cargo – Non-Hazardous (Industrial/Commercial) (City of Los Angeles 2017). General cargo includes container, unit, break-bulk, neo-bulk, passenger facility, and related uses (City of Los Angeles 2017). Industrial uses pertain to those lands that are either owned or leased for institutional activities and related uses or federal, state, and city governments. Commercial uses include restaurants and tourist attractions, office facilities, retail facilities, and related uses.

2.2.4 Port Master Plan

The *Port Master Plan* (PMP) establishes policies and guidelines to direct future development of the Port (Port 2018). The overall purpose of the PMP is to create a consolidated planning document that clarifies the Los Angeles Harbor Department's (LAHD's) short- and long-term land use plans in an easily accessible manner. The major objectives of the PMP are as follows:

- To develop the Port in a manner that is consistent with federal, state, county, and city laws, including the California Coastal Act of 1976 and the Charter of the City of Los Angeles;
- To integrate economic, engineering, environmental, and safety considerations into the Port development process for measuring the long-term impact of varying development options on the Port's natural and economic environment;
- To promote the orderly long-term development and growth of the Port by establishing functional areas for Port facilities and operations; and
- To allow the Port to adapt to changing technology, cargo trends, regulations, and competition from other U.S. and foreign seaports.

Goals of the PMP include optimizing uses of Port lands, increasing cargo-terminal efficiency, increasing public access to the waterfront, accommodating diverse cargoes, and protecting historic resources.

The PMP divides the Port into five planning areas, and then identifies short-term plans and preferred long-range uses for each area, providing a map of each planning area that designates the land use for each parcel in the area. The PMP states that "all developments and use of Port land and water are to be consistent with their corresponding use designation(s) in the land use map…a Plan amendment is required if a new land use is proposed on a site that is inconsistent with its land use designation(s)."

The Project Site is within PMP Planning Area 1, which encompasses the SPW area from the breakwater to the Vincent Thomas Bridge along the western boundary of the Port. The area extends from Berths 19 to 95 and includes cruise operations, institutional uses, and recreational activities. Planning Area 1 includes primarily land uses that focus on public access to the waterfront, but also includes limited cargo operations and commercial-fishing activities. Planning Area 1 emphasizes waterfront access through a waterfront promenade, parks, museums, academic uses, and visitor-serving commercial uses and attractions. Within Planning Area 1, the Project Site is designated as Visitor-Serving Commercial. The PMP defines this designation as a visitor-serving commercial use for the public and lists examples of this use as community centers/conference centers, visitor-serving retail, and exhibit space, among others.

All developments and use of Port lands and water are to be consistent with their corresponding use designation(s) in the PMP. Significant deviation from that use would require an amendment to the PMP; minor boundary adjustments would not. A PMP amendment would be required if a new land use were proposed on a site that would be inconsistent with the site's land use designation(s). Amendments to the PMP must be certified by the California Coastal Commission.

The 208 E. 22nd Street Parking Lot site is designated as *Open Space,* which the PMP defines as open spaces reserved for the general public. A PMP amendment is not needed for parking lot improvements. Figure LU-1 of the PMP shows the PMP land use designations for the Project Site and surrounding area.

2.2.5 Existing Zoning Designations

The Project Site is zoned [Q]M2-1, Light Industrial, by the City of Los Angeles Zoning Code (City of Los Angeles 2024). The Proposed Project is consistent with the zoning for the Project Site, which allows recreation and commercial uses, including parks and tourist attractions.

2.3 Project Objectives

Proposed Project objectives include the following:

1. Enhance and revitalize the existing SPW area by including a substantially larger outdoor concert Amphitheater and entertainment lawn venue and additional attractions to draw visitors to the SPW area, thereby increasing the public visibility of San Pedro in general and the waterfront specifically;
2. Update previously adopted mitigation measures to reflect changes since their consideration, including the addition of the 208 E. 22nd Street Parking Lot improvements;
3. Provide public access to the SPW through increased parking amenities and pedestrian walkways;

4. Provide for a variety of waterfront uses, including berthing for visiting vessels and harbor service craft, as well as other recreational, commercial, and Port-related waterfront uses; and
5. Provide for enhanced visitor-serving commercial opportunities within the former site of Ports O' Call Village (now the *Project Site*), complementary to those found in downtown San Pedro.

2.4 Project Description

The Proposed Project would involve modifications to proposed redevelopment of a portion of the former the Ports O' Call Village area, as described in the 2009 SPW EIS/EIR and 2016 SPPM Addendum. The Project Site is located on approximately 2.5 acres, within the previously approved 6.4-acre Discovery Sea Amusement Area (as described in the 2016 SPPM Addendum), along with the proposed 20-acre overflow parking lot and Red Car maintenance facility at 208 E. 22nd Street.

2.4.1 Proposed Modifications

As described below, the Proposed Project would create an outdoor Amphitheater that would occupy approximately 108,000 square feet, including an area of more than 50,000 square feet with an artificial lawn, an approximately 35,000-square-foot stage, backstage, loading areas, and box office area, an approximately 22,000-square-foot space accommodating concessions, merchandise sales, restrooms located south of the lawn, and circulation space east and west of the lawn area. Amphitheater capacity would be 6,200 patrons. The artificial lawn would be cleaned (e.g., power washed and vacuumed) as needed and would be permeable to promote infiltration.

In addition, the Proposed Project would include a 175-foot-diameter Ferris wheel, which differs from the 100-foot-diameter Ferris wheel that was included in and analyzed in the 2016 SPPM Addendum. The Ferris wheel would be located on the northern portion of the Project Site, in the City Park area currently referred to as *North Park*.

With approval of the Proposed Project, amusement attractions previously approved for the Discovery Sea Amusement Area in the 2016 SPPM Addendum would also be developed in the City Park area of the Project Site. Attractions could include a double-decker carousel, wave swings, a drop tower, or other amusement attractions found in similar waterfront destinations; these structures are not anticipated to exceed 75 feet in height.

The Proposed Project would maintain other elements and uses previously approved for the 6.4-acre Discovery Sea Amusement Area, including building improvements, green spaces, and garden areas on the remaining approximately 4 acres. Other previously analyzed Project elements, such as the retail, restaurant, and commercial uses, would remain the same under the Proposed Project as described and analyzed in the 2016 and 2019 SPPM Addenda. A detailed description of the Proposed Project's proposed features is provided below, and Table 2-1 compares previously analyzed Project elements with the Proposed Project.

Table 2-1. Ports O'Call Development Comparison

Project Features	SPW EIS/EIR	2016 and 2019 SPPM Addenda	Proposed Project
Total Development Square Footage	Total of 375,000 square feet: • 125,000-square-foot restaurant space • 175,000-square-foot commercial • 75,000-square-foot conference center	Total of 300,000 square feet: • 100,000-square-foot restaurant • 38,600-square-foot retail • 30,000-square-foot maritime-related office uses • 131,400-square-foot of retail, restaurant, or commercial uses	No changes are proposed to the build-out of the marketplace. The amusement attractions previously approved for the Discovery Sea Amusement Area in the 2016 SPPM Addendum would be developed in the City Park area of the Project Site, currently referred to as *North Park.* The amusement attractions could include a carousel, wave swings and/or a drop tower.
City Park	Formerly Fisherman's Park, with 3 acres of lawn space, including a 500-seat amphitheater	4.3-acre multipurpose plaza with landscaping, hardscape, outdoor furniture, and lighting	The original 3-acre Fisherman's Park lawn, open space and amphitheater would be relocated to the proposed Amphitheater location at the southern end of the Project Site. The proposed Amphitheater would have a capacity of up to 6,200 patrons. The children's play area would be relocated to a new green space named Central Park located at the main entrance to the Project Site and primary pedestrian access point. Other smaller park spaces would remain in the City Park area (renamed North Park) and also would be distributed along the Promenade.
Discovery Sea Amusement Area	Not included	6.4-acre amusement area with playground facilities, 100-foot-diameter Ferris wheel, carousel, entertainment attractions, gardens, and a 500-seat amphitheater	An Amphitheater located on approximately 2.1 acres of park space with a capacity for up to 6,200 patrons would replace the previously approved 500-seat Amphitheater and the Discovery Sea Amusement Area previously analyzed in the 2016 SPPM Addendum. Instead of the previously analyzed 100-foot-diameter Ferris wheel, a prefabricated Ferris wheel up to 175 feet in diameter would be used at the site. Buildings, other green spaces, and garden spaces in this area would remain.

Project Features	SPW EIS/EIR	2016 and 2019 SPPM Addenda	Proposed Project
Parking	2,638 spaces	1,909 spaces: Phase 2 spaces to be determined, based on land use mix. The surface parking lot at 22nd Street and Sampson Way, with 256 spaces, was completed in 2009.	The parking lot previously designated for the SPPM project would be used for the Proposed Project. Other parking lots within the Port area may be used on certain days when events occur at the Amphitheater. Improvements to the 208 E. 22nd Street Parking Lot would allow up to an additional 2,600 parking stalls, a 2,094-space increase from the 2016 and 2019 SPPM Addenda.
Visitor Trip Generation	Weekday daily: 8,632 trips Weekend daily: 8,517 trips	Weekday daily: 5,798 trips Weekend daily: 6,285 trips	Estimated visitor trip generation is included in Section 3.9, *Transportation*, of this Draft SEIR.
Terms of Lease	Through 2037	Through 2082 (per the 2019 SPPM Addendum)	No change.
Construction Schedule	Phase 1: June 2009–June 2010 Phase 2: December 2010–June 2012	Phase 1: early 2018–mid-2020| Phase 2: to be determined (assumed to begin within 5 to 10 years of Phase 1 completion and last approximately 2 to 3 years)	Construction of Amphitheater, Ferris wheel, and amusement attractions could begin in 2025 and would take 15 months to complete. Construction of the 208 E. 22nd Street Parking Lot would begin in 2025 and take 15 months to complete.

EIR = Environmental Impact Report; EIS = Environmental Impact Statement; SEIR = Subsequent Environmental Impact Report; SPPM = San Pedro Public Market; SPW = San Pedro Waterfront.

2.4.1.1 Amphitheater Changes

The Proposed Project would be located on approximately 2.1 acres within the previously approved 6.4-acre Discovery Sea Amusement Area (as described in the 2016 SPPM Addendum), on the southern portion of the Project Site (refer to Figure 2-2 for the overall site plan). The approximately 2.1-acre Amphitheater site, as shown in Figure 2-3a, would include an approximately 50,000-square-foot lawn that would be used primarily as park and open public space as well as for the outdoor Amphitheater and other entertainment venue uses. The Amphitheater would include an approximately 12,000-square-foot stage building with a backstage area and a small ticket-booth. The stage building would be constructed of steel and may be covered in whole or in part with insulated light-emitting-diode (LED) panels on the exterior. A space for concessions and restrooms of up to 22,000 square feet would be constructed south of the lawn; circulation space would be east and west of the lawn area. The back-of-house facilities and stage would be on the northern end of the Amphitheater site, with the stage, speakers, video screens, and stage lighting directed toward the southeast. Temporary seats placed on the lawn areas would face north, toward the stage, and overlook the Port waterfront. Figure 2-4 and Figure 2-5 provide renderings of the proposed Amphitheater. Additional renderings are provided in Figure 2-6 of the concessions and restrooms, in Figure 2-7 of the amusement attractions, and Figure 2-8 of the overall site.

Area breakdowns and details (all dimensions and areas are approximate) include the following:

Back-of-House and Stage Facilities

- Approximately 60-foot-tall, 12,000 square-foot stage building;
- Approximately 6,600-square-foot raised stage (4 to 6 feet) with an approximately 6,000-square-foot support, office, green room/dressing room area;
- Truck load-in/load-out area consisting of loading docks and covered canopies on either side of the stage, along with bus and equipment-staging area;
- Approximately 2,000-square-foot catering and green room areas;
- Electric, lighting, and sound-system infrastructure;
- Permanent restrooms, some with showers and laundry;
- Offices and back-of-house support space; and
- Small box office.

Entertainment Lawn/Amphitheater Seating Area

- Approximately 50,000-square-foot lawn area in front of the stage; and
- Approximately 500-square-foot mixing board location on the lawn area.

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Figure 2-4
Rendering - View 1

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Figure 2-5
Rendering - View 2

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Figure 2-6
Rendering - Concessions & Restrooms

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Figure 2-7
Rendering - Amusement Attractions

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Figure 2-8
Rendering - Overall Site

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Concession/Storage Area with Patron Restrooms

- Up to approximately 22,000-square-foot, two-story facility behind the lawn with restrooms, concessions space, a VIP area, first-aid station, security lockers, and associated venue and park support spaces; and
- Area south of the two-story facility would accommodate space for temporary pop-up retail, bars, and merchandise kiosks/facilities and porta-potties during events and would otherwise serve as park and open space.

Amphitheater

All Amphitheater seats would be temporary; the seats would be set up on show nights and removed after the show(s). Up to 54-foot-high video screens could flank all three sides of the stage. The backstage area would be secured with use of fixed and moveable perimeter fencing, and access to the Amphitheater area would be controlled with use of removable fencing on days with paid events.

The approximately 50,000-square-foot lawn area, as proposed, would use FieldTurf™ or a similar product specially designed for festivals and event spaces. FieldTurf fibers are made of ultraviolet-stabilized polyethylene with polyurethane-coated backing layers that are 100-percent permeable. Unlike artificial turf on a sports field, ground rubber infill would not be used for the lawn. Instead, the infill materials would be sand, ground cork, granulated olive cores, or some other combination of similarly inert materials. Through the use of these materials, and by avoiding ground rubber, the amount of polyfluoroalkyl substances (PFAS) would be inconsequential, thereby addressing comments raised during the comment period for the Notice of Preparation (NOP, see Appendix A). In addition, the artificial turf would be vacuumed regularly and intermittently washed down, as needed.

The Amphitheater would host approximately 100 publicly ticketed concerts and major events per year, generally from April through November (i.e., the outdoor concert season). The Amphitheater also would host smaller local community and sponsored events year-round.

Amphitheater Construction

Proposed Project construction is expected to last approximately 15 months. A maximum of 15 construction workers may be needed on site on any given day. Construction tasks are expected to include the following: (1) constructing the lawn; (2) constructing stage and concession areas; (3) installing fencing, lighting, and sound systems; and (4) building out the backstage structures and hardscape area, including a loading dock/truck and bus-staging area.

Amphitheater Operations

The Amphitheater would host approximately 100 publicly ticketed concert events annually, generally from April through November. No more than one ticketed event per day is expected. Concerts would typically start between 7:00 p.m. and 8:00 p.m. and last approximately 3 to 4 hours. The Amphitheater would also be used for community, charity, and sponsored events, which would be held year-round. These events are not analyzed in this document because they were included in the 2009 SPW EIS/EIR.

Where possible, sustainable products and practices, such as using biodegradable confetti, would be implemented during events; care would be taken to direct any spray away from the main channel. To prevent debris and microplastics from entering the storm drain system and ocean, this material, along with other trash, would be cleaned up after each event. In addition, in order to avoid concerns about both trash/waste and air pollution, the Amphitheater and Ferris wheel would be 100-percent smoke-/vape-free environments, which would be enforced by venue staff and third-party security contractors.

Pyrotechnics (i.e., fireworks) may be used at certain events. Specifically, fireworks may be launched from a barge (or barges) at approximately 25 events per year, with the show lasting up to 20 minutes. Each event would undergo appropriate permitting from the Los Angeles Regional Water Quality Control Board (RWQCB) and the U.S. Coast Guard, as necessary. The U.S. Coast Guard, under the authority of the Ports and Waterways Safety Act, would ensure that the fireworks would be launched from an established safety zone and that each event would be published in the *Local Notice to Mariners* at least 20 days prior to the event.

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

2.4.1.2 Ferris Wheel and Amusement Attractions

The Proposed Project would include the installation of a prefabricated Ferris wheel attraction with a diameter of up to 175 feet (refer to Figure 2-9 for a rendering of the Ferris Wheel). The prefabricated parts would be shipped from the manufacturer to the location. The Proposed Project would also include amusement attractions, such as a carousel, wave swings, and/or a drop tower, or other similar mechanical ride attractions. Anticipated installation would require one crane, two forklifts, and two tractors/loaders/backhoes and last approximately 60 days. Operation of the Ferris wheel would be similar in nature to operation of the 100-foot-diameter Ferris wheel previously approved for the SPPM Project.

2.4.1.3 208 E. 22nd Street Parking Lot Improvements

Although the parking analyzed in the 2009 SPW EIS/EIR and 2016 and 2019 SPPM Addenda would be utilized for all uses within the Proposed Project, both existing and proposed, there was concern during the NOP scoping period that parking would be insufficient. Therefore, based on the comments received during the NOP comment period, improvements to the 208 E. 22nd Street Parking Lot have been added to the Proposed Project; additional parking spaces would also be available for the Project and the larger SPW Project. Under existing conditions, the 22nd Street overflow lot has 150 paved and marked stalls, with an unpaved/unmarked area for approximately 500 additional cars, should the need arise; the existing combined paved and unpaved areas total 6.75 acres. The 208 E. 22nd Street Parking Lot site is on the Cortese list because of soil contaminated by Bunker C fuel. The Proposed Project would grade up to 18.1 acres over a total of 30 days. Equipment would include two excavators, one grader, one rubber-tire dozer, two scrapers, and two tractors/loaders/backhoes.

As part of the Proposed Project, the entirety of the 22-acre site, with the exception of 1.92 acres of already paved parking and some landscaping along the east side, could be paved to accommodate up to 2,600 parking stalls. Figure 2-10 shows the site plan for the parking lot. The additional land being used for the parking lot is 0.5 to 1.0 acres in area. Paving activities are scheduled to occur for a total

of 20 days. Equipment would include two pavers and two rollers. A pedestrian/bicycle pathway would be constructed in the northwestern portion of the site near Miner Street and connect the western side of the parking lot to Harbor Boulevard directly north of the parking lot. A new 1,000-square-foot restroom would also be constructed at the northernmost corner of the lot.

An additional entrance would be provided along Harbor Boulevard, which would require removal of the existing Red Car maintenance facility, loading platform, rails, and parking lot along Miner Street, along with the Pacific Performance Racing building at the corner of Harbor Boulevard and 22nd Street. Building demolition would include the two-story, 3,500-square-foot building at 264 W. 22nd Street and the 3,000-square-foot, single-story building at 270 W. 22nd Street. Demolition is scheduled to occur over approximately 30 days. The pump station at Harbor Boulevard and 22nd Street would remain in place. The parking-lot improvements would comply with requirements for low-impact development (LID) and include utility work and site regrading. Site grading would require importing up to 49,000 cubic yards of soil because of the need to cap an area of contaminated soil (Figure 2-10). Up to 5,000 cubic yards of soil would be exported from the site. Grading activities are scheduled to occur over approximately 30 days.

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Figure 2-9
Rendering - Ferris Wheel

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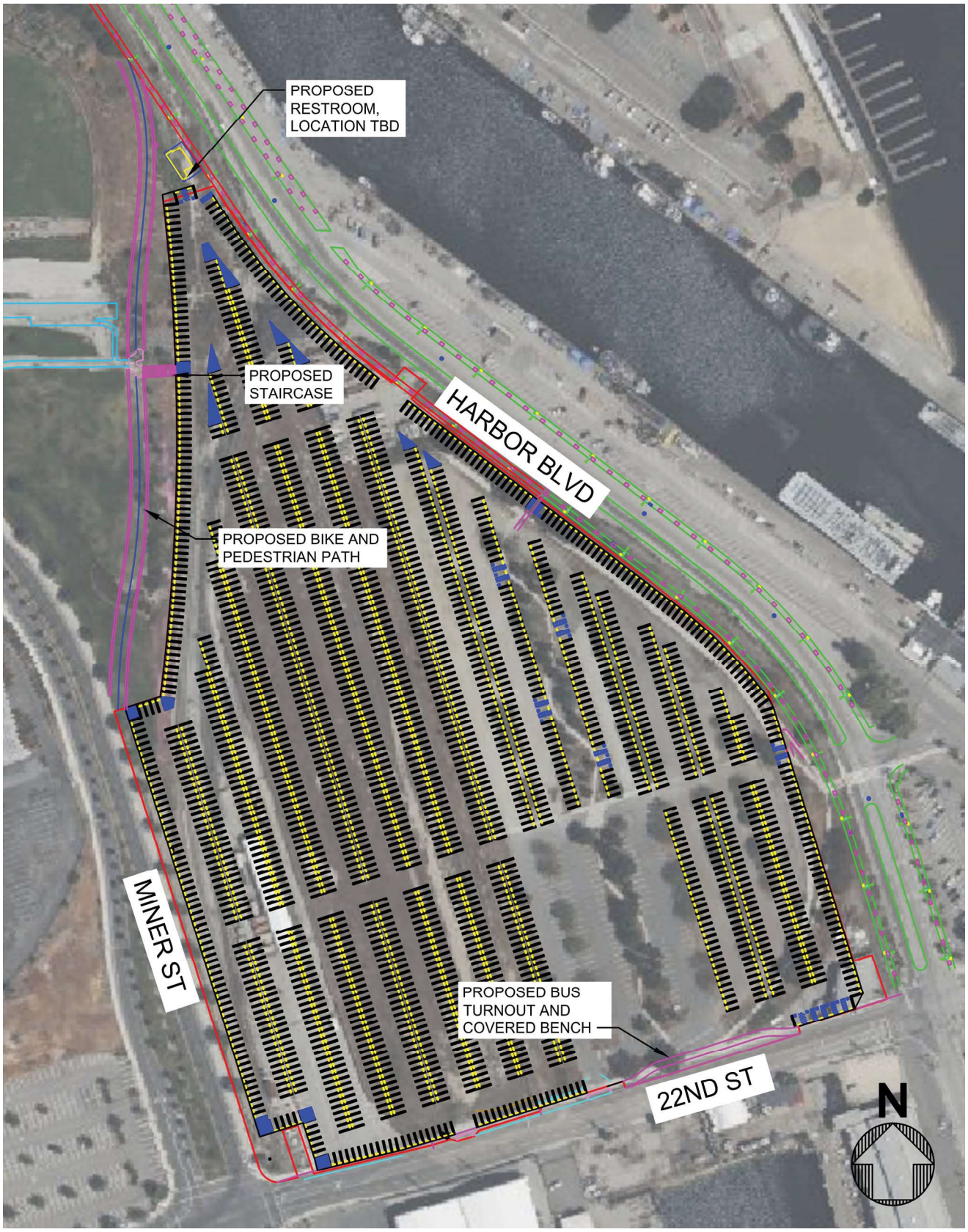

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Figure 2-10
Parking Lot Site Plan

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2.4.2 Mitigation Measure Changes

This Draft Subsequent EIR (SEIR) also evaluates modifications to the previously approved Mitigation Monitoring and Reporting Program (MMRP) for the 2009 SPW EIS/EIR and the revised MMRP for the 2016 SPPM Addendum. These modifications are necessary to update previous mitigation measures to current regulatory standards or modify them according to their effectiveness and need. Air Quality (AQ) and Public Services (PS) mitigation measures proposed for modification in the Initial Study (IS)/NOP (see Appendix B) are listed below. The analysis and proposed modifications included in the IS/NOP will be detailed in the respective chapters.

- **MM-AQ-3:** *Fleet Modernization for On-Road Trucks During Construction*
- **MM-AQ-4**: *Fleet Modernization for Construction Equipment*
- **MM-AQ-5**: *Fugitive Dust*
- **MM-AQ-25**: *Recycling*
- **MM-AQ-27**: *Compact Fluorescent Light Bulbs*
- **MM-AQ-28**: *Energy Audit*
- **MM-PS-4**: *Comply with Assembly Bill 939*
- **MM-PS-5**: *Water Conservation and Wastewater Reduction*
- **MM-PS-6**: *Employ Energy Conservation Measures*

Changes to transportation-related mitigation measures were not analyzed in the IS/NOP but will be addressed in Section 3.9, *Transportation*, of this Draft SEIR.

2.5 Anticipated Project Approvals and Permits

The approvals or permits that could be required for the Proposed Project are anticipated to include, but not be limited, to the following.

- **City of Los Angeles**: Building, occupancy, electrical, and mechanical permits to include compliance with LID requirements;
- **Los Angeles Fire Department**: Approval of fire suppression system;
- **LAHD**: Issuance of a Harbor Engineer Permit, Coastal Development Permit, or amendment and site lease amendments, as necessary;
- **South Coast Air Quality Management District**: Permit for emergency generator;
- **State Water Resources Control Board** (SWRCB): Construction General Permit and Commercial, Industrial, and Institutional Permit (in draft);

- **Los Angeles RWQCB**:
  - Issuance of a National Pollutant Discharge Elimination System (NPDES) permit, authorizing discharges into waters of the United States within the Los Angeles region, subject to the waste discharge requirements in draft Order R4-2022-XXXX *Waste Discharge Requirements for Stormwater Discharges Associated with Commercial, Industrial, and Institutional Facilities in the Dominguez Channel/Greater Los Angeles and Long Beach Harbor Watershed and the Los Cerritos Channel/Alamitos Bay Watershed* (Note: The draft order was issued in July 2022, and the final order has not been issued, but is expected to be issued prior to commencement of the Proposed Project); and
  - Issuance of an NPDES permit for fireworks.

Chapter 3
Environmental Impact Analysis

Introduction

This section serves as an introduction to Chapter 3 and presents an overview of the approach and principles that guide the evaluation of potential environmental impacts in this Draft Subsequent Environmental Impact Statement (SEIR). Sections 3.1 through 3.11 present the affected environment and environmental consequences of the West Harbor Modification Project (Proposed Project) for each environmental issue, as described in Chapter 2, *Project Description*, of this Draft SEIR.

Sections 3.1 through 3.11 each present the following information for the respective resource areas:

- Environmental setting – the physical conditions that currently exist and any changes that may have occurred to the setting since the *2009 San Pedro Waterfront* (SPW) *Environmental Impact Statement* (EIS)*/Environmental Impact Report* (EIR) (2009 SPW EIS/EIR) (Port 2009) and *2016 Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project* (2016 SPPM Addendum) (ICF 2016); see Section 2.2, *Existing Setting and Project Description*;
- Significance criteria – the criteria against which the significance of impacts is judged;
- Impact assessment methodology;
- Impacts of the Proposed Project and mitigation measures to reduce or avoid significant impacts; and
- Residual impacts.

Significant cumulative impacts to which the Proposed Project would contribute are summarized in Chapter 4, *Cumulative Impacts*.

Terminology Used in This Environmental Analysis

In evaluating the potential impacts of the Proposed Project, the level of significance is determined by applying the threshold of significance (i.e., significance criteria) for each resource evaluation area. The following terms are used in the impact analysis for each resource area.

- *No Impact:* No adverse changes in the environment are expected.
- *Less-than-Significant Impact:* The Proposed Project would cause no substantial adverse change in the environment (i.e., the impact would not exceed thresholds of significance).
- *Significant Impact:* The Proposed Project would create a substantial or potentially substantial adverse change in physical conditions within the Proposed Project area that would exceed the

applicable significance threshold established by the California Environmental Quality Act (CEQA), but the impact would be reduced to less than significant by the application of feasible mitigation.

- *Significant and Unavoidable Impact:* A residual impact that would cause a substantial adverse effect on the environment that could not be reduced to a less-than-significant level by feasible mitigation.
- *Mitigation:* This term refers to measures that would be implemented to avoid or lessen significant impacts. Mitigation includes the following:
  - Avoiding the impact altogether by not taking a certain action or parts of an action;
  - Minimizing the impact by limiting the degree or magnitude of the action and its implementation;
  - Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
  - Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; or
  - Compensating for the impact by replacing or providing substitute resources or environments.

  The mitigation measures would be proposed for implementation as conditions of Proposed Project approval and would be monitored to ensure compliance and implementation.
- *Residual Impact:* This is the level of impact after the implementation of mitigation measures.

3.1 Aesthetics

3.1.1 Section Summary

This section analyzes whether implementation of the Proposed Project would affect the visual character of the Proposed Project area, adhere to applicable regulations governing scenic quality, and create substantial light and glare impacts in the Proposed Project area. Below are the outline and key points of this section.

Section 3.1, *Aesthetics*, Includes the following:

- A description of the visual environmental setting within the Proposed Project Site (formerly Ports O'Call Village) and vicinity;
- A description of the applicable regulatory setting pertaining to aesthetic regulations;
- A discussion of the methodology used to determine whether construction and operation of the Proposed Project would affect scenic resources;
- A description of all the Proposed Project components;
- An impact analysis of the Proposed Project; and
- A description of mitigation measures proposed to reduce significant impacts, as applicable.

Key Points of Section 3.1, *Aesthetics*

- The Proposed Project would not conflict with applicable zoning and other regulations governing scenic quality.
- The Proposed Project, including the 208 E. 22nd Street Parking Lot, would not lead to a new, significant environmental effects or a substantial increase in the severity of previously identified significant effects, as determined in the *San Pedro Waterfront 2009 Environmental Impact Statement (EIS)/Environmental Impact Report (EIR)* (2009 SPW EIS/EIR) (Port 2009) and *Addendum to the San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report for the San Pedro Public Market Project* (2016 SPPM Addendum) (ICF 2016). Proposed Project impacts would be less than significant, and no mitigation would be required.
- The Proposed Project's Amphitheater has the potential to create significant spillover of light and glare, which could result in impacts on the harbor. However, as demonstrated in the photometric study prepared for the Proposed Project (Appendix B), adherence to Illuminating Engineering Society of North America (IESNA) standards (IESNA 2022), the City of Los Angeles Bureau of Street Lighting requirements (LABS 2022), the International Dark-Sky Association's standards (IDA) (IDA 2022), and the applicable City of Los Angeles Planning and Zoning Code would ensure that potential impacts remain less than significant.
- The Proposed Project's potential to create spillover of light and glare is new when compared with what was found in the 2009 SPW EIS/EIR and 2016 SPPM Addendum because the 2009 SPW EIS/EIR found that impacts related to light and glare have a designation of "no impact." This has

been upgraded to a designation of "less than significant" because there are public viewpoints from which the spillover would be visible. However, given that the screens and lighting would not face the public, and public views of the Project Site are largely obstructed, impacts would be less than significant.

3.1.2 Introduction

This section describes the affected visual environment, the regulatory setting, existing light and glare within the Port of Los Angles (Port), potential impacts regarding applicable scenic-quality regulations, and light and glare associated with construction and operation of the Proposed Project.

The two major causes of light pollution are glare and light spillover. *Glare* occurs when one sees a bright object against a darker background, such as when a person experiences oncoming headlights while driving at night. *Light spillover* is caused by misdirected light that illuminates areas outside of the area intended. Light spillover can be a nuisance to adjacent areas and diminish views of the clear night sky. Table 3.1-1 presents a summary of the impact determinations of the Proposed Project related to aesthetics, which are described in detail in Sections 3.1.8.1, *Impact AES-1. Scenic Quality Regulations*, and 3.1.8.2, *Impact AES-2. Light and Glare*, below.

3.1.3 Environmental Setting

The Proposed Project is located within the Port, which is in San Pedro Bay in the City of Los Angeles (City). Figure 2-1 in Chapter 2, *Project Description*, shows the regional location of the Proposed Project area. Within the Port, the Proposed Project occurs within the San Pedro Waterfront (SPW) Project area previously approved as the Discovery Sea Amusement Area in the southern portion of the San Pedro Public Market (SPPM) Project Site. Figure 2-2 in Chapter 2 shows the boundaries of the SPW Project area, SPPM Project site, and Project Site. The Proposed Project would be located between the Los Angeles Harbor's Main Channel and Sampson Way. from Berths 73-Z to 83 within the Port. Figures 2-3A and 2-3B in Chapter 2 show the Project Site.

Views of the Project Site are limited to elevated land uses along Beacon Street and motorists and pedestrians along Harbor Boulevard/Sampson Way. Light-sensitive residents would be located approximately 60 feet above and approximately 0.25 mile to the west of the Project Site. Views surrounding the Project Site include other Port operations to the north, south, and east and residences to the west.

The Proposed Project vicinity currently produces nighttime lighting from streetlights and light associated with the all-night Port operations at cargo and bulk terminals, nearby residential and commercial land uses and streetlights along Beacon Street, and traffic along roadways in the vicinity, and the vicinity is illuminated by these light sources. Existing sources of daytime glare include sunlight and light sources reflecting off the open waters in the harbor, surfaces and windows of boats—including the commercial fishing fleet docked at the Southern Pacific Slip to the west of the Project Site—cars and delivery trucks driving on onsite or adjacent roadways, and windows of the Municipal Fish Market and other nearby buildings. Daytime glare from nearby residential and commercial land uses and streetlights along Beacon Street does not affect the Project Site because the Project Site is at a lower elevation than Beacon Street, and existing landscaping along Beacon Street and Harbor Boulevard filter glare.

3.1.4 Regulatory Setting

The only regulations that apply to aesthetic and visual resources are local regulations. There are no applicable federal or state regulations.

3.1.4.1 Local Regulations and Guidelines

Los Angeles Waterfront Design Guidelines

The *San Pedro Waterfront and Promenade Design Guidelines* were developed as part of the SPW Project EIR/EIS to ensure that project features would not adversely affect visual quality. The guidelines were updated in 2014 and renamed the *LA Waterfront Design Guidelines*. These guidelines provide the design framework for projects constructed along the Los Angeles Waterfront at the Port. The design guidelines are intentionally broad, allowing designers to have creative latitude while establishing a desired unified character and level of quality for the waterfront.

Relevant guidelines that address aesthetic and visual resources include the following:

- Ensure strong visual and physical connections between the waterfront and upland areas, including Wilmington and San Pedro;
- Use high-quality materials that are well suited for the waterfront location and require low periodic maintenance;
- Site furnishings, railings, fences, bollards, and other features in the public realm should be made of high-quality, durable materials that are suitable for the marine environment, have a long lifespan, and require only minimal periodic maintenance;
- Buildings should protect upland views to the water and adhere to the existing scale of development in Wilmington and San Pedro;
- Architecture should be designed with a variety of scales and styles to avoid the appearance of redevelopment being constructed at one time;
- To mitigate the scale of development and create a pedestrian-friendly environment, building massing should be modulated and articulated to create interest and visual variety;
- The maximum building height for development should comply with the City of Los Angeles Zoning Ordinance; where deemed appropriate by the Port, however, buildings can exceed this height through a variance;
- Buildings should generally decrease in height as they approach the waterfront, with taller buildings away from the water, and shorter buildings nearer the promenade;
- Tower elements or those portions of a building over 60 feet tall should be designed as slender structures to minimize view obstructions from inland areas and maintain upland views and east–west view corridors from existing streets;
- In general, all lighting should comply with standards from IESNA, the City of Los Angeles Bureau of Street Lighting, and the IDA;

- Signs along the developed areas of the waterfront should be inspired by the colors of the Port and enliven the areas with their vibrancy;
- Signs should be illuminated uniformly and use appropriate contrasting backgrounds to ensure visibility and legibility, even during night hours, and glare and reflection should be minimized;
- Surface parking should be well-screened from public street views by the placement of trees, a low hedge, wall, or fence within the landscaped setback and should be well-lit; and
- Foster a unified LA Waterfront through high quality, consistent, and complementary lighting design throughout the LA Waterfront.

City of Los Angeles General Plan

The City's *General Plan 2035* (City of Los Angeles 2022) is a legal mandate that governs both private and public actions and comprises 10 citywide *Elements* (i.e., Air Quality, Conservation, Historic Preservation and Cultural Resources, Housing, Infrastructure Systems, Noise, Open Space, Public Facilities and Services, Safety, and Mobility).

Conservation Element, Section 15: Landforms and Scenic Vistas

Relevant objectives and policies in the *Conservation Element* (City of Los Angeles 2001) of the City of Los Angeles's *General Plan 2035* include the following:

- **Objective**: To protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.
    - **Policy**: Continue to encourage and/or require property owners to develop their properties in a manner that would, to the greatest extent practical, retain significant existing land forms (ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.

Mobility Element

Appendix B of the *Mobility Element* presents an inventory of designated scenic highways, including John S. Gibson Boulevard, Pacific Avenue/Front Street, and Harbor Boulevard. (Los Angeles Department of City Planning 2016). John S. Gibson Boulevard, Pacific Avenue, and Front Street are designated as scenic routes for their views of Vincent Thomas Bridge, historic San Pedro, and the Port. Harbor Boulevard, south of the Vincent Thomas Bridge, is also designated as a Scenic Route because of its views of historic San Pedro and the Port.

City of Los Angeles Planning and Zoning Code

The City of Los Angeles Planning and Zoning Code contains two lighting-related requirements applicable to the Proposed Project as listed below:

- **Section 103.102.1**: Any business providing live entertainment in which an entertainer is present shall conform to all the applicable requirements previously set forth in this article and shall also conform to the following additional requirements, whether or not a permit is required under Section 103.102:

(d) The premises shall be equipped with lighting fixtures of sufficient intensity to illuminate all interior areas of the premises accessible to patrons with an illumination of not less than 1.5 foot-candles evenly distributed as measured at floor level, except during performances, at which times lighting shall be at least 1.0 foot-candles;

- **Section 93.0117**: Illumination of adjacent residential properties by exterior light sources shall not exceed 2 foot-candles (a unit of illumination equal to that given by a source of one candela at a distance of one foot) and shall not be a source of direct glare on said uses; and
- **Section 12.21 A 5(k)**: All lights used to illuminate a parking area shall be designed, located, and arranged so as to reflect the light away from any streets and adjacent premises.

3.1.5 2009 Mitigation Measures and Revisions

The 2009 SPW EIS/EIR concluded that impacts would be less than significant for aesthetics. Therefore, no mitigation measures or revisions were necessary.

3.1.6 2016 Mitigation Measures and Revisions

The 2016 SPPM Addendum concluded that impacts would be less than significant for aesthetics. Therefore, no mitigation measures or revisions were necessary.

3.1.7 Methodology

The baseline for aesthetics includes the Approved Project, as defined in the certified 2009 SPW EIS/EIR and the updates included in the 2016 SPPM Addendum. Within the context of the baseline, this section provides a qualitative discussion of the potential impacts on aesthetics that could result from the Proposed Project.

The baseline for aesthetics includes the development within and surrounding the Project Site that existed in the plan area at the time the 2009 SPW EIS/EIR was certified, as identified in Section 3.1.3, *Environmental Setting*. The baseline also includes the project approvals and minor updates that were discussed in the 2009 SPW EIR/EIS, the 2016 SPPM Addendum, and this section of the Subsequent Environmental Impact Report (SEIR). Within the context of the baseline, this section provides a qualitative discussion of the potential impacts on aesthetics as a result of the Proposed Project.

The Initial Study (IS)/Environmental Checklist (see Appendix A, *Notice of Preparation*, of this Draft SEIR) determined that the Proposed Project would have no impact on scenic vistas or resources, including trees, rock outcroppings, and historic buildings along a scenic highway. Because it was already determined that there would be no aesthetics impact on these resources, they will not be addressed further in this SEIR.

Although the IS found that the Proposed Project would not conflict with applicable zoning or other regulations governing scenic quality, this resource topic will be further evaluated in the SEIR due to the Project Site's proximity to the Port and because of how it could potentially affect Port operations and the community views. The Proposed Project was determined to have the potential to create a new source of substantial light or glare that could adversely affect daytime or nighttime views, and this issue is analyzed further in the subsequent sections.

The analytical framework for assessing impacts and their significance is the *Visual Modification Class Approach to Preparing NEPA and CEQA-Compliant Visual Impact Assessments* (Headley 2008). Visual impacts and their significance are defined as follows:

- A *visual impact* on aesthetics/visual resources occurs when:
    - Features are altered, introduced, made less visible, or are removed, such that the resultant effect on the views is perceptibly inconsistent with the inherent, established character of the landscape; and/or
    - Access to public views is diminished such that the affected view has become limited to some degree and/or physical access to public viewing positions has become impeded.
- A *significant visual impact* is one that:
    - Causes a substantial adverse change in the visual resources of the affected environment;
    - Causes views from State Scenic Highways, locally designated scenic routes, corridors, and parkways, or public views that are otherwise recognized or valued to become substantially blocked or screened from view; and/or
    - Causes historically available public access to such views to become substantially diminished.
- A *substantial adverse change* in visual resources occurs when visual quality has been noticeably reduced, as influenced by public sensitivity to the intensity of the impacts and their duration. The premise of the methodology is that a highly sensitive public is more apt to notice adverse changes in visual resources of lesser intensity than a less-sensitive public, and such effects should be regarded as *substantial* and therefore significant.

Whether or not they are substantial by the foregoing criteria, adverse changes in visual resources are also considered substantial when the impact would result in an inconsistency with laws, orders, regulations, and standards applicable to the protection of visual resources.

3.1.7.1 208 E. 22nd Street Parking Lot

The Proposed Project would develop a surface parking lot with 2,600 spaces at the northeastern corner of Miner Street and East 22nd Street. The parking lot currently consists of an existing surface parking lot with 150 paved and marked stalls, an unpaved/unmarked area sufficient for approximately 500 additional cars, undeveloped land, an automotive building, a pump station, and the Red Car rail line, platform, and maintenance facility. The Proposed Project would require removal of the existing Red Car maintenance facility, loading platform, rail, and parking lot along Miner Street and removal of the Pacific Performance Racing building at the corner of Harbor Boulevard and 22nd Street. Additionally, the Proposed Project would install lighting for safety and visibility reasons and fencing around the entire proposed parking lot. Light and glare would increase, as compared to existing conditions with the installed parking lot lighting and lights from vehicles.

3.1.7.2 Amphitheater

The proposed 60-foot-tall Amphitheater would include stage lighting and two approximately 54-foot-high video screens on both sides of the stage. The Amphitheater would face outward, toward the water, and lighting would be directed out to sea, toward the southwest and away from residential

areas, the nearest of which are located approximately 60 feet above and 1,450 feet west of the Project Site. Light and glare from the additional stage lighting, audience spotlighting, and laser light shows could affect surrounding Port operations and nearby sensitive land uses, such as the residences west of the Project Site.

3.1.7.3 Fireworks

Fireworks may be launched from a barge at approximately 25 events per year and may last up to 20 minutes. Each event would undergo appropriate permitting from the U.S. Coast Guard, as necessary. Light and glare from the fireworks could affect surrounding Port operations and nearby sensitive land uses, such as the residences west of the Project Site.

3.1.7.4 Amusement Attractions

The Proposed Project would develop a 175-foot-diameter Ferris wheel, which would be located on the northern portion of the Project Site. The proposed Ferris wheel would be similar in structure and design to the 100-foot-diameter Ferris wheel included in and analyzed for the SPPM Project in the 2016 SPPM Addendum. Although the Ferris wheel is now proposed to be larger than the previously approved Ferris wheel, the surrounding physical character of the Port would support this change.

From the residential street, views would include cranes ranging upward, up 400 feet in height, large lattice-steel structures, and large palm trees. The elevation difference from the Project Site and the residential street is approximately 60 feet, and the trees on the street range from 50 to 80 feet tall. Therefore, not many views in the area are unobstructed, and those that are unobstructed still have views of the steel structures throughout the Port. Other attractions would also be developed in the City Park area of the Project Site and could include a double-decker carousel, wave swings, a drop tower, or other mechanical rides and amusement attractions found in similar waterfront destinations; these other attractions are not anticipated to exceed 75 feet in height.

3.1.8 Thresholds of Significance

Based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines (Environmental Checklist), the Proposed Project would have a significant aesthetic impact if it would cause any of the following to occur.

- **AES-1**: Would the Proposed Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Proposed Project is in an urbanized area, would the Proposed Project conflict with applicable zoning and other regulations governing scenic quality?
- **AES-2**: Would the Proposed Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

For the last area of concern, the *L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles* (City of Los Angeles 2006) lists the following factors relevant in considering visual impact significance:

- The change in ambient illumination levels as a result of Proposed Project sources; and

- The extent to which Proposed Project lighting would spill off the Project Site and affect adjacent light-sensitive areas.

Impact AES-1. Would the Proposed Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Proposed Project is in an urbanized area, would the Proposed Project conflict with applicable zoning and other regulations governing scenic quality?

Summary of 2009 SPW EIS/EIR Findings

The 2009 SPW EIS/EIR determined that construction and operation of the SPW Project would not contrast with the existing visual character or quality of areas seen from critical public viewing positions or the "valued aesthetic image" of those areas. Construction impacts would be temporary, and Project components would be within the established character of the Port with no unfavorable contrast. Therefore, no impacts would occur, and no mitigation was required.

Summary of 2016 SPPM Addendum Findings

The 2016 SPPM Addendum determined that the SPPM Project would not result in new significant impacts with regard to scenic quality or require new mitigation measures that were not already evaluated in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

The Project Site is located within an urbanized portion of the City. Therefore, the impact analysis of the Proposed Project is determined by its consistency with the City's applicable scenic quality regulations. As mentioned above, City plans that contain applicable scenic quality regulations include the *L.A. Waterfront Design Guidelines*, the City of Los Angeles's *General Plan 2035*, and the Los Angeles Planning and Zoning Code.

Construction

Proposed Project construction would be temporary, and the Proposed Project would not result in new significant impacts on aesthetics, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the 2009 SPW EIS/EIR and 2016 SPPM Addendum.

208 E. 22nd Street Parking Lot

The proposed parking lot is not near any protected or designated scenic vistas or highways. The entire surface parking-lot boundary, except for entrance and exit lanes, would be fenced. Lighting would be installed for visibility and safety purposes. As detailed in Impact **AES-2**, below, the Proposed Project would adhere to applicable lighting regulations and design, material, and signage guidelines. Therefore, the 208 E. 22nd Street Parking Lot component of the Proposed Project would not result in

new significant impacts on aesthetics, substantially increase the severity of a previously analyzed impact, nor require new mitigation measures that have not already been evaluated in the 2009 SPW EIS/EIR.

Amphitheater

The Amphitheater would be comprised of an approximately 60-foot-tall, 12,000-square-foot stage building. The upland residences are approximately 1,450 feet west and 60 feet above the Project Site. Therefore, with the setback and the Amphitheater height, the Amphitheater would protect upland views of the water. The design of the Amphitheater would create a variety of scale, decrease in height as it approaches the water, add visual variety compared to surrounding developments, and create a further visual and physical connection between the waterfront and upland areas, as compared to the underutilized parking lot that currently exists in the Project Site. The 2016 SPPM Addendum proposed the Discovery Sea Amusement Section of the larger SPPM project at this location.

As detailed in Impact **AES-2**, below, the Proposed Project would adhere to applicable lighting regulations and design, material, and signage guidelines. Therefore, the Amphitheater component of the Proposed Project would not result in new significant impacts on aesthetics, substantially increase the severity of a previously analyzed impact, nor require new mitigation measures that have not already been evaluated in the 2009 SPW EIS/EIR.

Fireworks

The Port already conducts firework shows; therefore, the introduction of fireworks in the Proposed Project area would be consistent with current Port operations. Although additional shows would be added each year, all firework shows would comply with City of Los Angeles Municipal Code, Section 57.5608, *Fire Displays* (City of Los Angeles 2023). Because firework shows are already conducted by the Port, the Proposed Project would not be introducing a foreign event to the Project Site. Therefore, impacts would be less than significant.

Amusement Attractions

The Proposed Project would develop the Ferris wheel consistent with the previously approved SPPM Project. Although the Ferris wheel is now proposed to be larger than the previously approved Ferris wheel, the surrounding physical character of the Port would support this change. From the residential street, views include cranes, large lattice-steel structures, and large palm trees. The elevation difference from the Project Site and the residential street is approximately 60 feet, and the trees on the street range from 50 to 80 feet tall. A total of approximately 40 cranes, ranging in height from 245 to 394 feet, exist at the nearby container terminals at Berths 226–236, Berths 302–306, and Berths 400–406. These existing larger structures are already a part of the surrounding Port environment; therefore, the attractions included in the Proposed Project would be consistent with the surrounding environment. Not many existing views in the area are unobstructed, and those that are unobstructed still have views of the steel structures throughout the Port. The Ferris wheel would adhere to all applicable scenic regulations.

Other attractions would also be developed in the City Park area of the Project Site and could include a double-decker carousel, wave swings, a drop tower, or other mechanical rides and amusement attractions found in similar waterfront destinations and are not anticipated to exceed 75 feet in height. The design of the attractions would create a variety of scale, visual variety compared to surrounding

developments without straying from the existing character, and further visual and physical connection between the waterfront and upland areas, as compared to the undeveloped lot that currently exists at the Project Site. As detailed in Impact **AES-2**, below, the Proposed Project would adhere to applicable lighting regulations and design, material, and signage guidelines. Therefore, the proposed amusement attractions would adhere to all applicable scenic-quality regulations, and impacts would be less than significant.

As detailed above, no components of the Proposed Project would conflict with any applicable regulations governing scenic quality, nor result in any new significant impacts not previously considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum. Therefore, the Proposed Project would remain consistent with the previous determination of less-than-significant impacts.

Previous Mitigation Measures Applicable to the Proposed Project

No previous mitigation measures are applicable to the Proposed Project.

New Mitigation Measures Applicable to the Proposed Project

Impacts would remain consistent with the previous determination of less than significant, and no new mitigation measures would be required.

Significance after Mitigation

The Proposed Project, including the 208 E. 22nd Street Parking Lot, would not lead to a new, significant environmental effect or a substantial increase in the severity of previously identified significant effects. Proposed Project impacts would be less than significant, and no mitigation would be required.

Impact AES-2. Would the Proposed Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Summary of 2009 SPW EIS/EIR Findings

The 2009 SPW EIS/EIR determined that, by following applicable light and glare guidelines, the construction and operation of the SPW Project would not create significant light and glare impacts. Therefore, no impacts would occur. The 2009 SPW EIS/EIR also stated that the Proposed Project would not cause substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within view from a state scenic highway. No additional impacts were identified.

Summary of 2016 SPPM Addendum Findings

The 2016 SPPM Addendum determined that although the SPPM Project would introduce an Amphitheater and Ferris wheel, which would introduce lighting in the area, light-sensitive residents would be located more than 60 feet above and approximately 500 feet or more away from the Project Site and would not be exposed to spill light. Furthermore, because this area is adjacent to downtown commercial and office buildings, night lighting would not affect light-sensitive areas. Additionally,

the Proposed Project would follow applicable light and glare guidelines. Therefore, it was determined that the 2016 SPPM Addendum would not result in new significant impacts for light and glare that had not already been evaluated in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

The Project Site is located within an urbanized portion of the City. Therefore, the impact analysis of the Proposed Project will be determined based on its consistency with applicable scenic quality regulations. As mentioned above, City plans that contain applicable scenic quality regulations include the *L.A. Waterfront Design Guidelines*, the City of Los Angeles's *General Plan 2035*, and the Los Angeles Planning and Zoning Code.

Construction

Similar to the 2016 SPPM Addendum, construction would be temporary, and impacts would remain consistent with the previous determination of less than significant.

208 E. 22nd Street Parking Lot

The Proposed Project would install lighting in the proposed parking lot for safety and visibility purposes. The lighting would adhere where appropriate to the *L.A. Waterfront Design Guidelines*, IESNA standards, the City of Los Angeles Bureau of Street Lighting, the IDA, and the City of Los Angeles Planning and Zoning Code. Therefore, potential impacts resulting from light and glare would be less than significant.

Amusement Attractions

Ferris Wheel

The Proposed Project would develop the Ferris wheel consistent with the previously approved SPPM Project. Although the previously approved Ferris wheel was to be 100 feet in diameter, the new proposal would increase the diameter to 175 feet. Even though the diameter would be increased from the previously approved Project, the impacts would remain similar. Light-sensitive residents would be located more than 60 feet above and approximately 500 feet or more away from the Project Site and would not be exposed to spillover light. Furthermore, because this area is adjacent to downtown commercial and office buildings, night lighting would create additional effects on light-sensitive areas. Additionally, the Proposed Project would follow applicable light and glare guidelines. Therefore, the Ferris wheel would have less-than-significant impacts related to light and glare.

Other Attractions

The lighting proposed for the other amusement attractions does not represent a substantial change from the Ferris wheel, which was analyzed in the 2016 SPPM Addendum, because the lighting would blend in with the night lighting of Port operations and would not adversely affect light-sensitive areas. The 2016 SPPM Addendum also contains a discussion of the Discovery Sea Amusement Area uses, which the Proposed Project would implement as amusement attractions and be located in the former City a park area.

Amphitheater

A lighting photometric narrative report was developed for the Proposed Project's Amphitheater (see Appendix B) to determine what lighting impacts the Amphitheater could have on the surrounding harbor environment. The report breaks down the Proposed Project into several features, including the loading dock area, stage building, event lawn/audience-seating area, VIP/concessions/restroom building, ticket booth, and green room. Each feature contains different kinds of lighting fixtures that vary in light production levels. The conclusions drawn are as follows:

- All photometric calculations presented are shown at the ground/water plane, per industry standards;
- All lighting fixtures would include light-emitting diode (LED) sources, either white lighting at 3000K (i.e., warm white) Color Temperature or Programmable Color Changing;
- All fixtures and their associated outputs would be either under Dimmer or DMX Control, so brightness would be infinitely adjustable;
- The number of events/concerts would vary on a seasonal basis; and
- There is a significant decrease in light levels at the Water Way Areas adjacent to the Amphitheater site.

As detailed in Section 3.1.4, *Regulatory Setting*, the Proposed Project would be required to adhere to the City of Los Angeles Planning and Zoning Code and the *L.A. Waterfront Design Guidelines* to ensure any impacts would be less than significant. As shown in Appendix B, the Amphitheater lighting, including stage lighting, would face inward, toward the Project Site, and away from the nearest residences to the west and would not affect residential developments where lighting would exceed two foot-candles[1]. As such, Amphitheater lighting and stage lighting would not affect nearby residences, as shown in Appendix B. Therefore, the Amphitheater would be consistent with the City of Los Angeles Planning and Zoning Code.

Lighting associated with the Proposed Project would be designed in consideration of the *L.A. Waterfront Design Guidelines*, which include lighting recommendations to minimize light pollution, spill light, and glare, while promoting goals to create an attractive and safe daytime and nighttime waterfront that supports economic growth. Additionally, the Proposed Project would adhere to IESNA standards, the City of Los Angeles Bureau of Street Lighting, the IDA, and the City of Los Angeles Planning and Zoning Code.

The analysis of lighting for the Proposed Project includes not only the lighting around the seating area, but also the stage lighting and LED screens, as well as any other light feature within the Proposed Project. Appendix B displays a diagram of the lighting locations throughout the Amphitheater area. The different light sources are displayed on the diagram, as well as in a table that describes the calculation type, units, and other statistics related to the light output. The lighting fixtures would be contained within the Proposed Project area, and their impact from the outside is presented in Appendix B in units of foot-candles. The measurements max out at around 52 foot-candles closest to the stage; however, the measurements drop off dramatically outside of the confines

[1] A *foot-candle* is a unit of illumination equal to that given by a source of one candela at a distance of 1 foot (equivalent to 1 lumen per square foot).

of the Amphitheater area. Foot-candle measurements range from about 5 and tapering to less than 1 within the dock bordering the Amphitheater. By the time light reaches approximately 100 feet into the water, foot-candles are measured to be less than 1, with a majority of the measurements being less than 0.5.

Appendix B further displays the light study in a heatmap, also measured in foot-candles, which demonstrates that impacts from lighting would be minimal outside of the immediate Amphitheater area. Based on adherence to lighting requirements discussed in the preceding paragraph, and as shown in Appendix B, the Proposed Project's lighting would increase from what was analyzed in the 2009 SPW EIR and 2016 SPPM Addendum, however, the increase would not have a significant effect on nearby passing vessels or residences. Therefore, impacts related to light and glare would be new when compared to the previous determination of "no impact" and would instead be upgraded to less than significant with no mitigation required; therefore, no residual impacts would occur.

Fireworks

The proposed fireworks of the Proposed Project do not represent a substantial change in the visual landscape from what was evaluated in the 2009 SPW EIS/EIR and the 2016 SPPM Addendum. The new light sources proposed would not represent a substantial change over the existing ambient illumination levels associated with the night lighting of port operations, given that the Port already uses the area for firework shows. Although the Proposed Project would increase the frequency of the firework shows, the illumination levels per show would not constitute a significant change. The Proposed Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the 2009 SPW EIS/EIR. Therefore, impacts resulting from operation of the Proposed Project would be less than significant.

Previous Mitigation Measures Applicable to the Proposed Project

No previous mitigation measures are applicable to the Proposed Project.

New Mitigation Measures Applicable to the Proposed Project

No new mitigation measures would apply to the Proposed Project.

Significance after Mitigation

The Proposed Project, including the 208 E. 22nd Street Parking Lot, would not lead to a new significant environmental effect nor a substantial increase in the severity of previously identified significant effects. The potential light and glare impacts of the Amphitheater would be new when compared with the 2009 SPW EIR and would be upgraded to less than significant with no mitigation required. However, no residual impacts would occur.

3.1.9 Impact Summary

Table 3.1-1 presents a summary of impact determinations for the Proposed Project that are related to aesthetics.

Table 3.1-1. Summary of Potential Impacts on Aesthetics Associated with the Proposed Project

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
Proposed Project			
Impact AES-1: Would the Proposed Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Proposed Project is in an urbanized area, would the Proposed Project conflict with applicable zoning and other regulations governing scenic quality?	The 2009 SPW EIS/EIR findings of "less-than-significant impacts" remains valid for the Proposed Project.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
Impact AES-2: Would the Proposed Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	The 2009 SPW EIS/EIR findings of "no impact" is no longer valid for the Proposed Project. Impacts are now less than significant.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
Alternative 1 – No Project Alternative			
Impact AES-1: Would the Proposed Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Proposed Project is in an urbanized area, would the Proposed Project conflict with applicable zoning and other regulations governing scenic quality?	The 2009 SPW EIS/EIR findings of "less-than-significant impacts" remains valid for Alternative 1.	No mitigation is required.	No new or substantially more severe significant impacts would occur.

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
Impact AES-2: Would the Proposed Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	The 2009 SPW EIS/EIR findings of "no impact" remains valid for Alternative 1.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
Alternative 2 – Half-Capacity Amphitheater Alternative			
Impact AES-1: Would the Proposed Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Proposed Project is in an urbanized area, would the Proposed Project conflict with applicable zoning and other regulations governing scenic quality?	The 2009 SPW EIS/EIR findings of "less-than-significant impacts" remains valid for Alternative 2.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
Impact AES-2: Would the Proposed Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	The 2009 SPW EIS/EIR findings of "no impact" remains valid for Alternative 2.	No mitigation is required.	No new or substantially more severe significant impacts would occur.

EIR = Environmental Impact Report; EIS = Environmental Impact Statement; MM = mitigation measure; SPW = San Pedro Waterfront

3.1.9.1 Mitigation Monitoring Program

Impacts to visual and aesthetic resources would be less than significant. No mitigation measures are required.

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3.2 Air Quality

3.2.1 Section Summary

This section analyzes whether construction and operational activities associated with the Proposed Project may impact air quality or expose individuals to unacceptable levels of health risk.

Section 3.2, *Air Quality*, includes the following.

- A description of the existing air quality and meteorology within the Port of Los Angeles (Port).
- A discussion of regulations and policies regarding air quality that are applicable to the Proposed Project.
- A discussion of the analysis methodology.
- Potential impacts on air quality and human health risk associated with construction and operation of the Proposed Project and Alternatives.
- A description of each mitigation measure (MM-) proposed to reduce significant impacts, as applicable.
- Residual impacts after mitigation and significance under the California Environmental Quality Act (CEQA).

Key points of Section 3.2, *Air Quality*, include the following.

- The Proposed Project activities, emissions, and associated impacts on air quality and human health would be less than South Coast Air Quality Management District (SCAQMD) thresholds.
- Proposed Project emissions and associated impacts would be much lower and would not add substantially to impacts identified as significant in the *2009 San Pedro Waterfront (*SPW*) Environmental Impact Statement (*EIS*)/Environmental Impact Report (*EIR*)* (2009 SPW EIS/EIR) (Port 2009).
- Mitigation measures identified in Section 3.2.5 would reduce Proposed Project emissions and associated impacts.
- The Proposed Project would not change the determinations of significance made in the 2009 SPW EIS/EIR or *2016 Addendum to the San Pedro Waterfront Project Environmental Impact Report Statement/Environmental Impact Report for the San Pedro Public Market (*SPPM*) Project* (2016 SPPM Addendum) (ICF 2016) and residual impacts concluded to be significant in those documents would remain significant and unavoidable.
- Similarly, the Proposed Project would not change the determination of significance made in the 2009 SPW EIS/EIR or 2016 SPPM Addendum and residual impacts concluded to be less than significant in those documents would remain less than significant.

3.2.2 Introduction

The Proposed Project would implement modifications on 2.5 acres of the 6.4-acre Discovery Sea Amusement Area in the southern portion of the SPW Project site. Improvements would also be made to the 22-acre overflow parking lot at 208 E. 22nd Street.

This section describes the environmental and regulatory setting for air quality. It also describes impacts on air quality and human health that may result from implementation of the Proposed Project and provides mitigation measures, where feasible and appropriate.

3.2.3 Environmental Setting

The Project Site is located in the Harbor District of the City of Los Angeles (City) in the southwestern coastal area of the South Coast Air Basin (SCAB). The SCAB consists of the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin covers an area of approximately 15,500 square kilometers (6,000 square miles) and is bounded on the west by the Pacific Ocean; on the north and east by the San Gabriel, San Bernardino, and San Jacinto mountains; and on the south by the San Diego County line. This section describes existing air quality conditions in the project study area within the SCAB. Meteorological conditions have not changed since the time of the 2009 SPW EIS/EIR or the 2016 SPPM Addendum.

3.2.3.1 Existing Air Quality

Air pollutants are defined as two general types: (1) criteria pollutants, representing six pollutants for which the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have set health- and welfare-protective national ambient air quality standards (NAAQS) and state ambient air quality standards (CAAQS), respectively; and (2) toxic air contaminants (TACs), which may lead to serious illness or increased mortality even when present at relatively low concentrations. Generally, TACs do not have ambient air quality standards. The three TACs that do have ambient air quality standards (i.e., lead, vinyl chloride, and hydrogen sulfide) would not be emitted from Proposed Project construction and operational activities. Criteria pollutants can affect both regional and localized air quality, whereas TACs are typically associated with localized effects. This section discusses criteria pollutants and TACs, describes the existing regional and local air quality, describes what constitutes odors, and identifies nearby sensitive receptors.

In addition, Section 3.2.2.2 *Criteria Pollutants and Air Monitoring* of the 2009 SPW EIS/EIR presents additional discussion of ultrafine particles (UFP), secondary formation of particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), and atmospheric deposition. This information has not changed since the time of the 2009 SPW EIS/EIR and is not repeated in this section.

3.2.3.2 Criteria Pollutants

The six criteria pollutants subject to national and state standards are O_3, particulate matter less than 10 microns in diameter (PM_{10}), $PM_{2.5}$, carbon monoxide (CO), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2).

Air quality at a given location can be described by the concentrations of criteria air pollutants in the atmosphere near ground level. The significance of a pollutant concentration is determined by comparing it to an appropriate NAAQS and/or CAAQS. These standards represent the allowable

atmospheric concentrations at which the public health and welfare are protected and include a reasonable margin of safety to protect the more sensitive individuals in the population.

3.2.3.3 Regional Air Quality

EPA, CARB, and local air districts classify an area as attainment, unclassified, or nonattainment depending on whether the monitored ambient air quality data show compliance, lack of data, or noncompliance with the ambient air quality standards. NAAQS and CAAQS are provided in Table 3.2-1. Table 3.2-2 summarizes the federal and state attainment status of criteria pollutants in the SCAB based on NAAQS and CAAQS.

Air quality within the SCAB has improved substantially since the inception of the South Coast Air Quality Management District's (SCAQMD) air pollutant monitoring in 1976. This improvement is due primarily to the implementation of stationary source emission-reduction strategies by the EPA, CARB, and SCAQMD and lower polluting on-road motor vehicles. This trend toward cleaner air has occurred despite continued population growth. For example, while the SCAB exceeded the 0.07 parts per million (ppm) national 8-hour O_3 standard on 233 days in 1977, the number of O_3 exceedance days was 130 in 2021 (CARB 2020a).

Of the six criteria pollutants with national and state standards, O_3 is unique because it is not directly emitted from project sources. Rather, O_3 is a secondary pollutant, formed from precursor pollutants volatile organic compounds (VOC) and nitrogen oxides (NO_X) which photochemically react to form O_3 in the presence of sunlight. As a result, unlike inert pollutants, O_3 levels usually peak several hours after the precursors are emitted and many miles downwind of the source.

Because of the complexity and uncertainty in predicting photochemical pollutant concentrations, O_3 impacts are indirectly addressed by comparing emissions of VOC and NO_X to daily emission thresholds set by SCAQMD, discussed in Section 3.2.4.3, *Thresholds of Significance*. Because some Proposed Project emission sources would be diesel-powered, diesel particulate matter (DPM) was also evaluated in this analysis. DPM is one of the components of ambient PM_{10} and $PM_{2.5}$; it is classified as a TAC by CARB. DPM is therefore evaluated both as a criteria pollutant (as a component of PM_{10} and $PM_{2.5}$) and as a TAC (for localized health impacts).

Table 3.2-1. National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	National Standards	Health Effects
O_3	1-hour	0.09 ppm	–	Breathing difficulties, lung tissue damage
	8-hour [a]	0.070 ppm	0.070 ppm	
PM_{10}	24-hour	50 µg/m^3	150 µg/m^3	Increased respiratory disease, lung damage, cancer, premature death
	Annual	20 µg/m^3	–	
$PM_{2.5}$	24-hour [b]	–	35 µg/m^3	Increased respiratory disease, lung damage, cancer, premature death
	Annual	12 µg/m^3	12 µg/m^3	
CO	1-hour	20 ppm	35 pm	Chest pain in heart patients, headaches, reduced mental alertness
	8-hour	9.0 ppm	9 ppm	
NO_2	1-hour	0.18 ppm	0.100 ppm [c]	Lung irritation and damage
	Annual	0.030 ppm	0.053 ppm	

Pollutant	Averaging Time	California Standards	National Standards	Health Effects
SO_2	1-hour	0.25 ppm	0.075 ppm [c]	Increases lung disease and breathing problems for asthmatics
	3-hour	–	0.5 ppm	
	24-hour	0.04 ppm	–	

Source: CARB 2020a.
[a] The federal 8-hour O_3 standard is based on the annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years.
[b] The federal 24-hour $PM_{2.5}$ standard is based on the 3-year average of the 98th percentile of the daily values.
[c] The federal 1-hour NO_2 and SO_2 standards are based on the 3-year average of the 98th and 99th percentiles of the annual distribution of daily maximum values, respectively.
CO = carbon monoxide; NO_2 = nitrogen dioxide; O_3 = ozone; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; PM_{10} = particulate matter less than 10 microns in diameter; ppm = parts per million; SO_2 = sulfur dioxide; $\mu g/m^3$ = micrograms per cubic meter; "–" = no standards.

Table 3.2-2. South Coast Air Basin Attainment Status

Pollutant	Attainment Status	
	Federal	State
O_3	Extreme Nonattainment	Nonattainment
PM_{10}	Maintenance	Nonattainment
$PM_{2.5}$	Serious Nonattainment	Nonattainment
CO	Maintenance	Attainment
NO_2	Maintenance	Attainment
SO_2	Attainment	Attainment

Source: EPA 2023; CARB 2020b.
CO = carbon monoxide; NO_2 = nitrogen dioxide; O_3 = ozone; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; PM_{10} = particulate matter less than 10 microns in diameter; SO_2 = sulfur dioxide.

3.2.3.4 Local Air Quality

The Port operates several air monitoring stations, which collect ambient air pollutant and meteorological conditions within the Port region. The station most representative of the Proposed Project vicinity is the San Pedro Community Station, located within 0.5 mile of the Project site and proximal to the main shipping channel. The station is adjacent to the Promenade walkway along Harbor Drive, near the intersection of Harbor Boulevard and West 3rd Street and is representative of the air quality in the residential areas of San Pedro.

Air quality has improved for some pollutants since the 2009 SPW EIS/EIR. Table 3.2-3 shows the maximum pollutant concentrations measured at the San Pedro Station in the 2008–2009 monitoring period, the time of the 2009 SPW EIS/EIR. The table also presents maximum pollutant concentrations measured at the San Pedro Station from 2020 to 2022, the most recent 3-year period available (Port 2020, 2021a, 2022a). The table shows that while 1-hour O_3 and annual PM_{10} did not change appreciably since 2008–2009, other pollutants decreased by varying amounts with annual NO_2 and annual $PM_{2.5}$ showing the greatest decrease. Table 3.2-3 also shows that air quality at the monitoring station exceeded the state 1-hour O_3 standard in 1 year, the PM_{10} state 24-hour standard in 2 of the 3 years, and the PM_{10} state annual standard in all 3 years. All other national and state standards were met during this 3-year monitoring period.

Table 3.2-3. Maximum Pollutant Concentrations Measured at the San Pedro Monitoring Station

Pollutant	Averaging Period	National Standard	State Standard	Concentration [a]			
				May 2008–April 2009	May 2019–April 2020	May 2020–April 2021	May 2021–April 2022
O_3 (ppm)	1-hour	–	0.09	0.081	–/0.073	–/**0.101**	–/0.065
	8-hour[b]	0.07	0.07	0.066	0.056/0.057	0.058/0.067	0.055/0.060
CO (ppm)	1-hour	35	20	5.2	1.9/1.9	1.7/1.7	6.9/6.9
	8-hour	9	9	1.5	1.4/1.4	1.4/1.4	1.3/1.3
NO_2 (ppm)	1-hour [c]	0.100	0.180	–	0.07/0.073	0.065/0.073	0.059/0.059
	Annual	0.053	0.03	0.02	0.012/0.012	0.016/0.016	0.012/0.012
SO_2 (ppm)	1-hour [d]	0.075	0.25	0.03 (annual)	0.031/0.028		0.013/0.006
	3-hour [d]	0.500	–	0.03 (annual)	0.022/–	/–	0.006/–
	24-hour	–	0.04	0.03 (annual)	–/0.009	–/	–/0.004
PM_{10} ($\mu g/m^3$) [e]	24-hour	150	50	–	69.1/69.1	70.6/70.6	44.6/44.6
	Annual	–	20	25.9	–/23.8	–/27.2	–/24.7
$PM_{2.5}$ ($\mu g/m^3$) [f]	24-hour	35	–	–	16.7/–	21.8/–	18.4/–
	Annual	12	12	11.4	5.1/5.1	6.7/6.7	5.3/5.3

Source: Port 2009, 2020, 2021a, 2022a.

[a] Exceedances of the standards are shown in bold. All reported values represent the highest recorded concentration during the year unless otherwise noted. NAAQS/CAAQS.

[b] The monitored concentrations reported for the national 8-hour O_3 standard represent the 3-year average (including the reported year and the prior 2 years) of the 4th highest 8-hour concentration each year.

[c] The monitored concentrations reported for the national 1-hour NO_2 standard represent the 3-year average (including the reported year and the prior 2 years) of the 98th percentile of the annual distribution of daily maximum 1-hour average concentrations.

[d] The monitored concentrations reported for the national 1-hour SO_2 standard represent the 3-year average (including the reported year and the prior 2 years) of the 99th percentile of the annual distribution of daily maximum 1-hour average concentrations. The monitored concentrations reported for the national 3-hour SO_2 standard represent the second highest 3-hour average.

[e] The 24-hour PM_{10} NAAQS is attained when the number of days per calendar year with a 24-hour average concentration above the standard is equal to or less than one, not to be exceeded more than once per year, on average, over 3 years. PM_{10} is not monitored at the San Pedro Station. The PM_{10} concentrations in the table are from the Coastal Boundary Station.

[f] The 24-hour $PM_{2.5}$ NAAQS is attained when the 98th percentile of the daily average $PM_{2.5}$ concentrations, averaged over 3 years, is equal to or less than the standard. The annual $PM_{2.5}$ CAAQS is met when the annual average $PM_{2.5}$ concentration is equal to or less than the standard.

In cases where monitored concentrations were not available for the San Pedro monitoring station, concentrations from the next closest monitoring station were used.

CAAQS = California ambient air quality standards; CO = carbon monoxide; NAAQS = national ambient air quality standards NO_2 = nitrogen dioxide; O_3 = ozone; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; PM_{10} = particulate matter less than 10 microns in diameter; ppm = parts per million; SO_2 = sulfur dioxide; $\mu g/m^3$ = micrograms per cubic meter; "–" = no standards.

3.2.3.5 Toxic Air Contaminants

TACs are airborne compounds that are known or suspected to cause adverse human health effects after long-term (i.e., chronic) and/or short-term (i.e., acute) exposure. Cancer risk is associated with chronic exposure to some TACs, and noncancer health effects can result from either chronic or acute exposure to various TACs. Examples of TAC sources in the SCAB include diesel- and gasoline-powered internal combustion engines in mobile sources; industrial processes and stationary sources, such as dry cleaners, gasoline stations, and paint and solvent operations; and stationary fossil fuel-burning combustion sources, such as power plants.

SCAQMD initiated the first urban toxic air pollution study, Multiple Air Toxics Exposure Study (MATES), MATES I in 1986; the analysis was limited due to the technology available at the time. Conducted in 1998, MATES II was the first MATES iteration to include a comprehensive monitoring program, an air toxics emissions inventory, and a modeling component. MATES III was conducted in 2004–2006 with MATES IV following in 2015. MATES V, the most recent study conducted in 2021 was developed using measurements during 2018 and 2019 and a comprehensive modeling analysis and emissions inventory based on 2018 data (SCAQMD 2021).

Like previous MATES, MATES V identified the San Pedro Bay Ports area as having the highest cancer risk in the SCAB, primarily due to the prevalence of diesel-powered sources. MATES V also concluded that cancer risk has continued to decline due to federal, state, and local regulations. MATES V showed that cancer risk in the SCAB decreased by approximately 40 percent since the MATES IV study and by 84 percent since MATES II. Much of this reduction has occurred at the San Pedro Bay Ports, reflecting emission reductions from port sources. In the Proposed Project area, cancer risk decreased from 1,470 per million reported in MATES IV to 638 per million reported in MATES V (SCAQMD 2021).

3.2.3.6 Odors

Odors are generally regarded as a nuisance rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, headache). The ability to detect odors varies considerably among the population and is subjective. People may have different reactions to the same odor. An odor that is offensive to one person may be acceptable to another. An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. A person can become desensitized to odors and recognition occurs with an alteration in the intensity. The occurrence and severity of odor impacts depends on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors.

3.2.3.7 Sensitive Receptors

Sensitive receptor groups include children and infants, pregnant women, the elderly, and the acutely and chronically ill. According to SCAQMD guidance, sensitive receptor locations typically include schools, hospitals, convalescent homes, child-care centers, and other locations where children, chronically ill individuals, or other sensitive persons could be regularly exposed. Sensitive individuals could also be present at any residence. The nearest sensitive receptors to the Proposed Project are residences in San Pedro, located approximately 300 meters to the west.

The nearest school is 15th Street Elementary School at 1527 S. Mesa Street, in San Pedro, approximately 0.5 mile west of the Project Site. The nearest hospital is Providence Little Company of Mary Medical Center at 1300 W. 7th Street, in San Pedro, approximately 1.6 miles northwest. The nearest convalescent home is the Harbor View House at 921 S. Beacon Street, in San Pedro, approximately 0.3 mile northwest. The nearest child-care center is the Rise and Shine WeeCare at 388 W. 15th Street, in San Pedro, approximately 0.5 mile west.

3.2.4 Regulatory Setting

Sources of air emissions in the SCAB are regulated by EPA, CARB, and SCAQMD. In addition, regional and local jurisdictions play a role in air quality management. This section provides a summary of existing rules, regulations, and policies that apply to the Proposed Project, but is not intended to present an all-inclusive listing of applicable requirements.

3.2.4.1 Federal Regulations

The Clean Air Act

The federal Clean Air Act (CAA) of 1963 and its subsequent amendments form the basis for the nation's air pollution control effort. EPA is responsible for implementing most aspects of the CAA. Basic elements of the act include NAAQS for major air pollutants, hazardous air pollutant standards, attainment plans, motor vehicle emission standards, stationary source emission standards and permits, acid rain control measures, stratospheric O_3 protection, and enforcement provisions.

The CAA delegates enforcement of the federal standards to the states. In California, CARB is responsible for enforcing air pollution regulations. CARB, in turn, delegates the responsibility of regulating stationary emission sources to local air agencies. In the SCAB, SCAQMD has this responsibility.

State Implementation Plan and Air Quality Management Plan

For areas that do not attain NAAQS, the CAA requires the preparation of a State Implementation Plan (SIP), detailing how the state will attain NAAQS within mandated timeframes. In response to this requirement, the SCAQMD develops the Air Quality Management Plan (AQMP), which is incorporated into the SIP. The AQMP is updated every several years in response to NAAQS revisions, EPA SIP disapprovals, and attainment demonstration changes; each AQMP builds on the prior AQMP. The AQMP is usually a collaborative effort between the SCAQMD, CARB and SCAG.

In October 2015, the EPA strengthened NAAQS for ground-level O_3, lowering the primary and secondary O_3 standard levels to 70 parts per billion (ppb). The SCAB is classified as an "extreme" nonattainment area for the 2015 O_3 NAAQS. The SCAQMD adopted the 2022 AQMP in December 2022 to address the requirements for meeting this standard by 2037 (SCAQMD 2022a). The 2022 AQMP strategies focus on NO_X reduction, a key pollutant in the formation of O_3, through the adoption of zero-emission technologies, low-NO_X technologies where zero-emission technologies are not available, federal actions, and incentive funding in environmental justice areas.

The SCAQMD adopted the 2016 AQMP in March 2017 (SCAQMD 2017a). It incorporated scientific and technological information, planning assumptions, and updated emission inventory methodologies

for various source categories. The 2016 AQMP includes the integrated strategies and measures needed to meet NAAQS and demonstrates how and when the SCAB plans to achieve attainment of the 1-hour and 8-hour O_3 NAAQS as well as the 24-hour and annual $PM_{2.5}$ standards. The 2016 AQMP reported that although population in the SCAG region has increased by more than 20 percent since 1990, air quality has improved due to air quality control projects at the federal, state, and local levels. In particular, 8-hour O_3 levels have been reduced by more than 40 percent, 1-hour O_3 levels by close to 60 percent, and annual $PM_{2.5}$ levels by close to 55 percent since 1990 (SCAQMD 2017a).

Previous AQMPs included the 2012 AQMP for the 24-hour $PM_{2.5}$ standard, along with early action measures to meet the 8-hour O_3 standard (SCAQMD 2012).

Emission Standards for Off-Road Diesel Engines

EPA established a series of emission standards for new off-road diesel engines. Tier 1 standards were phased in from 1996 to 2000; Tier 2 standards were phased in from 2001 to 2006; Tier 3 standards were phased in from 2006 to 2008; and Tier 4 standards, which require add-on emission control equipment, were phased in from 2008 to 2015. For each Tier category, the phase-in schedule was driven by engine size. These standards apply to engine manufacturers and would not require specific action on the part of the Proposed Project.

Emission Standards for On-Road Trucks

To reduce PM, NO_X, and VOC from on-road heavy-duty diesel trucks, EPA established a series of progressively cleaner emission standards for new engines starting in 1988. These emission standards have been revised over time, with the latest major revision in December 2022 when the EPA finalized new emission standards for heavy-duty engines that will become effective in 2027. The standards are to some degree harmonized with the CARB low-NO_X rule, but are less stringent in terms of both emission limits and emission durability requirements. The NO_X limit is 0.035 grams per brake horsepower (HP)-hour, while the useful life period for heavy heavy-duty engines is 650,000 miles (DieselNet 2023a). These standards apply to vehicle manufacturers and would not require specific action on the part of the Proposed Project.

Emission Standards for Cars and Light-Duty Trucks

To reduce emissions from on-road cars and light-duty trucks, EPA established a series of progressively cleaner emission standards for new engines starting in 1991. Tier 1 standards were phased-in progressively between 1994 and 1997; Tier 2 standards were phased-in between 2004 to 2009; and Tier 3 standards are being phased-in between 2017 and 2025. During the phase-in period, manufacturers are required to certify an increasing percentage of their new vehicle fleet to the new standards, with the remaining vehicles still certified to the preceding tier of emission regulations (DieselNet 2023b). These standards apply to vehicle manufacturers and would not require specific action on the part of the Proposed Project.

Emission Standards for Marine Engines

To reduce emissions from marine engines, EPA established a series of progressively cleaner emission standards for new engines starting in 1999, with the latest regulation for Category 1 and 2 engines in 2008. The regulation introduced Tier 3 standards, phased in between 2009-2014, and Tier 4

standards, phased in between 2014 and 2017 (DieselNet 2023c). These standards apply to engine manufacturers and would not require specific action on the part of the Proposed Project.

3.2.4.2 State Regulations and Agreements

California Clean Air Act

In California, CARB is designated as the state agency responsible for all air quality regulations. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for implementing the requirements of the federal CAA, regulating emissions from motor vehicles and consumer products, and implementing the California Clean Air Act of 1988 (CCAA). The CCAA outlines a program to attain CAAQS for criteria pollutants. Since CAAQS are generally more stringent than NAAQS, attainment of CAAQS requires greater emission reductions than what is required to show attainment of NAAQS. Similar to the federal system, state requirements and compliance dates are based on the severity of the ambient air quality standard violation within a region.

Advanced Clean Truck Program

CARB developed and the Office of Administrative Law (OAL) approved the Advanced Clean Truck Program in 2021, which is intended to increase the penetration of zero-emission heavy-duty trucks into the market. A key feature is a zero-emission vehicle (ZEV) truck sales mandate that would begin in 2024 and increase to up to 75 percent ZEV by 2035 depending on truck gross vehicle weight rating (GVWR). This program applies to vehicle sales and would not require specific action on the part of the Proposed Project.

Advanced Clean Cars Program

CARB adopted and OAL approved the Advanced Clean Cars II regulations in 2022, imposing the next level of low-emission and zero-emission vehicle standards for vehicle model years 2026–2035. The program aims to help meet federal ambient air quality ozone standards and California's carbon neutrality targets. A key feature is a ZEV passenger-car, truck, and sport-utility-vehicle sales mandate that would ramp up to 100-percent ZEV sales by 2035. This program applies to vehicle sales and would not require specific action on the part of the Proposed Project.

California Air Resources Board In-Use Off-Road Diesel-Fleets Regulation

CARB has regulated in-use off-road diesel vehicles since 2008 through the In-Use Off-Road Diesel-Fueled Fleets Regulation. The regulation requires vehicle fleets to reduce their emissions by retiring older vehicles and replacing the retired vehicles with newer vehicles, repowering older engines, or installing verified diesel emission control strategies in older engines; and by restricting the addition of older vehicles to fleets. The regulation also limits equipment idling (CARB 2023). The regulation would apply to off-road equipment during construction of the Proposed Project.

The regulation has been amended several times. In November 2022, CARB approved amendments to the regulation aimed at further reducing emissions from the off-road sector. The amendments phase-in, starting in 2024–2036, includes changes to enhance enforceability and encourage the adoption of

zero-emission technologies. The amendments were approved by California's OAL in August 2023 (CARB 2023).

California Air Resources Board In-Use California Harbor Craft Regulation

CARB has regulated in-use harbor craft since 2008 through the California Harbor Craft Regulation. The regulation was amended in 2010 and again in 2022 (CARB 2010, 2022). The 2010 regulation requires older harbor craft operators to reduce emissions by retiring or retrofitting older harbor craft and replacing the retired harbor craft with newer harbor craft. The 2022 amendments added and expanded requirements for emissions, reporting, fuel use, idling, and facility power. Starting in January 2024, all harbor craft are required to use renewable diesel and reduce idling to 15 minutes; tugboat engines are required to upgrade to Tier 4 diesel-particulate filters starting in January 2025 in accordance with a phase-in schedule specified by the regulation.

The regulation would apply to tugboats during the Proposed Project's firework events. This analysis conservatively does not take credit for potential emission reductions associated with the 2022 amendments because the amended regulation allows for numerous exemptions and extensions that may delay compliance. Instead, the analysis assumed compliance with CARB's regulation as adopted in 2010, prior to the 2022 revision.

California Air Resources Board Portable Diesel-Fueled Engines Air Toxic Control Measure

CARB adopted the Air Toxic Control Measure (ATCM) in 2004 to reduce DPM emissions from portable diesel-fueled engines. The rule requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing exhaust retrofits. The rule also requires that owners meet DPM emission fleet averages that become more stringent in future years. The rule has been revised several times, with the latest revisions in 2018 (CARB 2018a). The regulation would apply to off-road equipment during construction of the Proposed Project.

Statewide Portable Equipment Registration Program

The Statewide Portable Equipment Registration Program (PERP) established a uniform program to regulate portable engines and portable engine-driven equipment units. Once registered in PERP, engines and equipment units may operate throughout California without the need to obtain individual permits from local air districts as long as the equipment is located at a single location for no more than 12 months (CARB 2018b). PERP would apply to off-road equipment during construction of the Proposed Project.

Community Air Protection Program and AB617

In response to Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017), CARB established the Community Air Protection Program. The program's focus is to reduce exposure in communities most affected by air pollution. The program includes community air-monitoring and emissions-reduction programs, early actions to address localized air pollution through targeted incentive funding to deploy cleaner technologies in affected communities, and grants to support community participation in the AB 617 process. AB 617 also includes new requirements for accelerated retrofit

of pollution controls on industrial sources, increased penalty fees, and greater transparency and availability of air quality and emissions data, intended to help advance air pollution control efforts throughout the state (CARB 2018c). Although this is a state program, and as such does not have project-specific requirements, it is included here to highlight the state's efforts to continue to enhance air quality planning efforts and better integrate state-, community-, and regional-level programs.

California Fireworks Program

The Office of the State Fire Marshal (SFM) is the only fireworks-classification authority in California. Fireworks are classified through laboratory analysis, field examinations, and test firing of items. SFM regulates the use, handling, storage, and transportation of explosives. Local law-enforcement agencies track the location of storage magazines within their jurisdictions through a permit process. Fireworks regulations are codified in the California Health and Safety Code Sections 12500–12728. Fireworks regulations would apply to barge-based firework events during operation of the Proposed Project.

3.2.4.3 Local Rules and Regulations

SCAQMD is primarily responsible for planning, implementing, and enforcing federal and state ambient standards within the SCAB. As part of its planning responsibilities, SCAQMD prepares the AQMP based on the attainment status of the air basins within its jurisdiction. SCAQMD is also responsible for permitting and controlling stationary sources of criteria pollutant and TAC emissions as delegated by EPA.

Through the attainment planning process, SCAQMD develops the SCAQMD Rules and Regulations to regulate sources of air pollution in the SCAB. The SCAQMD rules applicable to the Proposed Project are listed below.

South Coast Air Quality Management District Rule 402 – Nuisance

This rule prohibits discharge of air contaminants or other materials that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This rule would apply to construction and operation of the Proposed Project.

South Coast Air Quality Management District Rule 403 – Fugitive Dust

The purpose of this rule is to control the amount of PM entrained in the atmosphere from human-made sources of fugitive dust. The rule prohibits visible emissions of fugitive dust from any active operation, open storage pile, or disturbed surface beyond the property line of an emissions source. This rule would apply to construction of the Proposed Project. Best available control technology (BACT) measures identified in the rule would be required to minimize fugitive dust emissions.

South Coast Air Quality Management District Rule 1110.2 – Emissions From Gaseous- and Liquid-Fueled Engines

The purpose of this rule is to control the amount of NO_X, VOCs, and CO from engines. The rule applies to engines greater than 50 hp and sets exhaust concentration limits, but exempts the use of

emergency standby engines that operate less than 200 hours per year (SCAQMD 2019a). The 200 hours per year limit would apply to operation of an emergency diesel generator during operation of the Proposed Project.

San Pedro Bay Ports Clean Air Action Plan

The Port, in conjunction with the Port of Long Beach and with the cooperation of SCAQMD, CARB, and EPA, adopted the *San Pedro Bay Ports Clean Air Action Plan* (CAAP) in 2006 (Ports of Los Angeles and Long Beach 2006), adopted an updated CAAP in 2010 (Ports of Los Angeles and Long Beach 2010), and in 2017 (Ports of Los Angeles and Long Beach 2017). The CAAP is a sweeping plan designed to reduce the health risks posed by air pollution from all port-related emissions sources, including ships, trains, trucks, terminal equipment, and harbor craft. In addition, a major goal of the CAAP is to ensure that port-related sources provide a "fair share" of regional emission reductions to enable the SCAB to attain national and state ambient air quality standards. The CAAP and CAAP updates apply to Port-wide sources and would not require specific action on the part of the Proposed Project.

Los Angeles Harbor District Sustainable Construction Guidelines

The Los Angeles Harbor District (LAHD) adopted the Sustainable Construction Guidelines (SCG) in 2008 and updated the SCG in 2009 (LAHD 2009). As part of LAHD's overall environmental goals and CAAP strategies, any construction at the Port must follow the SCG. The guidelines reinforce and require sustainability measures under construction contracts, addressing a variety of emission sources that operate at the Port. In addition, the LAHD Construction Guidelines include best management practices (BMPs) based on CARB-verified BACT, designed to reduce air emissions from construction sources. The SCG would apply to all sources, such as construction equipment and construction trucks, associated with the Proposed Project.

3.2.5 Mitigation Measure Changes

The Subsequent Environmental Impact Report (SEIR) evaluates modifications to the previously approved Mitigation Monitoring and Reporting Program (MMRP) for the 2009 SPW EIS/EIR and the revised MMRP for the 2016 SPPM Addendum. These modifications are necessary to update previous mitigation measures to current regulatory standards or modify them based on their effectiveness and need. Mitigation measures proposed for modification are listed below for air quality. Proposed modifications to these mitigation measures are provided in ~~strike-out~~ and <u>underline</u> format.

MM-AQ-3: Fleet Modernization for On-Road Trucks During Construction.

This mitigation measure is being updated to reflect updated EPA on-road emissions standards. Therefore, this change is further decreasing impacts identified in the previous document.

MM-AQ-3: Fleet Modernization for On-Road Trucks During Construction.

1. Trucks hauling materials such as debris or fill will be fully covered while operating off Port property.
2. Idling will be restricted to a maximum of 5 minutes when not in use.
3. Tier Specifications:

From January 1, ~~2009~~2024, to December 31, ~~2011~~2026: All on-road heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater used on site or to transport materials to and from the site ~~must contain an EPA 2004 engine model year or newer in order to comply with EPA 2004 on-road emission standards~~ will comply with 2012 emission standards, or newer, where available.

Post January 1, ~~2011~~2027: All on-road heavy duty diesel trucks with a GVWR of 19,500 pounds or greater used on site or to transport materials to and from the site shall comply with ~~2010~~2015 emission standards, or newer, where available.

A copy of each unit's certified EPA rating, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

Methodology

This measure will be incorporated into LAHD and ~~Developer~~ Tenant contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) will submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor will adhere to these specifications and Compliance Plan throughout construction phases. Enforcement will include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications. ~~Construction equipment measures will be met, unless one of the following circumstances exist and the contractor is able to provide proof that any of these circumstances exists.~~

1. ~~A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement;~~
2. ~~A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application process is not yet approved, or the application has been approved, but funds are not yet available; and/or~~
3. ~~A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease.~~

Because this measure is proposed to be revised per the above discussion, the relevant language in the Proposed Project MMRP will be modified to reflect the proposed changes.

MM-AQ-4. Fleet Modernization for Construction Equipment.

This mitigation measure is being updated to remove reference of compliance dates that have passed. Therefore, this change is further decreasing impacts identified in the previous document.

MM-AQ-4. Fleet Modernization for Construction Equipment.

1. Construction equipment will incorporate, where feasible, emissions savings technology such as hybrid drives and specific fuel economy standards.
2. Idling will be restricted to a maximum of 5 minutes when not in use.
3. Tier Specifications:

- ~~January 1, 2009, to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 hp, except derrick barges and marine vessels, shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~

- ~~January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp, except derrick barges and marine vessels, shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~

- ~~Post-January 1, 2025:~~ All offroad diesel-powered construction equipment greater than 50 hp will meet the Tier 4 emission standards, where available. In addition, all construction equipment will be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor will achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit will be provided at the time of mobilization of each applicable unit of equipment.

The construction equipment measures will be met, unless one of the following circumstances exist and the contractor is able to provide proof that any of these circumstances exists.

- A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement;
- A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the Proposed Project, but the application process is not yet approved, or the application has been approved, but funds are not yet available; or
- A contractor has ordered a control device for a piece of equipment planned for use on the Proposed Project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease

controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease.

Because this measure is proposed to be revised per the above discussion, the relevant language in the Proposed Project MMRP will be modified to reflect the proposed changes.

MM-AQ-5. Fugitive Dust.

The Harbor Department is unaware of any measures that would allow for the emission reductions identified in the previous mitigation measure. This measure was revised to incorporate and require all feasible mitigation to reduce fugitive dust and report the known emission reductions associated with it.

MM-AQ-5. Fugitive Dust.

The calculation of fugitive dust (i.e., PM_{10}) from unmitigated Proposed Project earth-moving activities assumes a ~~75%~~ 61-percent reduction from uncontrolled levels to simulate rigorous watering of the site and use of other measures (listed below) to ensure Proposed Project compliance with SCAQMD Rule 403.

The construction contractor will apply for a SCAQMD Rule 403 Dust Control Permit.

The construction contractor will further reduce fugitive dust emissions to ~~90%~~ 74 percent from uncontrolled levels. The construction contractor will designate personnel to monitor the dust control program and to order increased watering or other dust control measures, as necessary, to ensure a ~~90%~~ 74-percent control level. Their duties will include holiday and weekend periods when work may not be in progress.

The following measures, at minimum, must be part of the contractor Rule 403 dust control plan:

- Active grading sites will be watered one additional time per day beyond that required by Rule 403;
- Contractors will apply approved nontoxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas;
- Construction contractors will provide temporary wind fencing around sites being graded or cleared;
- Trucks hauling dirt, sand, or gravel will be covered or will maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code;
- Construction contractors will install wheel washers where vehicles enter and exit unpaved roads onto paved roads or wash off tires of vehicles and any equipment leaving the construction site;
- The grading contractor will suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas will be stabilized if construction is delayed;
- Trucks hauling materials such as debris or fill will be fully covered while operating off LAHD property;

- A construction relations officer will be appointed to act as a community liaison concerning onsite construction activity including resolution of issues related to PM_{10} generation;
- All streets will be swept at least once a day using SCAQMD Rule 1186, 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets;
- Water or non-toxic soil stabilizer will be applied three times daily to all unpaved parking or staging areas or unpaved road surfaces;
- Roads and shoulders will be paved; and
- Water will be applied three times daily or as needed to areas where soil is disturbed.

Because this measure is proposed to be revised per the above discussion, the relevant language in the Proposed Project MMRP will be modified to reflect the proposed changes.

MM AQ-25: Recycling.

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

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

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

~~a. white and colored paper;~~

~~b. Post-it notes;~~

~~c. magazines;~~

~~d. newspaper;~~

~~e. file folders;~~

~~f. all envelopes, including those with plastic windows;~~

~~g. all cardboard boxes and cartons;~~

~~h. all metal and aluminum cans;~~

~~i. glass bottles and jars; and~~

~~j. all plastic bottles.~~

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

MM AQ-27: Compact Fluorescent Light Bulbs.

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

Proposed modifications are shown below.

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

All i~~nterior terminal~~ buildings and exterior lighting will use ~~compact fluorescent~~ LED light bulbs.

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

MM AQ-28: Energy Audit.

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

In 2008, the City adopted Ordinance No. 179820, the first amendment to the Los Angeles Municipal Code, Chapter 1. Sections 16.10 and 16.11, which established the Green Building Program (City of Los Angeles 2008). The Green Building Program focuses on sustainable building practices and addresses five key areas: site; water efficiency; energy and atmosphere; materials and resources; and indoor environmental quality. In 2020, the 2019 California Green Building Standards Code (California Building Standards Commission 2019) and the 2019 Building Energy Efficiency Standards (California Energy Commission 2019) came into effect. The California Green Building Standards Code encourages sustainable construction practices for five main categories: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The Building Energy Efficiency Standards include updates to many key areas regarding energy efficiency of newly constructed and altered builds, including the introduction of photovoltaic into the prescriptive package. By complying with these policies, sustainability, energy efficiency, water efficiency and innovation is considered during building construction.

Additionally, Title XXIV of the California Code of Regulations (CCR) has been updated multiple times since this mitigation measure was created and includes additional requirements than the version that was in effect at the time of adoption. In 2019 the City's Green New Deal was released, which includes targets for carbon-neutral buildings and reduced energy consumption that would be followed, as applicable regulations are implemented. Current policies, plans, and design standards require more sustainable construction than was available at the time the 2009

SPW EIS/EIR MMRP was certified. Therefore, the original intent of the previous mitigation measure has been met through current design regulations and existing state and local ordinances, policies, and plans.

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

~~**MM AQ-28: Energy Audit**~~

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

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

3.2.6 Previous Mitigation Measures Applicable to the Proposed Project

The 2009 SPW EIS/EIR concluded that impacts on air quality and human health would be significant, and mitigation measures were included to reduce potential impacts. The 2016 SPPM Addendum incorporated mitigation measures from the 2009 SPW EIS/EIR that were considered applicable to the SPPM Project. Of the 30 mitigation measures identified in the 2009 SPW EIS/EIR, seven were considered applicable in the 2016 SPPM Addendum. Of the seven mitigation measures identified in the 2016 SPPM Addendum, six would be applicable to the Proposed Project and are discussed below. The 2009 SPW EIS/EIR MMRP can be found in Table 3.2-141 of the 2009 SPW EIS/EIR, and the 2016 SPPM Addendum MMRP can be found in Appendix B of the 2016 SPPM Addendum. The numbering system from the 2009 SPW EIS/EIR and 2016 SPPM Addendum has been retained for consistency and clarity.

The following mitigation measures, identified in the 2009 SPW EIS/EIR and 2016 SPPM Addendum, are applicable to the Proposed Project.

- **MM-AQ-3,** *Fleet Modernization for On-Road Trucks During Construction*
- **MM-AQ-4,** *Fleet Modernization for Construction Equipment*
- **MM-AQ-5,** *Fugitive Dust*
- **MM-AQ-6,** *Best Management Practices (BMPs)*
- **MM-AQ-7,** *General Mitigation Measures During Construction*
- **MM-AQ-8,** *Special Precautions Near Sensitive Sites*

In addition to mitigation measures identified above, **MM-AQ-25**, **MM-AQ-27**, and **MM-AQ-28** were identified as being applicable in the Proposed Project Initial Study (IS)/Notice of Preparation (NOP) under the Air Quality resource. These measures are discussed in Section 3.2.5, *Mitigation Measure Changes*, above. Finally, it is noted that **MM-AQ-1**, *Harbor Craft Standards*, does not apply to the Proposed Project because harbor craft would not be used during construction.

The following presents the full description of each mitigation measure identified above that was not discussed in the previous section, as certified in the 2009 SPW EIS/EIR and 2016 SPPM Addendum.

MM-AQ-6. Best Management Practices (BMPs).

The following types of measures are required on construction equipment (including on-road trucks).

1. Use diesel oxidation catalysts and catalyzed diesel particulate traps;
2. Maintain equipment according to manufacturers' specifications;
3. Restrict idling of construction equipment to a maximum of 5 minutes when not in use; and
4. Install high-pressure fuel injectors on construction equipment vehicles.

MM-AQ-7. General MM During Construction.

For any of the above mitigation measures (**MM-AQ-1** through **MM-AQ-6**), if a CARB-certified technology becomes available and is shown to be as good as or better in terms of emissions performance than the existing measure, the technology could replace the existing measure pending approval by LAHD.

MM-AQ-8. Special Precautions Near Sensitive Sites.

When construction activities are planned within 1,000 feet of sensitive receptors (defined as schools, playgrounds, day care centers, and hospitals), the construction contractor will notify each of these sites in writing at least 30 days before construction activities begin.

3.2.7 New Mitigation Measures Applicable to the Proposed Project

MM-AQ-31: Zero-Emission Shuttle Buses.

To the extent commercially available for rent, the Tenant shall use zero-emission shuttle buses from Port-owned parking lots to the Project Site during ticketed Amphitheater events.

This mitigation measure is based on Tenant-provided information regarding the inability to rent a zero-emission shuttle bus fleet in the local and greater Los Angeles area. The measure will require review of commercial availability annually, beginning 6 months prior to Amphitheater opening.

3.2.8 Methodology

The baseline for air quality is conditions that existed at the time the 2009 SPW EIS/EIR was certified and that are identified in Section 3.8.1, *Environmental Setting*, of that document. However, the way in which the 2009 SPW EIS/EIR and 2016 SPPM Addendum project impacts were categorized makes it challenging to identify contribution to air quality and human health from specific elements that would be affected by the Proposed Project. For these reasons, Proposed Project impacts were conservatively compared directly to significance thresholds without subtracting emissions associated with land uses existing at the time of the IS/NOP.

This section describes the calculation methodology used to quantify impacts on air quality and human health from construction and operation of the Proposed Project. The following sources of emissions were considered in the analysis.

- Construction Sources
  - Diesel construction equipment (e.g., engine exhaust)
  - Diesel construction vehicles (e.g., engine exhaust, tire wear, brake wear)
  - Worker vehicles (e.g., engine exhaust, tire wear, brake wear)
  - Road dust
  - Construction dust
  - Paving off-gas
- Operational Sources
  - Patron/visitor and worker vehicles (e.g., exhaust, tire wear, brake wear)
  - Other vehicles: Tractor trailer/rigs, delivery vehicles, and food trucks (e.g., exhaust, tire wear, brake wear)
  - Emergency diesel generator and natural gas use (e.g., heating, engine exhaust)
  - Diesel tugboats used to position firework barges (e.g., engine exhaust)
  - Firework displays

3.2.8.1 Construction

Construction activities would result in air pollutant emissions from: (1) fuel combustion in off-road construction equipment, construction vehicles, and worker vehicles; (2) fugitive dust from construction activities and from road dust; (3) vehicle brake and tire wear; and (4) architectural coating.

Construction of the Amphitheater and 208 E. 22nd Street Parking Lot is anticipated to begin in 2025 and take up to 15 months to complete; these construction activities would occur concurrently. Installation of a large Ferris wheel would occur following construction of the Amphitheater and the 208 E. 22nd Street Parking Lot.

Construction of the Amphitheater would include minor demolition of concrete and/or asphalt, minor grading, construction of underground utilities, concrete paving, and construction of small ancillary buildings. Construction of the 208 E. 22nd Street Parking Lot would include demolition of two to three small buildings, grading, and asphalt paving. A Ferris wheel would be constructed off site, transported in sections, and installed at the Project Site. Although a 100-foot-diameter Ferris wheel was analyzed in the 2016 SPPM Addendum, the Proposed Project proposed the installation and operation of a larger Ferris wheel, with a diameter of up to 175 feet. The installation of the larger Ferris wheel was therefore conservatively included in the analysis. Installation of the Ferris wheel would include construction of underground utilities, possibly pile driving, construction and erection of the structures, and concrete paving. Construction elements are discussed in detail in Chapter 2, *Existing Setting and Proposed Project Description*.

The construction schedule and equipment utilization are included in Appendix B, Table B1, *CalEEMod Output*. The actual construction schedule may differ from the one used in the analysis, depending on the requirements of the Proposed Project's construction contractor. Delay of construction activities would not likely result in higher emissions than what was analyzed because of the implementation of increasingly stringent regulatory requirements for construction equipment and the turnover to cleaner equipment in future years, as compared to the analysis.

The California Air Pollution Control Officers Association's (CAPCOA), California Emissions Estimator Model (CalEEMod), version 2022.1.1.28, was used to quantify emissions from proposed construction activities (CAPCOA 2024). The CalEEMod model is approved by the SCAQMD and well suited to many land-development projects. The model uses emission factors for off-road equipment and on-road vehicles from the CARB emissions inventory and calculates emissions associated with each construction phase; overlapping phases, if any, are added in calculating maximum daily emissions for each pollutant.

The construction schedule and equipment utilization provided by the project proponent and LAHD's Engineering Division were used as CalEEMod input. CalEEMod default values were used in instances where equipment utilization was unavailable from the project proponent or LAHD. Use of construction equipment with EPA Tier 4 off-road engines is required by LAHD's SCG. However, given that construction emissions are anticipated to be low, emissions were conservatively analyzed with an average fleet of construction equipment, which would likely reflect a mix of Tier 3 and Tier 4 engines, in the event that specialized equipment is unavailable within 200 miles or through a leasing agreement by the construction contractor. Construction emissions are presented in Section 3.2.6, *Previous Mitigation Measures Applicable to the Proposed Project*. CalEEMod output is provided in Appendix B, Table B1.

3.2.8.2 Operation

Emissions associated with operational activities were calculated based on the information provided by the project proponent and vehicle counts discussed in Section 3.8, *Transportation*. Emissions were calculated for a peak day. Table 3.2-4 summarizes operational emission sources and activities.

Table 3.2-4. Project Activity

Activity	Quantity	Units
208 E. 22nd Street Parking Lot		
Lot Size	18.1	Acres
Lot Spaces	2,600	Parking spaces
Amphitheater and Amusement Attractions		
Seats	6,200	Seats
Maximum Annual Events	100	Events/year
Maximum Firework Events	1	Event/day
Patron Vehicle Trips	4,512	One-way trips
Employee Vehicle Trips	388	One-way trips
Patron Vehicle Transit Distance	16.9	One-way miles
Employee Vehicle Transit Distance	9.3	One-way miles

Activity	Quantity	Units
Onsite Vehicle Transit Distance	0.25	One-way mile
Shuttle Buses	150	Vehicles/event
Shuttle-Bus Transit Distance	3	One-way miles
Tractor-Trailer Rigs	3	Vehicles/event
Tractor-Trailer Transit Distance	25	One-way miles
Food Trucks	12	Vehicles/event
Food Trucks Transit Distance	20	One-way miles
Natural Gas Use	750,000	Cubic feet/year
Electricity Use	1	Gigawatt-hour/year
Emergency Generator	500	Horsepower
Peak Day	0.5	Hour/day
Testing	200	Hours/year
Fireworks		
Barge-Based: Tugboats Used to Position Barge	2	Per event
Summer Pops-Sized Shows (Approximately 100 Pounds of Explosives)	25	Per year
Fireworks Duration Average	20	Minutes
Location: In-Water Exclusion Zone	1,000	Feet

Sources: Patron and employee trips and transit distances are discussed in Section 3.8, *Transportation*; natural gas, electricity use, emergency generator information, tractor trailer, food trucks trips, and transit distances were provided by the Project Proponent; shuttle bus trips and transit distance were provided by West Harbor Parking Management Plan 2023 (Jerrico 2023); all other information was provided as part of the Proposed Project description.

3.2.8.3 Emission Sources

Vehicles

Patrons/visitors and workers would use personal vehicles to transit to and from the venue; shuttle services would be available for patrons using offsite parking lots during events at the Amphitheater; tractor trailer rigs would be used to transport temporary seating and other equipment to and from the site; and food trucks would provide food during events. A small number of delivery trucks may be used to provide supplies, but these would be insubstantial in light of other vehicles. Vehicles would result in criteria pollutants and DPM from engine exhaust and in PM_{10} and $PM_{2.5}$ emissions from tire and brake wear.

Vehicle-engine exhaust, tire-wear, and brake-wear emissions were calculated by multiplying the vehicle miles traveled by pollutant-specific emission factors. Vehicle miles traveled by visitor and worker vehicles were calculated based on the number of vehicle trips and average transit distance discussed in Section 3.8, *Transportation*. The *number of vehicles* is the increase in vehicles due to the Proposed Project. It should be noted that vehicle trips associated with various components of the 2009 SPW EIS/EIR (e.g., commercial, retail, and restaurant patrons) were analyzed in the 2009 SPW EIS/EIR and are not included in the patron trips discussed as part of the Proposed Project. Vehicle miles traveled by other operational vehicles, such tractor trailer rigs and food trucks were calculated based on vehicle trips and average transit distance provided by the project proponent. Shuttle bus

information was provided in the *West Harbor Parking Management Plan* (Jerrico 2023). Table 3.2-4 summarizes vehicle trips and average transit distance.

Emission factors relate the amount of pollutants released into the atmosphere to a unit of activity or product. These factors are determined through scientific measurements and analysis, often based on comprehensive studies or databases that collect data from various sources. Emission factors associated with vehicle exhaust, tire wear, and brake wear were calculated using CARB's Emission Modeling for Air Quality Compliance (EMFAC) 2021 emissions inventory model (CARB 2021a). Emission factors were calculated by dividing the EMFAC total exhaust emissions by the EMFAC vehicle miles traveled. Emission factors are presented in Appendix B, Table B3, and EMFAC model output is presented in Table B4.

Road Dust

In addition to vehicle emissions discussed above, vehicles traveling on paved roadways would contribute to PM_{10} and $PM_{2.5}$ road dust emissions. Road dust emissions were calculated by multiplying the vehicle activity discussed above, by road dust emission factors for PM_{10} and $PM_{2.5}$. Emission factors were calculated using CARB's methodology for entrained road travel (CARB 2021b). The CARB methodology correlates emissions with silt loading, average weight of vehicles on roadway, and the fraction of transit along roadways defined in the methodology. Appendix B, Table B5 shows the CARB equation used in calculating emission factors and identifies the silt loading used for onsite and offsite roadways.

Natural Gas Combustion

Natural gas would be used in concession operations and would result in criteria pollutant exhaust emissions. Annual emissions were calculated by multiplying the anticipated natural gas use by pollutant-specific emission factors. Annual natural gas use was provided by the project proponent and is presented in Table 3.2-4. Emission factors were obtained from SCAQMD's *Annual Emission Report Guidance* for external combustion equipment (SCAQMD 2022b) and are presented in Appendix B, Table B6. Peak daily emissions were calculated by dividing annual emissions by the number of annual concert events.

Emergency Generator

A 500-hp diesel generator would be used on site in the event of emergencies. Maintenance testing and incidental operation of the generator would result in exhaust emissions of criteria pollutants and DPM. Emissions were calculated by multiplying the generator rated power by activity, load factor, and pollutant-specific emission factors.

Activity reflects the SCAQMD Rule 1110.2 annual limit of 200 hours for emergency generators (SCAQMD 2019a). An engine load factor reflects that engines do not typically operate at their full power and is represented by the ratio of average power used during normal operations to maximum rated power. The load factor was obtained from *CalEEMod User Guide*, Appendix G (CAPCOA 2022). SCAQMD Rule 1110.2 requires that emergency generators comply with BACT, which, for 500-hp engines, is EPA Tier 3 standards (SCAQMD 2019b, 2023a). Emission factors therefore reflect an engine that meets EPA Tier 3 standards. Generator power and activity are summarized in Table 3.2-4. Load factor and emission factors are presented and referenced in Appendix B, Table B7.

Tugboats

Two tugboats would be used to position one fireworks barge during firework events. Fireworks would be launched from a single launch site, as described in the *Fireworks* section below. The analysis assumes all diesel tugboats, which are typical at the Port. The use of tugboats would result in emissions of criteria pollutants and DPM from engine exhaust. Emissions were calculated by multiplying the number of tugboat engines by engine activity, engine power, load factor, and pollutant-specific emission factors.

Tugboats typically operate two propulsion and two auxiliary engines. Although all engines do not always operate at the same time, the analysis conservatively assumed operation of both propulsion engines simultaneously for 2 hours for each firework event; this would be sufficient time to transport the barge to and from the launch location and to position the barge. Once the barge is in position, propulsion engines would be turned off. Both auxiliary engines were assumed to operate for 3 hours during each firework event: during barge transport, barge positioning, and during the time the barge is at the launch site. Tugboat activity is detailed in Appendix B, Table B8.

Engine power and load factors were obtained from the Port's 2021 *Emissions Inventory* and 2022 *Emissions Inventory Methodology Report* (Port 2021b, Port 2022b) and are detailed in Appendix B, Table B8.

Tugboat engines are subject to EPA engine emission standards. The analysis assumed the use of tugboats with Tier 3 engines, which are available at the Port. Emission factors for Tier 3 engines were obtained from EPA Exhaust Emission Standards (EPA 2020a) and are summarized in Appendix B, Table B8, and detailed in Table B9. CARB's Harbor Craft regulation, discussed in greater detail in Section 3.2.4.2, was revised in 2022 and requires cleaner upgrades and newer technology for in-use harbor craft to reduce engine exhaust emissions than what was assumed in the analysis (CARB 2022). Although CARB's revised regulatory requirements for harbor craft operating at the Port began in 2023, this analysis conservatively does not take credit for associated emission reductions because the amended regulation allows for numerous exemptions and extensions that may delay compliance. Instead, the analysis assumed compliance with CARB's regulation as adopted in 2010, prior to its 2022 revision.

Fireworks

The Proposed Project anticipates 25 firework events per year. Fireworks would be launched from a single launch site located approximately 1,000 feet south of Berths 47–48 in the Outer Harbor. Figure 3.2-1 shows the location of the proposed launch location.

Fireworks emissions can be divided into emissions that occur directly from the fireworks themselves and a biomass fraction, which are indirect emissions resulting from the incineration of materials made from paper and igniter material. The direct fireworks emissions are released at the top of the trajectory when the aerial shell explodes. This action is separated into a lift charge portion that occurs during initial lifting of the aerial firework followed by the release of the firework shell explosion near the top of the trajectory. The biomass (i.e., indirect) contribution is released near ground level.

Criteria and toxic pollutant emissions from proposed firework displays were calculated by scaling the analysis of firework displays in the *2017 San Diego Bay and Imperial Beach Oceanfront Fireworks Display Events Project EIR* (San Diego Unified Port District 2017). The San Diego Bay project

quantified criteria and toxic pollutant emissions from several different-sized firework displays. The closest type of display to the Proposed Project would be "Summer Pops" displays that use approximately 100 pounds of fireworks (San Diego Unified Port District 2017). Calculation details are presented in Appendix B, Table B12.

3.2.8.4 Health Impacts

The Tier II screening methodology from SCAQMD's *Risk Assessment Procedures* (SCAQMD 2017b) was used to assess the potential health impacts from proposed firework displays and tugboats used to position the fireworks barge. SCAQMD's screening methodology is a function of TAC emissions calculated per the above discussion, display frequency and duration, and distance to the nearest receptors. SCAQMD's screening methodology is conservative, particularly in that it limits the exhaust release height to 14 feet above ground level, which results in a conservative analysis because a higher release height typically allows for greater dispersion and results in fewer impacts at ground level.

For example, the direct fireworks mass fraction is normally released at the top of the trajectory on explosion, and only the biomass contribution is released near ground level. Therefore, a release height of 14 feet represents a very conservative assumption because it does not consider dispersion of the emissions that would normally occur at the top of the trajectory. Similarly, tugboat exhaust, typically modeled at a release height of approximately 50 feet, was modeled in this analysis at a release height of only 14 feet. Finally, all tugboat emissions (e.g., transit, barge positioning) were modeled as if they would all occur at the fireworks launch site. This further contributes to a conservative analysis because transit emissions would not occur at the launch site and would be dispersed along the transit route. SCAQMD's Tier II screening methodology output is presented in Appendix B, Tables B13 and B14.

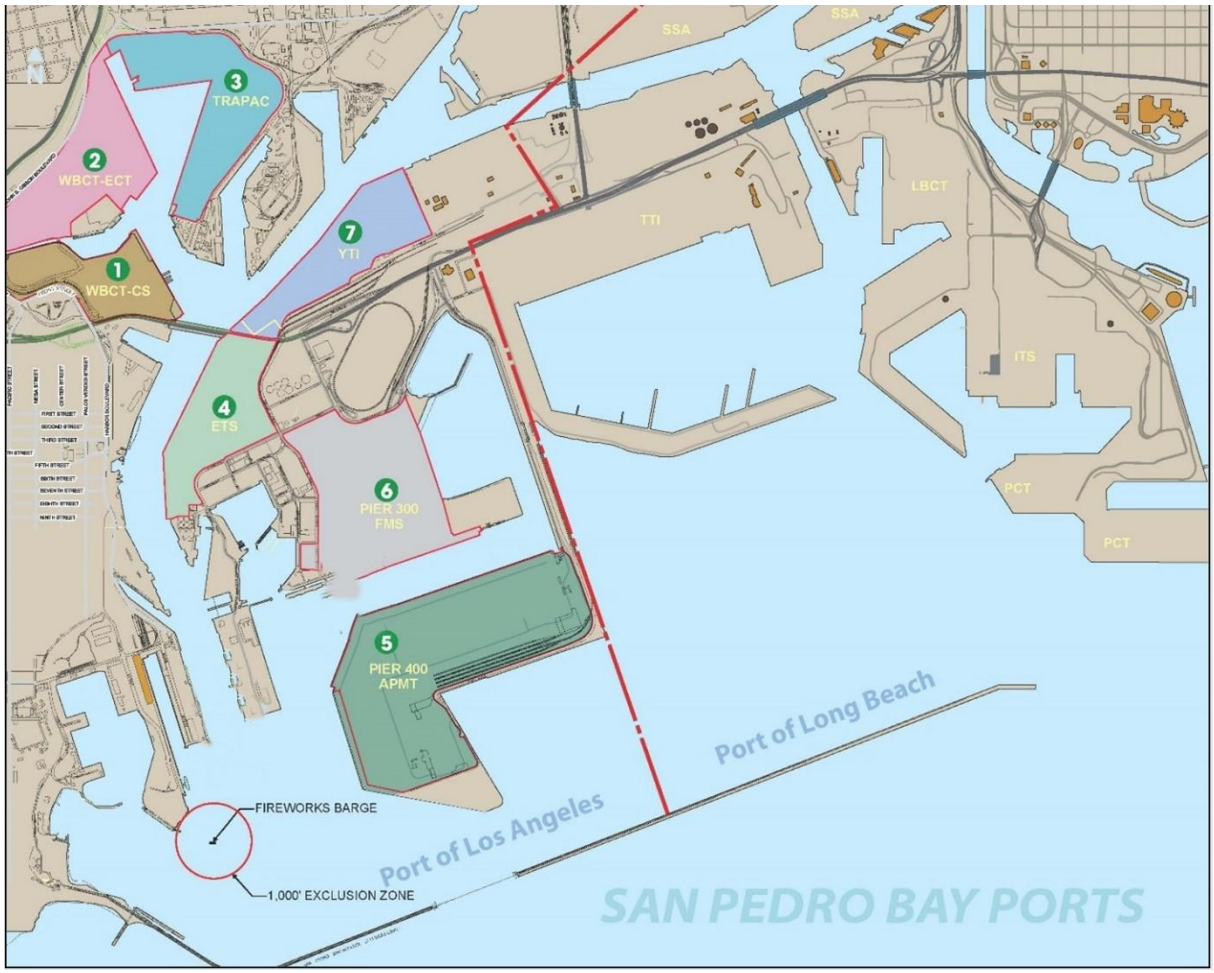

Figure 3.2-1. Fireworks Barge Location

3.2.9 Thresholds of Significance

CEQA Guidelines Appendix G (CCR Title 14, Division 6, Chapter 3, §§ 15000–15387) recommends that significance criteria established by the applicable air quality–management district or air pollution–control district be relied on to make determinations of significance and recommends consideration of the following in assessing impacts. Would the Proposed Project:

- Conflict with or obstruct implementation of the applicable air quality plan?
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?
- Expose sensitive receptors to substantial pollutant concentrations?
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The following criteria for determining the significance of impacts on air quality are based on the above considerations. Cumulative impacts are considered in Chapter 4. The significance thresholds

were developed by SCAQMD (1993, 2023b). The Proposed Project would have a significant impact related to air quality if it would result in the following.

- **AQ-1**: Would the Proposed Project result in new construction emissions that exceed the SCAQMD regional peak-daily emission thresholds of significance in Table 3.2-5 and/or increase the severity of impacts considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

Table 3.2-5. South Coast Air Quality Management District Regional Construction Thresholds, Peak Daily Emissions (pounds/day)

Air Pollutant	Construction
NO_X	100
VOC	75
PM_{10}	150
$PM_{2.5}$	55
SO_X	150
CO	550
Lead	3

Source: SCAQMD 2023b.
CO = carbon monoxide; NO_X = nitrogen oxides; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; PM_{10} = particulate matter less than 10 microns in diameter; SO_X = sulfuric oxides; VOC = volatile organic compounds.

- **AQ-2:** Would the Proposed Project result in ambient air pollutant concentrations from construction activities that exceed NAAQS or CAAQS and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

SCAQMD developed the Localized Significance Thresholds (LST) methodology to assist CEQA lead agencies in analyzing localized air quality impacts from proposed projects (SCAQMD 2009). The LST methodology is a screening methodology that allows users to determine, in lieu of conducting a dispersion modeling analysis, whether a project would cause or contribute to an exceedance of NAAQS or CAAQS for each source receptor area (SRA). The LST methodology is based on maximum day onsite emissions, the area of the emissions source, the ambient air quality in each SRA in which the emission source is located, and the distance to the nearest exposed individual. The LST is set up as a series of look-up tables for emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$. If proposed onsite emissions are below the LST look-up table emission levels, then the proposed activity is considered not to violate or substantially contribute to an existing or projected air quality standard. SCAQMD's LST methodology was used in this analysis to evaluate ambient air quality impacts from the Proposed Project's onsite construction activities. Onsite emissions, per SCAQMD policy, were compared to the LSTs appropriate to the SRA, site acreage and distance to the nearest receptor (SCAQMD 2009).

The LST analysis for construction activities was based on daily activities occurring over a 2-acre area, with the closest residential receptor located approximately 300 meters to the west in San Pedro and the closest offsite worker receptor located approximately 55 meters to the west at the Los Angeles Marine Institute. LSTs are presented in Table 3.2-6.

Table 3.2-6. South Coast Air Quality Management District Localized Significance Construction Thresholds, Peak Daily Emissions (pounds/day)

Air Pollutant	Construction	
	Residential Receptor	Offsite Worker Receptor
PM_{10}	70	–
$PM_{2.5}$	30	–
NO_2	106	80
CO	2,869	1,158

Source: SCAQMD 2009.

Notes: Although residential receptors would be located approximately 300 meters from the site, the LSTs were conservatively chosen for a separation distance of 200 meters.

PM_{10} and $PM_{2.5}$ LSTs are relevant to sensitive receptors that are reasonably likely to be present at a particular location for 24 hours or more. Since offsite worker receptors are not expected to be present for this duration, LSTs for particulates do not apply to offsite worker receptors, per SCAQMD LST methodology.

CO = carbon monoxide; LST = Localized Significance Thresholds; NO_2 = nitrogen dioxide; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; PM_{10} = particulate matter less than 10 microns in diameter; SCAQMD = South Coast Air Quality Management District.

- **AQ-3:** Would the Proposed Project result in new operational emissions that exceed the SCAQMD regional peak daily emission thresholds of significance in Table 3.2-7 and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

Table 3.2-7. South Coast Air Quality Management District Regional Thresholds, Operation, Peak Daily Emissions (pounds/day)

Air Pollutant	Operation
NO_X	55
VOC	55
PM_{10}	150
$PM_{2.5}$	55
SO_X	150
CO	550
Lead	3

Source: SCAQMD 2023b.

CO = carbon monoxide; NO_X = nitrogen oxides; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; PM_{10} = particulate matter less than 10 microns in diameter; SO_X = sulfur oxides; VOC = volatile organic compounds.

- **AQ-4**: Would the Proposed Project result in ambient air pollutant concentrations from operational activities that exceed NAAQS or CAAQS and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

Onsite emissions, per SCAQMD policy, were compared to the LSTs appropriate to the SRA, site acreage and distance to the nearest receptor (SCAQMD 2009). The LST analysis for operational activities was based on a 2-acre area, with the closest residential receptor located 300 meters to the west, but with the closest offsite worker receptor located approximately 100 meters to the south at Jankovich Fuel. Operational LSTs are presented in Table 3.2-8.

Table 3.2-8. South Coast Air Quality Management District Localized Significance Thresholds, Operation, Peak Daily Emissions (pounds/day)

Air Pollutant	Operation	
	Residential Receptor	Offsite Worker Receptor
PM_{10}	17	–
$PM_{2.5}$	8	–
NO_2	106	87
CO	2,869	1,611

Source: SCAQMD 2009.
Notes: Although residential receptors would be located approximately 300 meters from the site, the LSTs were conservatively chosen for a separation distance of 200 meters.
PM_{10} and $PM_{2.5}$ LSTs are relevant to sensitive receptors that are reasonably likely to be present at a particular location for 24 hours or more. Since offsite worker receptors are not expected to be present for this duration, LSTs for particulates do not apply to offsite worker receptors, per SCAQMD LST methodology.
CO = carbon monoxide; LST = Localized Significance Thresholds; NO_2 = nitrogen dioxide; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; PM_{10} = particulate matter less than 10 microns in diameter; SCAQMD = South Coast Air Quality Management District.

- **AQ-5:** Would the Proposed Project result in on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?
- **AQ-6:** Would the Proposed Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

Per SCAQMD's CEQA thresholds (SCAQMD 2023b), a project would be considered significant if it would create an odor nuisance pursuant to SCAQMD Rule 402.

- **AQ-7:** Would the Proposed Project expose receptors to significant levels of TACs per the following SCAQMD thresholds and/or increase the severity of impact identified in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?
  - **Maximum Incremental Cancer Risk**: Greater than or equal to 10 in 1 million.
  - **Noncancer-Chronic Hazard Index**: Greater than or equal to 1.0.
  - **Noncancer-Acute Hazard Index**: Greater than or equal to 1.0.
  - **Cancer Burden**: Greater than 0.5 excess cancer cases in areas where the maximum incremental cancer risk for residential receptors is greater than 1 in one million.
- **AQ-8**: Would the Proposed Project conflict with or obstruct implementation of an applicable air quality plan and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

Impact AQ-1. Would the Proposed Project result in new construction emissions that exceed the SCAQMD regional peak-daily emission thresholds of significance in Table 3.2-5 and/or increase the severity of impacts considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

Summary of 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report Findings

The 2009 SPW EIS/EIR determined that construction activities would exceed thresholds of significance for VOC, CO, NO_X, PM_{10}, and $PM_{2.5}$ (2009 SPW EIS/EIR, Table 3.2-17). The 2009 SPW EIS/EIR concluded that although mitigation measures would reduce emissions, impacts would remain significant and unavoidable for VOC, CO, NO_X, PM_{10}, and $PM_{2.5}$ (2009 SPW EIS/EIR, Table 3.2-19).

Summary of 2016 SPPM Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project Findings

The 2016 SPPM Addendum determined that project activities would not result in new significant impacts, substantially increase the severity of previously analyzed impacts, or require new mitigation measures that had not already been evaluated in the 2009 SPW EIS/EIR. The 2016 SPPM Addendum concluded that the SPPM Project would not result in substantial change from findings in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

Construction activities associated with the Proposed Project would result in emissions from engine exhaust and fugitive dust. Table 3.2-9 summarizes regional peak daily emissions associated with construction of the Proposed Project and shows that all pollutant emissions would be below SCAQMD significance thresholds. In addition, construction emissions in Table 3.2-9 are substantially less than emissions calculated in the 2009 SPW EIS/EIR. Proposed Project emissions would be less than 1 percent of the 2009 SPW EIS/EIR emissions for NO_X, CO, and VOC and less than 2 percent for PM_{10}, $PM_{2.5}$, and SO_X. Therefore, the Proposed Project would not create a new impact or increase the severity of a previously identified impact.

Table 3.2-9. Peak Daily Construction Emissions (pounds/day)

Construction Activity	PM_{10}	$PM_{2.5}$	NO_X	SO_X	CO	VOC
Venue – Amphitheater	4.8	2.3	19.8	0.0	19.6	3.9
Lot 22	9.1	3.8	47.2	0.2	36.5	3.5
Attraction – Ferris Wheel	1.2	0.6	14.8	0.0	19.7	3.9
Concurrent Venue and Lot 22	13.9	6.2	66.9	0.2	56.0	7.4
Threshold	***150***	***55***	***100***	***150***	***550***	***75***
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: Appendix B, Air Quality Supporting Tables.
Notes: Emissions may not add precisely due to rounding.
PM_{10} and $PM_{2.5}$ include both exhaust and dust emissions. On average, dust comprises approximately 80 percent of total PM_{10} emissions and 59 percent of total $PM_{2.5}$ emissions presented in the table.
CO = carbon monoxide; NO_X = nitrogen oxides; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; PM_{10} = particulate matter less than 10 microns in diameter; SO_X = sulfur oxides; VOC = volatile organic compounds.

Previous Mitigation Measures Applicable to the Proposed Project

MM-AQ-3 through **MM-AQ-8** would be implemented during construction activities, as described in Section 3.2.5, *Mitigation Measure Changes*. However, given the low magnitude of construction emissions associated with the Proposed Project, these mitigation measures were not quantified.

New Mitigation Measures Applicable to the Proposed Project

No additional mitigation measures would be feasible.

Significance after Mitigation

MM-AQ-3 through **MM-AQ-8**, although not quantified for the Proposed Project, would be implemented and may reduce emissions. Proposed Project construction emissions would not exceed SCAQMD thresholds and would not result in any new significant impacts not previously considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum. The Proposed Project would add to impacts already deemed significant in the 2009 SPW EIS/EIR and 2016 SPPM Addendum, but would not substantially increase the severity of those impacts. Therefore, the Proposed Project would not create a new impact or substantial increase in the severity of a previously identified impact made in the 2009 SPW EIS/EIR or 2016 SPPM Addendum under **Impact AQ-1**, and residual impacts would remain significant and unavoidable.

Impact AQ-2. Would the Proposed Project result in ambient air pollutant concentrations from construction activities that exceed NAAQS or CAAQS and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

Summary of 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report Findings

The 2009 SPW EIS/EIR determined that construction activities would exceed thresholds of significance for the NO_2, PM_{10}, and $PM_{2.5}$ ambient air standards (2009 SPW EIS/EIR, Table 3.2-20).

The 2009 SPW EIS/EIR concluded that although mitigation measures would reduce emissions, impacts would remain significant and unavoidable for the NO_2, PM_{10}, and $PM_{2.5}$ ambient air standards (2009 SPW EIS/EIR, Table 3.2-21).

Summary of 2016 SPPM Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project Findings

The 2016 SPPM Addendum determined that activities would not result in new significant impacts, substantially increase the severity of previously analyzed impacts, or require new mitigation measures that had not already been evaluated in the 2009 SPW EIS/EIR. The 2016 SPPM Addendum concluded that the SPPM Project would not result in substantial change from findings in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

Construction activities associated with the Proposed Project would result in emissions from engine exhaust and fugitive dust. Table 3.2-10 summarizes onsite peak daily emissions associated with construction of the Proposed Project and shows that all pollutant emissions would be substantially below SCAQMD's LSTs. In addition, as discussed under **Impact AQ-1**, construction emissions would be substantially less than emissions calculated in the 2009 SPW EIS/EIR. Therefore, the Proposed Project would not create a new impact or a substantial increase in the severity of a previously identified impact.

Table 3.2-10. Localized Peak Daily Construction Emissions (pounds/day)

	Residential Receptors				Occupational Receptors	
Construction Activity	**PM_{10}**	**$PM_{2.5}$**	**NO_2**	**CO**	**NO_2**	**CO**
Venue – Amphitheater	3.5	2.0	15.4	16.2	15.4	16.2
Lot 22	4.9	2.6	29.7	28.3	29.7	28.3
Attraction – Ferris Wheel	0.5	0.5	14.3	16.1	14.3	16.1
Concurrent Venue and Lot 22	8.3	4.5	45.1	44.5	45.1	44.5
Threshold	***70***	***30***	***106***	***2,869***	***80***	***1,158***
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: Appendix B, Air Quality Supporting Tables.
Notes: PM_{10} and $PM_{2.5}$ include both exhaust and dust emissions. On average, dust comprises approximately 58% of total PM_{10} emissions and 46% of total $PM_{2.5}$ emissions presented in the table.
CO = carbon monoxide; NO_2 = nitrogen dioxide; NO_X = nitrogen oxides; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; PM_{10} = particulate matter less than 10 microns in diameter; SO_X = sulfur oxides; VOC = volatile organic compounds.

Previous Mitigation Measures Applicable to the Proposed Project

MM-AQ-3 through **MM-AQ-8** would be implemented during construction activities, as described in Section 3.2.5. *Mitigation Measure Changes*. However, given the low magnitude of construction emissions associated with the Proposed Project, these mitigation measures were not quantified.

New Mitigation Measures Applicable to the Proposed Project

No additional mitigation measures would be feasible.

Significance after Mitigation

MM-AQ-3 through **MM-AQ-8**, although not quantified for the Proposed Project, would be implemented, and may further reduce emissions. Proposed Project construction emissions would not exceed SCAQMD's LSTs and would not result in any new significant impacts not previously considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum. The Proposed Project would add to impacts already deemed significant in the 2009 SPW EIS/EIR and 2016 SPPM Addendum, but would not substantially increase the severity of those impacts. Therefore, the Proposed Project would not create a new impact or increase the severity of a previously identified impact made in the 2009 SPW EIS/EIR or 2016 SPPM Addendum under **Impact AQ-2**, and residual impacts would remain significant and unavoidable.

Impact AQ-3. Would the Proposed Project result in new operational emissions that exceed the SCAQMD regional peak daily emission thresholds of significance in Table 3.2-7 and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

Summary of 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report Findings

The 2009 SPW EIS/EIR determined that operational activities would exceed thresholds of significance for VOC, CO, NO_X, SO_x, PM_{10}, and $PM_{2.5}$ (2009 SPW EIS/EIR, Table 3.2-23). The 2009 SPW EIS/EIR concluded that although mitigation measures would reduce emissions, impacts would remain significant and unavoidable for NO_X, SO_X, PM_{10}, and $PM_{2.5}$ (2009 SPW EIS/EIR, Table 3.2-8).

In addition, because construction and operational activities identified in the 2009 SPW EIS/EIR were anticipated to overlap, the 2009 SPW EIS/EIR also determined that overlapping construction and operational activities would exceed thresholds of significance for VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ (2009 SPW EIS/EIR Table 3.2-24). The 2009 SPW EIS/EIR concluded that although mitigation measures would reduce emissions, overlapping impacts would remain significant and unavoidable for VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ (2009 SPW EIS/EIR, Table 3.2-29).

Summary of 2016 SPPM Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project Findings

The 2016 SPPM Addendum determined that activities would not result in new significant impacts, substantially increase the severity of previously analyzed impacts, or require new mitigation measures that had not already been evaluated in the 2009 SPW EIS/EIR. The 2016 SPPM Addendum did not identify mitigation measures required in the 2009 SPW EIS/EIR as applicable to operational activities

of the SPPM Project and concluded that the SPPM Project would not result in substantial change from findings in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

Operational activities associated with the Proposed Project would result in emissions from engine exhaust and fugitive dust. Table 3.2-11 summarizes the regional peak daily emissions associated with operation of the Proposed Project and shows that all pollutant emissions would be below SCAQMD significance thresholds. In addition, operational emissions in Table 3.2-11 are substantially less than emissions calculated in the 2009 SPW EIS/EIR. Proposed Project emissions would be less than 2 percent of the 2009 SPW EIS/EIR emissions for VOC, less than 7 percent for CO, less than 1 percent for PM_{10}, and less than 0.5 percent for NO_X, SO_X, $PM_{2.5}$. Therefore, the Proposed Project would not create a new impact or a substantial increase in the severity of a previously identified impact.

Table 3.2-11. Peak Daily Operational Emissions (pounds/day), Prior to Mitigation

	PM_{10}	$PM_{2.5}$	NO_X	SO_X	CO	VOC
Patron and Worker Vehicles	15.1	3.0	14.4	0.5	206.7	21.1
Other Vehicles	0.6	0.2	3.8	0.0	84.0	0.1
Emergency Generator	0.1	0.1	1.9	0.0	1.1	0.1
Natural Gas Use	0.1	0.1	1.0	0.0	0.3	0.1
Tugboats	0.7	0.6	24.6	0.0	16.8	1.4
Fireworks Display	17.8	12.3	0.3	5.9	0.0	–
Total 2026	***34.4***	***16.2***	***46.0***	***6.5***	***308.8***	***22.8***
Threshold	***150***	***55***	***55***	***150***	***550***	***55***
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: Appendix B, Air Quality Supporting Tables
Notes: Emissions may not add precisely due to rounding.
PM_{10} and $PM_{2.5}$ include exhaust and dust emissions.
CO = carbon monoxide; NO_2 = nitrogen dioxide; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; PM_{10} = particulate matter less than 10 microns in diameter; SO_X = sulfur oxides; VOC = volatile organic compounds.

Previous Mitigation Measures Applicable to the Proposed Project

No applicable mitigation measures were identified.

New Mitigation Measures Applicable to the Proposed Project

MM-AQ-31: Zero-Emission Shuttle Buses.

To the extent commercially available for rent, the Tenant shall use zero-emission shuttle buses from Port-owned parking lots to the Project Site during ticketed amphitheater events.

Significance after Mitigation

Emission reductions associated with **MM-AQ-31** were quantified and would reduce operational emissions. Table 3.2-12 presents operational emissions following application of **MM-AQ-31** and

shows that emissions associated with the shuttle buses, included in the *Other Vehicles* category, would be reduced.

Table 3.2-12 also shows that the Proposed Project operational emissions would not exceed SCAQMD thresholds nor result in any new significant impacts not previously considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum. The Proposed Project would add to impacts already deemed significant in the 2009 SPW EIS/EIR and 2016 SPPM Addendum, but would not substantially increase the severity of those impacts. Therefore, the Proposed Project would not create a new impact nor increase the severity of a previously identified impact identified in the 2009 SPW EIS/EIR or 2016 SPPM Addendum under **Impact AQ-3**, and residual impacts would remain significant and unavoidable.

Table 3.2-12. Peak Daily Operational Emissions (pounds/day), With Mitigation

	PM_{10}	$PM_{2.5}$	NO_X	SO_X	CO	VOC
Patron and Worker Vehicles	15.1	3.0	14.4	0.5	206.7	21.1
Other Vehicles	0.6	0.2	2.5	0.0	0.5	0.1
Emergency Generator	0.1	0.1	1.9	0.0	1.1	0.1
Natural Gas Use	0.1	0.1	1.0	0.0	0.3	0.1
Tugboats	0.7	0.6	24.6	0.0	16.8	1.4
Fireworks Display	17.8	12.3	0.3	5.9	0.0	–
Total 2026	***34.4***	***16.2***	***44.6***	***6.5***	***225.3***	***22.7***
Threshold	***150***	***55***	***55***	***150***	***550***	***55***
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: Appendix B, Air Quality Supporting Tables
Notes: Emissions may not add precisely due to rounding.
PM_{10} and $PM_{2.5}$ include exhaust and dust emissions.
CO = carbon monoxide; NO_X = nitrogen oxides; PM2.5 = particulate matter less than 2.5 microns in diameter; PM10 = particulate matter less than 10 microns in diameter; SO_X = sulfur oxides; VOC = volatile organic compounds.

Impact AQ-4. Would the Proposed Project result in ambient air pollutant concentrations from operational activities that exceed NAAQS or CAAQS and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

Summary of 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report Findings

The 2009 SPW EIS/EIR determined that operational activities would exceed thresholds of significance for the NO_2, PM_{10}, and $PM_{2.5}$ ambient air standards (2009 SPW EIS/EIR, Tables 3.2-30 and 3.2-31). The 2009 SPW EIS/EIR concluded that although mitigation measures would reduce emissions, impacts would remain significant and unavoidable for the NO_2, PM_{10}, and $PM_{2.5}$ ambient air standards (2009 SPW EIS/EIR, Tables 3.2-32 and 3.2-33).

Summary of 2016 SPPM Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project Findings

The 2016 SPPM Addendum determined that activities would not result in new significant impacts, substantially increase the severity of previously analyzed impacts, or require new mitigation measures that had not already been evaluated in the 2009 SPW EIS/EIR. The 2016 SPPM Addendum did not identify mitigation measures required in the 2009 SPW EIS/EIR as applicable to operational activities of the SPPM Project and concluded that the SPPM Project would not result in substantial change from findings in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

Operational activities associated with the Proposed Project would result in emissions from engine exhaust and fugitive dust. Table 3.2-13 summarizes onsite peak daily emissions associated with operation of the Proposed Project and shows that all pollutant emissions would be substantially below SCAQMD's LSTs. In addition, as discussed in **Impact AQ-3**, Proposed Project operational emissions would be substantially less than emissions calculated in the 2009 SPW EIS/EIR. Therefore, the Proposed Project would not create a new impact or increase the severity of a previously identified impact.

Table 3.2-13. Localized Peak Daily Operational Emissions, Prior to Mitigation (pounds/day)

	Peak Daily Emissions Onsite					
	Residential Receptors				**Offsite Worker Receptors**	
	PM_{10}	**$PM_{2.5}$**	**NO_2**	**CO**	**NO_2**	**CO**
Onsite Vehicle Transit	0.0	0.0	0.5	12.9	0.5	12.9
Emergency Generator	0.1	0.1	1.9	1.1	1.9	1.1
Natural Gas Use	0.1	0.1	1.0	0.3	1.0	0.3
Total Onsite Emissions	***0.1***	***0.1***	***3.3***	***14.2***	***3.3***	***14.2***
LST	***17***	***8***	***106***	***2,869***	***87***	***1,611***
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: Appendix B, Air Quality Supporting Tables
Notes: Emissions may not add precisely due to rounding.
LSTs apply to onsite emissions.
CO = carbon monoxide; LST = local significance threshold; NO_2 = nitrogen dioxide; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; PM_{10} = particulate matter less than 10 microns in diameter.

Previous Mitigation Measures Applicable to the Proposed Project

No applicable mitigation measures were identified.

New Mitigation Measures Applicable to the Proposed Project

MM-AQ-31 would be implemented.

Significance after Mitigation

MM-AQ-31 was quantified and would reduce operational emissions. Table 3.2-14 presents operational emissions following application of **MM-AQ-31** and shows that emissions associated with the shuttle buses, included in the *Other Vehicles* category, would be reduced.

Table 3.2-14 also shows that the Proposed Project operational emissions would not exceed SCAQMD's LSTs and would not result in any new significant impacts not previously considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum. The Proposed Project would add to impacts already deemed significant in the 2009 SPW EIS/EIR and 2016 SPPM Addendum, but would not substantially increase the severity of those impacts. Therefore, the Proposed Project would not create a new impact or increase the severity of a previously identified impact made in the 2009 SPP EIS/EIR under **Impact AQ-4**, and residual impacts would remain significant and unavoidable.

Table 3.2-14. Localized Peak Daily Operational Emissions (pounds/day), With Mitigation

	Peak Daily Emissions On Site					
	Residential Receptors				Offsite Worker Receptors	
	PM_{10}	$PM_{2.5}$	NO_2	CO	NO_2	CO
Onsite Vehicle Transit	0.0	0.0	0.2	2.7	0.2	2.7
Emergency Generator	0.1	0.1	1.9	1.1	1.9	1.1
Natural Gas Use	0.1	0.1	1.0	0.3	1.0	0.3
Total Onsite Emissions	***0.1***	***0.1***	***3.0***	***4.0***	***3.0***	***4.0***
LST	***17***	***8***	***106***	***2,869***	***87***	***1,611***
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: Appendix B, Air Quality Supporting Tables
Notes: Emissions may not add precisely due to rounding.
PM_{10} and $PM_{2.5}$ include exhaust and dust emissions.
CO = carbon monoxide; LST = localized significance threshold; NO_2 = nitrogen dioxide; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; PM_{10} = particulate matter less than 10 microns in diameter; SO_X = sulfur oxides; VOC = volatile organic compounds.

Impact AQ-5. Would the Proposed Project result in on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

Projects that increase on-road traffic may have the potential to contribute to CO *hot spots*, defined as ambient CO concentrations associated with traffic emissions that exceed an ambient air quality standard in close proximity to a heavily traveled or congested intersection or roadway.

Summary of 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report Findings

The 2009 SPW EIS/EIR conducted a CO hot spots analysis using California Line Source Dispersion Model 4 modeling and determined that motor-vehicle trips generated by the SPW Project would have a less-than-significant impact on ambient air quality for CO at intersections affected by the SPW

Project. The analysis showed that SPW Project elements would account for a fraction of the background ambient CO concentration. Despite increased activity in the area since the 2009 SPW EIS/EIR, background CO concentrations have on average decreased in the area, as noted in Table 3.2-3, except in the last available year of data, when the 1-hour CO concentration was higher than in past years, although still well below the CO CAAQS and NAAQS standards. The 2009 SPW EIS/EIR concluded that mitigation would not be required and that impacts would be less than significant.

Summary of 2016 SPPM Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project Findings

The 2016 SPPM Addendum determined that activities would not result in new significant impacts, substantially increase the severity of previously analyzed impacts, or require new mitigation measures that had not already been evaluated in the 2009 SPW EIS/EIR. The 2016 SPPM Addendum concluded that the SPPM Project would not result in substantial change from findings in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

Vehicle trips associated with the Proposed Project would result in CO emissions at the intersections evaluated in Section 3.8 *Transportation*. The Proposed Project would generate approximately 5,000 daily 1-way vehicle trips, which would include approximately 4,500 patron trips, 388 worker trips, and trips by shuttle buses and other support vehicles. These trips would not occur at a single intersection, but would be spread out over the intersections identified in Section 3.8 *Transportation*.

The SCAQMD, in its *CO Redesignation Request and Maintenance Plan* (SCAQMD 2005), conducted a CO hot spot modeling analysis for the four most congested intersections in the Los Angeles region and found no exceedances of ambient air quality standards for CO, indicating that hotspots from CO emissions did not occur. The most congested intersection in Los Angeles County was estimated to experience a daily traffic volume of 100,000 vehicles per day. Because the study intersections for the Proposed Project would experience substantially lower traffic volumes than SCAQMD's study intersections, CO intersection modeling is not warranted. In addition, since vehicle emissions have improved since the time of SCAQMD's modeling analysis, it is reasonable to infer that vehicle trips associated with the Proposed Project also would not result in an exceedance of CO ambient air standards at intersections.

Previous Mitigation Measures Applicable to the Proposed Project

No applicable mitigation measures were identified.

New Mitigation Measures Applicable to the Proposed Project

No new mitigation measures are needed.

Significance after Mitigation

Proposed Project CO emissions would not result in new significant impacts not previously considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum. The Proposed Project would add to impacts identified as less than significant in the 2009 SPW EIS/EIR and 2016 SPPM Addendum, but would

not substantially increase the severity of those impacts. The Proposed Project would not create a new impact or increase the severity of a previously identified impact made in the 2009 SPW EIS/EIR or 2016 SPPM Addendum under **Impact AQ-5**, and residual impacts would remain less than significant.

Impact AQ-6. Would the Proposed Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

Projects that use diesel and gasoline fuels may have the potential to generate odors. Some individuals may feel that diesel and gasoline emissions are objectionable. The Proposed Project would be considered significant if it would result in odors that would adversely affect a substantial number of people by creating a nuisance under SCAQMD Rule 402 and/or increase the severity of impacts considered in the 2009 SPW EIS/EIR and 2016 SPPM Addendum.

Summary of 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report Findings

The 2009 SPW EIS/EIR determined that the SPW Project would not result in odors that would adversely affect a substantial number of people and concluded that impacts from construction and operational activities would be less than significant without mitigation.

Summary of 2016 SPPM Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project Findings

The 2016 SPPM Addendum determined that activities would not result in new significant impacts, substantially increase the severity of previously analyzed impacts, or require new mitigation measures that had not already been evaluated in the 2009 SPW EIS/EIR. The 2016 SPPM Addendum concluded that the SPPM Project would not result in substantial change from findings in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

Emissions and associated odors associated with Proposed Project construction activities would be dispersed over the construction site and would be short-term and transient. Operation of the Proposed Project would be recreational and would not involve agriculture, heavy industrial processes, or other uses identified SCAQMD's *CEQA Air Quality Handbook* (1993) as having the potential for substantial odors. Emissions associated with operational vehicles, in particular the patron vehicles that would comprise the majority of Proposed Project emissions, would be dispersed over roadways. Emissions associated with fireworks would occur for a short duration of up to 20 minutes and up to 25 times per year.

Previous Mitigation Measures Applicable to the Proposed Project

No applicable mitigation measures were identified.

New Mitigation Measures Applicable to the Proposed Project

No new mitigation measures are needed.

Significance after Mitigation

The Proposed Project would not result in odors that would adversely affect a substantial number of people, would not be expected to create a nuisance as defined in SCAQMD Rule 402. Proposed Project construction and operation would not result in new significant impacts not considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum. The Proposed Project would add to impacts identified as less than significant in the 2009 SPW EIS/EIR and 2016 SPPM Addendum, but would not substantially increase the severity of those impacts. Therefore, the Proposed Project would not create a new impact or increase the severity of a previously identified impact made in the 2009 SPW EIS/EIR or 2016 SPPM Addendum under **Impact AQ-6**, and residual impacts would remain less than significant.

Impact AQ-7. Would the Proposed Project expose receptors to significant levels of TACs per the following SCAQMD thresholds and/or increase the severity of impact identified in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

TACs are compounds that are known or suspected to cause adverse carcinogenic or non-carcinogenic human health effects after short-term (i.e., acute) or long-term (i.e., chronic) exposure. Health effects from carcinogenic TACs are described in terms of individual cancer risk, which is based on a 30-year lifetime exposure to TACs. Individual cancer risk represents the chance that a person would contract cancer resulting from long-term exposure to the TACs of concern. A non-cancer chronic hazard index represents the potential for non-cancer health impacts resulting from long-term exposure to TACs. An acute non-cancer hazard index represents the potential for non-cancer health impacts resulting from a short-term (i.e., 1-hour) exposure to TACs.

Projects that use diesel and gasoline fuels may have the potential to expose individuals to TACs. The Proposed Project would be considered significant if it would expose individuals to TACs in exceedance of SCAQMD thresholds and/or increase the severity of impacts considered in the 2009 SPW EIS/EIR or the 2016 SPPM Addendum.

Summary of 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report Findings

The 2009 SPW EIS/EIR prepared a Health Risk Assessment (HRA) to identify potential health risks from SPW construction and operational activities. The HRA determined that the cancer risk would exceed SCAQMD's 10 in a million threshold at residential, occupational, recreational, and nonresidential sensitive receptors, but not at student receptors (2009 SPW EIS/EIR, Table 3.2-37). The HRA also determined that the non-cancer chronic impacts would not exceed SCAQMD's 1.0 threshold, but that acute impacts would be exceeded at residential, occupational, and recreational receptors (2009 SPW EIS/EIR, Table 3.2-37). The 2009 SPW EIS/EIR concluded that although mitigation measures would reduce impacts, the cancer risk would remain significant and unavoidable under CEQA for occupational and recreational receptors and under the National Environmental

Policy Act (NEPA) for residential, occupational, and recreational receptors. The 2009 SPW EIS/EIR also concluded that although mitigation measures would reduce acute impacts, impacts under CEQA would remain significant and unavoidable for residential, occupational, and recreational receptors and under NEPA for occupational and recreational receptors (2009 SPW EIS/EIR, Table 3.2-38).

Summary of 2016 SPPM Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project Findings

The 2016 SPPM Addendum determined that activities would not result in new significant impacts, substantially increase the severity of previously analyzed impacts, or require new mitigation measures that had not already been evaluated in the 2009 SPW EIS/EIR. The 2016 SPPM Addendum did not identify mitigation measures required in the 2009 SPW EIS/EIR as applicable to operational activities of the SPPM Project and concluded that the SPPM Project would not result in substantial change from findings in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

Construction activities associated with the Proposed Project would result in short-term emissions of DPM from the combustion of diesel fuel in off-road construction equipment engines and on-road diesel vehicles. CARB classifies DPM as a TAC and uses PM_{10} emissions from diesel exhaust as a surrogate for DPM. The anticipated 15 months of construction would be much less than the 30 years typically considered in a cancer-risk determination and less than the 70 years considered in the 2009 SPW EIS/EIR HRA. In addition, Table 3.2-9 presents regional and Table 3.2-10 presents localized PM_{10} emissions, of which only approximately 22 percent and 42 percent are from engine exhaust (i.e., DPM), respectively; this is a small fraction of the total PM_{10} emissions, which would be well below regional and localized thresholds.

Diesel engines emit TACs in disproportionately higher concentrations than gasoline engines and, on a horsepower basis, diesel exhaust is considered to be more toxic than gasoline exhaust (Krivoshto et al. 2008). Aside from an emergency diesel generator, operation of the Proposed Project would not use diesel fuel, would be primarily recreational, and would not involve heavy industrial processes associated with TACs or land uses associated with heavy-diesel transportation. Patron and worker vehicles would be mostly gasoline-fueled autos, and the use of electric vehicles is expected to increase in future years as California regulations drive the penetration of electric vehicles in the fleet mix.

Impacts associated with proposed firework displays and tugboats used to position firework barges are unique to the Proposed Project and were quantified using SCAQMD's *Risk Screening Procedures* (SCAQMD 2017b). The analysis assessed cancer risk, non-cancer chronic impacts, and short-term acute exposure. Table 3.2-15 shows that firework displays would result in impacts well below SCAQMD's thresholds of significance. In addition, firework displays would occur at an off-shore location and, as such, would be unlikely to affect the same receptors identified as adversely affected in the 2009 SPW EIS/EIR.

Table 3.2-15. Toxic Air Contaminant Emissions and Impacts Associated with Firework Displays

Pollutant	**Peak Hour (pounds/hour)**		
Copper	0.89		
Hexavalent Chromium	0.00		
Lead	0.00		
Formaldehyde	0.00		
Acetaldehyde	0.01		
Acrolein	0.00		
Naphthalene	0.02		
DPM (tugboats)	0.34		
Receptor Type	**Cancer Risk**	**Non-Chronic Hazard Index**	**Acute Hazard Index**
Residential	4.0E-07 (0.4 in a million)	7.6E-05	6.0E-02
Offsite Worker	5.4E-07 (0.5 in a million)	3.3E-05	2.2E-01
Significance Threshold	***1.0E-05 (10 in a million)***	***1***	***1***
Exceeds Threshold?	***No***	***No***	***No***

Source: Appendix B, Air Quality Supporting Tables.
Notes: Firework emissions reflect a basis of 100 pounds per display event, and 25 events per year.
Risk Screening based on South Coast Air Quality Management District Risk Assessment Procedures v8.1, Tier II. September 2017.
Display duration: 20 minutes per event.
Distance to sensitive receptor: 780 meters.
Distance to offsite worker receptor: 305 meters.

Previous Mitigation Measures Applicable to the Proposed Project

No applicable mitigation measures were identified.

New Mitigation Measures Applicable to the Proposed Project

MM-AQ-31 would be implemented.

Significance after Mitigation

MM-AQ-31 was quantified and would reduce emissions from shuttle buses, as shown in Table 3.2-12.

In addition, impacts associated with proposed firework displays and tugboats used to position firework barges were quantified using SCAQMD's Risk Screening (SCAQMD 2017b). Results, presented in Table 3.2-15, show that activities associated with firework displays would result in impacts well below SCAQMD's thresholds of significance.

Proposed Project activities would not result in cancer risk, non-cancer chronic impacts, or acute health impacts that exceed SCAQMD's health-protective thresholds and would not result in any new significant impacts not previously considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum. The Proposed Project would add to impacts already deemed significant in the 2009 SPW EIS/EIR and

2016 SPPM Addendum, but would not substantially increase the severity of those impacts. Therefore, the Proposed Project would not create a new impact or increase the severity of a previously identified impact made in the 2009 SPW EIS/EIR or 2016 SPPM Addendum under **Impact AQ-7**, and residual impacts would remain significant and unavoidable.

Impact AQ-8. Would the Proposed Project conflict with or obstruct implementation of an applicable air quality plan and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

The Proposed Project would be considered consistent with an applicable air quality plan or policy and would not interfere with attainment goals if the Proposed Project's activities were consistent with applicable provisions of the plans and policies identified below.

Summary of 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report Findings

The 2009 SPW EIS/EIR determined that activities would not conflict with or obstruct implementation of SCAQMD's 2007 AQMP, the applicable plan at the time of the 2009 SPW EIS/EIR.

Summary of 2016 SPPM Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project Findings

The 2016 SPPM Addendum determined that activities would not result in new significant impacts, substantially increase the severity of previously analyzed impacts, or require new mitigation measures that had not already been evaluated in the 2009 SPW EIS/EIR. The 2016 SPPM Addendum concluded that the SPPM Project would not result in substantial change from findings in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

Proposed Project activities would result in emissions of nonattainment pollutants, primarily from diesel-combustion equipment used during construction and from on-road automobiles utilizing streets during operation. The SCAQMD periodically updates its AQMP; the most recent update was adopted in December 2022 (SCAQMD 2022a).

The 2022 AQMP and prior iterations included emission-reduction measures designed to bring the SCAB into attainment of the national and state ambient air quality standards. The 2022 AQMP contains attainment strategies that include mobile source–control measures and clean-fuel projects that are enforced at the federal and state levels on engine manufacturers and petroleum refiners and retailers. Proposed Project activities would comply with these control measures. SCAQMD also adopts AQMP control measures into SCAQMD rules and regulations, which are then used to regulate sources of air pollution in the SCAB. Compliance with these requirements would further ensure that Proposed Project activities would not obstruct implementation of the AQMP.

Previous Mitigation Measures Applicable to the Proposed Project

No applicable mitigation measures were identified.

New Mitigation Measures Applicable to the Proposed Project

No new mitigation measures are needed.

Significance after Mitigation

The Proposed Project would be consistent with and would not obstruct implementation of an applicable AQMP and would not result in new significant impacts under **Impact AQ-8**. The Proposed Project also would not substantially increase the severity of impacts identified as less than significant in the 2009 SPW EIS/EIR or 2016 SPPM Addendum. Therefore, the Proposed Project would not create a new impact or increase the severity of a previously identified impact made in the 2009 SPW EIS/EIR and 2016 SPPM Addendum under **Impact AQ-8**, and residual impacts would remain less than significant.

3.2.10 Discussion of Health Effects Related to Criteria Pollutant Impacts

The California Supreme Court's decision in the Friant Ranch case (*Sierra Club v. County of Fresno* 2018) focused on the adequacy of the EIR for the Friant Ranch development project. The court found that the EIR did not sufficiently connect the project's air quality impacts to specific health consequences and opined that projects with significant air quality impacts should relate expected adverse air quality impacts to likely health consequences or explain why it is not feasible to provide such an analysis.

Although the Proposed Project would not create any new significant impact or increase the severity of previously identified impacts, it would add to impacts previously deemed significant in the 2009 SPW EIS/EIR and 2016 SPPM Addendum; 2009 SPW EIR/EIS Impacts **AQ-1**, **AQ-2**, **AQ-3**, and **AQ-4** would remain significant and unavoidable. For this reason, a supplemental discussion of the potential health effects of criteria air pollutant impacts in accordance with the findings of the Friant Ranch decision is provided in this section.

Potential health effects are described for the Proposed Project's criteria pollutant emissions identified in Impacts **AQ-1** and **AQ-3** and ambient pollutant concentrations identified in Impacts **AQ-2** and **AQ-4**. Information about health-effects was acquired through a review of available literature published by SCAQMD, CARB, and USEPA.

The health effects discussion considered both regional health effects (i.e., effects that could be experienced throughout the SCAB) and local health effects (i.e., effects in the vicinity of the Project Site). The discussion of health effects is guided by the stepwise process depicted in Figure 3.2-2. The first step, emissions analysis, is presented in **Impact AQ-1** for construction and **AQ-3** for operation and is indicative of regional air quality impacts because the analysis determines the quantity of pollutants released into the SCAB from Proposed Project-related sources operating within the SCAB. The second step, comparison to LST or dispersion modeling, is presented in **Impact AQ-2** for construction and **AQ-4** for operation and is indicative of local impacts. The third step, HRA, is

presented in **Impact AQ-7**. The results for individual cancer risk presented in Table 3.2-15 are already direct estimates of the health effects associated with exposure to the Proposed Project's TAC emissions. Therefore, no further health-effects discussion is necessary for the HRA.

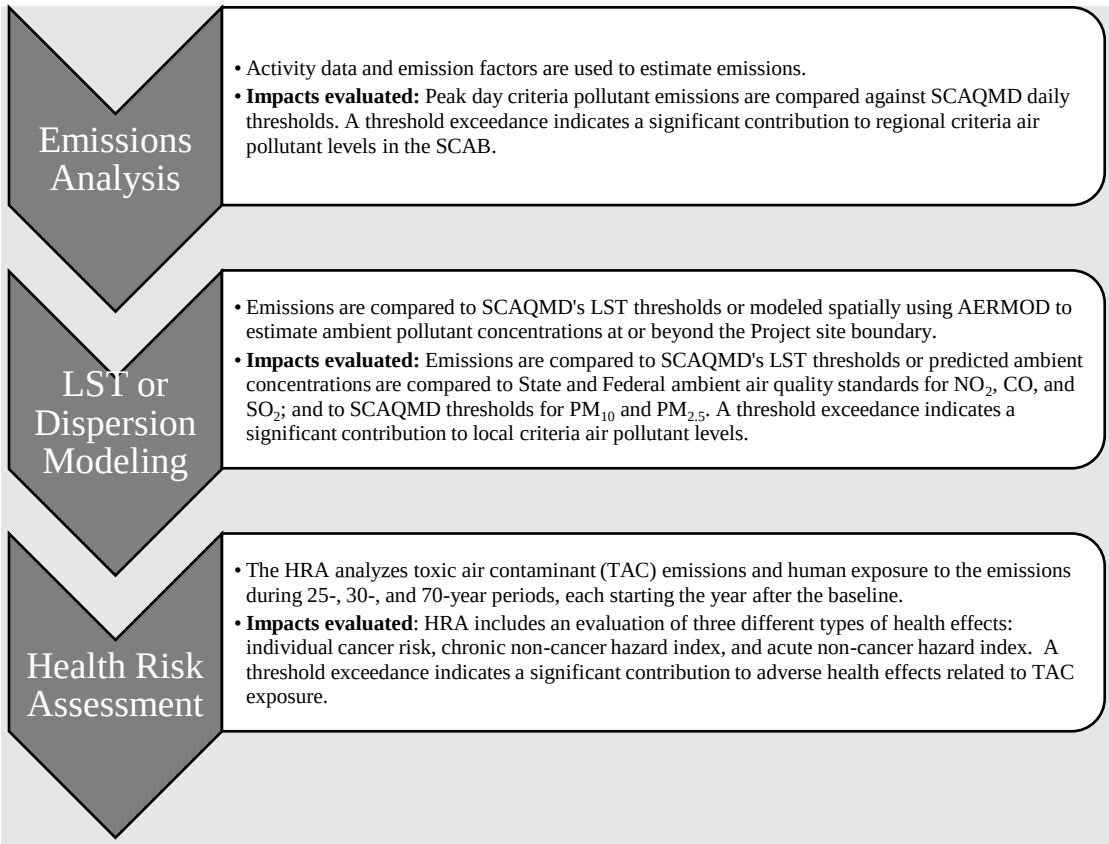

Figure 3.2-2. Air Quality Analysis Key Elements and Progression

3.2.10.1 Regional Health Effects

This section discusses the relationship between the Proposed Project's regional criteria-pollutant emissions and the potential for adverse health effects on persons exposed to the emitted pollutants. Although the Proposed Project would not create new significant impacts or increase the severity of previously identified impacts, it would add to the significant regional emissions of VOC, CO, NO_X, PM_{10}, and $PM_{2.5}$ that were previously identified the 2009 SPW EIS/EIR and 2016 SPPM Addendum (see **Impacts AQ-1** and **AQ-3**). Of these, CO, PM_{10}, and $PM_{2.5}$ are criteria pollutants. Also, criteria pollutant NO_2 is the primary component of NO_X. In addition, VOC and NO_X are precursors of ozone, a criteria pollutant that is photochemically formed from the precursors in the atmosphere and in the presence of sunlight. For example, the highest ozone concentrations are not found in urban areas close to the concentrated sources of its precursors, but rather in suburban and rural areas, downwind of these sources. Therefore, the criteria pollutants evaluated for regional health effects are CO, NO_2, ozone, PM_{10}, and $PM_{2.5}$.

In an *amicus curiae* brief submitted to the California Supreme Court in the *Sierra Club v. County of Fresno ("Friant Ranch") case,* the SCAQMD stated that it did not know of a way to accurately quantify health impacts caused by emissions produced on a scale as small as individual projects

(SCAQMD 2015). One existing tool, EPA's Benefits Mapping and Analysis Program (BenMAP), calculates the number and economic value of air pollution–related deaths and illnesses resulting from changes in ozone and $PM_{2.5}$ concentrations (EPA 2019b). However, the expected changes in regional concentrations associated with the Proposed Project would be so low that BenMAP would likely produce estimates of health effects that are near zero. Therefore, the extent to which regional adverse health effects can be identified in this section is limited to: (1) discussing the Proposed Project's potential impact on regional pollutant levels; and (2) generally describing the types of adverse health effects associated with exposure to the pollutants of concern.

Carbon Monoxide (CO)

Impact on Regional CO Concentrations

The SCAB is currently designated as in "attainment" of CAAQS and in "maintenance" of NAAQS for CO. CAAQS were established to protect public health, including the most sensitive groups (CARB 2024a). NAAQS were established to protect public health within an adequate margin of safety (EPA 2024). The most stringent NAAQS or CAAQS (also referred to as federal or state standards) for CO are the 20-ppm 1-hour average state standard and the 9.0-ppm 8-hour average federal and state standards.

The highest CO concentrations recorded anywhere in the SCAB over the last 3 available years from 2021 to 2023 are 4.3 ppm for a 1-hour average and 3.7 ppm for an 8-hour average (SCAQMD 2024). These pollutant levels are 22 and 41 percent of the 1-hour and 8-hour standards, respectively.

CARB created the California Emissions Projection Analysis Model (CEPAM) to support SIP development. For the year 2025, the closest year to Proposed Project activities, CEPAM version 1.03 projects that total CO emissions within the SCAB would be 1,820 tons/day (CARB 2024b). By comparison, the Proposed Project would add a maximum of 236.7 pounds/day (0.12 ton/day) of CO emissions (see Table 3.2-12), which is 0.007 percent of the total projected SCAB emissions for 2025. Given that the current CO concentrations in the SCAB are approximately 41 percent and 22 percent of NAAQS and CAAQS, respectively, it is very unlikely that a 0.007-percent emissions contribution from the Proposed Project would lead to a violation of NAAQS or CAAQS anywhere in the SCAB.

Potential Health Effects

In developing the CO standards, EPA (2010) evaluated the possible health effects associated with CO exposure. The main conclusions are as follows.

- Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise and electrocardiograph changes indicative of worsening oxygen-supply delivery to the heart. Inhaled CO has no known direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, people with conditions requiring an increased oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (i.e., oxygen deficiency), such as is seen at high altitudes. Reductions in birth weight and impaired neurobehavioral development have been observed in animals chronically exposed to

CO, resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels, including preterm births and heart abnormalities.

Nitrogen Dioxide (NO_2)

Impact on Regional NO_2 Concentrations

The SCAB is currently designated as in "attainment" of CAAQS and in "maintenance" of NAAQS for NO_2. The most stringent NO_2 standards are the 0.18-ppm 1-hour average state standard, the 0.100-ppm 1-hour federal standard (expressed as the 3-year average of the 98th percentile of the annual distributions of daily maximum 1-hour average concentrations), and the 0.030-ppm annual average state standard.

The highest NO_2 concentrations recorded in the SCAB over the last 3 available years from 2021 to 2023) are 0.095 ppm for the state 1-hour average, 0.076 ppm for the federal 1-hour average, and 0.03 ppm for the annual average standard (SCAQMD 2024). These pollutant levels are 53, 76, and 100 percent of the state 1-hour, federal 1-hour, and annual standards, respectively.

In 2025, the closest year to Proposed Project activities, CARB's CEPAM projects that total NO_X emissions within the SCAB would be 247 tons/day (CARB 2024b). By comparison, the Proposed Project would add a maximum of 66.9 pounds/day (0.03 tons/day) on NO_X emissions (see Table 3.2-9), which would be 0.001 percent of the total projected SCAB emissions for 2025. Therefore, the Proposed Project's contribution to regional NO_2 levels would be relatively small.

Potential Health Effects

In developing the NO_2 standards, EPA (2016) and CARB (CARB 2007) evaluated the possible health effects associated with NO_2 exposure. The main conclusions of these agencies are as follows.

- EPA concluded that a causal relationship exists between short-term NO_2 exposure and respiratory effects, such as asthma attacks. There is also likelihood of a causal relationship between long-term NO_2 exposure and respiratory effects based on the evidence for development of asthma. For short-term and/or long-term NO_2 exposure, evidence is suggestive of, but not sufficient to imply, a causal relationship with cardiovascular effects, diabetes, mortality, adverse birth outcomes, and cancer. People with asthma, children, and older adults are at increased risk for NO_2-related health effects.
- CARB concluded that, in controlled human-exposure studies, asthmatics appear to be especially sensitive to NO_2. Asthmatic volunteers have experienced short-term effects at NO_2 concentrations as low as 0.26 ppm. There is evidence that a subset of asthmatics may experience increased airway reactivity at concentrations of 0.2 to 0.3 ppm for 30 minutes to 2 hours. Generally, no clinical effects are reported in non-asthmatic volunteers in conditions below 1 ppm. Epidemiological studies have shown an association between NO_2 and both hospital admissions and emergency-room visits for asthma at 24-hour average concentrations ranging from 0.018 to 0.036 ppm. Less robust evidence suggests associations with mortality, hospitalization for cardiovascular disease, and low birth weight.

Ozone

Impact on Regional Ozone Concentrations

The SCAB is currently designated as in "nonattainment" of ozone federal and state concentration standards. The most stringent ozone standards are the 0.09-ppm 1-hour average state standard and the 0.070-ppm 8-hour federal and state standard (the federal standard is expressed as the 3-year average of the fourth-highest 8-hour concentration each year).

The highest 1-hour ozone concentration recorded in the SCAB over the last 3 available years from 2021 to 2023 was 0.155 ppm, which is 1.7 times greater than the standard (SCAQMD 2024). The highest 8-hour ozone concentration recorded in the SCAB over the last three available years from (2021 to 2023) is 0.112 ppm, which is 1.6 times greater than the standard (SCAQMD 2024).

In 2025, the closest year to Proposed Project activities, CARB's CEPAM projects that total VOC emissions within the SCAB would be 506.6 tons/day (CARB 2024b). By comparison, the Proposed Project would add a maximum of 23.9 pounds/day (0.01 tons/day), which would be 0.002 percent of the total projected SCAB emissions for 2025 (see Table 3.2-12). As discussed above for NO_2, the Proposed Project would add a maximum of 0.009 percent to the total projected SCAB emissions for 2025. Therefore, the Proposed Project's contribution to regional ozone levels would likely be insubstantial.

Potential Health Effects

In developing the ozone standards, EPA (EPA 2020b) and CARB (CARB 2024c) evaluated the possible health effects associated with ozone exposure. The main conclusions of the agencies' reports are as follows.

- EPA concluded that a causal relationship exists between short-term ozone exposure and respiratory effects. There is also a likelihood of a causal relationship between short-term ozone exposure and metabolic effects. Also, evidence is suggestive of, but not sufficient to infer, a causal relationship between short-term ozone exposure and cardiovascular effects, mortality, and central nervous system effects. For long-term exposure, there is a likelihood of a causal relationship with respiratory effects. Also, evidence is suggestive of, but not sufficient to infer, a causal relationship between long-term ozone exposure and cardiovascular effects, metabolic effects, mortality, reproductive and developmental effects, and central nervous system effects. There is inadequate evidence to infer a causal relationship between long-term ozone exposure and increased risk of lung cancer. Finally, there is adequate evidence for increased ozone-related health effects in the following populations: individuals with asthma; children; older adults; outdoor workers; individuals with certain genotypes; and individuals with reduced intake of Vitamins E and C.
- CARB concluded that inhalation of ozone can result in inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms. Exposure to ozone can reduce the volume of air that the lungs breathe in and cause shortness of breath. Ozone in sufficient doses increases the permeability of lung cells, rendering them more susceptible to toxins and microorganisms. The occurrence and severity of health effects from ozone exposure vary widely among individuals, even when the dose and the duration of exposure are the same. CARB also concluded that adults and children who spend more time outdoors participating in

vigorous physical activities are at greater risk from the harmful health effects of ozone exposure. Available studies show that children are no more or less likely to suffer harmful effects than adults. However, there are several reasons why children may be more susceptible to ozone and other pollutants: children and teens spend nearly twice as much time outdoors and engaged in vigorous activities as adults; children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults; and children are less likely than adults to notice their own symptoms and avoid harmful exposures.

Particulate Matter Less than 10 Microns (PM_{10}) in Diameter

Impact on Regional PM_{10} Concentrations

The SCAB is currently designated in nonattainment of CAAQS and in maintenance of NAAQS for PM_{10}. The most stringent PM_{10} standards are the 50-micrograms per cubic meter ($\mu g/m^3$) 24-hour average state standard and the 20-$\mu g/m^3$ annual state standard.

The highest 24-hour PM_{10} concentration recorded in the SCAB over the last 3 available years from 2021 to 2023 is 186 $\mu g/m^3$, which is 3.7 times greater than the standard (SCAQMD 2024). The highest annual PM_{10} concentration recorded in the SCAB over the last 3 available years from 2021 to 2023 is 49.6 $\mu g/m^3$, which is 2.5 times greater than the standard (SCAQMD 2024).

In 2025, the closest year to Proposed Project activities, CARB's CEPAM projects that total PM_{10} emissions within the SCAB would be 192.3 tons/day (CARB 2024b). By comparison, the Proposed Project would add a maximum of 35.3 pounds/day (0.02 tons/day), which would be 0.009 percent of the total projected SCAB emissions for 2025 (see Table 3.2-12). Therefore, the Proposed Project's contribution to regional PM_{10} levels would be relatively small.

Potential Health Effects

In developing the PM_{10} standards, EPA (EPA 2019a) and CARB (CARB 2024d) evaluated the possible health effects associated with PM_{10} exposure. The main conclusions of the agencies and their reports are as follows.

- EPA concluded that evidence is suggestive of, but not sufficient to infer, a causal relationship between short-term PM_{10} exposure and respiratory effects, cardiovascular effects, and mortality. Evidence is suggestive of, but not sufficient to infer, a causal relationship between long-term PM_{10} exposure and cardiovascular effects, metabolic effects, nervous system effects, cancer, and mortality.
- CARB's website states that short-term exposures to PM_{10} may be associated with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency-department visits. The effects of long-term exposure to PM_{10} are less clear, although studies suggest a link between long-term PM_{10} exposure and respiratory mortality. Research points to older adults with chronic heart or lung disease, children, and asthmatics as the groups most likely to experience adverse health effects from short-term exposure to PM_{10}. Also, children and infants are susceptible to harm from inhaling pollutants such as PM_{10} because they inhale more air per pound of body weight than do adults. In addition, children's immature immune systems may cause them to be more susceptible than healthy adults.

- SCAQMD concluded that there is a causal relationship between PM2.5 exposure and cardiovascular effects and mortality. Specific cardiovascular effects include cardiovascular deaths, hospital admissions for ischemic heart disease and congestive heart failure, changes in heart rate variability and markers of oxidative stress, and markers of atherosclerosis. A causal relationship is likely to exist between PM2.5 exposure and respiratory effects, such as hospital admissions for chronic obstructive pulmonary disease or respiratory infections, asthma development, asthma or allergy exacerbation, lung cancer, impacts on lung function, lung inflammation, oxidative stress, and airway hyperresponsiveness. Both short-term and long-term PM exposures are linked to health effects in humans. Young children, older adults, and people with pre-existing respiratory or cardiovascular health conditions are among those who may be more susceptible to the adverse effects of PM.

Particulate Matter Less than 2.5 Microns ($PM_{2.5}$) in Diameter

Impact on Regional $PM_{2.5}$ Concentrations

The SCAB is currently designated in nonattainment of CAAQS and NAAQS for $PM_{2.5}$. The most stringent $PM_{2.5}$ standards are the 35-µg/m^3 24-hour average federal standard (expressed as the 98th percentile of the daily average, over 3 years) and the 12-µg/m^3 annual federal and state standard.

The highest 24-hour $PM_{2.5}$ concentration recorded in the SCAB over the last 3 available years (2021–2023) was 47.9 µg/m^3, which is 1.4 times the standard (SCAQMD 2024). The highest annual $PM_{2.5}$ concentration recorded in the SCAB over the last 3 available years (2021–2023) was 14.5 µg/m^3, which is 1.2 times the standard (SCAQMD 2024).

In 2025, the closest year to Proposed Project activities, CARB's CEPAM projects that total $PM_{2.5}$ emissions within the SCAB would be 80.5 tons/day (CARB 2024b). By comparison, the Proposed Project would add a maximum of 16.4 pounds/day (0.008 tons/day), which would be 0.01 percent of the total projected SCAB emissions for 2025 (see Table 3.2-12). Therefore, the Proposed Project's contribution to regional $PM_{2.5}$ levels would be relatively small.

Potential Health Effects

In developing the $PM_{2.5}$ standards, EPA (EPA 2022) and CARB (CARB 2024d) evaluated the possible health effects associated with $PM_{2.5}$ exposure. The main conclusions of these agencies are as follows.

- EPA concluded that a causal relationship exists between short-term $PM_{2.5}$ exposure, long-term $PM_{2.5}$ exposure, and cardiovascular effects and mortality. A causal relationship is likely to exist between short-term $PM_{2.5}$ exposure and respiratory effects. Also, a causal relationship is likely to exist between long-term $PM_{2.5}$ exposure and respiratory effects, nervous system effects, and cancer effects.
- CARB's website states that short-term exposure to $PM_{2.5}$ have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency-room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases. Long-term exposure to $PM_{2.5}$ has been linked to premature

death, particularly in people who have chronic heart or lung diseases, and reduced lung-function growth in children.

In summary, the Proposed Project would add to previously determined significant regional emissions of VOC, CO, and NO_X, PM_{10}, or $PM_{2.5}$. These emissions would make relatively small contributions to regional levels of CO, NO_2, ozone, PM_{10}, and $PM_{2.5}$. Currently, no methodology is available that can accurately quantify regional health effects from exposure to these pollutants associated with an individual project's emissions. Therefore, the above discussion is limited to identifying the Proposed Project's potential contribution to regional pollutant levels and generally describing the types of adverse health effects associated with exposure to those pollutants.

3.2.10.2 Local Health Effects

This section discusses the relationship between the Proposed Project's localized criteria-pollutant impacts and the potential for adverse health effects on persons exposed to those impacts. Although the Proposed Project would not create new significant impacts or increase the severity of previously identified impacts, it would add to significant impacts for localized ambient air concentrations of NO_2, PM_{10}, and $PM_{2.5}$, as previously identified in the 2009 SPW EIS/EIR and 2016 SPPM Addendum (see **Impact AQ-2** in Section 3.2.9 and **Impact AQ-4** in Section 3.2.9).

As discussed under Section 3.2.10.1, *Regional Health Effects*, there is currently no methodology available that can accurately quantify local health effects from ambient NO_2, PM_{10}, or $PM_{2.5}$ concentrations associated with an individual project. Therefore, the extent to which local adverse health effects can be identified in this section is limited to: (1) presenting the magnitude of the local impacts; and (2) describing the types of adverse health effects associated with exposure to NO_2, PM_{10}, and $PM_{2.5}$.

Nitrogen Dioxide (NO_2)

The SCAB is currently designated in attainment of CAAQS and in maintenance of NAAQS for NO_2. Table 3.2-3 shows that local NO_2 concentrations recorded at the San Pedro Community Station, located within 0.5 mile of the Project Site, have not exceeded CAAQS and NAAQS standards in the last 3 available years (2019/2020–2021/2022).

SCAQMD's LST methodology was used to assess whether pollutant concentrations from construction (see **Impact AQ-2**) and operation (see **Impact AQ-4**) would affect ambient air quality. The SCAQMD developed the LST methodology to assist CEQA lead agencies in analyzing localized air quality impacts from proposed projects (SCAQMD 2009). The LST methodology is a screening methodology that allows users to determine, in lieu of conducting a dispersion modeling analysis, whether a project would cause or contribute to an exceedance of NAAQS or CAAQS.

Table 3.2-10 and Table 3.2-14 show that NO_X emissions would not exceed SCAQMD's LSTs and that Proposed Project emissions are therefore not expected to result in concentrations that would contribute to an exceedance of the NO_2 standards.

Potential health effects associated with NO_2 exposure are described under Section 3.2.10.1, *Regional Health Effects*.

Particulate Matter Less than 10 Microns (PM_{10}) in Diameter

The SCAB is currently designated in nonattainment of CAAQS and in maintenance of NAAQS for PM_{10}. Locally, Table 3.2-3 shows that PM_{10} concentrations recorded at the San Pedro Community Station, exceeded the 24-hour state standard in two of the last three available years (2019/2020 and 2020/2021). The highest observed concentration of 70.6 $\mu g/m^3$ is 1.4 times higher than the 50 $\mu g/m^3$ standard. The San Pedro Community Station also exceeded the annual PM_{10} standard in all three years (2019/2020 – 2021/2022). The highest observed concentration of 27.2 $\mu g/m^3$ is also approximately 1.4 times higher than the 20 $\mu g/m^3$standard.

The LST methodology was used to assess whether pollutant concentrations from construction (see Section 3.2.9 **AQ-2**) and operation (see Section 3.2.9 **AQ-4**) would impact ambient air quality. Table 3.2-10 and Table 3.2-14 show that PM_{10} emissions would not exceed SCAQMD's LSTs and that Proposed Project emissions are not expected to result in concentrations that would contribute to an exceedance of the PM_{10} standards.

Potential health effects associated with PM_{10} exposure are described above under Regional Health Effects. In addition, the SCAQMD also found that the DPM portion of PM_{10} is a significant contributor to the cancer risk associated with toxic air contaminants in the SCAB. For example, the average lifetime risk for excess cancer cases in the SCAB from all sources is estimated to be 455 per million. SCAQMD's Multiple Air Toxics Exposure Study V (MATES V) determined that DPM is responsible for about 67 percent of the risk (SCAQMD, 2021).

Particulate Matter Less than 2.5 Microns ($PM_{2.5}$) in Diameter

The SCAB is currently designated in nonattainment of CAAQS and NAAQS for $PM_{2.5}$. Locally, Table 3.2-3 shows that $PM_{2.5}$ concentrations recorded at the San Pedro Community Station, have not exceeded NAAQS or CAAQS in the last 3 available years (2019/2020–2021/2022).

The LST methodology was used to assess whether pollutant concentrations from construction (see **Impact AQ-2**) and operation (see **Impact AQ-4**) would impact ambient air quality. Table 3.2-10 and Table 3.2-14 show that $PM_{2.5}$ emissions would not exceed SCAQMD's LSTs and that Proposed Project emissions are therefore not expected to result in concentrations that would contribute to an exceedance of the $PM_{2.5}$ standards.

Potential health effects associated with $PM_{2.5}$ exposure are described above under Section 3.2.10.1, *Regional Health Effects*.

In summary, the Proposed Project would not produce significant local-concentration impacts of NO_2, PM_{10}, or $PM_{2.5}$. Currently, no methodology is available that can accurately quantify local health effects from ambient concentrations of these pollutants associated with an individual project. Therefore, the above discussion is limited to a discussion of the Proposed Project's magnitude and a general description of the types of adverse health effects associated with exposure to these pollutants.

3.2.11 Summary of Impact Determinations

Chapter 5, *Alternatives*, of this SEIR presents a discussion of project alternatives. In summary, Alternative 1 is the No Project Alternative, and Alternative 2 is the Half-Capacity Amphitheater Alternative. Under Alternative 1, implementation of Proposed Project elements would not occur, and

the area would be developed under the approved 2009 SPW EIS/EIR and 2016 SPPM Addendum. Alternative 1 would not add to impacts identified in the 2009 SPW EIS/EIR or the 2016 SPPM Addendum.

Under the Alternative 2, all Proposed Project improvements would be implemented, but the Amphitheater would have only half the seating capacity of the Proposed Project. Alternative 2 would add to impacts already deemed significant in the 2009 SPW EIS/EIR and 2016 SPPM Addendum. However, impacts would be less than under the Proposed Project, and Alternative 2 would not substantially increase the severity of impacts identified in the 2009 SPW EIS/EIR and the 2016 SPPM Addendum. Alternative 2 would not change the determination of significance made in the 2009 SPW EIS/EIR or the 2016 SPPM Addendum.

Table 3.2-16 presents a summary of impact determinations for the Proposed Project that relate to air quality and health impacts.

Table 3.2-16. Summary of Potential Impacts on Air Quality Associated with the Proposed Project

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
Proposed Project			
Impact AQ-1: Would the Proposed Project result in new construction emissions that exceed the SCAQMD regional peak-daily emission thresholds of significance in Table 3.2-5 and/or increase the severity of impacts considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a significant and unavoidable impact remains unchanged for the Proposed Project.	**MM-AQ-3** through **MM-AQ-8** from the 2009 SPW EIS/EIR would apply to the Proposed Project.	No new or substantially more severe significant impacts would occur. Implementation of **MM-AQ-3** through **MM-AQ-8** may reduce impacts, but impacts would remain significant.
Impact AQ-2: Would the Proposed Project result in ambient air pollutant concentrations from construction activities that exceed NAAQS or CAAQS and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a significant and unavoidable impact remains unchanged for the Proposed Project.	**MM-AQ-3** through **MM-AQ-8** from the 2009 SPW EIS/EIR would apply to the Proposed Project.	No new or substantially more severe significant impacts would occur. Implementation of **MM-AQ-3** through **MM-AQ-8** may reduce impacts, but impacts would remain significant.
Impact AQ-3: Would the Proposed Project result in new operational emissions that exceed the SCAQMD regional peak daily emission thresholds of significance in Table 3.2-7 and/or increase the severity	The 2009 SPW EIS/ EIR finding of a significant and unavoidable impact remains unchanged for the Proposed Project.	New **MM-AQ-31** would apply to the Proposed Project.	No new or substantially more severe significant impacts would occur. Implementation of **MM-AQ-31** would reduce impacts, but

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?			impacts would remain significant.
Impact AQ-4: Would the Proposed Project result in ambient air pollutant concentrations from operational activities that exceed NAAQS or CAAQS and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a significant and unavoidable impact remains unchanged for the Proposed Project.	New **MM-AQ-31** would apply to the Proposed Project.	No new or substantially more severe significant impacts would occur. Implementation of **MM-AQ-31** would reduce impacts, but impacts would remain significant.
Impact AQ-5: Would the Proposed Project result in on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains unchanged for the Proposed Project.	No mitigation is required.	No new or substantially more-severe significant impacts would occur.
Impact AQ-6: Would the Proposed Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains unchanged for the Proposed Project.	No mitigation is required.	No new or substantially more-severe significant impacts would occur.
Impact AQ-7: Would the Proposed Project expose receptors to significant levels of TACs per the following SCAQMD thresholds and/or increase the severity of impact identified in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a significant and unavoidable impact remains unchanged for the Proposed Project.	**MM-AQ-3** through **MM-AQ-8** from the 2009 SPW EIS/EIR and new **MM-AQ-31** would apply to the Proposed Project.	No new or substantially more severe significant impacts would occur. Implementation of **MM-AQ-3** through **MM-AQ-8** and **MM-AQ-31** would reduce impacts, but impacts would remain significant.
Impact AQ-8: Would the Proposed Project conflict with or obstruct	The 2009 SPW EIS/ EIR finding of a less-than-significant impact	No mitigation is required.	No new or substantially more-

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
implementation of an applicable air quality plan and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	remains unchanged for the Proposed Project.		severe significant impacts would occur.
Alternative 1 – No Project Alternative			
Impact AQ-1: Would the Proposed Project result in new construction emissions that exceed the SCAQMD regional peak-daily emission thresholds of significance in Table 3.2-5 and/or increase the severity of impacts considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a significant and unavoidable impact remains unchanged for Alternative 1.	**MM-AQ-3** through **MM-AQ-8** from the 2009 SPW EIS/EIR would apply to Alternative 1.	No new or substantially more severe significant impacts would occur. Implementation of **MM-AQ-3** through **MM-AQ-8** may reduce impacts, but impacts would remain significant.
Impact AQ-2: Would the Proposed Project result in ambient air pollutant concentrations from construction activities that exceed NAAQS or CAAQS and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a significant and unavoidable impact remains unchanged for Alternative 1.	**MM-AQ-3** through **MM-AQ-8** from the 2009 SPW EIS/EIR would apply to Alternative 1.	No new or substantially more severe significant impacts would occur. Implementation of **MM-AQ-3** through **MM-AQ-8** may reduce impacts, but impacts would remain significant.
Impact AQ-3: Would the Proposed Project result in new operational emissions that exceed the SCAQMD regional peak daily emission thresholds of significance in Table 3.2-7 and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a significant and unavoidable impact remains unchanged for Alternative 1.	No mitigation is required.	No new or substantially more severe significant impacts would occur. Implementation of new **MM-AQ-31** would reduce impacts, but impacts would remain significant.
Impact AQ-4: Would the Proposed Project result in ambient air pollutant concentrations from operational activities that exceed NAAQS or CAAQS and/or increase the severity of impact considered in the 2009	The 2009 SPW EIS/ EIR finding of a significant and unavoidable impact remains unchanged for Alternative 1.	No mitigation is required.	No new or substantially more severe significant impacts would occur. Implementation of new **MM-AQ-31** would reduce impacts, but impacts

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
SPW EIS/EIR or 2016 SPPM Addendum?			would remain significant.
Impact AQ-5: Would the Proposed Project result in on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains unchanged for Alternative 1.	No mitigation is required.	No new or substantially more-severe significant impacts would occur.
Impact AQ-6: Would the Proposed Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains unchanged for the Proposed Project.	No mitigation is required.	No new or substantially more-severe significant impacts would occur.
Impact AQ-7: Would the Proposed Project expose receptors to significant levels of TACs per the following SCAQMD thresholds and/or increase the severity of impact identified in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a significant and unavoidable impact remains unchanged for the Proposed Project.	No mitigation is required.	No new or substantially more severe significant impacts would occur. Implementation of **MM-AQ-3** through **MM-AQ-8** and new **MM-AQ-31** would reduce impacts, but impacts would remain significant.
Impact AQ-8: Would the Proposed Project conflict with or obstruct implementation of an applicable air quality plan and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains unchanged for the Proposed Project.	No mitigation is required.	No new or substantially more-severe significant impacts would occur.
Alternative 2 – Half-Capacity Amphitheater Alternative			
Impact AQ-1: Would the Proposed Project result in new construction emissions that exceed the SCAQMD regional peak-daily	The 2009 SPW EIS/ EIR finding of a significant and unavoidable impact	**MM-AQ-3** through **MM-AQ-8** from the 2009 SPW EIS/EIR would apply to Alternative 2.	No new or substantially more severe significant impacts would occur. Implementation of

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
emission thresholds of significance in Table 3.2-5 and/or increase the severity of impacts considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	remains unchanged for Alternative 2.		**MM-AQ-3** through **MM-AQ-8** may reduce impacts, but impacts would remain significant.
Impact AQ-2: Would the Proposed Project result in ambient air pollutant concentrations from construction activities that exceed NAAQS or CAAQS and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a significant and unavoidable impact remains unchanged for Alternative 2.	**MM-AQ-3** through **MM-AQ-8** from the 2009 SPW EIS/EIR would apply to Alternative 2.	No new or substantially more severe significant impacts would occur. Implementation of **MM-AQ-3** through **MM-AQ-8** may reduce impacts, but impacts would remain significant.
Impact AQ-3: Would the Proposed Project result in new operational emissions that exceed the SCAQMD regional peak daily emission thresholds of significance in Table 3.2-7 and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a significant and unavoidable impact remains unchanged for Alternative 2.	New **MM-AQ-31** would apply to Alternative 2.	No new or substantially more severe significant impacts would occur. Implementation of new **MM-AQ-31** would reduce impacts, but impacts would remain significant.
Impact AQ-4: Would the Proposed Project result in ambient air pollutant concentrations from operational activities that exceed NAAQS or CAAQS and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a significant and unavoidable impact remains unchanged for Alternative 2.	New **MM-AQ-31** would apply to Alternative 2.	No new or substantially more severe significant impacts would occur. Implementation of new **MM-AQ-31** would reduce impacts, but impacts would remain significant.
Impact AQ-5: Would the Proposed Project result in on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains unchanged for Alternative 2.	No mitigation is required.	No new or substantially more-severe significant impacts would occur.

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
Impact AQ-6: Would the Proposed Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains unchanged for Alternative 2.	No mitigation is required.	No new or substantially more-severe significant impacts would occur.
Impact AQ-7: Would the Proposed Project expose receptors to significant levels of TACs per the following SCAQMD thresholds and/or increase the severity of impact identified in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a significant and unavoidable impact remains unchanged for Alternative 2.	No mitigation is required.	No new or substantially more severe significant impacts would occur. Implementation of **MM-AQ-3** through **MM-AQ-8** and new **MM-AQ-31** would reduce impacts, but impacts would remain significant.
Impact AQ-8: Would the Proposed Project conflict with or obstruct implementation of an applicable air quality plan and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains unchanged for Alternative 2.	No mitigation is required.	No new or substantially more-severe significant impacts would occur.

CAAQS = California Ambient Air Quality Standards; CO = carbon monoxide; EIR = Environmental Impact Report; EIS = Environmental Impact Statement; MM = mitigation measure; NAAQS = National Ambient Air Quality Standards; SCAQMD = South Coast Air Quality Management District; SPPM = San Pedro Public Marketplace; SPW = San Pedro Waterfront; TAC = toxic air contaminant

3.2.12 Mitigation Monitoring Program

The mitigation monitoring program outlined in Table 3.2-17 is applicable to the Proposed Project.

Table 3.2-17. Mitigation Monitoring Program

MM-AQ-3: ***Fleet Modernization for On-Road Trucks During Construction.*** 1. Trucks hauling materials such as debris or fill will be fully covered while operating off Port property. 2. Idling will be restricted to a maximum of 5 minutes when not in use. 3. Tier Specifications: • From January 1, 2024, to December 31, 2026: All on-road heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater used on site or to transport materials to and from the site shall comply with 2012 emission standards, or newer, where available. • Post January 1, 2027: All on-road heavy duty diesel trucks used on site or to transport materials to and from the site shall comply with 2015 emission standards, or newer, where available. • A copy of each unit's certified U.S. Environmental Protection Agency (USEPA) rating, Best Available Control Technology (BACT) documentation, and CARB or South Coast Air Quality Management District (SCAQMD) operating permit shall be provided at the time of mobilization of each applicable unit of equipment.	
Timing	Throughout all construction phases.
Methodology	This measure will be incorporated into LAHD and Tenant contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) will submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor will adhere to these specifications and Compliance Plan throughout construction phases. Enforcement will include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.
MM-AQ-4: ***Fleet Modernization for Construction Equipment.*** 1. Construction equipment will incorporate, where feasible, emissions-savings technology such as hybrid drives and specific fuel economy standards. 2. Idling will be restricted to a maximum of 5 minutes when not in use. 3. Tier Specifications: All offroad diesel-powered construction equipment greater than 50 hp will meet the Tier 4 emission standards, where available. In addition, all construction equipment will be outfitted with BACT devices certified by CARB. Any emissions-control device used by the contractor will achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel-emissions control strategy for a similarly sized engine, as defined by CARB regulations. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit will be provided at the time of mobilization of each applicable unit of equipment. Construction-equipment measures will be met, unless one of the following circumstances exist and the contractor is able to provide proof that any of these circumstances exists. • A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement; • A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application process is not yet approved, or the application has been approved, but funds are not yet available; and/or • A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease.	
Timing	Throughout all construction phases.

Methodology	• This measure will be incorporated into LAHD and Tenant contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) will submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor will adhere to these specifications and Compliance Plan throughout construction phases. Enforcement will include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.

MM-AQ-5: ***Fugitive Dust.***

The calculation of fugitive dust (i.e., PM_{10}) from unmitigated Proposed Project earth-moving activities assumes a 75-percent reduction from uncontrolled levels to simulate rigorous watering of the site and use of other measures (listed below) to ensure Proposed Project compliance with SCAQMD Rule 403.

The construction contractor will apply for a SCAQMD Rule 403 Dust Control Permit. The construction contractor will further reduce fugitive dust emissions to 61-percent from uncontrolled levels. The construction contractor will designate personnel to monitor the dust control program and to order increased watering or other dust control measures, as necessary, to ensure a 61-percent control level. Their duties will include holiday and weekend periods when work may not be in progress.

The following measures, at minimum, must be part of the contractor Rule 403 dust control plan.

- Active grading sites will be watered one additional time per day beyond that required by Rule 403;
- Contractors will apply approved nontoxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas;
- Construction contractors will provide temporary wind fencing around sites being graded or cleared;
- Trucks hauling dirt, sand, or gravel will be covered or will maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code;
- Construction contractors will install wheel washers where vehicles enter and exit unpaved roads onto paved roads or wash off tires of vehicles and any equipment leaving the construction site;
- The grading contractor will suspend all soil-disturbing activities when winds exceed 25 miles per hour or when visible dust plumes emanate from a site; disturbed areas will be stabilized if construction is delayed;
- Trucks hauling materials such as debris or fill will be fully covered while operating off LAHD property;
- A construction relations officer will be appointed to act as a community liaison concerning onsite construction activity, including resolution of issues related to PM_{10} generation;
- All streets will be swept at least once a day using SCAQMD Rule 1186, 1186.1-certified street sweepers or roadway-washing trucks if visible soil materials are carried to adjacent streets;
- Water or nontoxic soil stabilizer will be applied three times daily to all unpaved parking or staging areas or unpaved road surfaces;
- Roads and shoulders will be paved; and
- Water will be applied three times daily or as needed to areas where soil is disturbed.

Timing	Throughout all construction phases.
Methodology	This measure will be incorporated into the LAHD and Tenant contract specifications for all construction work to reduce the impact of fugitive dust (PM_{10}) emissions. The contractor(s) will submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor will adhere to these specifications and Compliance Plan throughout construction phases. Enforcement will include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.

MM-AQ-6: Best Management Practices The following types of measures are required on construction equipment (including on-road trucks). • Use diesel-oxidation catalysts and catalyzed diesel-particulate traps; • Maintain equipment according to manufacturers' specifications; • Restrict idling of construction equipment to a maximum of 5 minutes when not in use.; and • Install high-pressure fuel injectors on construction equipment vehicles.	
Timing	Throughout all construction phases.
Methodology	This measure will be incorporated into the LAHD and Tenant contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) will submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor will adhere to these specifications and Compliance Plan throughout construction phases. Enforcement will include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.
MM-AQ-7: General Mitigation Measure During Construction For any of the above mitigation measures (**MM-AQ-3** through **AQ-6**), if a CARB-certified technology becomes available and is shown to be as good as or better in terms of emissions performance than the existing measure, then the new technology could replace the existing measure pending approval by the LAHD.	
Timing	Throughout all construction phases.
Methodology	This measure will be incorporated into the LAHD and Tenant contract specifications. The contractor(s) will submit an Environmental Compliance Plan that would include any proposed new technology for review and approval by LAHD prior to beginning of any construction activity,.
MM-AQ-8: Special Precautions Near Sensitive Sites When construction activities are planned within 1,000 feet of sensitive receptors (defined as schools, playgrounds, day care centers, and hospitals), the construction contractor will notify each of these sites in writing at least 30 days before construction activities begin.	
Timing	Throughout all construction phases.
Methodology	This measure will be incorporated into the LAHD and Tenant contract specifications for all construction work. The contractor(s) will submit an Environmental Compliance Plan that will include a plan to notify sensitive receptors for review and approval by LAHD prior to beginning any construction activity.
MM-AQ-27: Light-Emitting Diode (LED) Lightbulbs All buildings and exterior lighting will use LED light bulbs.	
Timing	Throughout all operational phases.
Methodology	This measure will be incorporated into the Tenant's lease. Enforcement will include oversight by the LAHD Environmental Management and Real Estate Divisions. Annual staff reports will be made available to the Board at a regularly scheduled public board meeting.
MM-AQ-31: Zero-Emission Shuttle Buses To the extent commercially available for rent, the Tenant shall use zero-emission shuttle buses from Port-owned parking lots to the Project Site during ticketed amphitheater events.	
Timing	Six months prior to the opening of the Amphitheater and throughout all operational phases.

Methodology	This measure will be incorporated into the Tenant's lease. Enforcement will include oversight by the LAHD Environmental Management and Real Estate Divisions. Annual staff reports will be made available to the Board at a regularly scheduled public board meeting. The Tenant will comply with the measure through contracts and/or agreements with selected vendors. In the event zero-emission shuttle buses are not commercially available within the local and greater Los Angeles region, written verification from the Tenant will be provided to LAHD on an annual basis.

BACT = Best Available Control Technology; CARB = California Air Resources Board; GVWR = gross vehicle weight rating; LAHD = Los Angeles Harbor Department; LED = light-emitting diode; PM_{10} = particulate matter smaller than 10 microns in diameter; SCAQMD = South Coast Air Quality Management District; USEPA = U.S. Environmental Protection Agency

3.3 Biological Resources

3.3.1 Section Summary

This section analyzes whether sensitive biological resources exist within or adjacent to the Project Site. It also assesses whether the West Harbor Modification Project (Proposed Project) would impact sensitive species, particularly marine mammals and water birds. The following discussion also discloses whether the activities described under the Proposed Project would impact sensitive natural communities and marine environments.

Section 3.3, *Biological Resources*, includes the following:

- A description of the environmental setting for sensitive biological resources in the project vicinity, including the results of a biological resources database search and applicable publicly available reports;
- A description of regulations and policies regarding sensitive biological resources that are applicable to the Proposed Project;
- A discussion of the methodology used to determine impacts on sensitive biological resources, including marine mammals, water birds, and sensitive natural communities and marine environments;
- An impact analysis of the Proposed Project; and
- A description of mitigation measures proposed to reduce significant impacts, as applicable.

Key points of Section 3.3, *Biological Resources*, include the following.

- The *2009 San Pedro Waterfront Project (SPW)Environmental Impact Statement (EIS)/Environmental Impact Report (EIR*) (2009 SPW EIS/EIR) determined that sensitive species, particularly marine mammals and water birds, would be affected by the SPW Project; as well as special aquatic habitats and sensitive natural communities. Most construction impacts were considered temporary and less than significant because the majority of potentially affected terrestrial and marine organisms are capable of movement and would be able to avoid construction disturbances. Mitigation Measure **MM-BIO-2** from the 2009 SPW EIS/EIR would apply to the Proposed Project considered under this SEIR to minimize impacts related to nesting birds protected under the MBTA and/or similar provisions of the CFG Code. Mitigation measures **MM-BIO-1** and **MM-BIO-3** through **MM-BIO-6** are not applicable to this SEIR because the Proposed Project does not include in-water construction activities, pile driving, dredging, nor enhancement activities within the Salinas de San Pedro Marsh. The 2009 SPW EIS/EIR also determined that noise and vibration generated from pile driving activities could have a negative impact on marine mammals. Neither construction nor operation of the Proposed Project would involve any in-water or over-water work; thus, this potential impact was not applicable to this SEIR.
- The *2016 Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market* (SPPM*) Project* (2016 SPPM Addendum) determined that biological-

resource conditions within the SPW study area have remained relatively the same since the certification of the 2009 SPW EIS/EIR and that the project being analyzed would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, nor require new mitigation measures that were not already addressed in the 2009 SPW EIS/EIR. The addendum concluded that biological-resources impacts resulting from the SPPM Project would be less than significant and that there would be no substantial change from the findings in the 2009 SPW EIS/EIR.

- The Proposed Project has the potential to significantly affect sensitive species, particularly marine mammals and water birds, as a result of noise and trash from concerts at the Amphitheater and fireworks shows during special events. In addition, the 2009 SPW EIS/EIR (Port 2009) concluded that tree-removal activities could have a significant impact if birds are roosting or nesting in the area. Implementation of the existing 2009 SPW EIS/EIR mitigation measure (**MM-**) **BIO-2**, *Conduct Nesting Bird Surveys*, along with new mitigation measures **MM-BIO-7**, *Trash Management and Post-Event Cleanup*; **MM-BIO-8**, *Marine Mammal Monitoring During Firework Events*; **MM-BIO-9**, *California Least Tern Nesting Colony Monitoring During Firework Events*; **MM-BIO-10**, *Biodegradable Venue Products*; and **MM-BIO-11**, *Abandoned Nest Clearance Must Avoid Breeding Bird Season*, would reduce potential impacts to a less-than-significant level.
- The Proposed Project also has the potential to significantly affect sensitive natural communities and marine environments as a result of human-produced trash and debris from events at the Amphitheater and fireworks shows. Implementation of the new mitigation measures **MM-BIO-7**, *Trash Management and Post-Event Cleanup*, and **MM-BIO-10**, *Biodegradable Venue Products*, would reduce potential impacts to a less-than-significant level.

3.3.2 Introduction

This section describes the affected environment and regulatory setting as it relates to biological resources, as well as the impacts on biological resources that would result from the Proposed Project and the mitigation measures that would reduce these impacts.

3.3.3 Environmental Setting

The biological resources present within the Proposed Project area have remained relatively the same since the certification of the 2009 SPW EIS/EIR and 2016 SPPM Addendum (ICF 2016). The environmental setting is summarized here; a detailed description can be found in Section 3.3.2 of the 2009 SPW EIS/EIR. The biological study area (BSA) for the Proposed Project covers both terrestrial and marine resources; for terrestrial resources this includes the Proposed Project limits of disturbance (LOD), plus a 100-foot buffer; for marine resources, the marine assessment area encompasses the southwestern portion of the Los Angeles Harbor, which includes the Main Channel, Outer Harbor, Southern Pacific (SP) Slip, breakwater, Cabrillo Beach, Cabrillo Marina, and Pier 400 (see Figure 3.3-1).

The Proposed Project lies within the Port of Los Angeles (Port) in the San Pedro Bay, on the northern side of the Main Channel in the southwestern corner of the SPPM Area. The Proposed Project LOD, which include the footprints for the Amphitheater, 208 E. 22nd Street Parking Lot, Ferris wheel, and Amusement Attractions, contains terrestrial habitat consisting of developed and vacant land. Land

uses include parking lots, wharves, paved roads, commercial (e.g., fish markets, cruises, whale watching, restaurants), and industrial (e.g., container storage yards, commercial fishing). The LOD would also include the temporary placement of a barge during Proposed Project operations within the Outer Harbor to launch fireworks for the fireworks shows during special events at the Amphitheater; a description of this portion of the LOD is included under the marine environment discussion below.

Elevation within the BSA ranges from approximately sea level to 19 feet above mean sea level. The topography is relatively flat, with graded developed areas surrounding most of the Project Site. One soil series occurs in the BSA: Urban Land (NRCS 2023). Urban soils are often significantly changed from native soil materials as a result of human-transported materials, such as dredge spoils, land filling, land leveling, and surface removal. Extensive dredging of lagoons, marshes, and the ocean floor took place along most of the California coast during the early 1900s, including at San Pedro Bay and the Los Angeles Harbor within the Proposed Project region. Coastal areas were dredged and filled to construct land masses along the California coast for urban development, including ports, highways, industrial areas, and residential areas. Prior to dredging, these areas were alluvial deposits composed of marine sands, organic silts and clays, and fluvial deposits. Within the BSA, Urban land soils occur in filled areas and are composed of human-transported materials that overlay native soils, which are characterized by predominantly younger mixed alluvial deposits, including fine and coarse loam, which are well-drained to excessively drained. Urban land soils have a lot of variation with no consistent stratification pattern and often have poor drainage and contain impervious surfaces.

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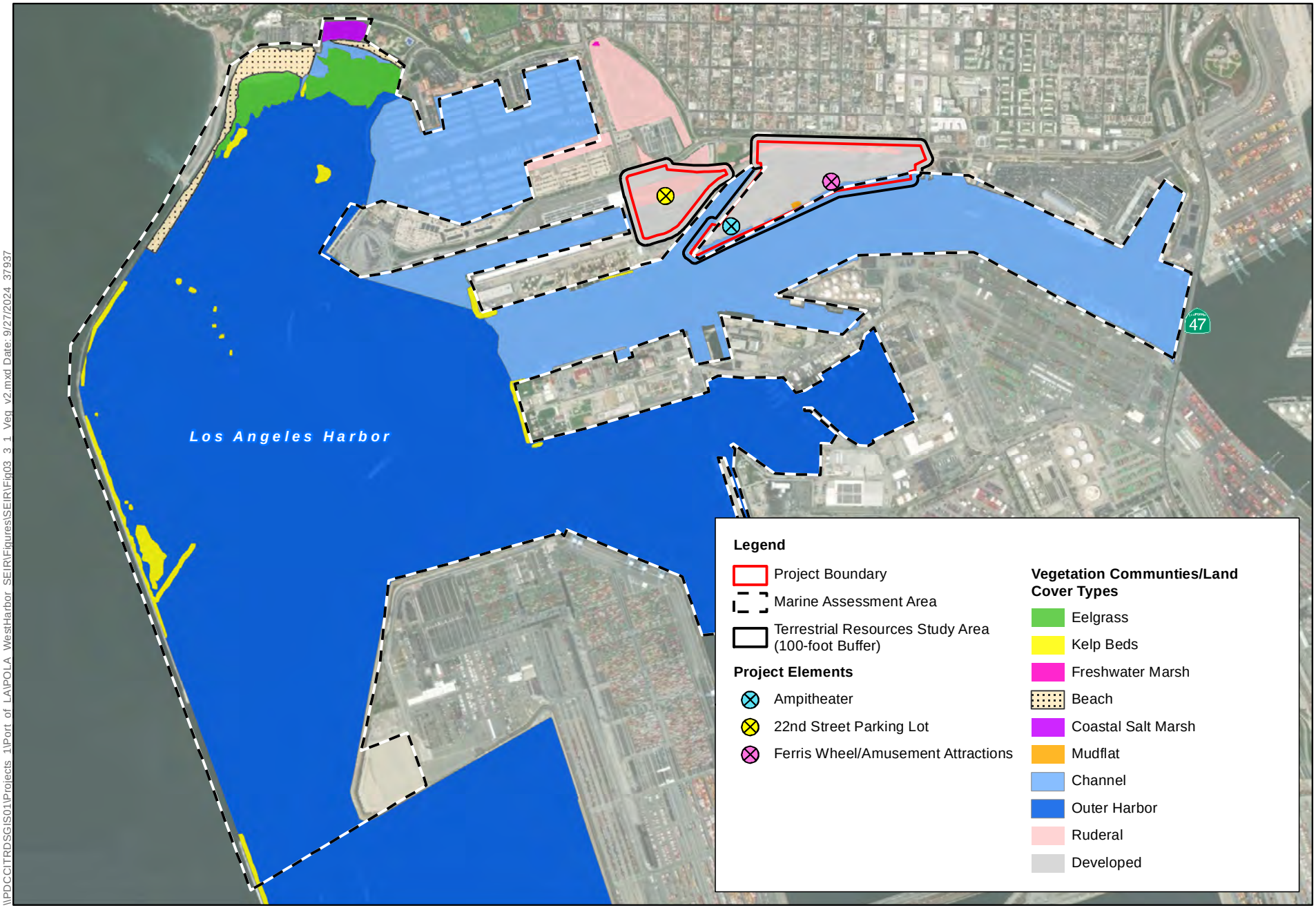

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Source: ESRI World Imagery (2022)

N

0 900 1,800

Feet

Vegetation community layers are based on the 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report.

Figure 3.3-1
Vegetation Communities/Land Cover Types
West Harbor Modification Project

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No native habitat is present within the LOD. Vegetation is primarily limited to street trees and other landscaping, as well as vacant lands containing ruderal vegetation. Within the BSA, all uplands have been heavily modified and/or developed. Vacant lands have experienced long-term human-made disturbances, including mechanical soil disturbance, soil deposition, soil compaction, and gravel and/or asphalt/concrete deposition, and are dominated by nonnative weedy vegetation. Therefore, they are of marginal quality and provide minimal habitat value to native plant and wildlife species. Any wildlife species having a potential to occur and/or are known to occur within the BSA are adapted to human-disturbed landscapes, such as rock pigeon (*Columba livia*), mourning dove (*Zenaida macroura*), American crow (*Corvus brachyrhynchos*), common raven (*C. corax*), European starling (*Sturnus vulgaris*), yellow-rumped warbler (*Dendroica coronata*), Brewer's blackbird (*Euphagus cyanocephalus*), house finch (*Carpodacus mexicanus*), rough-winged swallow (*Stelgidopteryx serripennis*), cliff swallow (*Petrochelidon pyrrhonota*), barn swallow (*Hirundo rustica*), killdeer (*Charadrius vociferous*), house sparrow (*Passer domesticus*), Norway rat (*Rattus norvegicus*), black rat (*R. rattus*), house mouse (*Mus musculus*), Virginia opossum (*Didelphis virginiana*), common raccoon (*Procyon lotor*), and Botta's pocket gopher (*Thomomys bottae*).

Two areas of vacant lands occur within the BSA: one is an open lot located at the northwestern corner of Harbor Boulevard and 22nd Street; and the other is a mudflat at Berth 78–Ports O'Call (Figure 3.3-1). The open lot at 208 E. 22nd Street, which is adjacent to a parking lot and surrounded by development, is composed of compacted soils with a thin layer of gravel. Vegetation is sparse and consists of ruderal vegetation, such as flax-leaved horseweed (*Conyza bonariensis*), Russian thistle (*Salsola tragus*), cheeseweed (*Malva parviflora*), Spanish brome (*Bromus madritensis*), and rip-gut brome (*B. diandrus*). Surveys performed for the 2009 SPW EIS/EIR detected Botta's pocket gopher and killdeer at this location, and it was determined that, based on the conditions at the site, this lot provides very little habitat value.

The mudflat is a small (i.e., 0.175-acre) area at Berth 78–Ports O' Call that is essentially a low, flat area landward of shoreline-protection rock that is intermittently submerged from tidal action and supports intertidal benthic species. The mudflat was created at the time of development of the adjacent fish retail market deck that extends over the intertidal area. This area is protected from wave action and as a result is a depositional area for fine sediment. The mudflat is considered a depleted natural community with respect to number and extent, as well as value for habitat. Small polychaete and oligochaete worms, peracarid crustaceans, and insects are common within unvegetated mudflat habitats. These invertebrate species serve as prey for shorebirds that forage at the mudflats within the Proposed Project area.

The Los Angeles Harbor (Harbor) is part of the Dominguez Watershed, which receives stormwater input from approximately 80 square miles in and around the Port. No freshwater aquatic resources are present within the BSA. The LOD is located along the Main Channel of the Harbor, approximately 0.6 mile north of the mouth of the channel.

The Harbor is a marine environment, which provides habitat to a variety of aquatic species. It is located in the Outer Harbor within the deepwater areas of the water column (see Figure 3.3-3 of the 2009 SPW EIS/EIR). The Main Channel portions of the BSA contain mid-channel habitat, which includes deepwater areas, and pier and piling habitat along the edges of the Harbor channel. The portion of the Harbor within the BSA is tidal open water habitat that is somewhat protected from wave action, but subject to frequent boat and shipping traffic.

The Harbor supports marine resources, such as marine fish, birds, and the marine food chains that support these species (e.g., invertebrate community, marine algae). The protected environment and higher temperatures give the Harbor value as a nursery area for juvenile fish and provide a diversity of habitat that contrasts with exposed coastal habitat. Harbor marine habitat includes rearing habitat for both pelagic (i.e., open ocean) and demersal (i.e., bottom) marine species. Algal diversity is typically much higher in the Outer Harbor along the breakwaters (which occurs outside of the Proposed Project BSA).

The Harbor provides valuable foraging, nesting, and roosting habitats for a diverse group of water birds, including gulls, terns, black skimmer (*Rynchops niger*), California brown pelican (*Pelecanus occidentalis californicus*), and waterfowl. Habitat types to support water birds within the Harbor include open water, riprap, dock/pilings, and boat/barges. Two species of water birds have been observed nesting within the Harbor: black-crowned night heron (*Nycticorax nycticorax*) have nested in trees near the Berth 78–Ports O'Call within the Proposed Project BSA; and great blue heron (*Ardea herodias*) have nested in light stands at Berths 49–51 and at Reservation Point outside of the Proposed Project BSA.

Two sensitive avian species, California brown pelican (California Fish and Game Code [CFG Code] fully protected) and California least tern (*Sternula antillarum brownii*) (federally and state-listed as Endangered), commonly occur within the Harbor. California brown pelican forages throughout the Harbor, including the Main Channel, and often rests on pilings, boat floats, and floating and fixed docks. California least tern forages primarily within the shallow-water portions of the Harbor, located outside of the Proposed Project BSA, although it may also occasionally forage within the Main Channel. It nests within the Harbor on a 15-acre managed site designated as a significant ecological area at Pier 400, approximately 1.7 miles southeast of the Project Site.

The Harbor also provides habitat for marine mammals, particularly California sea lion (*Zalophus californianus*), which occur within the Harbor throughout the year foraging or resting on buoys, docks, and the breakwaters of the Outer Harbor. Harbor seals (*Phoca vitulina*) are less common than sea lions, but individuals can be found sporadically throughout the year, either foraging within the Harbor or resting along riprap shorelines, oftentimes near the Outer Harbor. Common locations where these species are found are the Bait Barge Area near the Outer Harbor, and the shipyard at Pier 400, which is not in the Project Site. Occasional observations of dolphins occur within the Harbor (e.g., Pacific bottle-nose dolphin [*Tursiops truncates*], common dolphin [*Delphinus delphis*], Pacific white-sided dolphin [*Lagenorhynchus obliquidens*], Risso's dolphin [*Grampus griseus*]), with only rare sightings of whales reported (e.g., gray whale [*Eschrichtius robustus*]).

3.3.4 Regulatory Setting

This section provides summary background information regarding the applicable regulations for protecting biological resources within the Proposed Project area.

3.3.4.1 Federal Regulations

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) makes it unlawful at any time, by any means, or in any manner to pursue, hunt, take, capture, or kill migratory birds. The law applies to the removal of nests and the abandonment of nests occupied by migratory birds during the breeding season.

Federal Endangered Species Act

The federal Endangered Species Act (FESA) provides guidance for the conservation of Endangered and Threatened species and the ecosystems on which they depend. Section 7 of FESA requires federal agencies, in consultation with and with assistance from the Secretary of the Interior, to ensure that the actions that they authorize, fund, or carry out are not likely to jeopardize the continued existence of Threatened or Endangered species or result in the destruction or adverse modifications of Critical Habitat for these species.

Executive Order 13112 Invasive Species

Executive Order 13112 requires federal agencies to combat the introduction or spread of invasive species in the United States. Federal Highway Administration guidance issued on August 10, 1999, directs the use of a state noxious weed list to identify invasive plants that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project (FHWA 1999). Under the Executive Order, federal agencies cannot authorize, fund, or carry out actions that are likely to cause or promote the introduction or spread of invasive species in the United States or elsewhere unless all reasonable measures to minimize risk of harm have been analyzed and considered.

Magnuson-Stevens Fishery Conservation and Management Act

The Magnuson-Stevens Fishery Conservation and Management Act of 1976 (Magnuson-Stevens Act) was established to conserve and manage fishery resources found off the coast, as well as anadromous species and continental-shelf fishery resources of the United States, by exercising (a) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983; and (b) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, continental-shelf fishery resources, and fishery resources in special areas.

The Magnuson-Stevens Act requires that all federal agencies consult with the National Marine Fisheries Service (NMFS) regarding all actions or proposed actions permitted, funded, or undertaken that may adversely affect essential fish habitat (EFH). EFH is defined as “those waters and substrates necessary to fish for spawning, breeding, feeding, or growth to maturity” (16 U.S.C. § 1802(10)). The legislation states that migratory routes to and from anadromous fish–spawning grounds are considered EFH. The phrase *adversely affect* refers to the creation of any effect that reduces the quality or quantity of EFH. Federal activities that occur outside EFH, but may nonetheless have an effect on EFH waters and substrate, must also be considered in the consultation process.

Under the Magnuson-Stevens Act, effects on habitat managed under the *Pacific Coast Salmon Fishery Management Plan* (PFMC 2022) must also be considered. The Magnuson-Stevens Act states

that consultation regarding EFH should be consolidated, where appropriate, with the interagency consultation, coordination, and environmental-review procedures required by other federal statutes, such as NEPA, the Fish and Wildlife Coordination Act, federal Clean Water Act, and FESA. EFH consultation requirements can be satisfied through concurrent environmental compliance if the lead agency provides NMFS with timely notification of actions that may adversely affect EFH and the notification meets requirements for EFH assessments.

Marine Mammal Protection Act

The Marine Mammal Protection Act (MMPA) protects all marine mammals within the United States and prohibits harassment, feeding, capture, collection, or killing of any marine mammals without a permit. The MMPA is managed by the federal government. NMFS is responsible for managing cetaceans, otariids, and phocids. The U.S. Fish and Wildlife Service (USFWS) is responsible for managing odobenids, sirenians, otters, and polar bears.

3.3.4.2 State Regulations

California Fish and Game Code, Sections 1600–1616

Under the current CFG Code, Sections 1600–1616, the California Department of Fish and Wildlife (CDFW) has authority to regulate work that would substantially divert or obstruct the natural flow—or substantially change or use any material from the bed, channel, or bank—of any river, stream, or lake. This regulation takes the form of a requirement for a Lake or Streambed Alteration Agreement (LSAA) and is applicable to all projects involving state- or local-government discretionary approvals.

California Endangered Species Act

The California Endangered Species Act (CESA) established the state's policy to conserve, protect, restore, and enhance Threatened or Endangered species and their habitats. CESA mandates that state agencies must not approve projects that would jeopardize the continued existences of Threatened or Endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. There are no state agency consultation procedures under CESA. For projects that affect both a federally and state-listed species, compliance with FESA would satisfy CESA if CDFW determines that the federal incidental take authorization is consistent with CESA under CFG Code Section 2080.1. For projects that would result in take of a state-only listed species, a take permit under Section 2081(b) must be obtained.

California Fish and Game Code, Sections 3503, 3503.5, 3505, 3511, 3800, and 3801.6

CFG Code Sections 3503, 3503.5, 3505, 3800, and 3801.6 protect native birds, birds of prey, and nongame birds, including eggs and nests, which occur naturally in the state and are not already listed as Fully Protected. Section 3511 calls out specific species as Fully Protected, such as California brown pelican.

California Environmental Quality Act

CEQA establishes a state policy for preventing significant, avoidable damage to the environment by requiring changes to projects through the use of alternatives or mitigation measures. CEQA applies to actions that are directly undertaken, financed, or permitted by state lead agencies. Regulations for implementation are found in the CEQA Guidelines published by the state resources agency (i.e., Office of the Secretary).

California Coastal Act

The California Coastal Act (CCA) of 1976 recognizes the Port, as well as other California ports, as primary economic and coastal resources and essential elements of the national maritime industry. Decisions to undertake specific development projects, where feasible, are to be based on consideration of alternative locations and designs in order to minimize any adverse environmental impacts.

Under the CCA, water areas may be diked, filled, or dredged when consistent with a certified port master plan only for specific purposes, including the following.

- Construction, deepening, widening, lengthening, or maintenance of ship channel approaches, ship channels, turning basins, berthing areas, and facilities that are required for the safety and the accommodation of commerce and vessels to be served by port facilities; and
- New or expanded facilities or waterfront land for port-related facilities.

The CCA also encourages the protection and expansion of facilities for the commercial-fishing industry, water-oriented recreation, and recreational-boating interests. Marine resources are to be maintained, enhanced, and where feasible, restored. The biological productivity and the quality of coastal waters appropriate to maintain optimum populations of marine organisms, and for the protection of human health, are to be maintained. Protection against the spillage of hazardous substances and effective containment and cleanup facilities and procedures are to be provided.

Under the CCA, the Los Angeles Harbor Department (LAHD) has developed for California Coastal Commission (CCC) certification the *Port Master Plan* (PMP) (Port 2013), which addresses environmental, recreational, economic, and cargo-related concerns of the Port and surrounding regions. The Proposed Project would necessitate a Coastal Development Permit.

Environmentally Sensitive Habitat Areas

CCA Section 30240 provides protections for Environmentally Sensitive Habitat Areas (ESHAs), defined as any area in which plant or animal life or their habitats are either rare or especially valuable due to their special natures or roles in an ecosystem and which could be easily disturbed or degraded by human activities and developments. The CCA requires that such areas be protected and that development project within or adjacent to such areas be planned and sited to prevent degradation of ESHAs.

Coastal Zone Management Act

Section 307 of the Coastal Zone Management Act requires that all federal agencies with activities directly affecting the coastal zone, or with development projects within that zone, comply with the

state coastal acts (in this case, the CCA) to ensure that those activities or projects are consistent to the maximum extent practicable. The CCC review for the Coastal Development Permit (mentioned above under the CCA) would include a federal consistency determination.

3.3.4.3 Local Regulations and Guidelines

Los Angeles Waterfront Guidelines

The *San Pedro Waterfront and Promenade Design Guidelines* were developed as part of the 2009 SPW EIS/EIR to provide the framework for projects that would be constructed along the Port's waterfront. The guidelines were updated in 2014 and renamed the *L.A. Waterfront Design Guidelines* (Port 2014). The design guidelines are intentionally broad, allowing designers to have creative latitude, while establishing a desired unified character and level of quality for the waterfront.

Relevant guidelines that address biological resources include the following.

- Landscape Elements and Plant Materials
    - Native, naturalized, robust plants should be selected, and all species selected should be researched to ensure that they are not designated as invasive in the state of California.
    - Plant palettes should focus on increasing biodiversity and reducing water and fertilizer usage, as well as maintenance needs. A combination of California native plants and Mediterranean climate–adapted plants are acceptable choices.
    - Canopy trees should be used to create shade for pedestrians on sidewalks and in seating and gathering areas.
    - Plant trees no smaller than 24-inch box size, in general. On streets and in areas where shade is desired, plant larger sizes to provide shade faster. Select tree species with long lifespans.
    - No planting material should be used that is classified as a California State Noxious Weed, so as not to pose an invasive threat.
    - Select plants that can be maintained in their natural forms to reduce required trimming, energy use, and green waste.
    - Select shrubs and groundcovers that can serve as wildlife habitat, encouraging the presence of migratory birds, butterflies, and other species.
    - California native or compatible plant species should be used, where possible.
- Lighting Guidelines
    - All fixtures should be arranged and screened to reflect light away from adjacent properties.
    - Glare and light trespass should be mitigated through the provision of louvers and shields.
- Sustainability Guidelines
    - Where possible, preserve and protect existing waterways, wetlands, and vegetation. These natural drainage features define the character of a site and act as natural stormwater-management measures. Rehabilitate functions and values of any streams, wetlands, or shorelines that have been artificially modified through techniques such as daylighting.

- Where possible, preserve natural drainage patterns and topography and use them to inform design.
- Select native plant materials for bioswales and other stormwater cleansing that are based on filtration qualities, adaptability, and the context of the surrounding landscape.
- Create microhabitat to encourage the formation of a crust of filter-feeding marine organisms that function as a living water-filtration system. This can be accomplished with cavities or crevices that retain water during low tides, the use of rough-textured and porous surfaces, such as mussel, oyster, and clam shells, which facilitate the attachment of organisms, and/or integrated ecosystem-enhancing treatments, such as oyster baskets.
- Consult with natural-resource experts before and during design and construction to avoid causing damage to sensitive habitat areas and native populations of flora and fauna.
- Where erosion is an issue, use bioengineering methods, such as planting a riparian buffer, rather than employing hard reinforcements, such as concrete, because these materials may cause further erosion and undercutting.
- Docks should not bisect habitat corridors. Concrete structures should be designed with gaps, tubes, or cleavage to allow movement of animals and growth of plants in a continuum.
- Safety tips should be posted to avoid damage to local ecology as well as tidal information.

City of Los Angeles Waste Reduction Ordinances

Event organizers must comply with City Ordinance No. 187030, *Disposable Foodware Accessories and Plastic Drinking Straws*, its Comprehensive Plastics Reduction Program, and the City of LAHD Zero Waste Plan, which incorporates Ordinance 187718 (*Zero Waste at City Facilities and Events on City Property*; City of Los Angeles 2024). Ordinance 187718 contains extensive provisions including, but not limited to, the ban of single-use plastics and expanded polystyrene (EPS) foam (or Styrofoam™) and the reduction of disposable food ware and accessories.

General NPDES Permit NO. CAG994007

A fireworks discharger is required to comply with the requirements specified in National Pollutant Discharge Elimination System (NPDES) General Permit No. CAG994007 (California Regional Water Quality Control Board [RWQCB], Los Angeles Region; Order No. R4-2023-0180; adopted May 25, 2023), unless a new permit amendment is obtained that has new measures. The discharger must obtain coverage under this Order prior to the fireworks show by submitting a Notice of Intent to the Los Angeles Water Board at least 45 days before commencement of the fireworks show, in accordance with the requirements of Part II.D of the Order, and must be issued a Notice of Applicability by the Executive Officer, which may include specific conditions that may be necessary to be in compliance with the Order. As a part of the Notice of Intent, the discharger will create a Best Management Practices (BMP) Plan, as described in Provision VII.B of the Order. BMP Plan minimum requirements are included in the permit, which is provided in Appendix D-2 of this Subsequent Environmental Impact Report (SEIR).

3.3.5 Prior Mitigation Measures Applicable to the Proposed Project

The 2009 SPW EIS/EIR concluded that impacts on sensitive species and sensitive natural communities would be significant as a result of project implementation, particularly from in-water construction activities, pile driving, dredging, and enhancement activities within the Salinas de San Pedro Marsh. Several mitigation measures were included to reduce potential impacts to less-than-significant levels.

Existing mitigation measure **MM-BIO-2**, *Conduct Nesting Bird Surveys*, from the 2009 SPW EIS/EIR would apply to the Proposed Project considered under this SEIR to minimize impacts related to nesting birds protected under the MBTA and/or similar provisions of the CFG Code. Existing 2009 SPW EIS/EIR mitigation measures **MM-BIO-1**, *Monitor and Manage Turbidity*, **MM-BIO-3**, *Avoid Marine Mammals*, **MM-BIO-4**, *Enhance and Expand Salinas de San Pedro Salt Marsh*, **MM-BIO-5**, *Prepare a Habitat Mitigation and Monitoring Plan*, and **MM-BIO-6**, *Dispose Sediment*, are not applicable to this SEIR because the Proposed Project does not include any in-water construction activities, pile driving, dredging, nor enhancement activities within the Salinas de San Pedro Marsh.

> **MM-BIO-2**: **Conduct Nesting Bird Surveys.**
>
> This measure applies if construction is to occur between February 15 and September 1. Prior to ground-disturbing activities, a qualified biologist will conduct surveys for the presence of black-crowned night herons, blue herons, and other nesting birds within Berth 78–Ports O'Call or other appropriate and known locations within the BSA that contain potential nesting bird habitat. Surveys will be conducted 24 hours prior to ground disturbance and/or the clearing, removal, or grubbing of any vegetation. If active nests of species protected under the MBTA and/or similar provisions of the CFG Code (i.e., native birds including, but not limited to the black-crowned night heron) are located, then a barrier installed at a 50–100 foot radius from the nest(s) will be established and the tree/location containing the nest will be marked and will remain in place and undisturbed until a qualified biologist performs a survey to determine that the young have fledged or the nest is no longer active.

3.3.6 Methodology

The baseline for biological resources includes the Approved Project, as defined in the certified 2009 SPW EIS/EIR and the updates included in the 2016 SPPM Addendum. Within the context of the baseline, the following section provides a qualitative discussion of the potential impacts involving biological resources that could result from the Proposed Project.

The Initial Study (IS)/Environmental Checklist (Appendix A of this Draft SEIR) determined that the Proposed Project would have no impact on federally or state-protected wetlands (Threshold 4c; see Section 3.3.7, *Thresholds of Significance*, of this SEIR), local policies or ordinances protecting biological resources (Threshold 4e), or conservation plans (Threshold 4f). Additionally, the IS found that the Proposed Project would have a less than significant impact on native wildlife nursery sites (Threshold 4d). Because these issues were determined to have no impact or less-than-significant impacts, and these determinations are still valid with the Proposed Project, Thresholds 4c, 4d, 4e, and 4f will not be addressed further in this SEIR.

Although the IS found that the Proposed Project would have no impact on any riparian habitats or sensitive natural communities (Threshold 4b), this topic will be further evaluated in this SEIR because of potential impacts on the mudflat located within the Proposed Project BSA, at Berth 78–Ports O'Call, which is considered a depleted natural community and a U.S. Army Corps of Engineers special aquatic site. It was determined that debris from venues at the Amphitheater and fireworks shows could affect sensitive marine habitats, in addition to the mudflat; this issue is analyzed further in subsequent sections. The Proposed Project was determined to have the potential to have an adverse effect on species identified as a Candidate, Sensitive, or Special-Status Species in local or regional plans, policies, or regulations or by the CDFW or USFWS (Threshold 4a); therefore, this issue is analyzed further in the subsequent sections.

Sensitive biological resources potentially occurring within the BSA were investigated through desktop analysis. A literature review was conducted to evaluate the environmental setting of the Proposed Project and identify sensitive biological resources that may be found on or near the BSA; for terrestrial resourcesn this includes the Proposed Project LOD, plus a 100-foot buffer, and for marine resources, the marine assessment area encompassed the southwestern portion of the Los Angeles Harbor, which included the Main Channel, Outer Harbor, SP Slip, breakwater, Cabrillo Beach, Cabrillo Marina, and Pier 400. The search included the USFWS mapping of designated Critical Habitat (USFWS 2023a) and generation of an unofficial species list through the USFWS Information for Planning and Consultation database (USFWS 2023b). A review of the NMFS EFH Mapper identified the presence or absence of EFH (NMFS 2023a), and a search of the NMFS West Coast Region Species List (NMFS 2023b) provided an informal list of NMFS-protected aquatic species that could be present within the general vicinity of the Proposed Project. Finally, the California Natural Diversity Database (CNDDB) (CDFW 2023a) and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (CNPS 2023) were reviewed for the U.S. Geological Survey (USGS) 7.5-minute Proposed Project quadrangle (i.e., San Pedro) and surrounding quadrangles (i.e., Redondo Beach, Torrance, and Long Beach) (USGS 1964).

Also reviewed were current biological studies in the region, previous environmental documents for the Proposed Project, and environmental documents from similar types of projects, including the *2018 Biological Surveys for the Los Angeles and Long Beach Harbors* (2018 Biological Surveys) (Wood 2021), 2009 SPW EIS/EIR, 2016 SPW Addendum, and *San Diego Bay and Imperial Beach Oceanfront Fireworks Display Events Project EIR* (San Diego Unified Port District 2017). Additionally, older reports provide information that was useful in describing trends in environmental conditions that have affected the biological communities in the Proposed Project area (HEP 1976). The biological resources of the Los Angeles Harbor have been studied substantially and reported in the form of project EIRs and/or EISs (Jones & Stokes 2002; e2M Inc 2003; and USACE and LAHD 1992) and Harbor-wide biological surveys prepared for the Ports of Los Angeles and Long Beach (MEC 1988, 2002; SAIC 2010; and MBC 2016). These documents also were reviewed and used to assess existing site conditons in the Proposed Project BSA and surrounding Proposed Project region.

Because the Project Site is located directly along the Harbor, and Proposed Project operation would include fireworks being launched from a barge just south of Cabrillo Marina in the Outer Harbor, both terrestrial and marine environments were analyzed in this SEIR. In this document, *terrestrial* is defined as land that lies outside of tidal influence, thus capturing uplands, but also encompassing lands that may have freshwater influences.

The potential for terrestrial lands and marine environments within the BSA to support special-status plant and animal species was assessed via desktop analysis to identify possible Proposed Project impacts on those species. The current biological setting was primarily based on conditions reported in the 2009 SPW EIS/EIR, 2016 SPPM Addendum, 2018 Biological Surveys (Wood 2021), and the other environmental documents listed above. Other resources reviewed included Google Earth aerials and photos (Google Earth 2023), records of occurrence (Calflora 2023; CDFW 2023a; eBird 2023; USFWS 2021; Xerces 2023a, 2023b), Natural Resources Conservation Service soil mapping (NRCS 2023), and USGS topographic maps (USGS 1964). Vegetation communities, land-cover types, water bodies, soils, and records of occurrence within the BSA were considered when determining potentially suitable habitat to support special-status species and the potential of individual special-status species to occur in the BSA.

Permanent and temporary direct and indirect impacts that could affect senstive biological resources with a potetial to occur within the BSA were assessed. *Permanent impacts* include construction activities that may have permanent effects on biological resources, such as the reduction or removal of suitable habitat, grading and soil disturbance, and mortality of plants or wildlife. *Temporary impacts* are those that are temporary in nature and whose effects would cease following the completion of construction, such as noise and vibration disturbances, equipment staging, and temporary clearing of vegetation that would be replaced in-kind once the Proposed Project is complete. *Direct effects* are permanent or temporary impacts that could directly cause mortality or a permanent loss of habitat, and *indirect effects* are impacts that may give rise to delayed secondary effects, including a potential spread of invasive plants, increased dust during construction, and the degradation of habitat adjacent to the work area. Operation of the Proposed Project may contribute to long-term indirect effects and contribute to edge effects through noise disturbances and litter debris from concerts and fireworks shows.

3.3.6.1 Amphitheater and Fireworks Noise Analysis

To assess potential operational noise-related impacts on marine mammals from concerts at the Amphitheater and fireworks shows, a noise analysis was performed. Noise from the Amphitheater was analyzed using computer noise modeling, as described in Section 3.8, *Noise*, and the supporting focused technical study, *Music Performance Community Noise Level Estimation and Assessment* (Acoustics Lab 2022), attached as Appendix D to this SEIR. Fireworks noise levels were estimated, as described in Section 3.8, *Noise*, using measured noise data from the *San Diego Bay and Imperial Beach Oceanfront Fireworks Display Events Project EIR* (ICF 2017), with additional calculations to adjust for the anticipated fireworks display intensity (i.e., pounds of fireworks launched per minute) and duration. Based on marine-mammal acoustic technical guidance provided by NMFS (NMFS 2023c), noise levels for the assessment of potential impacts on marine mammals were calculated using unweighted or "flat" decibels (dBs); this means a flat-frequency response is used without any frequency-weighting adjustments (e.g., A-weighted decibels [dBA]). Refer to Section 3.8.3.1, *Noise Fundamentals*, for additional information about dBs. Flat dBs are abbreviated dBZ to distinguish them from other types of dB, such as the dBA used in the assessment of noise impacts on humans.

Eight receiver points were identified for analysis of potential noise impacts on marine mammals known to utilize the Harbor. Receiver points were located in areas where marine mammals have a high potential for being located out of the water (i.e., known haul-out locations) and at a range of distances from the proposed firework launch location. Based on standard geometric spreading of

sound, noise levels attenuate (reduce) at a rate of 6 dB per doubling of distance from the source (Amphitheater or fireworks launch location), excluding any excess sound attenuation from other effects such as ground absorption, shielding, or atmospheric effects. The receiver points used in the noise analysis for marine mammals are shown on Figure 3.3-2.

The predicted average noise level (L_{eq} dBZ) at the center of each receiver point was calculated for noise generated from both the Amphitheater and proposed firework launch locations. The modeling for Amphitheater noise examined the range of noise levels that could reasonably be expected, based on the anticipated sound-system design and the range of anticipated atmospheric/weather conditions. Under the assumption that a concert would last an hour or more, it was assumed that the same noise level would occur continuously for at least an hour. The model calculations for the fireworks show were based on the distance from the fireworks barge and the proposed maximum fireworks display duration of 20 minutes; the model did not account for any variability due to atmospheric/weather conditions. Short-term maximum noise levels (L_{max}) resulting from individual fireworks detonations would be substantially higher than the hourly average noise levels. Therefore, these L_{max} values were also estimated at each receiver point.

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Marine Mammal Receiver Points	
1.	Main Channel (north)
2.	Fish Harbor
3.	Cabrillo Marina (north)
4.	Main Channel (south)
5.	Cabrillo Marina (south)
6.	Firework Barge
7.	Bait Barge
8.	Cabrillo Beach

\\PDCCITRDSGIS01\Projects_1\Port of LA\POLA_WestHarbor_SEIR\Figures\SEIR\Fig03_3_2_noise.mxd Date: 10/2/2024 37937

Source: ESRI World Imagery (2022)

N

0 900 1,800

Feet

ICF

Figure 3.3-2
Biological Noise Assessment
West Harbor Modification Project

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3.3.7 Thresholds of Significance

Based on CEQA Guidelines Appendix G (Environmental Checklist), the Proposed Project would have a significant impact related to biological resources if it would result in the following.

- **BIO-1**: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a Candidate, Sensitive, or Special-Status Species in local or regional plans, policies, or regulations or by CDFW or USFWS.
- **BIO-2**: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS.

Impact BIO-1. Would the Proposed Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a Candidate, Sensitive, or Special-Status Species in local or regional plans, policies, or regulations or by CDFW or USFWS?

Summary of 2009 SPW EIS/EIR Findings

The 2009 SPW EIS/EIR determined that sensitive species, particularly marine mammals and water birds, would be affected by the SPW Project. Most construction impacts were considered temporary and less than significant because the majority of potentially affected terrestrial and marine organisms are capable of movement and would be able to avoid construction disturbances. Many trees within the SPW Project provide valuable foraging, roosting, and nesting habitat for both native and nonnative bird species. The 2009 SPW EIS/EIR determined that tree removal-activities could have a significant impact if birds were roosting or nesting in the area, but that implementation of **MM-BIO-2**, *Conduct Nesting Bird Surveys*, would reduce this impact to less-than-significant levels. Some benthic and sessile marine invertebrates were identified as being potentially displaced from pile replacement; however, this, too, was considered a temporary and less-than-significant impact because there would be an overall net gain in the number of piles.

As a part of the SPW Project, in-water activities in shallow water could cause visible turbidity that may disturb designated special aquatic sites, such as eelgrass beds, and special-status bird species' foraging activities, including those of California least tern. The 2009 SPW EIS/EIR found that impacts would be significant, but that implementation of **MM-BIO-1**, *Monitor and Manage Turbidit*y, would prevent excessive turbidity, thereby minimizing the impact to less-than-significant levels.

The 2009 SPW EIS/EIR also determined that noise and vibration generated from pile driving activities could have a negative impact on marine mammals. Although marine mammals are motile and able to avoid areas that cause them distress, **MM-BIO-3**, *Avoid Marine Mammals*, was included to minimize impacts on marine mammals and reduce these impacts to less-than-significant levels, including employing sound-abatement practices for pile driving and creating a safety zone with additional operational procedures in place to utilize if marine mammals were to enter this area.

The potential for introducing invasive species through vessel hull-fouling, equipment, or ballast-water discharges from any vessel was the only significant and unavoidable operational impact associated with the SPW Project. At this time, there is no proven technology to completely eliminate this threat, and no mitigation measures were proposed for the introduction of invasive species.

Neither construction nor operation of the Proposed Project would involve any in-water or over-water work; thus, this potential impact was not applicable to this SEIR. All other operational impacts associated with the SPW Project were determined to be temporary and less than significant.

Summary of 2016 SPPM Addendum Findings

The 2016 SPPM Addendum determined that the project being analyzed would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, nor require new mitigation measures that were not already addressed in the 2009 SPW EIS/EIR. The addendum concluded that biological-resources impacts resulting from the SPPM Project would be less than significant and that there would be no substantial change from the findings in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

No Candidate, Sensitive, or special-status terrestrial species are known to occur within the Project Site, and no federal Critical Habitat is within the Proposed Project area. All of the new Proposed Project features covered under this SEIR are located within upland areas in developed or disturbed areas that do not contain any suitable habitat to support special-status species, including listed species. Neither construction nor operation of the Amphitheater, 208 E. 22nd Street Parking Lot, Ferris wheel, or Amusement Attractions would involve any in-water or over-water work. Therefore, no direct impacts on special-status species or their suitable habitat or critical habitat is expected. However, special-status species do occur within the BSA and surrounding Harbor and could be indirectly affected by the Proposed Project. The following subsections discuss the potential Proposed Project-related impacts on special-status species that have a potential to occur in the Proposed Project area.

Construction

Construction-Related Activities

The Proposed Project would not result in any new significant impacts nor substantially increase the severity of a previously analyzed impact on terrestrial or marine sensitive species. Construction for the Proposed Project would be conducted entirely on upland lands in the SPW that are already developed or highly modified; none of these lands have the potential to support any special-status plant or wildlife species, including federally or state-listed species. As such, no permanent or direct impacts (e.g., loss of habitat, mortality, injury) on any special-status species are anticipated to occur during construction activities. Listed and other sensitive marine species, including water birds (e.g., California least tern, California brown pelican, black skimmer, California sea lion), that use the water surface and shorelines and could be present in the adjacent Harbor could potentially be temporarily disturbed or displaced during construction. Temporary indirect impacts on these species and their suitable habitat resulting from construction activities would be similar to those evaluated in the 2009 SPW EIS/EIR (e.g., noise, dust, night lighting). Therefore, no new impacts or increased severity of impacts on sensitive species that have not already been addressed in the 2009 SPW EIS/EIR would

occur as a result of construction activities, and no new avoidance, minimization, or mitigation measures would be required. Special-status plant and wildlife species and their habitat requirements, regulatory status, and potential for occurrence within the BSA are detailed in Appendix D of this SEIR.

As discussed in the 2009 SPW EIS/EIR, landscape plantings, as well as buildings and other structures (e.g., light stands), provide some value to bird species protected under the MBTA in the form of roosting and nesting habitat. Vegetation, particularly mature trees and shrubs, and structures provide suitable habitat for nesting birds and are likely used by many birds in the Proposed Project area, although disturbances (e.g., traffic, noise, night lighting, human activity) from the surrounding heavily urbanized area would preclude nesting by species that are sensitive to human presence, including most special-status species. Black-crowned night heron and great blue heron are reported to nest at the Port within the Proposed Project area, outside of the LOD (Wood 2021). Construction-related activities have the potential to affect active native resident and/or migratory bird nests if, and to the extent that, those trees, shrubs, or structures were trimmed or removed during the avian nesting season and contained nests. Construction activities, such as demolition, grading, and building of new structures, could also occur adjacent to active nests, causing nest failures or abandonment. These potential impacts on nesting birds have already been addressed in the 2009 SPW EIS/EIR and would be reduced to a less-than-significant level with the implementation of **MM-BIO-2**, *Conduct Nesting Bird Surveys*; therefore, no new avoidance, minimization, or mitigation measures would be required.

With the implementation of **MM-BIO-2**, *Conduct Nesting Bird Surveys*, the Proposed Project would not create a new impact nor increase the severity of a previously identified impact. The impact would be less than significant with mitigation.

208 E. 22nd Street Parking Lot

Paving the entirety of the 22-acre 208 E. 22nd Street Parking Lot site—with the exception of 1.92 acres of already paved parking and some landscaping along the eastern side—would result in the permanent removal of the ruderal vegetation in the open-lot portion of the 208 E. 22nd Street Parking Lot site. However, the open lot is composed of compacted soil and gravel vegetated with weedy, nonnative species and does not provide any suitable habitat to support any special-status plant or wildlife species (see Section 3.3.3, *Environmental Setting*, for details). Should the trees within the existing paved lot be removed, then impacts on nesting birds could occur (as discussed in the *Construction-Related Activities* section above). However, the potential impacts on nesting birds have already been addressed in the 2009 SPW EIS/EIR and would be reduced to a less-than-significant level with the implementation of **MM-BIO-2**, *Conduct Nesting Bird Surveys*. Therefore, construction activities at the 208 E. 22nd Street Parking Lot would not result in any new impacts on sensitive species from those already addressed in the 2009 SPW EIS/EIR, and no new additional avoidance, minimization, or mitigation measures would be required.

Operations

208 E. 22nd Street Parking Lot

The eastern portion (i.e., 1.92 acres) of the 208 E. 22nd Street Parking Lot has already been developed prior to the Proposed Project, but it would experience increased usage with the addition of paved areas in the western portion of the open lot, as well as from the addition of new public events

(e.g., concerts, fireworks shows) at the SPW. Operation of the 208 E. 22nd Street Parking Lot could result in the production of human-produced trash that amasses in the parking lot and in trash receptacles, which can find its way into nearby waters, where sensitive species could consume it, causing suffocation, starvation, or debilitation or resulting in species becoming entangled in the debris. However, these impacts are not substantially different from what was previously analyzed in the 2009 SPW EIS/EIR. In addition, as a part of Proposed Project operation, trash would be cleaned up after each event to prevent debris from entering the storm-drain system and ocean (see Section 2.4.1, *Proposed Modifications*). During events, the event applicant would be responsible for cleaning the 208 E. 22nd Street Parking Lot; during non-concert events and general use, the Port and/or event applicant would be responsible for cleaning the parking lot. The Proposed Project would also be required to be compliant with the County of Los Angeles's Low Impact Development Ordinance (Title 12, Chapter 12.84), which consists of site-design approaches and BMPs designed to address runoff and pollution at the source, including trash and debris, which would capture urban runoff and prevent it from entering the Harbor. The City's) *Trash Total Maximum Daily Loads for the Los Angeles River Watershed* (Los Angeles RWQCB 2007) (TMDL Guidelines) and the *Statewide Water Quality Control Plans for Trash* (California SWRCB 2023) also require measures to limit load allocations associated with trash. Storm drains within the Project Site would be compliant with these requirements and would implement full trash-capture systems. Furthermore, implementation of **MM-BIO-7**, *Trash Management and Post-Event Cleanup*, would ensure that trash and other debris resulting from Amphitheater events would be removed from nearby marine environments that could support sensitive marine species.

With the implementation of **MM-BIO-7**, operations-related impacts associated with this new Proposed Project feature would remain less than significant, and there would be no substantial change from the findings in the 2009 SPW EIS/EIR.

Amphitheater and Fireworks

As described in Section 2.4, *Project Description*, the Amphitheater addition to the Project Site is planned to seat up to 6,200 individuals. The proposed annual schedule for the Amphitheater would include up to 100 events between April and November, with additional, sponsored, smaller events per availability. Fireworks shows would occur at certain Amphitheater events (approximately 25 events per year), and the shows would last for up to 20 minutes per event. When used at an event, the fireworks would be launched from a barge, which would be placed temporarily in the Outer Harbor, just south of the Cabrillo Marina, off the edge of the eastern pier.

Both of these Proposed Project features could result in direct and indirect impacts, including noise, trash, and night lighting, which could harm sensitive species. The primary impact would be on marine species that occur within the Harbor or rest/roost along the waterfront; because the LOD does not contain any suitable habitat to support sensitive species, impacts on terrestrial sensitive species are not anticipated.

Noise

The most notable impact on sensitive species from implementation of the Proposed Project would be the introduction of noise from concerts at the Amphitheater and fireworks shows during special events, which could negatively affect marine mammals and water birds, including nesting California least tern.

Noise-related impacts on sensitive species resulting from concerts at the Amphitheater and fireworks shows during special events were not assessed as a part of the 2009 SPW EIS/EIR; therefore, this impact is new when compared with the impact analysis from the 2009 SPW EIS/EIR.

Marine Mammals

All marine mammals are protected under the MMPA, and some are also protected by FESA. The MMPA includes protection against potential injury (Level A harassment) and disruption of behavioral patterns (Level B harassment). Under the MMPA, marine mammals are considered *harassed* when exposed to sound levels that may lead to mortality, temporary or permanent hearing impairment (i.e., Temporary Threshold Shift or Permanent Threshold Shift), non-auditory physical or physiological effects, and behavioral disturbance. Temporary Threshold Shifts qualify as a Level B harassment, and Permanent Threshold Shifts qualify as a Level A harassment.

Table 3.3-1 provides in-air thresholds for the onset of Level B harassment, based on behavioral disturbance, for different marine-mammal hearing groups, as determined by NMFS and the National Ocean Service (NMFS 2023c). Sound associated with human activities can result in negative behavioral impacts on marine mammals, including a reduction in fitness by disrupting rest periods in haul-out and other locations, particularly at night. Protecting against Level B harassment also means protecting against Level A harassment, greatly reducing the potential for potential injury.

Table 3.3-1. In-Air Level B Harassment Acoustic Thresholds

Species/Group	Threshold[1]
Harbor Seal	90 dBZ RMS, flat
All Other Pinnipeds	100 dBZ RMS, flat

Source: NMFS 2023c.
[1] Refer to Section 3.8.3.1, *Noise Fundamentals*, for additional information.
dBZ/flat = flat frequency response without any frequency-weighting adjustments (e.g., A-weighted decibels); RMS = root-mean-square sound-pressure level.

Based on the noise analysis for marine species, Amphitheater events and firework shows could produce noise levels high enough to equal or exceed the established thresholds for Level B harassment for harbor seals and all other pinnipeds, as follows (see Table 3.3-1 and Table 3.3-2).

- Depending on the weather conditions, average (i.e., L_{eq} dBZ) Amphitheater noise levels are anticipated to exceed the thresholds for harbor seals at Fish Harbor, Cabrillo Marina (north), and Main Channel (south).
- Combined hourly average-noise levels from the Amphitheater and firework displays are anticipated to exceed the Level B harassment criterion for harbor seals at Fish Harbor, Cabrillo Marina (north), Main Channel (south), Firework Barge, and Bait Barge.
- Worst-case, maximum noise levels from Amphitheater events and firework shows are anticipated to exceed the Level B harassment criterion for harbor seals at Fish Harbor, Cabrillo Marina (north), Main Channel (south), Cabrillo Marina (south), Firework Barge, and Bait Barge.
- Worst-case, maximum noise levels from fireworks shows are also anticipated to exceed the Level B harassment criterion for all other pinnipeds at Firework Barge and Bait Barge.

Table 3.3-2 provides the estimated noise levels for the receiver points from the biological noise analysis performed for the Proposed Project; receiver points were based on high-population density areas for marine species (Wood 2021). See Appendix F for detailed noise calculations.

Table 3.3-2. Estimated Noise Levels for Marine Mammal Receiver Points near the West Harbor Amphitheater Project Site and Proposed Fireworks Launch Location

Marine Mammal Receiver Point	Estimated Amphitheater Noise Levels (L_{eq} dBZ)		Estimated Fireworks Noise Levels (L_{eq})			Estimated Combined Average Noise Levels (L_{eq} dBZ)		Worst-Case Maximum Noise Level (dBZ)
	1-Hour L_{eq} with Favorable Weather	1-Hour L_{eq} with Unfavorable Weather	Distance from Fireworks Barge (feet)	1-Hour L_{eq} for a 20-Minute Display (dBZ)	L_{max} During Fireworks (dBZ)	1-hour L_{eq} with Favorable Weather and 20-Minute Fireworks Display	1-hour L_{eq} with Unfavorable Weather and 20-Minute Fireworks Display	
1. Main Channel (north)	74	79	10,000	62	82	74	79	82
2. Fish Harbor	**92**[1]	89	6,800	65	86	**92**[1]	89	**92**[1]
3. Cabrillo Marina (north)	83	**92**[1]	3,700	70	**91**[1]	83	**92**[1]	**92**[1]
4. Main Channel (south)	**95**[1]	**95**[1]	2,800	73	**94**[1]	**95**[1]	**95**[1]	**95**[1]
5. Cabrillo Marina (south)	80	89	2,700	73	**94**[1]	81	89	**94**[1]
6. Firework Barge	89	89	650	85	**106**[2]	**90**[1]	**90**[1]	**106**[2]
7. Bait Barge	89	89	550	87	**108**[2]	**91**[1]	**91**[1]	**108**[2]
8. Cabrillo Beach	77	89	3,650	70	**91**[1]	78	89	**91**[1]

[1] Exceeds in-air Level B harassment acoustic thresholds for harbor seal.

[2] Exceeds in-air Level B harassment acoustic thresholds for harbor seal and all other pinnipeds.

dBZ = "flat" or "unweighted" decibels; L_{eq} = equivalent continuous sound level.

Areas where noise levels would exceed the Level B harassment threshold for harbor seals and all other pinnipeds would only affect haul-out areas; no breeding habitat is within the BSA, so nursery areas would not be affected. Additionally, marine mammals in the Port experience exposure to many noise-producing activities daily (e.g., large cargo ships, oil tankers, cruise ships moving through the Harbor, industrial work and machinery, cargo and freight activities), and have been exposed to temporary noise events, like firework shows (e.g., Fourth of July, Cars and Stripes events). Noise levels produced from the Amphitheater and combined Amphitheater events and firework displays have the potential to produce short-term and temporary impacts on harbor seals (and pinnipeds other than harbor seals), such as flushing them from their haul-out and foraging locations, although they return a short time later. While noise levels would exceed the Level B harassment threshold for harbor seal (i.e., 90 dBZ) from both concerts at the amphitheater and combined amphitheater and fireworks shows at Fish Harbor, Cabrillo Marina (north), and Main Channel (south) receiver points and from fireworks shows at Cabrillo Marina (south), Firework Barge, Bait Barge, and Cabrillo Beach receiver points, harbor seal is not expected to occur at these locations. Wood (2021) indicates that harbor seals are most commonly observed adjacent to the southern portion of Pier 400, where they have a well-used haul-out area. No harbor seals were observed at Fish Harbor, Cabrillo Marina (south), or the Main Channel. As such, impacts from noise events on harbor seal are not anticipated. Because noise levels would exceed the Level B harassment threshold for all other pinnipeds (i.e., 100 dBZ) from fireworks shows at the Bait Barge and Fireworks Barge, impacts on pinnipeds other than harbor seal at these two locations could occur.

With the implementation of **MM-NOI-3** (described in Section 3.8, *Noise*, of this SEIR), Amphitheater noise levels would be reduced to below the Level B harassment thresholds at all of the receiver points (see Table 3.3-3 in Section 3.3.8.6, *Significance after Mitigation*). However, even with the implementation of **MM-NOI-3**, fireworks show noise levels at the Bait Barge and Fireworks Barge would remain above the Level B harassment threshold for pinnipeds other than harbor seal (i.e., 100 dBZ). Particularly, the Bait Barge site is noted as a location of significance where pinnipeds other than harbor seals can be found (Wood 2021). Therefore, there is the potential for behavior modification to occur for pinnipeds other than harbor seal at the Bait Barge and Fireworks Barge during fireworks shows. Due to the likelihood of pinnipeds other than harbor seal being present at these locations, and the potential of up to 25 firework shows per year, implementation of **MM-BIO-8**, *Marine Mammal Monitoring During Fireworks Events*, would be necessary to observe potential behavior modification of pinnipeds other than harbor seal at the Bait Barge and Fireworks Barge receiver points.

Water Birds

The introduction of noise from concerts at the Amphitheater and fireworks shows during special events has the potential to affect California least tern nesting within the Harbor at Pier 400. Other special-status water birds that could be affected include California brown pelican and double-crested cormorant, both of which roost within the Port. Direct impacts on sensitive water birds within the Proposed Project area could include disturbance or alteration of behavior. Increased noise levels could generate a physiological response of stress within birds. This response would be particularly notable in birds that are night roosting (e.g., California least tern) because the normal physiological state of birds at rest is low anxiety. For nest-tending or roosting birds, especially at night, stress and alarm levels could be heightened by unanticipated noise, which can result in increased vocalizations, shifting on nests, and movement off nests, including running or flight, and larger-scale colony alarm.

There is limited research available on noise impacts on birds from concerts (Battisti 2024). Of the few studies available, most are on captive zoo animals. Harley et al. (2022) investigated the effects of an outdoor music event on zoo animals in Ireland, including red-crowned cranes (*Grus japonensis*) whose enclosure was approximately 2,300 feet from the concert arena. The study reported significant changes in the cranes' behavior (e.g., less likely to be resting or asleep) during the event compared to pre- and post-concert event. Another zoo study in Australia found that Fiordland penguins (*Eudyptes pachyrhynchus*), whose exhibit was approximately 984 feet from the concert stage, altered their behavior and showed greater signs of stress during music events, including increased movement, less time preening, more vigilant behavioral displays, and changes in interactions amongst individual penguins (Fanning et al. 2020). Birds appeared to return to normal behavior following the concert events in both of these studies. Battisti (2024) conducted a short-term study of an outdoor music festival in central Italy and reported a change in bird assemblages following the concert event, indicating a temporary dispersal of birds from the area due to high-intensity noise pollution. An additional study of an outdoor concert in an urban park in Ireland, which experiences regular visual and noise disturbances, reported no significant disturbance to local bird populations from the event, including to water birds such as little grebe (*Tachybaptus ruficollis*), mallard (*Anas platyrhynchos*), moorhen (*Gallinula chloropus*), and grey heron (*Ardea cinerea*) (Scott Cawley 2015). None of these studies reported long-term or permanent impacts from concerts, although the study periods were limited and more research is needed.

The California least tern nesting colony at Pier 400, as well as the nesting tern colony at Marina del Rey, has been monitored by Langdon Biological Consulting for 20 years (2004 through the 2024 nesting season). Based on the long-term observations of these tern colonies, including the types of disturbances that cause negative responses in the terns, and the professional expertise of the senior tern monitor, noise from the amphitheater concerts would not result in harmful effects (e.g., abandonment of the nesting site) on the California least tern nesting colony at Pier 400 (Langdon Biological Consulting 2024). In addition, the research studies on noise impacts on birds from concerts found only minor disturbances (e.g., less time preening or sleeping, increased movement) from outdoor music venues that occurred at much closer distances (984–2,300 feet) than what would occur under the Proposed Project (approximately 1.7 miles from the Amphitheater) (Scott Cawley 2015; Fanning et al. 2020; Harley et al. 2022; Battisti 2024). As such, it is assumed that impacts would be even less at such a greater distance (over 1 mile farther away). Therefore, based on the professional opinion of the Pier 400 tern monitoring biologist and the lack of long-term or permanent impacts on birds from other concert studies, impacts from concert-related noise on nesting California least tern would be less than significant. The nesting site at Pier 400 is located approximately 1.25 miles from the proposed fireworks-launch location. A monitoring survey of the nesting site at Pier 400 was performed on July 4, 2021, to observe tern activity and behavior during fireworks shows in San Pedro, Wilmington, and Long Beach. No signs of agitation or stress were detected in the California least tern colony during the entirety of the fireworks shows, although groups of black skimmers were observed exhibiting alarm response (e.g., flying, actively calling) (LBC 2021). Another study in San Diego Bay looked at sections of two California least tern colonies at the Naval Amphibious Base Coronado in relation to firework-display events (Boylan and Nordstrom 2014). One colony was located approximately 1 mile from the detonation site, and the other colony was located approximately 3 miles from the detonation site. An analysis of flying and calling behavior and routine monitoring data did not identify any adverse effects on the terns at either colony. An additional study conducted in San Diego Bay (San Diego Unified Port District 2017), which observed a nesting colony

of California least terns at the San Diego International Airport that was located approximately 1 mile to 2.5 miles from the detonation sites, reported that there was "no observed clear evidence of lasting negative effects [of fireworks shows]" on the nesting colony. However, the study did report that roosting terns shifted to higher activity levels in response to the fireworks shows. Some terns initiated running or flying in response to fireworks; other birds also increased alarm-call vocalizations. Although the study noted some limited response of California least terns to noise and light from existing fireworks shows; it found that the majority of birds in the colony remained in place or returned shortly after the fireworks shows were completed (San Diego Unified Port District 2017). None of these studies detected a direct link of fireworks shows to mortality of adults or chicks or to a decrease in productivity of nesting pairs (Boylan and Nordstrom 2014, San Diego Unified Port District 2017, LBC 2021).

Although other studies have reported nest abandonment by shorebirds following the discharge of fireworks, the launch locations were closer to the nesting colonies (e.g., 0.15-mile away) and/or they were located in areas with little development (e.g., offshore island) (USFWS 1997; Weigand and McChesney 2008). Like the results from the Los Angeles Harbor study (LBC 2021), results in the San Diego Bay indicated little to no effect on nesting terns (Boylan and Nordstrom 2014). Both areas are extensively developed, and nesting colonies for California least tern and roosting sites for other special-status water birds are located in highly urbanized settings, where birds are habituated to human noise and disturbance. Nesting colonies in these studies are also located a similar distance (i.e., more than 1 mile) from the fireworks launch site. Therefore, the San Diego Bay studies support results observed in Los Angeles Harbor, and no impact on water birds is expected from firework shows.

Although the most directly relevant studies indicate that fireworks shows have little or no effect on nesting terns, due to the potential of up to 25 fireworks shows per year, and the likely overlap with the nesting season, **MM-BIO-9**, *California Least Tern Nesting Colony Monitoring During Fireworks Events*, will be implemented to ensure that event-related noise impacts from fireworks shows are less than significant.

Trash and Debris

Another potential impact on sensitive species include trash and debris produced from increased human activity from events at the Amphitheater and fireworks shows, which are expected to attract thousands of individuals to the area. As a result, a large amount of human-produced trash would be produced would amass in trash receptacles and could litter the ground. Concert events could also utilize other material that could turn into waste (e.g., confetti), which could find its way into nearby waters, particularly under breezy and windy conditions.

Fireworks shows generally produce a large amount of paper and cardboard, as well as some cotton, metal, and plastic waste. Waste from the exploded shells could fall primarily into the waters around the SPW. Fireworks shows would likely vary in time and capacity, so the exact total volume of trash and debris that would be generated by the proposed fireworks shows is unknown. Variable wind conditions also contribute to the size and scope of the fallout area for fireworks displays, with long-term studies indicating that the bulk of debris falls to the surface within a 0.5-mile radius of the launch site (NMFS 2012). The NMFS study notes that heavier trash (e.g., cardboard casings) falls closer to the launch site, whereas lighter trash (e.g., cotton and plastic waste) can be moved farther away by winds. Although the NMFS study found no visual evidence of acute or chronic impacts on

the environment or wildlife from firework debris, cleanup activities did occasionally find debris (e.g., cardboard cylinders, disks, paper strips and wadding, disks, tubes, shell case fragments) in waters around the study area over time.

Debris generated from both the Amphitheater events and/or fireworks shows could cause injury or death to sensitive species because the waste could cause entanglement or be mistakenly consumed, causing suffocation, starvation, or debilitation. Trash and debris could also be introduced to nearby haul-out locations, beaches, and riprap within the Port, as well as open-water areas, which could deter sensitive species from using these important habitat areas. Negative impacts could also occur via contamination of the marine environment if material used to support concert events (e.g., mylar or metallic confetti) were not biodegradable and wound up in the Harbor. However, these impacts are not substantially different from what was previously analyzed in the 2009 SPW EIS/EIR. In addition, where possible, sustainable products and practices, such as biodegradable confetti, would be used during events, and care would be taken to direct the spray away from the Main Channel. This material, along with other trash, would be cleaned up after each event as a part of Proposed Project operation to prevent debris from entering the storm drain system and ocean (see Section 2.4.1). Furthermore, implementation of **MM-BIO-7**, *Trash Management and Post-event Cleanup*, and **MM-BIO-10**, *Biodegradable Venue Products*, would ensure that trash and other debris resulting from Amphitheater events and/or fireworks shows would be removed from nearby marine environments that could support sensitive marine species and that biodegradable products would be used to reduce impacts on nearby marine environments. In addition, event organizers would comply with City of Los Angeles Ordinance No. 187030, *Disposable Foodware Accessories and Plastic Drinking Straws* and the City's Comprehensive Plastics Reduction Program and Zero Waste Plan, with the incorporation of Ordinance 187718, *Zero Waste at City Facilities and Events on City Property*, once adopted. Ordinance 187718 contains extensive provisions, including, but not limited to, the ban of single-use plastics and EPS foam (or Styrofoam™) and the reduction of disposable foodware and accessories. The fireworks discharger would be required to comply with the requirements specified in NPDES General Permit No. CAG994007 (Los Angeles RWQCB, Order No. R4-2023-0180, adopted May 25, 2023), which specifies standard operating procedures for all fireworks shows, including a BMP Plan that will include cleanup practices following fireworks shows. With implementation of these mitigation measures and adherence to local and state trash ordinances and NPDES General Permit No. CAG994007 for fireworks displays, the new potential impact from Amphitheater events and fireworks shows would be less than significant.

Night Lighting

Direct impacts on sensitive species resulting from Amphitheater events and fireworks shows could occur as a result of night lighting. Artificial night lighting can affect migrating birds by causing confusion and disorientation and trapping individuals in lit areas, which can, in turn, lead to exhaustion and depletion of energy reserves. Disorientation can also cause them to collide with glass buildings or windows (USFWS 2021; Audubon 2020). Although the Amphitheater venue would contain lights, it would not represent a substantial change from current ambient Port conditions. The lighting proposed would blend in with the night lighting of Port operations and would not adversely affect light-sensitive areas. Lighting associated with the Proposed Project would be designed in accordance with the *L. A. Waterfront Design Guidelines*, which include lighting recommendations to minimize light pollution, light spill, and glare, and would adhere to local and national lighting standards and guidelines (see Section 3.1.9 for details). Furthermore, species that utilize the area are

already adapted to the heavily human-disturbed environment. With adherence to these national and local lighting standards and guidelines, the new potential impact from lighting would be less than significant. This impact was not assessed in the 2009 SPW EIS/EIR.

Ferris Wheel and Amusement Attractions

High-density bird populations have been reported in the SP Slip, which is located directly south of the Project Site (Wood 2021). The SP Slip contains structures, including docks/pilings and buildings, which provide roosting and foraging resources for avian species associated with urban structures, such as rock pigeon, western gull, barn swallow, and European starling (Wood 2021). The introduction of tall amusement attractions (i.e., the Ferris wheel and Amusement Attractions) could affect local and migrating avian species.

The Ferris wheel would be a prefabricated structure with a 175-foot diameter. Construction of the Ferris wheel would include combining the prefabricated parts and transporting them via truck from the Ferris wheel's current location in northern California. Operation of the Ferris wheel would be similar in nature to the previously proposed 100-foot-diameter Ferris wheel included in the 2009 SPW EIS/EIR.

With approval of the Proposed Project, Amusement Attractions previously approved for the Discovery Sea Amusement Area in the 2016 SPPM Addendum would also be developed in the City Park area of the Project Site. Attractions could include double-decker carousel, wave swings, a drop tower, or other amusement attractions found in similar waterfront destinations; these structures are not anticipated to exceed 75 feet in height.

Introduction of these tall amusement attractions could affect the migration and movement of avian species across the Harbor because the attractions would take up space in local avian airways. However, these impacts are expected to be minor considering the existing, highly developed nature of the Port, which includes many structures that are taller than the proposed amusement attractions (e.g., container cranes [265 feet], cruise ships [236 feet], cargo ships [116 feet], multiple bridges of varying heights). Spatially, both the Ferris wheel and Amusement Attractions are small in relation to other structures already present along the Port. Therefore, the addition of the Ferris wheel and Amusement Attractions are not expected to result in a substantial alteration of the skyline along the SPW, nor result in the addition of a new feature that would disturb or harass avian species in an area where they are already acclimated to the highly modified environment.

Both the Ferris wheel and Amusement Attractions would include some lighting on the structures. Artificial night lighting can cause disturbance, alteration of behavior, or disorientation in avian species, as described in the *Water Birds* subsection above. However, as discussed above and in Section 3.1.9, lighting from the Proposed Project would not represent a substantial change from current ambient Port conditions, and lighting for Proposed Project features would adhere to national and local lighting standards and guidelines. Furthermore, species that utilize the area are already adapted to the heavily developed environment. Therefore, impacts from lighting would be less than significant.

The addition of the Ferris wheel and Amusement Attractions could potentially result in an increase in bird strikes if birds traveling through the area were to collide with one of these structures. However, these impacts are expected to be minor, given the height of the Ferris wheel and Amusement Attractions compared to taller communication towers (i.e., >350 feet), where bird strikes are high

(USFWS 2023c). Unlike structures where bird strikes are common (e.g., skyscrapers, wind turbines, communication towers), the Ferris wheel and Amusement Attractions would lack surfaces (e.g., extensive glass) that reflect the open sky or surrounding landscape, which can cause disorientation and are a major source of bird strikes. Likewise, neither the Ferris wheel nor Amusement Attractions would include solid red lights that attract birds to towers or attachments (e.g., thick guy wires) that birds could collide with while avoiding the main structure, and both structures would operate very slowly, allowing birds to avoid collisions. Neither the Ferris wheel nor Amusement Attractions would be located along ridgelines or other landscape features that would attract migrating birds (USFWS 2016, 2022; Audubon 2016). Furthermore, the entire area along this portion of the Port would be lit up, illuminating the skyline so that the Ferris wheel and Amusement Attractions are visible at night. Therefore, impacts from bird strikes with these amusement attractions would remain less than significant, and there would be no substantial change from the findings in the 2009 SPW EIS/EIR or 2016 SPPM Addendum.

The Amusement Attractions could also be used for perching and nesting by urban-acclimated species, such as house finch, western gull, and American crow. Large aggregations of roosting birds or nests can be considered a human nuisance problem (e.g., accumulated droppings, damage to building materials, eyesore), and one measure businesses take to remedy the problem is clearing inactive nests. Should nests be removed during the breeding season, then direct mortality or injury of individuals and/or abandonment of eggs and/or young could occur. With implementation of **MM-BIO-11**, *Abandoned Nest Clearance Must Avoid Breeding Bird Season*, this new potential impact from nesting disruption would be less than significant. This impact was not assessed in the 2009 SPW EIS/EIR or 2016 SPPM Addendum.

Previous Mitigation Measures Applicable to the Proposed Project

Mitigation measure **MM-BIO-2**, *Conduct Nesting Bird Surveys*, was identified in the 2009 SPW EIS/EIR and 2016 SPPM Addendum and would apply to the Proposed Project to minimize impacts related to biological resources (see Section 3.3.5, *2009 Mitigation Measures and Revisions*, for a description of **MM-BIO-2**, *Conduct Nesting Bird Surveys*).

Mitigation measures **MM-BIO-1**, *Monitor and Manage Turbidity*, and **MM-BIO-3**, *Avoid Marine Mammals*, from the 2009 SPW EIS/EIR are not applicable to this SEIR because the Proposed Project does not include any in-water construction activities or pile driving.

New Mitigation Measures Applicable to the Proposed Project

MM-BIO-7. Trash Management and Post-Event Cleanup.

To prevent trash and debris produced by Amphitheater events from entering nearby waters and causing harm to sensitive marine environments and species, a Standard Operating Procedure (SOP) will be developed for trash management and post-event cleanup. The SOP will be reviewed by LAHD prior to implementation. At a minimum, the SOP must include the following.

- Trash receptacles must be covered containers to deter animals (e.g., gulls) from easily accessing litter and prevent wind-blown trash from entering the Harbor. The number and placement of receptacles must be adequate to accommodate the event.

- Following any events at the Project Site, trash will be removed from all venue locations, including at the Amphitheater, parking lots, parks, surrounding walkways, and open areas as soon as practicable, and no later than 4 hours following the event. Trash and debris will be properly disposed of in accordance with all applicable regulations.
- For events, the event organizer will be responsible for cleaning the 208 E. 22nd Street Parking Lot. For non-concert events and general use, the Port and/or event applicants will be responsible for cleaning the 208 E. 22nd Street Parking Lot. When used for Amphitheater concerts, the 208 E. 22nd Street Parking Lot will be subject to the requirement that all trash will be removed as soon as practicable, and no later than 4 hours following the event, as described in the above bullet point.

MM-BIO-8. Marine Mammal Monitoring During Fireworks Events

A qualified biologist will monitor marine mammals at the Bait Barge and the Fireworks Barge at Tenant expense during fireworks shows at least once per month for the first year of operation to determine whether event noises are negatively affecting marine mammals in the area. All monitoring will be conducted in accordance with a Marine Mammal Monitoring Plan that will be prepared by a qualified biologist and approved by LAHD in coordination with NMFS. A *qualified biologist* is a person who, by reason of their knowledge of the natural sciences and the principles of marine biology, acquired by marine biology education and experience, performs services including, but not limited to, consultation investigation, surveying, evaluation, planning, or responsible supervision of marine biology activities when those professional services require the application of biological principles and techniques.

Any observed disturbances will be reported to LAHD and NMFS within 24 hours. Within 30 days following the completion of each monitoring event, the qualified biologist will prepare a report for submittal to West Harbor, LAHD and NMFS that details the findings of the monitoring results. This report will include an introduction/background, methods, results, discussion, and recommendations. Recommendations may include BMPs, additional monitoring, continuance of monitoring if impacts are observed, or other measures to ensure that no incidental harassment or other significant impact occurs at the monitoring sites, up to and including cessation of fireworks shows. If discernable negative changes in marine mammal behavior are observed, then consultation with NMFS will be initiated to develop measures to avoid negative impacts.

MM-BIO-9. California Least Tern Nesting Colony Monitoring During Fireworks Events

LAHD least tern monitors will monitor the California least tern nesting colony at Pier 400 at Tenant expense during Amphitheater fireworks shows when terns are present during the California least tern nesting season (i.e., March 15–August 31), to ensure that event noise does not negatively affect nesting birds. Monitoring will be performed by a qualified biologist.

Any nesting disturbances that result from the Amphitheater fireworks will be reported within 24 hours to LAHD, USFWS, and CDFW. Following the first nesting season of monitoring, results will be assessed and shared with USFWS and CDFW, who will determine whether further monitoring would be necessary. Within 30 days of each monitoring event, the qualified biologist will prepare a report for submittal to West Harbor, LAHD, USFWS, and CDFW that details the findings of the monitoring results. All monitoring will be conducted in accordance with a California Least Tern Nesting Colony Monitoring Plan that will be prepared by the LAHD in

coordination with USFWS. This report will include an introduction/background, methods, life stage of California least tern present, observations of any stressors and negative bird behavior, and any recommendations. Recommendations may include BMPs, additional monitoring, continuance of monitoring if impacts are observed, or other measures to ensure that no significant impact occurs at the nesting site, up to and including cessation of firework shows. If discernable negative changes in bird behavior are observed, then consultation with USFWS and CDFW will be initiated to develop measures to avoid negative impacts on California least terns.

MM-BIO-10. Biodegradable Venue Products.

Wherever reusable, compostable, and/or recyclable products are infeasible or not required by regulations, event organizers will invest in biodegradable products (e.g., confetti, decorations, packaging, single-use items) for all Amphitheater events to prevent injury and damage to surrounding sensitive marine environments and protect species from harmful materials (e.g., plastics, mylar, metals). Event organizers are encouraged to utilize reusable food ware, drinkware, napkins, and accessories for dine-in services, to the extent feasible. Event organizers are encouraged to procure paper products (i.e. napkins and event literature) that are unbleached and contain a minimum of 30-percent post-consumer recycled content.

MM-BIO-11. Abandoned Nest Clearance Must Avoid Breeding Bird Season.

To avoid impacts on nesting birds protected under the MBTA and/or similar provisions of the CFG Code, clearance of abandoned bird nests on the Ferris wheel, Amusement Attractions, or other Proposed Project structures (e.g., Amphitheater) must occur outside of the breeding-bird season (February 15–September 1), unless cleared by a qualified biologist.

Significance after Mitigation

As discussed above, impacts relating to construction activities and the 208 E. 22nd Street Parking Lot were assessed in the 2009 SPW EIR/EIS. The Proposed Project would not result in a new impact or increased severity of an impact when compared to the impact analysis in the 2009 SPW EIS/EIR. Implementation of **MM-BIO-2**, *Conduct Nesting Bird Surveys*, and **MM-BIO-7**, *Trash Management and Post-event Cleanup*, would ensure that residual impacts on sensitive terrestrial and marine species as a result of construction-related activities and the 208 E. 22nd Street Parking Lot are reduced to a less-than-significant level.

For other issues that were not assessed in the 2009 SPW EIS/EIR, including impacts from Amphitheater events, fireworks shows, the Ferris wheel and Amusement Attractions, as discussed above, implementation of **MM-BIO-2**, *Conduct Nesting Bird Surveys*, **MM-BIO-7**, *Trash Management and Post-event Cleanup*, **MM-BIO-10**, *Biodegradable Venue Products*, and **MM-BIO-11**, *Abandoned Nest Clearance Must Avoid Breeding Bird Season*, as well as compliance with the requirements specified in NPDES General Permit No. CAG994007, would fully reduce impacts on sensitive terrestrial and marine species as a result of debris and trash from Amphitheater events, fireworks shows, and the Amusement Attractions to less-than-significant levels. Lighting from Proposed Project features would not represent a substantial change from current ambient Port conditions and, therefore, any impacts from night lighting would be less than significant. Noise impacts from fireworks events would be above the Level B harassment thresholds for pinnipeds other than harbor seal at the Bait Barge and Fireworks Barge. Noise impacts would be reduced, but not

eliminated, by **MM-NOI-3** which would reduce noise levels from the Amphitheater (see Section 3.8.8.6, *New Mitigation Measures Applicable to the Proposed Project*, for details); predicted noise levels after implementation of **MM-NOI-3** are summarized in Table 3.3-3, below. Noise impacts on pinnipeds other than harbor seal would be reduced to less-than-significant levels with the implementation of **MM-BIO-8,** *Marine Mammal Monitoring During Fireworks Events*. Noise impacts on nesting California least tern would be reduced to less-than-significant levels with the implementation of **MM-BIO-9**, *California Least Tern Nesting Colony Monitoring During Fireworks Events*.

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Table 3.3-3. Estimated Noise Levels for Marine Mammal Receiver Points near the West Harbor Amphitheater Project Site and Proposed Fireworks Launch Location, after Implementation of MM-NOI-3

Marine Mammal Receiver Point	Estimated Amphitheater Noise Levels (L_{eq} dBZ)		Estimated Fireworks Noise Levels (dBZ)			Estimated Combined Average Noise Levels (L_{eq} dBZ)		Worst-Case Maximum Noise Level, dBZ
	1-Hour L_{eq} with Favorable Weather	1-Hour L_{eq} with Unfavorable Weather	Distance from Fireworks Barge (feet)	1-Hour L_{eq} for 20-Minute Display (dBZ)	L_{max} During Fireworks (dBZ)	1-hour L_{eq} with Favorable Weather and 20-Minute Fireworks Display	1-hour L_{eq} with Unfavorable Weather and 20-Minute Fireworks Display	
1. Main Channel (north)	64	69	10,000	62	82	66	70	82
2. Fish Harbor	82	79	6,800	65	86	82	79	86
3. Cabrillo Marina (north)	73	82	3,700	70	**91**[1]	75	82	**91**[1]
4. Main Channel (south)	85	85	2,800	73	**94**[1]	85	85	**94**[1]
5. Cabrillo Marina (south)	70	79	2,700	73	**94**[1]	75	80	**94**[1]
6. Firework Barge	79	79	650	85	**106**[2]	86	86	**106**[2]
7. Bait Barge	79	79	550	87	**108**[2]	88	88	**108**[2]
8. Cabrillo Beach	67	79	3,650	70	**91**[1]	72	80	**91**[1]

[1] Exceeds in-air Level B harassment acoustic thresholds for harbor seal.

[2] Exceeds in-air Level B harassment acoustic thresholds for harbor seal and all other pinnipeds.

dBZ = "flat" or "unweighted" decibels; L_{eq} = equivalent continuous sound level; L_{max} = short-term maximum noise level.

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Impact BIO-2 Would the Proposed Project interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Summary of 2009 SPW EIS/EIR Findings

The 2009 SPW EIS/EIR determined that special aquatic habitats and sensitive natural communities would be affected by the SPW Project. These included scattered kelp beds along the Main Channel adjacent to Warehouse 1 and the proposed Outer Harbor Cruise Terminals, eelgrass and mudflat habitat adjacent to the Youth Camp, mudflat habitat at Berth 78–Ports O'Call, and mudflat, salt marsh, and cord grass habitat at the Salinas de San Pedro Salt Marsh. Impacts from the SPW Project included temporary disturbances from barges used for pile driving, work-boat activities, shading, and disturbances, and short-term loss of habitat from salt marsh enhancement/restoration activities. The 2009 SPW EIS/EIR determined that implementation of **MM-BIO-1**, *Monitor and Manage Turbidity*, **MM-BIO-2**, *Conduct Nesting Bird Surveys*, **MM-BIO-3**, *Avoid Marine Mammals*, **MM-BIO-4**, *Enhance and Expand Salinas de San Pedro Salt Marsh*, and **MM-BIO-5**, *Prepare a Habitat Mitigation and Monitoring Plan*, would reduce these impacts to less-than-significant levels. However, the 2009 SPW EIS/EIR also concluded that construction activities associated with the expansion and enhancement of the mudflat and salt marsh as a part of the SPW Project mitigation and for the long-term benefit of the marsh would result in significant short-term impacts on the salt marsh and eelgrass and mudflat habitat within the marsh. Although implementation of **MM-BIO-5** would reduce these effects, this short-term impact would remain significant and unavoidable. None of the special aquatic habitats or sensitive natural communities identified in the 2009 SPW EIS/EIR are located within the Proposed Project's LOD.

Summary of 2016 SPPM Addendum Findings

The 2016 SPPM Addendum found that biological-resource conditions within the SPW study area have remained relatively the same since the certification of the 2009 SPW EIS/EIR. Because the mudflat at Berth 78 is considered a depleted natural community and special aquatic site under Section 404(b)(1) Guidelines, and impacts on it would have required compensatory mitigation, the promenade design was modified so that it no longer crossed or produced shade over the mudflat. This design change would avoid any impacts on the mudflat area and eliminate the need for mitigation. These proposed modifications to the SPW Project would result in an overall reduction of impacts on biological resources, eliminating the need for **MM-BIO-4**, E*nhance and Expand Salinas de San Pedro Salt Marsh*, and **MM-BIO-5**, *Prepare a Habitat Mitigation and Monitoring Plan*. Consequently, the 2016 SPPM Addendum determined that the project being analyzed would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, nor require new mitigation measures that were not already addressed in the 2009 SPW EIS/EIR. The addendum concluded that biological-resources impacts resulting from the SPW Project would be less than significant, and there would be no substantial change from the findings in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

The Proposed Project is located within upland areas in developed or disturbed areas that do not contain any sensitive natural communities, including riparian habitats or sensitive marine habitats. Neither construction nor operation of the Amphitheater would involve any in-water or over-water work. A mudflat is located within the BSA, outside of the LOD, and sensitive marine habitats (e.g., eelgrass beds, kelp beds, coastal salt marsh) occur to the south, in the Outer Harbor, outside of the BSA, but within the marine assessment area (see Figure 3.3-1 in the 2009 SPW EIS/EIR). The following subsections discuss potential Proposed Project-related impacts on sensitive natural communities in the Proposed Project area.

Construction

Construction-Related Activities

The Proposed Project would not result in any new significant impacts nor substantially increase the severity of a previously analyzed impact on sensitive natural communities. Construction for the Proposed Project would be conducted entirely on upland lands in the SPW that are already developed or highly modified. None of the construction locations for any of the Proposed Project features contain any sensitive natural communities, including riparian habitats or sensitive marine environments. Therefore, construction activities for the Proposed Project would not result in any direct impacts on sensitive natural communities, including riparian habitats and sensitive marine habitats.

The mudflat at Berth 78–Ports O' Call (which is considered a depleted natural community) that is present within the BSA occurs outside of the LOD, approximately 75 feet east-northeast of where the proposed Amusement Attractions would be installed. Although the Harbor is located adjacent to the LOD, sensitive marine environments (e.g., eelgrass beds, kelp beds) occur farther south, in the shallow waters and near the breakwater of the Outer Harbor, approximately 1 mile to the southwest of the Project Site. Due to the distance between the construction sites and sensitive areas, temporary indirect impacts are unlikely, but may include dust and runoff from construction-related activities. However, implementation of avoidance and minimization measures that are nonspecific to biological resources, including general BMPs, would be implemented to minimize Proposed Project effects during construction. These BMPs, although not specific to biological resources, would reduce indirect impacts on surrounding habitats by implementing dust control, erosion and runoff control, and pollution prevention. None of the special aquatic habitats or sensitive natural communities identified in the 2009 SPW EIS/EIR are located within the Proposed Project's LOD.

208 E. 22nd Street Parking Lot

Paving the entirety of the 22-acre 208 E. 22nd Street Parking Lot site, with the exception of 1.92 acres of already paved parking and some landscaping along the eastern side, would result in the permanent removal of the ruderal vegetation in the open-lot portion of the 208 E. 22nd Street Parking Lot site. However, the open lot does not contain any sensitive natural communities, including riparian habitats. None of the special aquatic habitats or sensitive natural communities identified in the 2009 SPW EIS/EIR are located within the 208 E. 22nd St Parking Lot.

Operations

208 E. 22nd Street Parking Lot

The eastern portion of the 208 E. 22nd Street Parking Lot has already been established prior to the Proposed Project, but it would experience increased usage with the addition of paved spots in the western portion of the open lot, as well as from the addition of new public events (e.g., concerts, fireworks shows) at the SPW. Operation of the 208 E. 22nd Street Parking Lot could result in the production of human-produced trash that amasses in parking-lot trash receptacles from patrons, which could introduce elements to marine habitats that affect the water quality or deposit debris that is detrimental to sensitive marine habitats. However, these impacts are not substantially different from what was previously analyzed in the 2009 SPW EIS/EIR. In addition, as a part of Proposed Project operation, trash would be cleaned up after each event to prevent debris from entering the storm-drain system and ocean (see Section 2.4.1). Also, the Proposed Project would be required comply with the County's Low Impact Development Ordinance (Title 12, Chapter 12.84), which consists of site-design approaches and BMPs designed to address runoff and pollution at the source, including trash and debris, and would capture urban runoff and prevent it from entering the Harbor. The TMDL Guidelines and the *Statewide Water Quality Control Plan for Trash* also require measures to limit load allocations associated with trash. Storm drains within the Project Site would be compliant with these requirements and would implement full trash-capture systems. Furthermore, implementation of **MM-BIO-7**, *Trash Management and Post-Event Cleanup*, would ensure that trash and other debris resulting from Amphitheater events would be removed from nearby sensitive marine environments. With the implementation of **MM-BIO-7**, impacts on sensitive natural communities would remain less than significant, and there would be no substantial change from the findings in the 2009 SPW EIS/EIR. Consequently, the inclusion of the 208 E. 22nd Street Parking lot would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, nor require new mitigation measures that were not already addressed in the 2009 SPW EIS/EIR.

Amphitheater and Fireworks

Amphitheater events and fireworks shows could both result in the production of trash and debris, which can find its way into nearby waters, where sensitive marine environments are present. Increased human presence from Amphitheater events and fireworks shows could result in the production of human-produced trash from patrons, which can amass in trash receptacles and litter the ground. Material used to support concert events (e.g., confetti) could also produce additional litter and debris. Fireworks shows would produce waste that could become deposited in the Harbor, and variable wind conditions could contribute to the size and scope of the fallout area, affecting sensitive marine environments outside of the launch area (see **Impact BIO-1** for details).

Several sensitive habitats are located within a 0.6-mile radius from the proposed fireworks-launch location. Eelgrass beds occur to the west of the barge, along the Cabrillo Beach north and Scout Camp locations, and account for approximately 14.1 percent of shallow water–habitat coverage in the summer months, when fireworks shows are expected to occur (Wood 2021). Eelgrass beds support a rich detrital food web and provide structure, food, and nursery habitats for a diverse range of fish and birds. Additionally, kelp beds can be found in shallow-water zones (i.e., breakwater) within the marine assessment area. Kelp beds can serve as nursey habitats for abundant fish species by providing refuge and small-sized prey. Both the eelgrass beds and kelp beds would be considered ESHAs under the CCA.

Chemical and physical debris from fireworks that could drift into this habitat may affect its overall quality. In addition to the proposed Amphitheater and fireworks events, the SPW is an active commercial and recreational area of the Port, located in an urban setting. The proposed fireworks shows could draw a significant number of visitors to the SPW, with many visitors viewing the fireworks show outside of the Amphitheater from developed shorelines, the proposed lawn area, and other nearby locations. Increases in visitors to this area would likely result in increased amounts of human-generated trash and debris from picnics, parties, and other gatherings along the shorelines that could wash into adjacent Harbor waters.

As a part of Proposed Project operation, trash would be cleaned up from the West Harbor area after each event to prevent debris from entering the storm drain system and ocean. The TMDL Guidelines and the *Statewide Water Quality Control Plan for Trash* also require measures to limit load allocations associated with trash. Storm drains within the Project Site would comply with these requirements and implement full trash-capture systems. The fireworks discharger would be required to comply with the requirements specified in NPDES General Permit No. CAG994007 (Los Angeles RWQCB, Order No. R4-2023-0180, adopted May 25, 2023), which specifies SOPs for all fireworks shows, including a BMP Plan that will include cleanup practices following fireworks shows. Where possible, sustainable products and practices, such as biodegradable confetti, would be used during events, and care would be taken to direct the spray away from the Main Channel (see Section 2.4.1). Furthermore, implementation of **MM-BIO-7**, *Trash Management and Post-Event Cleanup*, and **MM-BIO-10**, *Biodegradable Venue Products*, would ensure that trash and other debris resulting from Amphitheater events and fireworks shows would be removed from the Harbor and that biodegradable products would be used to reduce impacts on nearby marine environments. With the implementation of these measures and compliance with state and local trash ordinances and NPDES General Permit No. CAG994007 for fireworks displays, impacts on sensitive natural communities would be reduced to less than significant. This impact was not assessed in the 2009 SPW EIS/EIR.

Ferris Wheel/Amusement Attractions

The proposed locations for the Ferris wheel and the Amusement Attractions are in developed areas that do not contain any sensitive natural communities. None of the sensitive natural communities identified in the 2009 SPW EIS/EIR are located within the Proposed Project's LOD.

Previous Mitigation Measures Applicable to the Proposed Project

No previous mitigation measures from the 2009 SPW EIS/EIR are applicable to this SEIR because the Proposed Project does not include any in-water construction activities, pile driving, dredging, or enhancement activities within the Salinas de San Pedro Marsh.

New Mitigation Measures Applicable to the Proposed Project

MM-BIO-7, *Trash Management and Post-Event Cleanup*, and **MM-BIO-10**, *Biodegradable Venue Products*, provided in Section 3.3.8.5 above, would be required to reduce impacts on sensitive marine environments and are applicable to **Impact BIO-2** under the Proposed Project.

Significance after Mitigation

As discussed above, impacts relating to construction activities and the 208 E. 22nd Street Parking Lot were assessed in the 2009 SPW EIR/EIS. The Proposed Project would result in similar impacts as

those already deemed significant in the 2009 SPW EIS/EIR, but would not substantially increase the severity of those impacts. Implementation of avoidance and minimization measures that are nonspecific to biological resources, including general BMPs, would ensure that residual impacts on sensitive natural communities that result from construction-related activities and the 208 E. 22nd Street Parking Lot are reduced to a less-than-significant level.

For other issues that were not assessed in the 2009 SPW EIS/EIR, including impacts from Amphitheater events and fireworks shows, as discussed above, implementation of **MM-BIO-7**, *Trash Management and Post-event Cleanup*, and **MM-BIO-10**, *Biodegradable Venue Products*, as well as compliance with the requirements specified in NPDES General Permit No. CAG994007, would reduce impacts on sensitive natural communities that may result from debris and trash produced from Amphitheater events and fireworks shows.

3.3.8 Alternatives Impact Determination

3.3.8.1 Alternative 1 – No Project Alternative

Alternative 1 is defined as the No Project Alternative, in which conditions would remain based on the previously approved projects in both the 2009 SPW EIS/EIR and 2016 SPPM Addendum.

Alternative 1 would require **MM-BIO-1**, *Monitor and Manage Turbidity*, **MM-BIO-2**, *Conduct Nesting Bird Surveys*, and **MM-BIO-3**, *Avoid Marine Mammals*, to ensure that any project-related turbidity would be reduced and that nesting-bird surveys would occur and sound-abatement techniques be implemented to avoid and minimize impacts on special-status animal species that may reside within the Project Site or the surrounding area to less-than-significant levels with mitigation incorporated. Impacts would be similar to those of the Proposed Project.

3.3.8.2 Alternative 2 – Half-Capacity Amphitheater Alternative

Alternative 2 involves construction of an Amphitheater with a similar build to the Proposed Project, with an anticipated maximum capacity of 3,100 patrons per event. Alternative 2 would also incorporate **MM-BIO-2**, *Conduct Nesting Bird Surveys*, as well as **MM-BIO-7**, *Trash Management and Post-Event Cleanup*, **MM-BIO-8**, *Marine Mammal Monitoring During Fireworks Events*, **MM-BIO-9**, *California Least Tern Nesting Colony Monitoring During Fireworks Events*, **MM-BIO-10**, *Biodegradable Venue Products*, and **MM-BIO-11**, *Abandoned Nest Clearance Must Avoid Breeding Bird Season*, which would ensure that Amphitheater operations do not significantly affect special-status animal species and other sensitive biological resources within or surrounding the Project Site. Impacts would be similar to those of the Proposed Project.

3.3.9 Impact Summary

Implementation of the 2009 SPW EIS/EIR's **MM-BIO-2**, *Conduct Nesting Bird Surveys*, along with **MM-BIO-7**, *Trash Management and Post-Event Cleanup*, **MM-BIO-8**, *Marine Mammal Monitoring During Fireworks Events*, **MM-BIO-9**, *California Least Tern Nesting Colony Monitoring During Fireworks Events*, **MM-BIO-10**, *Biodegradable Venue Products*, and **MM-BIO-11**, *Abandoned Nest Clearance Must Avoid Breeding Bird Season*, and compliance with the requirements specified in NPDES General Permit No. CAG994007, would reduce potential impacts on sensitive biological resources to a less-than-significant level. Table 3.3-4 presents a summary of the impact

determinations of the Proposed Project related to biological resources, which are described in detail in Sections 3.3.8 and 3.3.9 above.

Table 3.3-4. Summary of Potential Impacts on Biological Resources Associated with the Proposed Project

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
Proposed Project			
Impact BIO-1: Would the Proposed Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS?	The 2009 SPW EIS/EIR findings of "significant and unavoidable impacts" remains valid for the Proposed Project.	**MM-BIO-2**, **MM-BIO-7**, **MM-BIO-8**, **MM-BIO-9**, **MM-BIO-10**, and **MM-BIO-11**	No new or substantially more severe significant impacts would occur.
Impact BIO-2: Would the Proposed Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS?	The 2009 SPW EIS/EIR findings of "significant and unavoidable impacts" remains valid for the Proposed Project.	**MM-BIO-7** and **MM-BIO-10**	No new or substantially more severe significant impacts would occur.
Alternative 1 – No Project Alternative			
Impact BIO-1: Would the Proposed Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or USFWS?	The 2009 SPW EIS/EIR findings of "significant and unavoidable impacts" remains valid for the alternative.	**MM-BIO-1**, **MM-BIO-2**, and **MM-BIO-3**	No new or substantially more severe significant impacts would occur.
Impact BIO-2: Would the Proposed Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS?	The 2009 SPW EIS/EIR findings of "significant and unavoidable impacts" remains valid for the alternative.	**MM-BIO-1**, **MM-BIO-4**, and **MM-BIO-5**	No new or substantially more severe significant impacts would occur.
Alternative 2 – Half-Capacity Amphitheater Alternative			
Impact BIO-1: Would the Proposed Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or USFWS?	The 2009 SPW EIS/EIR findings of "significant and unavoidable impacts" remains valid for the alternative.	**MM-BIO-2**, **MM-BIO-7**, **MM-BIO-8**, **MM-BIO-9**, **MM-BIO-10**, and **MM-BIO-11**	No new or substantially more severe significant impacts would occur.
Impact BIO-2: Would the Proposed Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional	The 2009 SPW EIS/EIR findings of "significant and unavoidable	**MM-BIO-7** and **MM-BIO-10**	No new or substantially more severe significant

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
plans, policies, regulations or by CDFW or USFWS?	impacts" remains valid for the alternative.		impacts would occur.

CDFW = California Department of Fish and Wildlife; EIS = Environmental Impact Statement; EIR = Environmental Impact Report; SPW = San Pedro Waterfront; USFWS = U.S. Fish and Wildlife Service

3.3.10 Mitigation Monitoring Program

The mitigation monitoring program outlined in Table 3.3-5 is applicable to the Proposed Project.

Table 3.3-5. Mitigation Monitoring Program

MM-BIO-2, *Conduct Nesting Bird Surveys*: This measure applies if construction is to occur between February 15 and September 1. Prior to ground-disturbing activities, a qualified biologist will conduct surveys for the presence of black crowned night herons, blue herons, and other nesting birds within Berth 78–Ports O' Call or other appropriate and known locations within the BSA that contain potential nesting-bird habitat. Surveys will be conducted 24 hours prior to ground disturbance and/or the clearing, removal, or grubbing of any vegetation. If active nests of species protected under the MBTA and/or similar provisions of the CFG Code (i.e., native birds including, but not limited to, black-crowned night heron) are located, then a barrier installed at a 50–100 foot radius from the nest(s) will be established, and the tree/location containing the nest will be marked and will remain in place and undisturbed until a qualified biologist performs a survey to determine that the young have fledged or the nest is no longer active.	
Timing	24 hours prior to ground disturbance or the clearing, removal, or grubbing of any vegetation, if construction is to occur between February 15 and September 1.
Methodology	The constructor contractor will retain a qualified biologist to conduct preconstruction nesting-bird surveys.
MM-BIO-7, *Trash Management and Post-Event Cleanup*: To prevent trash and debris produced by Amphitheater events from entering nearby waters and causing harm to sensitive marine environments and species, a Standard Operating Procedure (SOP) will be developed for trash management and post-event cleanup. The SOP will be reviewed by LAHD prior to implementation. At a minimum, the SOP must include the following. • Trash receptacles must be covered containers to deter animals (e.g., gulls) from easily accessing litter and prevent wind-blown trash from entering the Harbor. The number and placement of receptacles must be adequate to accommodate the event. • Following any events at the Project Site, trash will be removed from all venue locations including at the Amphitheater, parking lots, parks, surrounding walkways, and open areas as soon as practicable, and no later than 4 hours following the event. Trash and debris will be properly disposed of in accordance with all applicable regulations. • For events, the event organizer will be responsible for cleaning the 208 E. 22nd Street Parking Lot. For non-concert events and general use, the Port and/or event applicants will be responsible for cleaning the 208 E. 22nd Street Parking Lot. When used for Amphitheater concerts, the 208 E. 22nd Street Parking Lot will be subject to the requirement that all trash will be removed as soon as practicable, and no later than 4 hours following the event, as described in the above bullet point.	
Timing	Prior to and immediately following events, all clean-up must be completed as soon as practicable, and no later than 4 hours following the event.
Methodology	Per SOP for post-event cleanup.

<table>
<tr><td colspan="2">MM-BIO-8, Marine Mammal Monitoring During Fireworks Events: A qualified biologist will monitor marine mammals at the Bait Barge and the Fireworks Barge at Tenant expense during fireworks shows at least once per month for the first year of operation to determine whether event noises are negatively affecting marine mammals in the area. All monitoring will be conducted in accordance with a Marine Mammal Monitoring Plan that will be prepared by a qualified biologist and approved by LAHD in coordination with NMFS. A qualified biologist is a person who, by reason of their knowledge of the natural sciences and the principles of marine biology, acquired by marine biology education and experience, performs services including, but not limited to, consultation investigation, surveying, evaluation, planning, or responsible supervision of marine biology activities when those professional services require the application of biological principles and techniques.

Any observed disturbances will be reported to LAHD and NMFS within 24 hours. Within 30 days following the completion of each monitoring event, the qualified biologist will prepare a report for submittal to West Harbor, LAHD, and NMFS that details the findings of the monitoring results. This report will include an introduction/background, methods, results, discussion, and recommendations. Recommendations may include BMPs, additional monitoring, continuance of monitoring if impacts are observed, or other measures to ensure that no incidental harassment or other significant impact occurs at the monitoring sites, up to and including cessation of fireworks shows. If discernable negative changes in marine mammal behavior are observed, then consultation with NMFS will be initiated to develop measures to avoid negative impacts.</td></tr>
<tr><td>Timing</td><td>At the time of fireworks show, at least once per month.</td></tr>
<tr><td>Methodology</td><td>Monitoring of marine mammals at the Bait Barge and Fireworks Barge by a qualified biologist per the Marine Mammal Monitoring Plan. Document any discernible negative changes in marine mammal behavior. Report findings within 30 days of the monitoring. Suggest future program modifications if significant impacts are observed.</td></tr>
<tr><td colspan="2">MM-BIO-9, California Least Tern Nesting Colony Monitoring During Fireworks Events: LAHD least tern monitors will monitor the California least tern nesting colony at Pier 400 at Tenant expense during fireworks shows, when terns are present during the California least tern nesting season (i.e., March 15–August 31), to ensure that event noise does not negatively affect nesting birds. Monitoring will be performed by a qualified biologist.

Any nesting disturbances that result from the Amphitheater fireworks will be reported within 24 hours to LAHD, USFWS, and CDFW. Following the first nesting season of monitoring, results will be assessed and shared with USFWS and CDFW, who will determine whether further monitoring would be necessary. Within 30 days of each monitoring event, the qualified biologist will prepare a report for submittal to West Harbor, LAHD, USFWS, and CDFW that details the findings of the monitoring results. All monitoring will be conducted in accordance with a California Least Tern Nesting Colony Monitoring Plan that will be prepared by the LAHD in coordination with USFWS. This report will include an introduction/background, methods, life stage of California least tern present, observations of any stressors and negative bird behavior, and any recommendations. Recommendations may include BMPs, additional monitoring, continuance of monitoring if impacts are observed, or other measures to ensure that no significant impact occurs at the nesting site, up to and including cessation of firework shows. If discernable negative changes in bird behavior are observed, then consultation with USFWS and CDFW will be initiated to develop measures to avoid negative impacts on California least terns.</td></tr>
<tr><td>Timing</td><td>At the time of Amphitheater fireworks shows, during the California least tern nesting season (i.e., March 15–August 31, as applicable).</td></tr>
<tr><td>Methodology</td><td>Monitoring of the California least tern nesting colony at Pier 400 by an LAHD least tern monitor during Amphitheater fireworks shows. Future program modifications will be suggested if significant impacts are observed.</td></tr>
</table>

MM-BIO-10, *Biodegradable Venue Products*: Wherever reusable, compostable, and/or recyclable products are infeasible or not required by regulations, event organizers will invest in biodegradable products (e.g., confetti, decorations, packaging, single-use items) for all Amphitheater events to prevent injury and damage to surrounding sensitive marine environments and protect species from harmful materials (e.g., plastics, mylar, metals). Event organizers are encouraged to utilize reusable food ware, drinkware, napkins, and accessories for dine-in services, to the extent feasible. Event organizers are encouraged to procure paper products (i.e., napkins and event literature) that are unbleached and contain a minimum of 30-percent post-consumer recycled content.	
Timing	Prior to and during events.
Methodology	Invest in biodegradable products per guidance in **MM-BIO-10.**
MM-BIO-11, *Abandoned Nest Clearance Must Avoid Breeding Bird Season*: To avoid impacts on nesting birds protected under the MBTA and/or similar provisions of the CFG Code, clearance of abandoned bird nests on the Ferris wheel, Amusement Attractions, or other Proposed Project structures (e.g., Amphitheater) must occur outside of the breeding-bird season (February 15–September 1), unless cleared by a qualified biologist.	
Timing	Any nest clearance must occur outside of the breeding-bird season (February 15–September 1).
Methodology	General nest-clearance procedures will be developed that are compliant with protections under the MBTA and similar provisions of the CFG Code. This can include removal, such as scraping or pressure-washing, and disposal of unoccupied or partially constructed nests that do not contain eggs or nestlings.

BMP = best management practice; BSA = biological study area; CFG Code = California Fish and Game Code; CDFW = California Department of Fish and Wildlife; LAHD = Los Angeles Harbor District; MBTA = Migratory Bird Treaty Act; MM = mitigation measure; NMFS = National Marine Fisheries Service; SOP = Standard Operating Procedure; SPW = San Pedro Waterfront; USFWS = U.S. Fish and Wildlife Service.

3.4 Cultural Resources

3.4.1 Section Summary

This section analyzes whether the West Harbor Modification Project (Proposed Project) would affect cultural resources, including historical resources, archaeological resources, and Native American human remains, within the 208 E. 22nd Street Parking Lot. The Proposed Project would not increase the impacts to cultural resources from those analyzed in the *2009 San Pedro Waterfront (*SPW*) Environmental Impact Statement (*EIS*)/Environmental Impact Report (*EIR*)* (2009 SPW EIS/EIR) (Port 2009) or the *2016 Addendum to the San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report for the San Pedro Public Market (*SPPM*) Project* (2016 SPPM Addendum) (ICF 2016); accordingly, no further analysis regarding the West Harbor portion of the Project Site is required. This section relies on the Cultural Resource Assessment for the 208 E. 22nd Street Parking Lot Improvements Project, attached as Appendix E to this Subsequent Environmental Impact Report (SEIR).

Section 3.4, *Cultural Resources*, includes the following:

- A description of the environmental setting for cultural resources in the Proposed Project vicinity, including summaries of prehistoric and historic context relevant to cultural resources;
- A description of regulations and policies regarding cultural resources that are applicable to the Proposed Project;
- A discussion of the methodology used to determine whether cultural resources are present and whether they would be affected by the Proposed Project;
- An impact analysis for the Proposed Project; and
- A description of mitigation measures proposed to reduce significant impacts, as applicable.

Key points of Section 3.4, *Cultural Resources*, include the following:

- For historical resources, the Proposed Project would not result in a new, significant impact or substantially increase the severity of an impact analyzed in the 2009 SPW EIS/EIR, and the less-than-significant impact conclusion remains valid;
- For archaeological resources, the Proposed Project would not result in a new, significant impact or substantially increase the severity of an impact analyzed in the 2009 SPW EIS/EIR, and the impact conclusion of less than significant with mitigation remains valid; and
- For human remains, the Proposed Project would not result in a new, significant impact or substantially increase the severity of an impact analyzed in the 2009 SPW EIS/EIR, and the impact conclusion of less than significant with mitigation remains valid.

3.4.2 Introduction

This section describes the affected environment and regulatory setting for cultural resources, the impacts on cultural resources that would result from the Proposed Project, and the mitigation measures that would reduce the impacts. The cultural resources section focuses only on the 208 E. 22nd Street Parking Lot component of the Proposed Project because it is the only location not previously included in the 2009 SPW EIS/EIR or the 2016 SPPM Addendum that has the potential to substantially affect cultural resources in a manner that would be inconsistent with the two previous environmental documents.

The cultural resources study area is an irregular, triangular area centered on the 208 E. 22nd Street Parking Lot. It is roughly bound by Harbor Boulevard to the east, 22nd Street to the south, and Miner Street and Bloch Field to the west. Research and field-survey efforts identified three potential cultural resources in the study area: 264 E. 22nd Street, 266–270 E. 22nd Street, and the former Southern Pacific (SP)/SPW Red Car Line. These resources would be demolished as part of the Proposed Project. However, as discussed below, architectural historians evaluated these resources and concluded that none of them are historical resources pursuant to the California Environmental Quality Act (CEQA). In addition, no known archaeological resources have been identified in the study area. Therefore, the impact determinations (i.e., less than significant for historical resources, and less than significant with mitigation for archaeological resources and human remains) presented in the 2009 SPW EIS/EIR and 2016 SPPM Addendum remain valid.

3.4.3 Environmental Setting

The following prehistoric, ethnographic, and historic setting discussions are summarized from the *Cultural Resource Assessment for the E. 22nd Street Overflow Parking Lot Improvements Project* (ICF 2023). That technical report, which includes an appendix containing Department of Parks and Recreation (DPR) 523 series forms that evaluated cultural resources identified in the study area, is located in Appendix E of this SEIR. The technical report includes full citations to the sources used to develop the prehistoric, ethnographic, and historic setting discussions, below.

3.4.3.1 Prehistoric

Early

Archaeologists discovered several archaeological sites and human remains dating from approximately 8,000 to 13,000 years ago that correspond to the early prehistoric period established by William Wallace in the mid-1950s. Research suggests that these early inhabitants hunted and gathered, “with a major emphasis on aquatic resources in many coastal areas” and lakeshore areas. Hunting is thought to have been the primary source of sustenance, given the number of hunting-related finds, including “leaf-shaped bifacial projectile points and knives, stemmed or shouldered projectile points, scrapers, engraving tools, and crescents.”

Millingstone

This period denotes a change from primarily hunting to more gathering for sustenance. Hunting continued, but archaeological sites from this period yielded fewer projectile artifacts compared with the early prehistoric period. Specifically, persons from this period incorporated seed processing into

their diets, as evidenced through the range of milling/grinding stone tools discovered, including manos, cogstones, metates, and more. In addition, research shows a marked growth in population. Research also suggests that persons lived in semipermanent camps with wattle-and-daub structures.

Intermediate

This period denotes an increase in the varieties of food sources. Although hunting and gathering continued to be the methods for sustenance acquisition, archaeology identified an abundance and diversity of remains from sea and land animals. In addition, tools become more diversified; these included shell fishhooks, larger knives, drill-like tools, and larger and varied projectile-point tools. Mortars and pestles gradually replaced manos and metates, suggesting an increase in the use of acorns. Also, archaeologists have discovered numerous stone bowls.

Late

This period denotes further increases in food-source variety, in addition to new cultural practices. The bow and arrow become common archaeological artifacts, along with the smaller projectile points required for bow and arrow use. Objects representing cultural practices included drilled-clam and abalone shells, steatite effigies, shell rattles, clay-fired smoking pipes, and ceramic vessels; obsidian was also used. Clay and ceramic objects were not widespread. In addition, communities continued to use woven baskets, which served the same purpose as ceramic objects and may explain why ceramics were not widely used during this period. As with the Millingstone period, the Late period saw a large growth in population. Population estimates remain undetermined; however, archaeological study of habitation sites has shown that they were larger and more permanent, with some inhabitants remaining year-round. Some of the larger settlements may have been home to 1,500 persons.

3.4.3.2 Ethnographic

San Pedro and the Port of Los Angeles (Port) were historically occupied by the Gabrielino, a name given to the Native American tribes that settled at Mission San Gabriel. Precontact tribal names were lost through colonization, but many Gabrielino identify as Tongva.

Archaeology has found that the Gabrielino arrived in the Los Angeles basin approximately 500 years before the common era (B.C.E.). Their lands included the Los Angeles basin and islands, including San Clemente, San Nicolas, and Santa Catalina, where they established villages, typically located near water sources, in areas sheltered from the elements. Village residents built large circular structures with domed roofs, using willow poles and tule for construction. In addition to living quarters, the residents also built community buildings such “as sweathouses, menstrual huts, ceremonial enclosures, and probably communal granaries.” The community also included outdoor spaces for games and races. Gabrielino population estimates range from 5,000 to 10,000 across the Los Angeles basin and nearby islands.

The Gabrielino relied on hunting and gathering and used a variety of tools in their daily lives. Acorns were a staple, which the Gabrielino supplemented with “roots, leaves, seeds, and fruits of a wide variety of flora…[f]reshwater and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals.” Gabrielino tools depended on the local community’s location. Thus, those close to water used plant and tule balsa canoes to navigate the ocean. However, all Gabrielino communities used bows and arrows, nets, and traps, along with hammer stones, mortars and pestles, and baskets.

The Gabrielino also practiced a religion, the *Chinigchinch* cult, which focused on heroic mythological figures, prescribed burial customs, and provided the communities with laws and dance. The Gabrielino buried or cremated their deceased; burials were more common on or near the islands.

3.4.3.3 Historic

West Harbor

The West Harbor is a large area that consists of Port facilities west of the Main Channel, south of San Pedro, and east of Point Fermin. The Project Site is a small area within the Port's West Harbor.

Harbor and railroad development during the first decade of the twentieth century came together to lay the foundation for economic growth in the West Harbor portion of the Port. After 1900, SP extended its harbor infrastructure to new dockage at Timm's Point on the western side of the Main Channel. There, the 1,800-foot SP Slip and associated mole pier provided space for numerous lumber warehouses and docking space for steamers with lumber shipments. By 1907, Randolph H. Miner's Outer Harbor Dock and Wharf Company had begun reclamation efforts to expand the area west of the SP Slip. Around this time, SP undertook the construction of multiple rail lines and a freight yard north of its slip, while private interests constructed electric railway lines near the Main Channel that would become part of the Pacific Electric Railway system. In anticipation of the opening of the Panama Canal, the Los Angeles Board of Harbor Commissioners arranged for construction of a new dredge-and-fill wharf south of the SP Slip; the Port completed the 60-acre Municipal Pier No. 1 in 1914. Construction of Municipal Pier No. 1 created the West Harbor's East Channel.

In 1914, the federal government established Fort MacArthur, a coastal artillery defense installation at Point Fermin that included an Upper and a Lower Reservation, the latter located east of Pacific Avenue near the far-western portion of the harbor. During World War I, Fort MacArthur served as a soldier training center. After the war, harbor improvements undertaken in the mid-1920s included "extensive dredging operations" that "improved the West Basin and widened the entrance channel to 1,000 feet." Much of the land reclaimed by the Outer Harbor Dock and Wharf Company prior to World War I remained vacant until World War II. With the creation of the Naval Supply Depot at the harbor in 1942, the U.S. Navy initiated construction of new warehouses on that reclaimed land east and north of the West Channel. Following the war, after the U.S. Navy vacated the Naval Supply Depot, a private firm took over management of the warehouses.

With the return of peace and demilitarization of the harbor, the last undeveloped portion of the West Harbor, the area north of the West Channel and below the bluff line, became the site of a petroleum tank farm. This is now the site for the proposed 208 E. 22nd Street Parking Lot. In 1950, the San Pedro Municipal Wholesale Fish Market opened for business in a new, two-story Mission Revival–style building constructed just south of the entrance to the SP Slip. In 1976, the federal government designated Fort MacArthur as surplus property and transferred the Lower Reservation to the Los Angeles Harbor Department (LAHD), which transformed the West Channel area into the West Channel Cabrillo Beach Recreational Complex. This included the Fort MacArthur Lower Reservation, as well as the Cabrillo Marina, completed in 1986.

History of the 208 E. 22nd Street Parking Lot Study Area

In 1921, the study area and its immediate setting included several types of development dating to the previous two decades. Centering the study area was a single warehouse for the City of Los Angeles Municipal High-Density Cotton Compress. South of the SP freight yard, numerous spur lines split to access wharves, warehouses, and other business. However, few tracks accessed the study area at that time. One line accessed the northwestern side of the City of Los Angeles Municipal High-Density Cotton Compress and warehouse property; another continued south to wharves. Two lines also extended along the wharf east of the study area. By 1923, SP had built an additional track south of the study area vicinity.

The construction of 264–270 E. 22nd Street occurred between 1925 and 1935. The building at 270 E. 22nd Street dates to 1925; the exact construction date for that property's western addition remains unknown, but was between 1925 and 1934. The building at 264 E. 22nd Street dates to 1935. A variety of commercial enterprises have operated in these two buildings. The building at 266–270 E. 22nd Street has been occupied by a restaurant, a jewelry business, several cafés, several marine-supply retailers, and a marine-engine business. Businesses operating in the building at 264 E. 22nd Street have included a restaurant, a café, a retail store, a combination pottery store and sandwich shop, and an artist's cooperative gallery.

By 1950, the surrounding area underwent further development. Renamed the Los Angeles Compress and Warehouse Company, the former City of Los Angeles Municipal High-Density Cotton Compress approximately tripled in size, taking up most of the remaining block. The rise of containerization, beginning in the 1960s, brought about substantial changes to Port-area industry and infrastructure in the West Harbor, especially since the 1980s. As the transport of goods began to rely less and less on transit sheds and trains, SP came to have little need for its West Harbor track. The paired spurs accessing the center of the Los Angeles Compress and Warehouse Company property were removed in the 1990s, when the property was demolished. In 2003, LAHD opened the SPW Red Car Line, using a combination of former SP track and Pacific Electric track in the West Harbor, along with Pacific Electric's historic "red cars." LAHD rebuilt the railroad line and overhead trolly wires and constructed four stations: Cruise Center, Downtown, Ports O' Call, and Marina. During this period, freight trains still occasionally operated in the West Harbor. LAHD terminated Red Car operations in 2015 due to waterfront development and subsequently removed the trolley's overhead wires and sections of the track north of the study area.

3.4.4 Regulatory Setting

This section describes relevant laws and policies regarding historical resources.

Cultural resources are historic and prehistoric archaeological sites, architectural or engineering features, and structures more than 50 years of age and places of traditional cultural significance to Native Americans and other ethnic groups that meet the regulations and criteria presented below. Appendix G of the State CEQA Guidelines requires that a determination be made as to whether a project would directly or indirectly cause a substantial adverse change in the significance of a historical resource or an archaeological resource or disturb human remains.

3.4.4.1 State Regulations

California Environmental Quality Act

CEQA requires public agencies to evaluate the effects of their project(s) on the environment; it includes cultural and historical resources as part of the environment. According to CEQA, a project that causes a *substantial adverse change* in the significance of a *historical resource* or an *archaeological resource*, including *unique archaeological resources*, has a significant effect on the environment (State CEQA Guidelines § 15064.5, California Public Resources Code [PRC] § 21083.2).

CEQA defines a substantial adverse change as:

> Physical demolition, destruction, relocation, or alteration of a resource or its immediate surroundings such that the significance of the historical resource would be materially impaired; or
>
> Demolition or material alteration of the physical characteristics that convey the resource's historical significance and justify its designation as a historical resource.

Public agencies must treat any cultural resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant (PRC Section 21084.1).

The State CEQA Guidelines define *significant cultural resources* under two regulatory designations, *historical resources* and *unique archaeological resources*. In order to qualify as a CEQA historical resource, a resource must meet one of the following criteria (PRC § 5020.1[k]; California Code of Regulations [CCR] § 15064.5[a–k]):

- Listed in or eligible for listing in the California Register of Historical Resources (CRHR);
- Determined eligible by the State Historical Resources Commission; or
- Locally listed as a landmark;
- Identified in a qualified survey; or
- Identified as significant by the lead agency.

In order for a resource to be listed in or eligible for listing in the CRHR, it must meet at least one of four CRHR criteria (PRC § 5024.1; 14 CCR § 15064.5[a][3]):

- **CRHR Criterion 1**: Events and patterns of events;
- **CRHR Criterion 2**: Lives of important persons;
- **CRHR Criterion 3**: Architecture, including distinctive characteristics, work of a master, and/or high artistic values; and
- **CRHR Criterion 4**: Has yielded or has the potential to yield important information about our history.

Historical resources must also possess integrity of location, design, setting, materials, workmanship, feeling, and association (14 CCR § 4852[c]). In addition, CEQA states that it is the responsibility of the lead agency to determine whether a project would have a significant effect on unique archaeological resources. An archaeological artifact, object, or site can meet CEQA's definition of a

unique archaeological resource even if it does not qualify as a historical resource (PRC § 21083.2[g]; 14 CCR Section 5064.5[c][3]). In addition, if an archaeological resource does not fall within the definition of a historical resource, but meets the definition of a *unique archaeological resource* (PRC § 21083.2), then the site must be treated in accordance with the special provisions for such resources. An archaeological resource is unique if it meets the following criteria:

- Is associated with an event or person of recognized significance in California or American history or recognized scientific importance in prehistory;
- Can provide information that is of demonstrable public interest and useful in addressing scientifically consequential and reasonable research questions; and
- Has a special or particular quality.

California Health and Safety Code Section 7050.5/Public Resources Code Section 5097.9

California Health and Safety Code Section 7050.5 addresses the protection of human remains discovered in any location other than a dedicated cemetery and makes it a misdemeanor for any person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law, except as provided in PRC Section 5097.99. Section 7050.5 further states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to the provisions concerning investigation of the circumstances, manner, and cause of any death and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or authorized representative, in the manner provided in PRC Section 5097.98. If the coroner determines that the remains are not subject to their authority and recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, then the coroner will contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. Whenever the NAHC receives notification of a discovery of Native American human remains from the county coroner, it will immediately notify those people it believes to be the most likely descendants of the deceased Native American. The descendants may inspect the site of the discovery and make recommendations on the removal or reburial of the remains. Per PRC Section 5097.94, the NAHC may identify and catalog places of known graves and cemeteries of Native Americans and may mediate discussions between landowners and known Native American descendants related to the treatment and disposition of Native American burials, skeletal remains, and items associated with Native American burials.

PRC Section 5097 addresses archaeological, paleontological, and historic sites on state land, as well as the cooperative efforts with the NAHC that are to be undertaken as part of a project being evaluated under CEQA. PRC Section 5097 specifies the procedures to be followed in the event of the unexpected discovery of human remains on non-federal public lands. PRC Section 5097.5 considers it a misdemeanor to knowingly and willfully excavate on or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, or archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other

archaeological, paleontological, or historical feature situated on public lands, except with the express permission of the public agency having jurisdiction over the lands. The disposition of Native American burials falls within the jurisdiction of the NAHC, which prohibits willfully damaging any historic, archaeological, or vertebrate paleontological site or feature on public lands (PRC Section 5097.9). PRC Section 5097.98 stipulates that whenever the NAHC receives notification of a discovery of Native American human remains from the County Coroner, it must immediately notify those people it believes to be the Most Likely Descendants of the deceased Native American. The descendants may inspect the site of discovery and make recommendations on the removal or reburial of the remains.

California Government Code Section 6254(r) and California Public Records Act Section 6254.10

California Government Code Section 6254(r) and California Public Records Act Section 6254.10 were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public related to "Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission." California Public Records Act Section 6254.10 specifically exempts from disclosure requests for

> records that relate to archaeological site information and reports, maintained by, or in the possession of the DPR, the State Historical Resources Commission, the State Lands Commission, the NAHC, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American tribe and a state or local agency.

3.4.4.2 Local Regulations

This section describes local City of Los Angeles (City) Office of Historic Resources laws and policies regarding cultural resources as well as those of the LAHD.

City of Los Angeles

The criteria for designation as an Historic-Cultural Monument (HCM) are codified in Los Angeles Municipal Code Chapter 9, Section 22. An HCM is any site, including significant trees or other plant life, building, or structure of particular historic or cultural significance to Los Angeles. Designated resources may include historic structures or sites that meet the following criteria:

- The broad cultural, political, economic, or social history of the nation, state, or community is reflected or exemplified;
- The resources are identified with historic personages or with important events in the main currents of national, state, or local history;
- The resources embody the distinguishing characteristics of an architectural-type specimen inherently valuable for a study or a period, style, or method of construction; and
- The resources represent notable work of a master builder, designer, or architect whose individual genius influenced his age.

A Los Angeles historic district is identified as an Historic Preservation Overlay Zone (HPOZ). An HPOZ defines "an area of the city which is designated as containing structures, landscaping, natural features or sites having historic, architectural, cultural or aesthetic significance" (Los Angeles Planning Department, Office of Historic Resources n.d.). It must meet at least one of the criteria listed above under the HCM criteria. The procedures for designating an HPOZ are found in Los Angeles Municipal Code Section 12.20.3.

Los Angeles Harbor Department

LAHD adopted the *Built Environment Historic, Architectural, and Cultural Resource Policy* (Resolution No. 13-7479) on April 24, 2013. This policy includes the identification of historical resources early in the planning process, provides a framework for the identification of historical resources, and supports preservation and re-use of historical resources. Four sections make up the policy: Inventory, Evaluation, Preservation, and Documentation of Historic Resources.

3.4.5 Previous Mitigation Measures Applicable to the Proposed Project

The 2009 SPW EIS/EIR concluded that impacts on historical resources would be less than significant, and impacts on archaeological resources would be less than significant with mitigation. Several mitigation measures were included to reduce potential impacts on archaeological resources to less-than-significant levels. The numbering of mitigation measures may have changed from the original documents. The following are descriptions of Mitigation Measure (**MM-**) **CR-1** through **MM-CR-3**, as paraphrased from the 2009 SPW EIS/EIR Mitigation Monitoring and Reporting Program (MMRP) and 2016 SPPM Addendum:

Prior mitigation measures **MM-CR-1**, *Generate Treatment Plan and Conduct Archaeological Testing for Mexican Hollywood Prior to Construction*, **MM-CR-2a**, *If Additional CRHR-Eligible Deposits Associated with Mexican Hollywood Are Identified, Redesign Proposed Project to Ensure Preservation in Place*, **MM-CR-2b,** *Conduct Data Recovery*, are not applicable to this SEIR because they pertain to specific archaeological resources that are not present in the study area for the 208 E. 22nd Street Parking Lot. **MM-CR-3**, *Stop Work if Cultural Resources Are Discovered during Ground-Disturbing Activities*, from the 2009 SPW EIS/EIR would apply to the Proposed Project to minimize impacts if archaeological resources were discovered during ground disturbance.

MM-CR-1: Generate Treatment Plan and Conduct Archaeological Testing for Mexican Hollywood Prior to Construction.

Potential additional intact subsurface historic archaeological deposits associated with Mexican Hollywood should be characterized and evaluated for eligibility for inclusion in the CRHR by a qualified archaeologist. A testing plan will be developed that will describe evaluation methods for determining the eligibility of new finds in Mexican Hollywood for listing in the CRHR. Should the identification and evaluation efforts reveal that newly identified deposits do not meet the criteria for inclusion in the CRHR, no further mitigation will be required. However, if newly discovered portions of Mexican Hollywood are determined eligible for listing in the CRHR, implementation of **MM-CR-2a** and/or **MM-CR-2b** will reduce impacts to less-than-significant levels.

MM-CR-2a: If Additional CRHR-Eligible Deposits Associated with Mexican Hollywood Are Identified, then Redesign Proposed Project to Ensure Preservation in Place.

If identification and evaluation efforts result in a determination that Mexican Hollywood meets the criteria for inclusion in the CRHR, efforts will be made to avoid these deposits during Proposed Project development and preserve them in place, which is the preferred mitigation measure under CEQA. Options for preservation in place include, but are not limited to, incorporating the site into park or open space land, avoiding the site during construction, burying the site with sterile sediment, or placing the site within a permanent conservation easement. If preservation in place is not feasible, conduct data recovery, as defined in **MM-CR-2b** below.

MM-CR-2b: Conduct Data Recovery.

If avoidance or redesign of the Proposed Project is not feasible, then research and fieldwork to recover and analyze the data contained in that site will be conducted. This work may involve additional archival and historical research; excavation; analysis of the artifacts, features, and other data discovered; presentation of the results in a technical report; and curation of the recovered artifacts and accompanying data. Consultation with the Advisory Council on Historic Preservation, State Historic Preservation Officer (SHPO), and other interested or knowledgeable parties may also be required or appropriate.

A standard data recovery report will be prepared when all the fieldwork is concluded. The consultant will prepare a comprehensive technical report that will describe the archaeological goals and methods and present the findings and interpretations. The report will synthesize both the archival research and important archaeological data in an attempt to address the research questions presented in the research design/testing plan. The report will be submitted to the client and any reviewing agencies; it ultimately will be filed with the Eastern Information Center, located at California State University, Fullerton.

MM-CR-3: Stop Work if Cultural Resources Are Discovered during Ground-Disturbing Activities

In the event that an artifact or an unusual amount of bone, shell, or nonnative stone is encountered during construction, work will be immediately stopped and relocated from that area. The contractor will stop construction within 100 feet of the exposure of these finds until a qualified archaeologist, retained by LAHD and Tenant in advance of construction, can be contacted to evaluate the find (see 36 Code of Federal Regulations 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos, chipped stone tools such as projectile points or choppers, flakes of stone not consistent with the immediate geology, such as obsidian or fused shale, trash pits containing bottles and/or ceramics, or structural remains. If the resources are found to be significant, then they will be avoided or mitigated consistently with SHPO guidelines. All construction equipment operators will attend a preconstruction meeting presented by a professional archaeologist retained by LAHD and Tenant through the construction contractor to review the types of cultural resources and artifacts that would be considered significant and ensure operator recognition of these materials during construction.

If human remains are encountered, then there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner will be contacted to determine the age and cause of death. If the remains are not of Native American heritage, then construction in the area may recommence. If the remains are of Native American origin, then the Most Likely Descendants of the deceased will be identified by the NAHC. LAHD and the U.S. Army Corps of Engineers (USACE) will consult with the Native American Most Likely Descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in PRC Section 5097.98. If the NAHC is unable to identify a Most Likely Descendant, if the descendant fails to make a recommendation within 24 hours of being notified by the NAHC, LAHD, or USACE, and/or if the descendant is not able to reach a mutually acceptable strategy through mediation with the NAHC, then the Native American human remains and associated grave goods will be reburied with appropriate dignity on the Project Site in a location not subject to further subsurface disturbance.

MM-CR-4: Develop a program to mitigate impacts on nonrenewable paleontological resources prior to excavation or construction of any Proposed Project components.

Paleontology is no longer covered under the cultural resources section and is not further discussed in this document because the paleontological program has previously been implemented for the 208 E. 22nd Street Parking Lot area and no further work was warranted.

3.4.6 Methodology

The cultural resources section only focuses on the 208 E. 22nd Street Parking Lot component of the Proposed Project because it is the only location not previously included in the 2009 SPW EIS/EIR or the 2016 SPPM Addendum that has the potential to substantially affect cultural resources in a manner that would be inconsistent with the two previous environmental documents.

The baseline for cultural resources includes the Approved Project, as defined in the certified 2009 SPW EIS/EIR, and the updates included in the 2016 SPPM Addendum. Within the context of the baseline, this section provides a qualitative discussion of the potential impacts on cultural resources that could result from the Proposed Project.

The baseline for cultural resources includes resources 50 years of age or older, in accordance with the Port's *Built-Environment Historic, Architectural, and Cultural Resource Policy.* Records searches, research, consultation, and an evaluation of resources were conducted to identify cultural resources pursuant to CEQA. The 2009 SPW EIS/EIR identified cultural resources, as discussed in Section 3.4.2.6 of that document. The technical cultural report completed for the 208 E. 22nd Street Parking Lot project identified three potential cultural resources in the study area, but they were determined not to be cultural resources pursuant to CEQA. Therefore, the baseline is no historical resources and no known archaeological resources or human remains. However, there is the potential for discovery of previously unidentified archaeological resources or human remains during construction.

3.4.6.1 208 E. 22nd Street Parking Lot

The Proposed Project would develop a surface parking lot at the northeastern corner of Miner Street and E. 22nd Street. Development of this aspect of the Proposed Project would result in the demolition

of 264 and 266–270 E. 22nd Street and the remaining former SP/SPW Red Car Line. Impacts on cultural resources from the Proposed Project and alternatives were considered by determining whether demolition and ground-disturbing activities would affect areas that contain or could contain archaeological or architectural sites listed in or eligible for listing in the CRHR, along with areas that could be designated as a City HCM, a contributor to an HPOZ, or a unique or important archaeological resource under CEQA or otherwise meet CEQA requirements as a historical resource.

A professionally qualified archaeologist and architectural historian conducted research to identify cultural resources and evaluate the resources identified. Federal, state, and local inventories were reviewed, along with LAHD's *Built-Environment Resources Directory* and the LAHD's 2019 Port-wide records search results. In addition, historic newspapers, historic U.S. Geological Survey (USGS) topographic and Sanborn maps, and aerial photographs were reviewed.

Professionally qualified architectural historians evaluated 264 E. 22nd Street, 266–270 E. 22nd Street, and the former SP/SPW Red Car Line and found them ineligible for the National Register of Historic Places (NRHP), the CRHR, and local HCM consideration. Because they also do not meet other criteria that would qualify them as historical resources, they are not historical resources pursuant to CEQA.

Professionally qualified archaeologists conducted a review of the existing baseline information and a pedestrian survey of the Proposed Project area to identify archaeological sites or features and note current surface conditions. No archaeological resources were identified. See Appendix E for more information.

3.4.7 Thresholds of Significance

According to Appendix G of the CEQA Guidelines (Environmental Checklist), the Project would have a significant impact related to public services if the following would be answered with "yes."

Would the Proposed Project:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Section 15064.5?
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?
3. Disturb any human remains, including those interred outside of dedicated cemeteries?

Impact CUL-1. Would the Proposed Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Section 15064.5?

Summary of 2009 SPW EIS/EIR Findings

The 2009 SPW EIS/EIR identified three properties listed in the CRHR, 14 properties previously listed in the CRHR, 11 HCMs (several of which are also listed in the CRHR), 1 HPOZ, 5 resources identified in previous surveys, and 12 resources determined significant by the lead agency. Thus, each of these resources is a CEQA historical resource. The 2009 SPW EIS/EIR analysis found that a less-

than-significant impact on nine historical resources would occur and that no significant impacts on historical resources would occur. Because impacts would be less than significant for historical resources, no mitigation was proposed for historical resources. None of the historical resources identified in the 2009 SPW EIS/EIR are within the SEIR study area.

Summary of 2016 SPPM Addendum Findings

The 2016 SPPM Addendum did not identify any historical resources. It reiterated the 2009 SPW EIS/EIR findings and did not find, through research or survey, any newly identified historical resources in the revised study area. It concluded that the SPPM Project would not have an outcome that would be substantially different from that of the 2009 SPW EIS/EIR, and the finding remained less than significant.

Impacts of the Proposed Project

208 E. 22nd Street Parking Lot

The Proposed Project would result a less-than-significant impact on historical resources pursuant to CEQA. The buildings at 264 and 266–270 E. 22nd Street and the former SP/SPW Red Car Line were evaluated for the purposes of this SEIR and found ineligible for the NRHP and CRHR, as well as from local HCM consideration. In addition, these properties are not listed in the CRHR, nor as a local landmark, and do not otherwise meet the criteria for historical resources pursuant to CEQA. For these reasons, there are no CEQA historical resources present at the 208 E. 22nd Street Parking Lot. Therefore, the Proposed Project's change to the SPW Project would not result in a new significant impact or a substantial increase in the severity of a previous impact on historical resources. The 2009 SPW EIS/EIR finding of a less-than-significant impact remains valid for the Proposed Project.

Previous Mitigation Measures Applicable to the Proposed Project

The 2009 SPW EIS/EIR and the 2016 SPPM Addendum identified a less-than-significant impact for historical resources. Because impacts were less than significant for historical resources, no mitigation was proposed.

New Mitigation Measures Applicable to the Proposed Project

Because there are no historical resources present, the Proposed Project would not require new mitigation measures. Thus, the impacts would remain less than significant for the Proposed Project.

Significance after Mitigation

The inclusion of the 208 E. 22nd Street Parking Lot as part of the Proposed Project would not lead to a new significant environmental impact or a substantial increase in the severity of previously identified significant effects. Because there are no historical resources present, no mitigation measures are required.

Impact CUL-2. Would the Proposed Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Summary of 2009 SPW EIS/EIR Findings

The 2009 SPW EIS/EIR found that no previously recorded archaeological resources were located in the SPW Project study area; however, three were directly adjacent to it (CA-LAN-145, CA-LAN-146, and CA-LAN-1129H). Through additional research, an area known as *Mexican Hollywood* was identified within the SPW Project study area. The 2009 SPW EIS/EIR analysis found that construction of the SPW Project could result in a significant impact on archaeological resources; however, impacts were found to be less than significant with mitigation.

Mitigation measures included in the MMRP include the following.

- **MM-CR-1**: Generate Treatment Plan and Conduct Archaeological Testing for Mexican Hollywood Prior to Construction.
- **MM-CR-2a**: If Additional CRHR-Eligible Deposits Associated with Mexican Hollywood Are Identified, then Redesign Proposed Project to Ensure Preservation in Place.
- **MM-CR-2b**: Conduct Data Recovery (referring to Mexican Hollywood).
- **MM-CR-3**: Stop Work if Cultural Resources Are Discovered during Ground-Disturbing Activities.

None of the archaeological resources identified in the 2009 SPW EIS/EIR are within the SEIR study area.

Summary of 2016 SPPM Addendum Findings

The 2016 SPPM Addendum did not identify any archeological resources. It reiterated the 2009 SPW EIS/EIR findings, and no additional mitigation measures were recommended. The addendum concluded that archaeological-resource impacts resulting from the SPPM Project would be less than significant, and there would be no substantial change from the findings in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

208 E. 22nd Street Parking Lot

Construction, improvements, and operations at the 208 E. 22nd Street Parking Lot would not result in changes to the project as previously approved in the 2009 SPW EIS/EIR and 2016 SPPM Addendum. Construction and operation of the 208 E. 22nd Street Parking Lot would not cause a substantial adverse change in an archaeological resource or a unique archaeological resource. However, because the potential for encountering previously unidentified archaeological resources always exists, implementation of **MM-CR-3** would ensure that impacts would remain less than significant. As such, the Proposed Project would not result in any change to the impact determination previously listed in the cultural resources section of the 2009 SWP EIS/EIR or the 2016 SPPM Addendum. Therefore, the Proposed Project's change to the SPW Project would not result in a new significant impact nor a

substantial increase to the severity of a previous impact on archaeological resources. The 2009 SPW EIS/EIR finding of a less-than-significant impact with mitigation remains valid for the Proposed Project.

Previous Mitigation Measures Applicable to the Proposed Project

Of the four mitigation measures included in the 2009 SPW EIS/EIR, only one is applicable to the 208 E. 22nd Street Parking Lot location:

- **MM-CR-3**: Stop Work if Cultural Resources Are Discovered during Ground-Disturbing Activities.

New Mitigation Measures Applicable to the Proposed Project

Impacts would be less than significant with mitigation, and no new mitigation measures would be required.

Significance after Mitigation

The inclusion of the 208 E. 22nd Street Parking Lot as part of the Proposed Project would not result in a new significant impact or a substantial increase in the severity of previously identified significant impacts. Implementation of **MM-CR-3** from the 2009 SPW EIS/EIR MMRP would ensure that residual impacts on archaeological resources during Proposed Project construction would be reduced to less than significant for the 208 E. 22nd Street Parking Lot.

Impact CUL-3. Would the Proposed Project disturb any human remains, including those interred outside of dedicated cemeteries?

Summary of 2009 SPW EIS/EIR Findings

The 2009 SPW EIS/EIR found that no previously recorded archaeological resources, including human remains, were located in the SPW Project study area; however, three were directly adjacent to it (CA-LAN-145, CA-LAN-146, and CA-LAN-1129H). Through additional research, an area known as *Mexican Hollywood* was identified within the SPW Project study area. None of the sites are known to include human remains, and analysis of prehistoric and historic archaeological sensitivity ranged from none to moderate across the SPW Project study area. Impacts were found to be less than significant with mitigation. Specific to human remains, **MM-CR-3** states, "stop work if cultural resources are discovered during ground-disturbing activities." In addition, the 2009 SPW EIS/EIR included directions to follow pursuant to state regulations should human remains be discovered during construction; this includes stopping work, contacting the Los Angeles County Coroner, and consulting with Native American tribes (as applicable).

Summary of 2016 SPPM Addendum Findings

The 2016 SPPM Addendum reiterated the 2009 SPW EIS/EIR findings. It noted that the application of **MM-CR-3** was appropriate and included the same directions should human remains be discovered during construction; this includes stopping work, contacting the Los Angeles County Coroner, and consulting with Native American tribes (as applicable). The addendum concluded that impacts on

human remains resulting from the SPPM Project would be less than significant with mitigation and that there would be no substantial change from the findings in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

208 E. 22nd Street Parking Lot

Construction, improvements, and operations at the 208 E. 22nd Street Parking Lot would not result in changes to the previously approved project. However, the possibility always exists that buried human remains could be inadvertently unearthed during construction, which could result in substantial damage to potential cultural resources. If human remains are identified, then the process set forth in Health and Safety Code Section 7050.5 and PRC Section 5097.9 would be carried out. In addition, **MM-CR-3** would require work to stop in the event of an unanticipated discovery. As such, the Proposed Project would not result in any change to the impact determination previously listed in the cultural resources section of the 2009 SWP EIS/EIR or the 2016 SPPM Addendum. The 2009 SPW EIS/EIR finding of a less-than-significant impact with mitigation remains valid for the Proposed Project.

Previous Mitigation Measures Applicable to the Proposed Project

Of the four mitigation measures included in the 2009 SPW EIS/EIR MMRP, only one is applicable to the Proposed Project.

- **MM-CR-3**: Stop Work if Cultural Resources Are Discovered during Ground-Disturbing Activities.

New Mitigation Measures Applicable to the Proposed Project

Impacts would be less than significant, and no new mitigation measures would be required.

Significance after Mitigation

The inclusion of the 208 E. 22nd Street Parking Lot as part of the Proposed Project would not lead to a new significant impact or a substantial increase in the severity of a previously identified significant impact. Implementation of **MM-CR-3** from the 2009 SPW EIS/EIR MMRP would ensure that potential impacts on Native American human remains during Proposed Project construction would be reduced to less than significant for the 208 E. 22nd Street Parking Lot.

3.4.8 Alternatives Impact Determination

3.4.8.1 Alternative 1 – No Project Alternative

Alternative 1 is the No Project Alternative. Conditions are assumed to be consistent with the previously approved projects in both the 2009 SPW EIS/EIR and 2016 SPPM Addendum, neither of which identified any significant cultural resources within the Project Site. However, in case of an unanticipated discovery during construction, **MM-CR-3** would be implemented. Specifically, cultural monitors would be present during construction and would follow proper procedures if an unanticipated discovery of cultural resources were to occur. Therefore, Alternative 1 would have less-

than-significant impacts with mitigation. Alternative 1 does not propose any grading or development at 208 E. 22nd Street; therefore, impacts would be slightly reduced compared to the Proposed Project.

3.4.8.2 Alternative 2 – Half-Capacity Amphitheater Alternative

Alternative 2 includes an Amphitheater similar to the one that would be developed as part of the Proposed Project, but with an anticipated maximum capacity of 3,100. Construction and operational activities would remain similar to those of the Proposed Project, but with fewer attendees.

Alternative 2 did not identify any significant cultural resources within the Proposed Project footprint. Similarly, Alternative 2 would implement **MM-CR-3**, which would stop work in case of an unanticipated discovery. Therefore, Alternative 2 would have less-than-significant impacts with mitigation, similar to the Proposed Project.

3.4.9 Impact Summary

Table 3.4-1 presents a summary of the impact determinations for the Proposed Project related to cultural resources, which are described in detail in Sections 3.4.6 through 3.4.8, above.

Table 3.4-1. Summary Matrix of Potential Impacts and Mitigation Measures for Cultural Resources Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measure(s)	Impact after Mitigation
Proposed Project			
Impact CUL-1: Would the Proposed Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Section 15064.5?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains valid for the Proposed Project.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
Impact CUL-2: Would the Proposed Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains valid for the Proposed Project.	Because the potential for encountering previously unidentified archaeological resources always exists, implementation of **MM-CR-3** is required.	Implementation of **MM-CR-3** from the 2009 SPW EIS/EIR would ensure that potential impacts on archaeological resources that may be identified during Proposed Project construction would be reduced to less than significant.
Impact CUL-3: Would the Proposed Project disturb any human remains, including those interred outside of dedicated cemeteries?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains valid for the Proposed Project.	Because the potential for an unanticipated discovery of human remains during excavation always exists, implementation	Implementation of **MM-CR-3** from the 2009 SPW EIS/EIR would ensure that potential impacts

Environmental Impacts	Impact Determination	Mitigation Measure(s)	Impact after Mitigation
		of **MM-CR-3** is required.	on human remains during Proposed Project construction would be reduced to less than significant.
Alternative 1 – No Project Alternative			
Impact CUL-1: Would the Proposed Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Section 15064.5?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains valid for Alternative 1.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
Impact CUL-2: Would the Proposed Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains valid for Alternative 1.	Because the potential for encountering previously unidentified archaeological resources always exists, implementation of **MM-CR-3** is required.	Implementation of **MM-CR-3** from the 2009 SPW EIS/EIR MMRP would ensure that potential impacts on archaeological resources that may be identified during Proposed Project construction would be reduced to less than significant.
Impact CUL-3: Would the Proposed Project disturb any human remains, including those interred outside of dedicated cemeteries?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains valid for Alternative 1.	Because the potential for an unanticipated discovery of human remains during excavation always exists, implementation of **MM-CR-3** is required.	Implementation of **MM-CR-3** from the 2009 SPW EIS/EIR MMRP would ensure that potential impacts on Native American human remains during Proposed Project construction would be reduced to less than significant.
Alternative 2 – Half-Capacity Amphitheater Alternative			
Impact CUL-1: Would the Proposed Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Section 15064.5?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains valid for Alternative 2.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
Impact CUL-2: Would the Proposed Project cause a	The 2009 SPW EIS/ EIR finding of a less-	Because the potential for encountering	Implementation of **MM-CR-3** from

Environmental Impacts	Impact Determination	Mitigation Measure(s)	Impact after Mitigation
substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	than-significant impact remains valid for Alternative 2.	previously unidentified archaeological resources always exists, implementation of **MM-CR-3** is required.	the 2009 SPW EIS/EIR MMRP would ensure that potential impacts on archaeological resources that may be identified during Proposed Project construction would be reduced to less than significant.
Impact CUL-3: Would the Proposed Project disturb any human remains, including those interred outside of dedicated cemeteries?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains valid for Alternative 2.	Because the potential for an unanticipated discovery of human remains during excavation always exists, implementation of **MM-CR-3** is required.	Implementation of **MM-CR-3** from the 2009 SPW EIS/EIR MMRP would ensure that potential impacts on Native American human remains during Proposed Project construction would be reduced to less than significant.

CEQA = California Environmental Quality Act; EIR = Environmental Impact Report; EIS = Environmental Impact Statement; MMRP = Mitigation Monitoring and Reporting Program; SPW = San Pedro Waterfront

3.4.10 Mitigation Monitoring Program

The mitigation monitoring program outlined in Table 3.4-2 is applicable to the Proposed Project.

Table 3.4-2. Mitigation Monitoring Program

MM-CR-3: ***Stop Work if Cultural Resources Are Discovered during Ground-Disturbing Activities*** In the event that an artifact or an unusual amount of bone, shell, or nonnative stone is encountered during construction, work will be immediately stopped and relocated from that area. The contractor will stop construction within 100 feet of the exposure of these finds until a qualified archaeologist, retained by LAHD and Tenant in advance of construction, can be contacted to evaluate the find (see 36 Code of Federal Regulations 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos, chipped stone tools such as projectile points or choppers, flakes of stone not consistent with the immediate geology, such as obsidian or fused shale, trash pits containing bottles and/or ceramics, or structural remains. If the resources are found to be significant, then they will be avoided or mitigated consistently with SHPO guidelines. All construction equipment operators will attend a preconstruction meeting presented by a professional archaeologist retained by LAHD and Tenant through the construction contractor to review the types of cultural resources and artifacts that would be considered significant and ensure operator recognition of these materials during construction. If human remains are encountered, then there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner will be contacted to determine the age and cause of death. If the remains are not of Native American heritage, then construction in the area may recommence. If the remains are of Native American origin, then the Most Likely Descendants of the deceased will be identified by the NAHC. LAHD and USACE will consult with the Native American Most Likely Descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in PRC Section 5097.98. If the NAHC is unable to identify a Most Likely Descendant, if the descendant fails to make a recommendation within 24 hours of being notified by the NAHC, LAHD, or USACE, and/or if the descendant is not able to reach a mutually acceptable strategy through mediation with the NAHC, then the Native American human remains and associated grave goods will be reburied with appropriate dignity on the Project Site in a location not subject to further subsurface disturbance.	
Timing	During initial ground disturbance during construction
Methodology	Environmental Compliance Plan prior to any construction activity, excavation, laboratory processing, reporting, SHPO consultation

CEQA = California Environmental Quality Act; LAHD = Los Angeles Harbor Department; NAHC = Native American Heritage Commission; SHPO = State Historic Preservation Officer; USACE = U.S. Army Corps of Engineers

3.5 Greenhouse Gas Emissions

3.5.1 Section Summary

This section analyzes whether construction and operational activities associated with the West Harbor Modification Project (Proposed Project) would affect greenhouse gas (GHG) impacts as they relate to climate change. In addition, potential consequences of sea level rise (SLR) at the Project Site are discussed. The SLR discussion is presented for informational purposes and is not intended to produce an impact determination for the Proposed Project or its Alternatives.

Section 3.5, *Greenhouse Gas Emissions*, includes the following:

- A description of the existing setting as it relates to GHG emissions and climate change;
- A discussion of regulations and policies regarding GHG that are applicable to the Proposed Project;
- A discussion of the analysis methodology;
- Potential GHG impacts associated with construction and operation of the Proposed Project and its Alternatives;
- A description of Project Features (PF) and Mitigation Measures (MM-) proposed to reduce significant impacts, as applicable;
- Residual impacts after mitigation and significance under the California Environmental Quality Act (CEQA); and
- An informational discussion of SLR.

Key points of Section 3.5, *Greenhouse Gas Emissions*, include the following:

- The Proposed Project would be consistent with plans and policies intended to reduce GHG emissions and climate change impacts;
- Proposed Project GHG emissions would be much lower than and would not add substantially to impacts identified as significant in the *2009 San Pedro Waterfront (*SPW*) Environmental Impact Statement (*EIS*)/Environmental Impact Report (*EIR*)* (2009 SPW EIS/EIR) (Port 2009);
- Mitigation measures identified in the 2009 SPW EIS/EIR and summarized in Section 3.5.5, *Previous Mitigation Measures Applicable to the Proposed Project*, would reduce Proposed Project emissions and associated impacts;
- Additional mitigation measures discussed in Section 3.5.8, *New Mitigation Measures Applicable to the Proposed Project*, would further reduce GHG impacts; and
- The Proposed Project would not change the determination of significance made in the 2009 SPW EIS/EIR or *2016 Addendum to the 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report for the San Pedro Public Market (*SPPM*) Project* (2016

SPPM Addendum) (ICF 2016), and residual impacts concluded to be significant in those documents would remain significant and unavoidable

3.5.2 Introduction

The Proposed Project would implement modifications on 2.5 acres of the 6.4-acre Discovery Sea Amusement Area in the southern portion of the Project Site. Improvements would also be made to the 22-acre overflow parking lot area at 208 E. 22nd Street.

This section describes the environmental and regulatory setting for GHG. It also describes GHG impacts that may result from implementation of the Proposed Project and provides mitigation measures, where feasible.

3.5.3 Environmental Setting

The Project Site is located in the Harbor District of the City of Los Angeles (City) in the southwestern coastal area of the South Coast Air Basin (SCAB). The SCAB consists of the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin covers an area of approximately 15,500 square kilometers (6,000 square miles) and is bounded on the west by the Pacific Ocean, on the north and east by the San Gabriel, San Bernardino, and San Jacinto mountains, and on the south by the San Diego County Line.

3.5.3.1 Greenhouse Gases

GHGs are gases that trap heat in the atmosphere. The term GHGs includes gases that contribute to the natural greenhouse effect, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), as well as gases that are human-made and emitted through the use of modern industrial products, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). These last three families of gases, although not naturally present in the atmosphere, have properties that also cause them to trap infrared radiation when they are present in the atmosphere. Together, these six gases are the major GHGs that the Kyoto Accords recognizes (United Nations 1997). There are other GHGs that are not recognized by the Kyoto Accords, due either to the smaller role that they play in climate change or the uncertainties surrounding their effects. Atmospheric water vapor, for example, is not recognized by the Kyoto Accords because there is not an obvious correlation between water vapor concentrations and specific human activities. Water vapor appears to act as a positive feedback mechanism; higher temperatures lead to higher water concentrations, which in turn cause more global warming (IPCC 2013).

GHGs have long atmospheric lifetimes (i.e., 1 year to several thousand years) and therefore remain in the atmosphere for time periods long enough to allow them to be dispersed around the globe. GHGs are therefore considered to be global pollutants, and GHG impacts on global climate change are inherently cumulative.

The effect each of these gases has on global warming is a combination of the volume of their emissions and their 100-year global warming potential (GWP). A unitless quantity, GWP indicates, on a pound-for-pound basis, how much a gas will contribute to global warming relative to how much warming would be caused by the same mass of CO_2. CH_4 and N_2O are substantially more potent than

CO_2, with GWPs (100-year horizon) of 28 and 298, respectively (IPCC 2007).[1] In emissions inventories, GHG emissions are typically reported in terms of metric tons (1 metric ton is equivalent to 1,000 kilograms) of carbon dioxide equivalents (CO_2e), which are calculated as the product of the mass emitted of a given GHG and its specific GWP. In this document, the unit *metric tons* is used to report GHG emissions.

The most important GHG in human-induced global warming is CO_2. Although many gases have much higher GWPs than CO_2, CO_2 is emitted in vastly higher quantities and accounts for approximately 78 percent of the GWP of all GHGs emitted by the United States (EPA 2023). Fossil-fuel combustion, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO_2 emissions and thus substantial increases in global atmospheric CO_2 concentrations over the last century. The Intergovernmental Panel on Climate Change (IPCC's) S*ixth Assessment Synthesis Report* (IPCC 2023) identified that the global annual average CO_2 concentration reached 410 parts per million in 2019. This value represents an increase of about 46 percent since the pre-industrial era. The buildup of CO_2 in the atmosphere is a result of increased emissions and the relatively long lifespan of CO_2 in the atmosphere of 50 to 200 years.

Concentrations of the second-most prominent GHG, CH_4, have also increased due to human activities such as agriculture, degradation of waste in landfills, cattle farming, and natural-gas mining. In 2019, the atmospheric level of CH_4 was more than double the pre-industrial level, up to 1,886 parts per billion as compared to 715 parts per billion (IPCC 2013, 2023). CH_4 has a relatively short atmospheric lifespan of only 12 years, but a higher GWP potential than CO_2.

N_2O concentrations have increased from about 270 parts per billion in pre-industrial times to about 332 parts per billion by 2019 (IPCC 2014, 2023). Most of this increase can be attributed to agricultural practices (e.g., soil and manure management), as well as fossil-fuel combustion and the production of some acids. N_2O has a 120-year atmospheric lifespan, meaning that, in addition to its relatively large GWP, its influence is long lasting, which increases its role in global warming.

3.5.3.2 Climate Change

GHGs differ from criteria pollutants in that GHG emissions do not cause direct adverse human health effects. Rather, the direct environmental effect of GHG emissions is the increase in global temperatures, which in turn has numerous indirect effects on the environment.

Current predictions suggest that California will experience longer and more extreme heat waves, greater frequency of heat waves, and longer dry periods. More specifically, California's *Fourth Climate Change Assessment* (State of California 2019) forecasted that California could witness the following:

- Temperature increases of 2.7 degrees Fahrenheit (°F) to 8.8°F by the 2040–2100 time period for a scenario associated with high GHG emissions;
- Temperature increases of 2.5°F to 5.6°F by the 2040–2100 time period for a scenario associated with moderate GHG emissions;

[1] GWP values used in this analysis reflect the Intergovernmental Panel on Climate Change's 2*007 Fourth Assessment Report*. Although the Assessment Report has been revised several times since 2007, most recently in 2021, EPA will continue using the *2007 Fourth Assessment Report* for reporting the GHG inventory until 2024, at which point the *2013 Fifth Assessment Report* will be used (EPA 2023).

- Reductions in snowpack to less than two-thirds of the historical average by 2050 and to less than half or even one-third by 2100; and
- Increased fire risk, resulting in estimated burned-area increases of 77 percent to 178 percent by the end of the century, and increases in extreme wildfire frequency of 50 percent.

Data from the Cal-Adapt tool (California Energy Commission 2023) indicate that the harbor area could experience the following changes:

- Temperature increases of 3.2°F to 3.9°F by mid-century (2035–2064) and 4.2°F to 7.0°F by the end of the century (2070–2099);
- Increases in the annual number of extreme-heat days (i.e., days above the historical 98th-percentile temperature of 93.7°F) of 3 to 4 days by mid-century and 5 to 12 days by the end of the century; and
- Small increases in the annual maximum 1-day precipitation of approximately 0.15 and 0.23 inches by the end of the century relative to the historical baseline (1961–1990) value of 1.63 inches.

The California Coastal Commission's (CCC) *2018 Sea Level Rise Policy Guidance* (2018 CCC Guidance) (2018) presented a compilation of tide-gauge predictions that project SLR increases in the City compared to a baseline year of 2000. At the time of this Subsequent EIR (SEIR), the CCC released a draft of the *2024 Sea Level Rise Policy Guidanc*e (2024 CCC Guidance) (2024). The following information reflects the 2018 CCC Guidance and notes changes introduced in the 2024 CCC Guidance.

- Low-Risk Scenario
  - **2018 CCC Guidance**: +0.5 feet by 2030, and +1.0 feet by 2050
  - **2024 CCC Guidance**: Downgraded near predictions and added future predictions: +0.2 feet by 2030, +0.4 feet by 2050, and +0.6 feet by 2100
- Medium-High Risk (or Intermediate-High) Scenario
  - **2018 CCC Guidance**: +0.7 feet by 2030 and +1.8 feet by 2050
  - **2024 CCC Guidance**: Downgraded near predictions and added future predictions: +0.4 feet by 2030, +0.9 feet by 2050, and +4.5 feet by 2100
- Extreme-Risk (or High) Scenario
  - **2018 CCC Guidance**: +1.0 feet by 2030, and +2.6 feet by 2050
  - **2024 CCC Guidance**: Downgraded near predictions and added future predictions: +0.4 feet by 2030, +1.1 feet by 2050, and +6.3 feet by 2100

In addition, the California Ocean Protection Council (OPC) recently updated its *2018 State of California Sea Level Rise Guidance Update* (2018 OPC Guidance); the *State of California Sea Level Rise Guidance: 2024 Science and Policy Update* (2024 OPC Guidance) reflects the latest scientific understanding of SLR and presents lower SLR predictions compared to the 2018 OPC Guidance, as follows (relative to a 2000 baseline).

- **Low-Risk Scenario**: +0.2 feet by 2030, +0.4 feet by 2050, and +0.7 feet by 2100
- **Intermediate Low–Risk Scenario**: +0.3 feet by 2030, +0.5 feet by 2050, and +1.3 feet by 2100
- **Intermediate-Risk Scenario**: +0.3 feet by 2030, +0.7 feet by 2050, and +2.8 feet by 2100
- **Intermediate High–Risk Scenario**: +0.4 feet by 2030, +0.9 feet by 2050, and +4.5 feet by 2100
- **High-Risk Scenario**: +0.4 feet by 2030, +1.1 feet by 2050, and + 6.3 feet by 2100

Both the CCC and OPC Guidance documents discussed above recognize the uncertainty of SLR projections, particularly beyond 2050.

The *Port of Los Angeles Sea Level Rise Adaptation Study* (2018 Port SLR Adaption Study) (Port 2018) assessed potential SLR impacts on Port of Los Angeles (Port) infrastructure and assets and concluded the following; findings of the study are discussed in 3.5.9, *Sea Level Rise*.

- Mean sea levels have already risen 4 inches in the past 100 years.
- SLR is a significant risk that challenges the long-term viability of Port assets.
- If left unmitigated, SLR will temporarily affect business operations, international cargo may move elsewhere, and community/commercial or natural-habitat assets could be destroyed.

3.5.4 Regulatory Setting

Sources of air emissions in California are regulated by the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and South Coast Air Quality Management District (SCAQMD). In addition, regional and local jurisdictions play a role in GHG management. This section provides a summary of existing rules, regulations, and policies that potentially apply to the Proposed Project, but is not intended to present an all-inclusive listing of applicable requirements.

3.5.4.1 Federal Regulations

Greenhouse Gas Standards for Light-Duty Vehicles

In 1975, Congress enacted the Energy Policy and Conservation Act, which established the first fuel-economy standards for on-road motor vehicles in the United States (i.e. the Corporate Average Fuel Economy [CAFE] standards). Pursuant to the act, EPA and the National Highway Traffic Safety Administration (NHTSA) are responsible for establishing additional vehicle standards. In August 2012, standards were adopted for Model Years 2017 through 2025 for passenger cars and light-duty trucks. According to EPA, a Model Year 2025 vehicle would emit one-half of the GHG emissions from a Model Year 2010 vehicle. The State of California (state) streamlines its vehicle-efficiency standards through 2025 with the federal standards through the Advanced Clean Cars Program.

In 2019, EPA issued a final rule, the Safer Affordable Fuel-Efficient Vehicle Rule, which established new fuel-economy standards for light-duty vehicle fleets for the years 2021–2026 and rescinded the California waiver under the Federal Clean Air Act allowing California to issue its own motor vehicle–emission standards for GHGs. The rule was judicially challenged, and on March 9, 2022, EPA reinstated California's authority under the Clean Air Act to implement its own GHG-emission standards and zero-emission vehicle (ZEV) sales mandate.

These standards apply to vehicle manufacturers and would not require specific action on the part of the Proposed Project.

Greenhouse Gas Standards for Medium- and Heavy-Duty Vehicles

In 2011, EPA, in coordination with NHSTA, issued Phase 1 GHG emission and fuel-economy standards for medium- and heavy-duty trucks manufactured in Model Years 2014 to 2018. In 2016, EPA and NHTSA jointly issued Phase 2 standards for medium- and heavy-duty vehicles through Model Year 2027, designed to further improve fuel efficiency and reduce CO_2 emissions.

In April 2023, EPA announced a proposal to revise existing standards to reduce GHG emissions from heavy-duty vehicles in Model Year 2027 and set new, more-stringent standards for Model Years 2028–2032. This proposed program, known as *Phase 3*, would apply to heavy-duty vocational vehicles (e.g., delivery trucks, refuse haulers, public utility trucks, transit, shuttle, school buses) and tractors (i.e., day cabs and sleeper cabs on tractor-trailer trucks).

These standards apply to vehicle manufacturers and would not require specific action on the part of the Proposed Project.

3.5.4.2 State Regulations and Agreements

California has enacted a variety of laws that relate to climate change, many of which set aggressive goals for GHG reductions within the state and are based on Executive Orders (EOs) issued by state governors. The discussion below provides an overview of the CARB and California Governor's Office of Planning and Research documents, and of the primary EOs and legislation that relates to climate change, which may affect GHG emissions associated with the Proposed Project. Many of the plans, policies, and regulations in this section apply to state agencies and local governments and would not require specific action on the part of the Proposed Project; they are included here to highlight the GHG framework in California.

Executive Order S-3-05, Assembly Bill 32, 2008 Scoping Plan, and 2014 Scoping Plan Update

In 2005, EO S-03-05 established the following state targets: (1) Year 2000 levels by 2010; (2) Year 1990 levels by 2020; and (3) 80 percent below 1990 levels by 2050. EO S-3-05 established state targets and directed the state legislature to develop legislation to address those targets.

In 2006, Assembly Bill (AB) 32 codified the first two targets of EO S-3-05 into state law. AB 32 directed state regulatory agencies to develop rules and regulations to meet the 2020 state targets, required CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions, and required CARB to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG reductions.

In 2008, CARB adopted its *AB 32 Climate Change Scoping Plan* (2008 Scoping Plan) (CARB 2008), which set forth the framework for facilitating the state's AB 32 GHG goals. The 2008 Scoping Plan's GHG-reduction actions included direct regulations, compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms, such as a cap-and-trade system. In 2014, CARB adopted an update to the 2008 Scoping Plan (2014 Scoping Plan Update) that built on the 2008 Scoping Plan with new strategies to achieve the third AB 32 state target, 1990 emission levels by 2020.

The 2008 Scoping Plan and 2014 Scoping Plan Update envisioned that reductions in GHG emissions would come from virtually all sectors of the economy and be accomplished through a combination of policies, planning, direct regulations, market approaches, incentives, and voluntary efforts. These efforts target GHG-emission reductions from cars and trucks, electricity production, fuels, and other sources.

Executive Order B-30-15, Senate Bill 32, and 2017 Scoping Plan Update

In April 2015, EO B-30-15 established an interim, statewide GHG emissions–reduction target of 40 percent below 1990 levels by 2030 and directed the state legislature to develop legislation to address this state target. This interim target was established in order to ensure that the state meets the EO S-3-05 target of reducing GHG emissions to 80 percent below 1990 levels by 2050.

In 2016, Senate Bill (SB) 32 codified the EO B-30-15 target and directed state regulatory agencies to develop rules and regulations to meet the target. CARB adopted the *Scoping Plan for Achieving California's 2030 Greenhouse Gas Target* (2017 Scoping Plan Update) (CARB 2017) to align with the EO B-30-15 target. The 2017 Scoping Plan Update focused on the transportation sector, aiming to reduce its significant contribution to GHG emissions; measures included expanding ZEV adoption, improving public transit, promoting sustainable land-use planning, and encouraging alternative fuels and vehicle technologies. The 2017Scoping Plan Update also highlighted the importance of expanding renewable-energy generation and improving energy efficiency across sectors and developed strategies to promote energy efficiency and low-carbon technologies. The 2017 Scoping Plan Update also introduced strategies to reduce short-lived climate pollutants, such as methane and black carbon, which have significant near-term warming effects.

Executive Order B-55-18, AB 1279, and 2022 Scoping Plan Update

In 2018, EO B-55-18 established the following GHG emission–reduction targets for California state agencies: (1) Carbon neutrality by 2045; and (2) 85-percent reduction below 1990 levels by 2045. AB 1279 codified these targets.

In 2022, CARB released the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan Update) (CARB 2022) to assess progress toward achieving the SB 32 2030 target of 40-percent below 1990 emission levels and lay out a path for achieving carbon neutrality in 2045, to align with EO B-55-18 and AB 1279. The 2022 Scoping Plan Update expands on earlier plans with a target of reducing anthropogenic emissions to 85-percent below 1990 levels by 2045. The 2022 Scoping Plan Update also incorporated an approach to decarbonize every sector of the economy and reduce petroleum demand by 94 percent.

Senate Bill 100 and Renewable Performance Standard

In 2018, SB 100 established that 100 percent of all electricity in California must be obtained from renewable- and zero carbon–energy resources by December 31, 2045. SB 100 also created new standards for the state's Renewable Portfolio Standards (RPS) goals to increase electricity from renewable sources from 50 percent to 60 percent by 2030 with specific interim targets.

Low Carbon Fuel Standard

CARB identified the Low Carbon Fuel Standard (LCFS) as a Discrete Early Action item under AB 32 and adopted the standard in 2009 (17 California Code of Regulations [CCR] 95480–95490). The LCFS intended to reduce GHG emissions by reducing the carbon intensity of transportation fuels used in California by 10 percent by 2020. CARB extended the LCFS program to 2030, making changes to the design and implementation of the program, including doubling the statewide carbon intensity–reduction to 20 percent by 2030. The extension also added new crediting opportunities to promote ZEV adoption and advanced technologies to achieve decarbonization in the transportation sector. Carbon intensity is a measure of the GHG emissions associated with the various production, distribution, and use steps in the lifecycle of a transportation fuel. This program applies to fuel providers and would not require specific action on the part of the Proposed Project.

California Air Resources Board Mobile Source Strategy

The *2016 Mobile Source Strategy* (CARB 2016) calls for an increased deployment of zero-emissions trucks, primarily for "last mile" delivery trucks, and includes measures to reduce total light-duty vehicle miles traveled (VMT) by 15 percent compared to business-as-usual in 2050. Statewide, the 2016 Mobile Source Strategy is anticipated to result in a 45-percent reduction in GHG emissions from mobile sources and a 50-percent reduction in the consumption of petroleum-based fuels. The 2016 Mobile Source Strategy is complementary to the Advanced Clean Trucks Program, Advanced Clean Fleets Program, and Advanced Clean Cars Program, discussed below.

Advanced Clean Truck Program

CARB developed, and the Office of Administrative Law (OAL) approved, the Advanced Clean Truck Program in 2021. The program is intended to increase the penetration of zero-emission heavy-duty trucks into the market. A key feature is a ZEV-truck sales mandate that would begin in 2024 and increase to up to 75 percent ZEV by 2035, depending on truck gross vehicle weight rating (GVWR). This program applies to vehicle sales and would not require specific action on the part of the Proposed Project.

Advanced Clean Cars Program

In 2022, CARB adopted, and OAL approved, Advanced Clean Cars II regulations, imposing the next level of low-emission and ZEV standards for vehicle Model Years 2026–2035. The program aims to help meet federal ambient air quality ozone standards and California's carbon-neutrality targets. A key feature is a ZEV passenger car, truck, and sports utility vehicle sales mandate that would ramp up to 100-percent ZEV sales by 2035. This program applies to vehicle sales and would not require specific action on the part of the Proposed Project.

Idling Restrictions

CARB set regulations to restrict idling from commercial vehicles (CCR Title 13 § 2485) and off-road equipment, such as construction equipment (CCR Title 13 § 2449), to 5 minutes, primarily to control airborne toxic emissions from diesel-fuel combustion. However, idling restrictions have the co-benefit of also reducing GHG emissions.

Senate Bill 375 – Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy Connect SoCal

Pursuant to SB 375 (the Sustainable Communities and Climate Protection Act of 2008), the Southern California Association of Government (SCAG) prepared and, on April 7, 2016, adopted, the *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy* (SCAG 2016). The Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) was the culmination of a multi-year effort involving parties across the SCAG region and contained, among other policies, a regional commitment for the broad deployment of zero- and near zero–emission transportation technologies in the 2020–2040 timeframe and clear steps to move toward this objective.

In 2022, the RTP/SCS was updated as *Connect SoCal* (SCAG 2022), which set forth the long-range regional plan, policies, and strategies for transportation improvements and regional growth throughout the SCAG region through the horizon year of 2045. *Connect SoCal* includes regional growth forecasts, financial plans, and a strategic plan to support identified transportation projects and facilitate coordinated implementation of those projects. One of the plan's guiding principles is to encourage transportation investments that will result in improved air quality and public health and reduced GHG emissions.

3.5.4.3 Local Rules and Regulations

City of Los Angeles Policies

City policies and plans typically apply to City agencies and local governments, or are Port-wide actions that would not require specific action on the part of the Proposed Project; they are included here to highlight the GHG framework in California.

General Plan

The *Mobility Element* of the City's *General Plan 2035* (City of Los Angeles 2015a) contains general policies and objectives related to GHGs. Specifically, one of the document's overall policies calls for the City to target GHG reductions through the development of more-sustainable transportation systems. One of the goals articulated in *General Plan 2035*, Chapter 5, *Clean Environments and Healthy Communities*, is to meet a 19 percent per capita GHG reduction by 2035, consistent with the SCAG RTP/SCS (i.e., *Connect SoCal*).

The Sustainable City pLAn / LA Green New Deal pLAn

In 2015, the City developed the *Sustainable City pLAn* (City of Los Angeles 2015b), which outlined the City's long-term sustainability goals and targets across various sectors, including energy, transportation, water, waste, and environmental justice, through 2035. The pLAn was revised in 2019

as the City's *Green New Deal pLAn* (City of Los Angeles 2019); it extends the roadmap through 2050. The 2019 Plan sets targets, milestones, and initiatives for various sectors. Some key features include 100-percent renewable energy by 2045, 100-percent net zero–carbon new buildings by 2050, and 100-percent ZEVs by 2050 (City of Los Angeles 2019).

Port of Los Angeles Policies

Port Climate Action Plan

The *Green LA Plan* (City of Los Angeles 2007) directed the Port to develop an individual Climate Action Plan (CAP) (City of Los Angeles Harbor Department 2007) that was consistent with the goals of the *Green LA Plan* to explore opportunities for reducing GHG emissions from municipal operations (e.g., Port buildings, Port workforce operations). The CAP outlines specific steps that the Los Angeles Harbor Department (LAHD) has taken and will take regarding global climate change. These steps include specific actions for energy audits, green building policies, onsite photovoltaic solar energy, green-energy procurement, tree planting, water conservation, alternative-fuel vehicles, increased recycling, and green procurement.

Port of Los Angeles Actions to Reduce Greenhouse Gas Emissions by 2050

In September 2014, LAHD prepared *Actions to Reduce Greenhouse Gas Emissions by 2050* (LAHD 2014) and submitted the report to the City. The report presents a summary of the actions being undertaken by LAHD to reduce GHG emissions associated with LAHD operations and establishes its leadership role in helping the maritime industry reduce emissions occurring in the Port area. The report shows that quantifiable progress has been made in reducing GHG emissions from 1990 to 2013 and outlines actions/strategies that are either being implemented or evaluated for possible implementation, in an effort to continue to reduce GHG emissions. Although not a legal mandate, the report establishes a Port-wide goal of 35-percent reduction by 2035 and 80-percent reduction by 2050, relative to 1990 levels.

San Pedro Bay Ports Clean Air Action Plan

The Port, in conjunction with the Port of Long Beach and with the cooperation of SCAQMD, CARB, and EPA, adopted the *San Pedro Bay Ports Clean Air Action Plan* (CAAP) in 2006 (Port of Los Angeles and Port of Long Beach 2006), and adopted an updated CAAP in 2010 (Port of Los Angeles and Port of Long Beach 2010), and in 2017 (Port of Los Angeles and Port of Long Beach 2017). The CAAP is a sweeping plan designed to reduce the health risks posed by air pollution from all port-related emissions sources, including ships, trains, trucks, terminal equipment, and harbor craft. In addition, a major goal of the CAAP is to advance energy efficiency and transition to zero emissions at the Ports in support of the City's GHG reduction goals. The CAAP and CAAP updates apply to Port-wide sources and would not require specific action on the part of the Proposed Project.

Los Angeles Harbor District Sustainable Construction Guidelines

The LAHD adopted the *LAHD Sustainable Construction Guidelines* (SCG) (Port 2008, 2009). As part of LAHD's overall environmental goals and CAAP strategies, any construction at the Port must follow the SCG. The guidelines reinforce and require sustainability measures under construction contracts, addressing a variety of emission sources that operate at the Port. In addition, the SCG

include best management practices (BMPs) based on CARB-verified best-available control technology (BACT), designed to reduce air emissions from construction sources. The SCG would apply to all sources, such as construction equipment and construction trucks, associated with the Proposed Project.

Additional Rules, Regulations and Policies

In addition to the above, many rules, regulations, and policies, discussed in *Air Quality*, Section 3.2.4, *Regulatory Setting*, which reduce fuel consumption and increase energy efficiency, would have the co-benefit of also reducing GHG emissions.

3.5.5 Previous Mitigation Measures Applicable to the Proposed Project

The 2009 SPW EIS/EIR concluded that impacts from GHGs would be significant, and mitigation measures were included to reduce potential impacts. The 2016 SPPM Addendum incorporated mitigation measures from the 2009 SPW EIS/EIR that were considered applicable to the SPPM Project. Of the 21 mitigation measures with the potential to reduce GHG emissions identified in the 2009 SPW EIS/EIR, six were considered applicable to the 2016 SPPM Addendum. Of the six mitigation measures identified in the 2016 SPPM Addendum, five would be applicable to the Proposed Project and are discussed below. The 2009 SPW EIS/EIR Mitigation Monitoring and Reporting Program (MMRP) can be found in Table 3.2-141 of the 2009 SPW EIS/EIR, and the 2016 SPPM Addendum MMRP can be found in Appendix B of the 2016 SPPM Addendum. The numbering systems from the 2009 SPW EIS/EIR and 2016 SPPM Addendum have been retained for consistency and clarity.

The following mitigation measures, identified in the 2009 SPW EIS/EIR and 2016 SPPM Addendum, are applicable to the Proposed Project.

- **MM-AQ-3:** *Fleet Modernization for On-Road Trucks During Construction*;
- **MM-AQ-4:** *Fleet Modernization for Construction Equipment*;
- **MM-AQ-6:** *Best Management Practices*;
- **MM-AQ-7:** *General Mitigation Measure During Construction*; and
- **MM-AQ-27:** *Light-Emitting Diode (LED) Light Bulbs.*[2]

Other mitigation measures identified in the 2009 SPW EIS/EIR and 2016 SPPM Addendum are not applicable to the Proposed Project. For a full description of each mitigation measure identified above, as certified in the 2009 SPW EIS/EIR and 2016 SPPM Addendum, please refer to Section 3.2, *Air Quality*, of this SEIR.

[2] **MM AQ-27** in the 2009 SPW EIS/EIR specified compact fluorescent light bulbs. The Proposed Project proposes modification to allow for the use of more energy-efficient LED light bulbs instead of the obsolete compact fluorescent light bulbs. This proposed modification is discussed in Section 3.2.5.

3.5.6 New Mitigation Measures Applicable to the Proposed Project

MM-AQ-31: Zero-Emission Shuttle Buses.

To the extent commercially available for rent, the Tenant shall use zero-emission shuttle buses from Port-owned parking lots to the Project Site during ticketed amphitheater events.

This mitigation measure is identified in Section 3.2, *Air Quality*, and is quantified in both the Air Quality section and this GHG section.

3.5.7 Methodology

The baseline for GHG analysis are conditions that existed at the time the 2009 SPW EIS/EIR was certified and those that were identified in Section 3.8.1, *Environmental Setting*, of that document. This section describes the calculation methodology used to quantify GHG emissions from construction and operation of the Proposed Project. The following sources of emissions were considered in the analysis.

- Construction Sources
  - Diesel construction equipment (engine exhaust)
  - Diesel construction vehicles (engine exhaust)
  - Worker vehicles (engine exhaust)
- Operational Sources
  - Patron/visitor and worker vehicles (exhaust)
  - Other vehicles – delivery vehicles, food trucks (exhaust)
  - Emergency diesel generator and natural gas use (e.g., for heating) (engine exhaust)
  - Diesel tugboats used to position firework barges (engine exhaust)
  - Firework displays
  - Indirect GHG emissions from electricity use on site

The calculation methodology is very similar to the methodology described in Section 3.2, *Air Quality*, in its consideration of emission-source activity and choice of software models. GHG emissions were estimated within California as required by CEQA. Table 3.2-4 in Section 3.2 summarizes operational emission sources and activities, which apply to both air quality and GHG analyses.

In addition, potential consequences of SLR are discussed below in Section 3.5.9, *Sea Level Rise*. The discussion is presented for informational purposes, and no significance determination is made regarding SLR. The discussion is based on the 2018 Port SLR Adaption Study.

3.5.7.1 Construction

Construction activities would result in GHG emissions from fuel combustion in off-road construction equipment, construction vehicles, and worker vehicles. Construction of the Amphitheater and 208 E.

22nd Street Parking Lot is anticipated to begin in 2025 and take up to 15 months to complete. Installation of a large Ferris wheel would occur following construction of the Amphitheater and the 208 E. 22nd Street Parking Lot. Construction of the Amphitheater would include minor demolition of concrete and/or asphalt, minor grading, construction of underground utilities, concrete paving, and construction of small ancillary buildings. Construction of the 208 E. 22nd Street Parking Lot would include demolition of several small buildings, grading, and asphalt paving. A 175-foot-diameter Ferris wheel would be constructed off site, transported in sections, and installed at the Project Site. Although a 100-foot-diameter Ferris wheel was analyzed in the 2016 SPPM Addendum, the Proposed Project proposes the installation and operation of a larger Ferris wheel, with a diameter of up to 175 feet. The installation of the larger Ferris wheel was therefore conservatively included in the Proposed Project analysis. Installation of the Ferris wheel would include construction of underground utilities, possibly pile driving, construction and erection of the amusement attractions, and concrete paving. Construction elements are discussed in detail in Chapter 2, *Existing Setting and Proposed Project Description*.

The construction schedule and equipment utilization are provided in Appendix B, Table B1, *California Emissions Estimator Model (CalEEMod) Output*. The actual construction schedule may differ from the one used in the analysis, depending on the requirements of the Proposed Project's construction contractor. Delay of construction activities would not likely result in greater impacts than what was analyzed. This is due to the implementation of increasingly stringent regulatory requirements and the turnover to cleaner equipment in future years as compared to the analysis.

The California Air Pollution Control Officers Association's (CAPCOA), CalEEMod, version 2022.1.1.28, was used to quantify emissions from proposed construction activities (CAPCOA 2024). The CalEEMod model is approved by the SCAQMD and is well suited to many land development projects. The model uses emission factors for off-road equipment and on-road vehicles from the CARB emissions inventory. The construction schedule and equipment utilization provided by the project proponent and LAHD's Engineering Division were used as CalEEMod input. CalEEMod default values were used in instances where equipment utilization was unavailable from the project proponent or LAHD.

Construction emissions were calculated for each year of construction and amortized over the life of the Proposed Project, defined as 30 years, per SCAQMD Guidance (SCAQMD 2010). Although the *2019 Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project* (2019 SPPM Addendum) (ICF 2019) extended the lease to 2082, construction emissions were conservatively amortized over 30 years, per SCAQMD methodology.

3.5.7.2 Operation

Annual GHG emissions of CO_2, CH_4, and N_2O were calculated and added to amortized construction emissions. Emissions were calculated based on the operational activity information provided by the project proponent and vehicle counts discussed in Section 3.8, *Transportation*. Table 3.2-4 in *Air Quality* Section 3.2.4, *Methodology*, summarizes operational emission sources and activities.

The combined annual operational and amortized construction CO_2, CH_4, and N_2O emissions were converted to CO_2e, which allows for the comparison of emissions from different gases based on their relative contribution to global warming. The following GWPs from the IPCC's *Fourth Assessment Report* (2007) were used in the analysis: CO_2: 1, CH_4: 28, N_2O: 298. The use of the *Fourth*

Assessment Report is consistent with the CalEEMod model used to calculate construction emissions and is consistent with California's State GHG Inventory.

Vehicles

Patrons/visitors and workers would use personal vehicles to transit to and from the venue, and shuttle services would be available for patrons using offsite parking lots during events at the Amphitheater. Tractor-trailer rigs would be used to transport temporary seating and other equipment to and from the Project Site, and delivery and food trucks would provide supplies and food during events. A small number of delivery trucks may be used to provide supplies, but these would be insubstantial when compared with the other vehicles. Vehicles would emit GHG emissions from engine exhaust.

GHG emissions were calculated by multiplying the VMT by pollutant-specific emission factors. VMT is the same as metric as that used in calculating criteria pollutants in Section 3.2, *Air Quality*, and is not repeated here (see Table 3.2-4).

Emission factors relate the amount of pollutants released into the atmosphere to a unit of activity or product. These factors are determined through scientific measurements and analysis, often based on comprehensive studies or databases that collect data from various sources. Emission factors associated with vehicle exhaust were calculated using CARB's Emission Modeling for Air Quality Compliance (EMFAC) 2021 emissions inventory model (CARB 2021). Emission factors were calculated by dividing the EMFAC total exhaust emissions by the EMFAC VMT. Emission factors are presented in Appendix B, Table B3, and EMFAC model output is presented in Table B4.

Natural Gas Combustion

Natural gas would be used in concession operations and would result in GHG combustion-exhaust emissions. Annual emissions were calculated by multiplying the anticipated natural-gas use by pollutant-specific emission factors. Annual natural-gas use was provided by the project proponent and is presented in Section 3.2, *Air Quality*, Table 3.2-4. CO_2 emission factors were obtained from The Climate Registry (TCR), *2022 Emission Default Emission Factors*, Table 1.1 (TCR 2022). CH_4 and N_2O emission factors were obtained from TCR's Table 1.10. Emission factors are summarized in Appendix B, Table B6.

Emergency Generator

A 500-horsepower (hp) diesel generator would be used at the Project Site in the event of emergencies. Maintenance testing and incidental operation of the generator would result in GHG emissions from engine exhaust. Emissions were calculated by multiplying the generator-rated power by activity, load factor, and pollutant-specific emission factors. Generator power and activity are described in Section 3.2, *Air Quality*, Table 3.2-4. Load factors are presented in Appendix B, Table B7. Emission factors were obtained from CalEEMod 2021, Appendix G, Table G-40, and are presented in Appendix B, Table B7.

Tugboats

Two tugboats would be used to position one fireworks barge during firework events. Fireworks would be launched from a single launch site, as described in the *Fireworks* section, below. The analysis assumes all-diesel tugboats, which are typical at the Port. The use of tugboats would result in

GHG emissions from engine exhaust. Emissions were calculated by multiplying the number of tugboat engines by engine activity, engine power, load factor, pollutant-specific emission factors, and the number of firework events per year.

Tugboats typically operate two propulsion and two auxiliary engines. Although all engines do not always operate at the same time, the analysis conservatively assumed operation of both propulsion engines simultaneously for 2 hours for each firework event; this is sufficient time to transport the barge to and from the launch location and position the barge. Once the barge is in position, propulsion engines would be turned off. Both auxiliary engines were assumed to operate for 3 hours during each firework event: during barge transport; barge positioning; and during the time the barge is at the launch site. Tugboat activity is summarized in Section 3.2, *Air Quality*, Table 3.2-4, and detailed in Appendix B, Table B8.

Tugboat engine characteristics, activity and load factors are also discussed in Section 3.2, and activity is summarized in Table 3.2-4. Engine power was obtained from the Port's *2021 Emissions Inventory* (Port 2021). Load factors and emission factors were obtained from the Port's *2022 Emissions Inventory Methodology Report* (Port 2022b). Appendix B, Table B8, presents engine size, activity, load factors, and emission factors.

Tugboat engines are subject to EPA engine-emission standards, which, although enacted to reduce criteria pollutants and diesel exhaust, contribute to a small reduction in GHG, likely due to fuel efficiency of newer engines. The analysis assumed the use of tugboats with Tier 3 engines, which are available at the Port. Emission factors for Tier 3 engines were obtained from EPA Exhaust Emission Standards (EPA 2020) and are summarized in Appendix B, Table B8, and detailed in Table B9. CARB's Harbor Craft regulation, discussed in greater detail in Section 3.2.4.2, was revised in 2022 and requires cleaner upgrades and newer technology for in-use harbor craft to reduce engine exhaust emissions than what was assumed in the analysis (CARB 2022). Although CARB's revised regulatory requirements for harbor craft operating at the Port began in 2023, this analysis conservatively does not take credit for associated emission reductions. The revised regulation includes compliance exceptions and extensions that make it difficult to predict the harbor-craft fleet mix in future years. Therefore, the analysis assumed compliance with CARB's regulation as adopted in 2010, prior to its 2022 revision.

Fireworks

The Proposed Project anticipates 25 firework events per year. Fireworks would be launched from a single launch site, located approximately 1,000 feet south of Berths 47–48 in the Outer Harbor.

Firework activity and air pollutant–calculation methodology are discussed in detail Section 3.2, *Air Quality* (see Section 3.2.6.2, *Operations*). GHG emissions were calculated in the same way as were air pollutants, by scaling the analysis of firework displays in the *2017 San Diego Bay and Imperial Beach Oceanfront Fireworks Display Events Project* (San Diego 2017). The San Diego Bay project quantified GHG pollutant emissions from several different-sized firework displays. The closest type of display to the Proposed Project would be "Summer Pops" displays, which use approximately 100 pounds of fireworks. Calculation details are presented in Appendix B, Table B12.

3.5.8 Thresholds of Significance

CEQA Guidelines Appendix G (CCR Title 14, Division 6, Chapter 3 §§ 15000–15387) recommends that significance criteria established by the applicable air quality management district or air pollution control district be relied on to make determinations of significance and recommends consideration of the following in assessing impacts. In addition, CEQA also affords the lead agency discretion to evaluate the significance of GHG emissions quantitatively or qualitatively, to select the model or methodology it considers appropriate for doing so, provided it supports its decision with substantial evidence, and recommends consideration of the following in assessing GHG impacts.

Would the Proposed Project:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions?

The CEQA guidelines do not specify significance thresholds, thus allowing lead agencies discretion in how to address and evaluate significance based on these criteria. To provide guidance to local lead agencies in determining significance for GHG emissions in CEQA documents, SCAQMD adopted a threshold of 10,000 metric tons per year (mty) of CO_2e for industrial projects in 2008. At that time, SCAQMD staff also developed an interim GHG significance threshold for nonindustrial (i.e., commercial and land development) projects of 3,000 mty of CO_2e emissions per year. The SCAQMD Governing Board did not formally adopt the 3,000 mty non-industrial threshold, and LAHD has chosen not to rely on it for determination of significance. Quantified emissions have been included as an informational item.

Although, the Initial Study (IS)/Notice of Preparation (NOP) addressed the second guidance recommendation and determined that the Proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, LAHD has chosen to assess GHG impacts with consideration to this guidance recommendation. Therefore, Proposed Project activities were assessed for their consistency with plans, policies, and regulations intended to reduce GHG emissions.

In summary, the LAHD has, per CEQA Guidelines Section 15064.4(a)—which calls for a good faith effort to describe and quantify emissions—calculated emissions associated with Proposed Project activities and assessed significance based on the Proposed Project's consistency with plans, policies, and regulations intended to reduce GHG emissions. Based on the above, the Proposed Project would have a significant impact related to GHGs if it would result in the following.

- **Impact GHG-1**. Would the Proposed Project result in construction and operational activities that conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

Finally, CEQA Guidelines Section 15126.2(a) identifies the need to evaluate potential impacts of locating development in areas that are vulnerable to climate-change effects. The EIR "should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas)" (CEQA Guidelines Section 15126.2[a]).

Although no quantitative significance thresholds are defined for evaluating the potential impacts of locating development in areas that are vulnerable to climate-change effects, the analysis addresses this evaluation qualitatively below, under Section 3.5.9, *Sea Level Rise*.

Impact GHG-1. Would the Proposed Project result in construction and operational activities that conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?

Summary of 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report Findings

Consideration of GHG impacts was added to the CEQA Guidelines Appendix G in March 2010, per requirements of SB 97. Because the 2009 SPW EIS/EIR was prepared and certified prior to 2010, the 2009 SPW EIS/EIR assessed GHG impacts prior to the incorporation of GHG considerations in the CEQA guidelines. The 2009 SPW EIS/EIR conservatively established that any GHG emissions exceeding the CEQA baseline constituted significance and determined that SPW activities would result in significant impacts related to GHG (**Impact AQ-9** of 2009 SPW EIS/EIR).

The 2009 SPW EIS/EIR concluded that although mitigation measures would reduce emissions, impacts would remain significant and unavoidable for GHG (2009 SPW EIS/EIR, Table 3.2-43).

Summary of 2016 San Pedro Waterfront Project Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project Findings

The 2016 SPPM Addendum determined that activities would not result in new significant impacts, substantially increase the severity of previously analyzed impacts, nor require new mitigation measures that had not already been evaluated in the 2009 SPW EIS/EIR. The 2016 SPPM Addendum concluded that the SPPM Project would not result in a substantial change from findings in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

Table 3.5-1. Greenhouse Gas Plan, Policy, and Regulatory Evaluation

Plan or Policy	Evaluation of Project and Build Alternatives
EPA/NHTSA CAFE Standards	
CAFE Standards are GHG-emission and fuel-economy standards for passenger cars and light-duty trucks.	**No Conflict.** The standards require automakers to achieve increasingly lower emission levels and higher fuel economy over time. Vehicles used by patrons and employees would be subject to the CAFE standards. No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would conflict with the standards.

Plan or Policy	Evaluation of Project and Build Alternatives
EPA/NHTSA Standards for Medium- and Heavy-Duty Vehicles	
Phase 1, 2, and 3 set GHG emission and fuel economy standards for medium- and heavy-duty vehicles.	**No Conflict.** The standards require vehicle manufacturers to achieve increasingly lower emission levels and higher fuel economy over time. Medium- and heavy-duty vehicles, such as construction vehicles, operational equipment, and delivery vehicles, would be subject to these standards. No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would conflict with the standards.
EO S-3-05 (2005) and AB 32	
EO S-3-05 established the following GHG emission-reduction targets for California state agencies, and AB 32 codified these targets. • Year 2000 levels by 2010 • Year 1990 levels by 2020 • 80% below 1990 levels by 2050.	**No Conflict.** The Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would not impede the state's achievement of targets set in EO S-3-05 and AB 32. EO S-3-05 and AB 32 established statewide goals, but did not identify measures directly applicable at a project level. The Proposed Project would facilitate state goals by ensuring compliance with all applicable CARB and City regulatory requirements intended to reduce GHG emissions. No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the state's progress toward GHG reduction targets.
CARB's 2008 and 2014 Scoping Plans	
CARB's 2008 Scoping Plan developed a general framework for meeting AB 32 targets and a more specific roadmap for achieving the first AB 32 target. CARB's 2014 Scoping Plan developed additional strategies to achieve the second AB 32 target.	**No Conflict.** CARB's 2008 and 2014 Scoping Plan measures were primarily designed to achieve 2000 GHG levels by 2010 and 1990 levels by 2020, respectively. California GHG emissions dropped below the 1990 level in 2016, 4 years ahead of schedule. The Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would begin construction in 2024 and would not have a bearing on the state's achievement of these targets.
EO B-30-15 (2015) and SB 32	
EO B-30-15 established the following GHG emission-reduction target for California state agencies: 40% below 1990 levels by 2030. SB 32 codified this target.	**No Conflict.** The Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would not impede the state's achievement of targets set in EO B-30-15 and SB 32. EO B-30-15 and SB 32 established statewide goals, but did not identify measures directly applicable at a project level. The Proposed Project would facilitate state goals by ensuring compliance with all applicable CARB and City regulatory requirements intended to reduce GHG emissions. No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the state's progress toward GHG-reduction targets.

Plan or Policy	Evaluation of Project and Build Alternatives
CARB's 2017 Scoping Plan	
CARB's 2017 Scoping Plan developed strategies to achieve EO B-30-15 and SB 32 targets. 2017 Scoping Plan measures identified below, although not directly applicable at a project level, are most relevant to the Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative.	**No Conflict.** The Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would not impede the state's progress toward measures identified in CARB 2017 Scoping Plan, as discussed below.
CARB 2017-1. Reduce GHG Emissions in the Electricity Sector via 50% RPS: Double energy efficiency in natural-gas and electricity use.	**No Conflict.** Electricity would be sourced from the Los Angeles Department of Water and Power (LADWP), a California publicly owned utility subject to the RPS, which requires increasing renewable-energy procurement targets over time, thus reducing GHG emissions from electricity generation. Therefore, electricity used at the Project Site would comply with state electricity sector GHG-reduction strategies. No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the state's progress toward reduction of GHG emissions from the electricity sector. In addition, **MM-AQ-27** would require the use of all LED lights, which would reduce electricity use.
CARB 2017-2. Low Carbon or Alternative Fuels (LCFS): Transition to cleaner/less-polluting fuels with a lower carbon footprint; 20% reduction in carbon intensity by 2030.	**No Conflict.** The Proposed Project's and Alternative 2 – Half-Capacity Amphitheater Alternative's primary source of GHG emissions would be from fuel use associated with patron/visitor vehicles. Patrons/visitors, workers, and other vehicle drivers would use California fuels that are subject to the LCFS regulations, which would be expected to reduce GHG emissions as low carbon fuel availability use increases statewide. No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the state's progress toward transition to low-carbon or alternative fuels. Furthermore, **MM-AQ-31** would require the use of zero-emission shuttle buses, thereby reducing the use of carbon-based fuels and facilitating the state's progress toward transition to low carbon or alternative fuels.
CARB 2017-3. Mobile Source Strategy: Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems, and reduction of VMT.	**No Conflict.** Similar to CARB 2017-2, above, the Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative vehicle use would be subject to state vehicle regulations and requirements that are designed to accelerate the transition to zero-emission and low-emission vehicles. No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the state's progress toward transition to low- or zero-emission vehicles. In addition, **MM-AQ-31** would require the use of zero-emission

Plan or Policy	Evaluation of Project and Build Alternatives
	shuttle buses, thereby facilitating the state's transition to zero-emission transit. Furthermore, the Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would reduce project-related VMT by incentivizing ridesharing and providing designated drop-off/pick-up locations outside of the main parking area and a grace period for drivers to exit the paid parking in a timely manner. Travel options, including public transit–trip planning and rideshare options, would be provided at the time of advance-ticket purchase, thereby promoting the use of public transit and ridesharing, consistently with CARB's Mobile Source Strategy. No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the state's VMT-reduction goals. Refer to Section 3.8, *Transportation*, for a list of transportation-related measures.
EO B-55-18 (2018), SB 100, and RPS	
EO B-55-18 established the following GHG emission–reduction targets for California state agencies: (1) Carbon neutrality by 2045; and (2) 85% reduction below 1990 levels by 2045. AB 1279 codified these targets. SB 100 (2018) established that 100% of all electricity in California must be obtained from renewable and zero-carbon energy resources by December 31, 2045. SB 100 also created new standards for the RPS goals to increase electricity from renewable sources from 50% to 60% by 2030, with specific interim targets.	**No Conflict.** The Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would not impede the state's compliance with EO B-55-18, SB 100, and RPS. EO B-55-18 and SB 100 established statewide goals, but did not identify measures directly applicable at a project level. The Proposed Project would facilitate state goals by ensuring compliance with all applicable CARB and City regulatory requirements intended to reduce GHG emissions. No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the state's progress toward GHG-reduction targets. Furthermore, electricity would be sourced from LADWP, a California publicly owned utility subject to the RPS, which requires increasing renewable energy–procurement targets over time, thus reducing GHG emissions from electricity generation. Therefore, electricity used at the Project Site would comply with state electricity-sector GHG-reduction strategies. No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the state's progress toward reduction of GHG emissions from the electricity sector.
CARB's 2022 Scoping Plan	
CARB's 2022 Scoping Plan developed strategies to achieve EO B-55-18 targets.	**No Conflict.** The Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would not impede the state's compliance with CARB's 2022 Scoping Plan, as discussed below.

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CARB 2022-1: • **Transportation Technology**: 100% ZEV sales of light-duty vehicles by 2035 and medium heavy-duty vehicles by 2040. • **Transportation Fuels**: Reduction and replacement of fossil-fuel production and consumption. • **VMT**: Reduce VMT per capita 25% below 2019 levels by 2030 and 30% below 2019 levels by 2045.	**No Conflict.** Similar to 2017-2 above, the Proposed Project's and Alternative 2 – Half-Capacity Amphitheater Alternative's vehicle use and associated fuels would be subject to state vehicle regulations and requirements designed to accelerate the transition to ZEVs. No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the state's progress toward transitioning to low-emission vehicles or ZEVs and low-carbon and alternative fuels. In addition, **MM-AQ-31** would require the use of zero-emission shuttle buses, thereby helping to facilitate the state's progress toward implementation of zero-emission technology. Furthermore, the Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would reduce project-related VMT by incentivizing ridesharing and providing designated drop-off/pick-up locations outside of the main parking area and a grace period for drivers to exit the paid parking in a timely manner. Travel options, including public transit–trip planning and rideshare options, would be provided at the time of advance-ticket purchase, thereby promoting the use of public transit and ridesharing consistent with CARB's strategies. Section 3.8, *Transportation,* identifies measures designed to reduce VMT. No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the state's VMT-reduction goals.
CARB 2022-2. Clean Electricity Grid: • Double statewide energy-efficiency savings in electricity and fossil-gas end uses by 2030. • Achieve 90%, 95%, and 100% renewable and zero-carbon retail sales by 2035, 2040, and 2045, respectively.	**No Conflict.** Similar to CARB 2017-1 above, electricity would be sourced from LADWP, which is subject to the RPS requirements. Therefore, electricity used at the Project Site would comply with state electricity-sector GHG-reduction strategies. No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the state's progress toward renewable energy goals. In addition, **MM-AQ-27** requires the use of all LED lights, which would reduce electricity use.
CARB 2022-4. Short-Lived Climate Pollutants: • **Landfill Methane**: Reduce disposal to landfills. • **Black Carbon**: Reduce fuel combustion associated with transportation emissions.	**No Conflict.** • **Landfill Methane**: California's Mandatory Commercial Recycling Program requires that recyclable waste be separated from trash and transported to a recycling center. The program is implemented by the City. The Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would be subject to and comply with recycling requirements that are designed to divert waste from landfills. No element of the Proposed Project or Alternative 2 – Half-Capacity

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	Amphitheater Alternative would impede the state's progress toward landfill-diversion goals. • **Black Carbon**: Similar to CARB 2017-2, above, vehicles associated with the Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would use California fuels that are subject to LCFS regulations, which would be expected to reduce GHG emissions as low-carbon fuel availability use increases statewide. No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the state's progress toward reducing transportation fuel combustion. In addition, **MM-AQ-31** would require the use of zero-emission shuttle buses, which would further the state's progress toward reducing carbon-based fuel combustion.
Advanced Clean Truck/Advanced Clean Car Regulations	
CARB established ZEV sales mandates to increase the penetration of ZEV trucks and automobiles into the market.	**No Conflict.** These regulations set sales mandates. Vehicles used by patrons and employees and trucks used during construction and operation would be subject to the state's sales mandates and, as such, would not conflict with these regulations. No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would conflict with the standards.
Limited Idling Time for Commercial Vehicles (13 CCR § 2485) and Off-Road Equipment (13 CCR § 2449)	
Both regulations restrict idling to 5 minutes.	**No Conflict.** Construction-equipment idling would comply with the idling restriction via the LAHD *Sustainable Construction Guidelines* imposed on the construction contractor.
SB 375 2020–2045 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy	
The SCS is a required element of the RTP and provides a plan for meeting GHG emissions–reduction targets set forth by CARB. CARB has determined that SCAG's reduction target for per-capita vehicular emissions to be 8% by 2020 and 19% by 2035, relative to 2005.	**No Conflict.** The Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would reduce project-related VMT by incentivizing ride sharing, providing designated drop-off/pick-up locations outside of the main parking area, and establishing a grace period for drivers to exit the paid parking area in a timely manner. Travel options, including public transit–trip planning and rideshare options, would be provided at the time of advance-ticket purchase, thereby promoting the use of public transit and ridesharing, consistently with CARB's strategies. Section 3.8, *Transportation*, identifies measures designed to reduce VMT. No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the region's compliance with SCS requirements.

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City of Los Angeles General Plan, Mobility Plan 2035	
The *Mobility Plan 2035* provides the policy foundation for achieving a transportation system that balances the needs of all road users. Among its goals, the following are pertinent to GHG reduction.	**No Conflict.** No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the City's achievement of *Mobility Plan 2035* targets, as discussed below.
Mobility-1. Target GHG reductions through a more sustainable transportation system.	**No Conflict.** The Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would reduce project-related VMT by incentivizing ride sharing, providing designated drop-off/pick-up locations outside of the main parking area, and establishing a grace period for drivers to exit the paid parking area in a timely manner. Travel options, including public transit–trip planning and rideshare options, would be provided at the time of advance-ticket purchase, thereby promoting the use of public transit and ridesharing, consistently with CARB's strategies. Section 3.8, *Transportation*, identifies measures designed to reduce VMT (listed in Table 3.9-6). No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the City's compliance with *Mobility Plan 2035*.
Mobility-2. Encourage the adoption of low- and zero-emission fuel sources, new mobility technologies, and supporting infrastructure.	**No Conflict.** Similar to 2017-2, above, the Proposed Projects and Alternative 2 – Half-Capacity Amphitheater Alternative vehicle use and associated fuels would be subject (where feasible) to state vehicle regulations and requirements that are designed to accelerate the transition to ZEVs (please refer to the TDM measures listed in Table 3.9-6).
City of Los Angeles Green New Deal Sustainability pLAn (2019)	
This Plan set the following goals for 2050: zero-carbon grid, transportation, and buildings, zero waste, and zero wasted water. Goals and measures identified below, although not directly applicable at a project level, are most relevant to the Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative	**No Conflict.** The Proposed Project and Alternative 2 (Half-Capacity Amphitheater) would not impede the City's achievement of pLAn goals as discussed below.
pLAn-1. Renewable Energy: LADWP will supply 55% renewable energy by 2025, 80% by 2036m and 100% by 2045.	**No Conflict.** Similar to CARB 2017-1, above, electricity would be sourced from LADWP, which is subject to the RPS requirements. Therefore, electricity used at the Project Site would not conflict with the Plan's renewable-energy strategies. Therefore, no element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the City's progress toward renewable-energy goals.

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pLAn-2. Local Water: Sourcing water locally uses less energy than purchasing water. • Source 70% of the City's water locally, and capture 150,000 acre-feet per year of stormwater by 2035. • Recycle 100% of all wastewater for beneficial reuse by 2035. Reduce potable water-use per capita by 22.5% by 2025, 25% by 2035, and maintain or reduce 2035 per-capita water use through 2050.	**No Conflict.** Water would be sourced from LADWP, which is subject to the state and City requirements. The proposed Amphitheater lawn area would utilize a FieldTurf™ product or equivalent, which is specially designed for festivals and event spaces. This material would be vacuumed regularly and intermittently washed down (approximately four times per year), thereby reducing water use and associated energy use that is typically associated with grass fields.
pLAn-3. Mobility and Public Transit: • Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides, or transit to at least 35% by 2025 and 50% by 2035 and maintain at least 50% by 2050. • Reduce VMT per capita by at least 13% by 2025, 39% by 2035, and 45% by 2050.	**No Conflict.** The Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would reduce project-related VMT by incentivizing ride sharing, providing designated drop-off/pick-up locations outside of the main parking area, and establishing a grace period for drivers to exit the paid parking area in a timely manner. Travel options, including public transit–trip planning and rideshare options, would be provided at the time of advance-ticket purchase, thereby promoting the use of public transit and ridesharing, consistently with CARB's strategies. Section 3.8, *Transportation*, identifies measures designed to reduce VMT (refer to Table 3.9-6). No element of the Proposed Project or Alternative 2 – Half-Capacity Amphitheater Alternative would impede the region's compliance with the City's Plan.
pLAn-4. ZEVs: • Increase the percentage of ZEVs in the City to 25% by 2025, 80% by 2035, and 100% by 2050. • Reduce port-related GHG emissions by 80% by 2050.	**No Conflict.** Similar to 2017-2 above, the Proposed Projects and Alternative 2 – Half-Capacity Amphitheater Alternative vehicle use would be subject to state vehicle regulations and requirements that are designed to accelerate the transition to zero-emission and low-emission vehicles. In addition, **MM-AQ-31** would require the use of zero-emission shuttle buses, which would facilitate the City's goal of increasing the use of ZEVs. Also, Section 3.8, *Transportation*, identifies measures designed to reduce VMT (refer to Table 3.9-6). Finally, although the Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would be located at the Port, neither would be a typical Port project that transports freight or products and, as such, would not utilize typical Port equipment nor modes of transportation that are the focus of this Plan goal. Notwithstanding, tugboats used to maneuver firework barges would be subject to CARB harbor-craft requirements and as such would not conflict with Plan measures.

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pLAn-5. Waste and Resource Recovery: • Increase landfill diversion rate to 90% by 2025, 95% by 2035; and 100% by 2050. • Reduce municipal solid-waste generation per capita by at least 15% by 2030, including phasing out single-use plastics by 2028. • Eliminate organic waste going to landfills by 2028. Increase the proportion of waste products and recyclables productively reused and/or repurposed within the County to at least 25% by 2025 and 50% by 2035.	**No Conflict**. California's Mandatory Commercial Recycling Program requires that recyclable waste be separated from trash and transported to a recycling center. The program is implemented by the City. The Project and Alternative 2 – Half-Capacity Amphitheater Alternative would be subject to and comply with recycling requirements designed to divert waste from landfills.
pLAn-6. Urban Ecosystems and Resilience: Increase tree canopy in areas of greatest need by at least 50% by 2028.	**No Conflict.** The Proposed Project would develop a landscaping plan in compliance with municipal codes.
City of Los Angeles Ordinances	
City of Los Angeles Construction and Demolition (C&D) Waste Recycling Ordinance	**No Conflict.** The City approved a citywide construction- and demolition-waste recycling ordinance in 2010. This ordinance requires all mixed C&D waste generated within City limits be taken to City-certified C&D waste processors. This would include demolition waste generated by the Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative. The Los Angeles Sanitation District (LASAN) is responsible for the C&D waste-recycling policy. All haulers and contractors responsible for handling C&D waste must obtain a Private Waste Hauler Permit from LASAN prior to collecting, hauling, or transporting C&D waste, and C&D waste can only be taken to City-certified C&D processing facilities. The Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would comply with City's C&D Ordinance.
Solid Waste Integrated Resources Plan (SWIRP) 2014	
Landfill-1. Landfill diversion goal of 90% by 2025 and 97% by 2030.	**No Conflict.** California's Mandatory Commercial Recycling Program requires that recyclable waste be separated from trash and transported to a recycling center. The program is implemented by the City. The Project and Alternative 2 – Half-Capacity Amphitheater Alternative would be subject to and comply with recycling requirements designed to divert waste from landfills.
City of Los Angeles Green Building Code, Title 24	
Title 24 addresses the energy efficiency of construction projects, including new construction, remodeling, addition, and commercial buildings.	**No Conflict.** The Proposed Project would incorporate energy conservation measures in compliance with the California Building Standards Code, CCR Title 24, and

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	any other applicable federal, state, or local energy-efficiency requirements.
Port Climate Action Plan (2007)	
The Port's CAP addresses actions for energy audits, green-building policies, onsite photovoltaic solar energy, green-energy procurement, tree planting, water conservation, alternative-fuel vehicles, increased recycling, and green procurement.	**No Conflict.** The Proposed Project would incorporate **MM-AQ-27,** designed to reduce electricity use through the use of all-LED lighting. In addition, **PF-GHG-1** would require the Tenant to have entered into a binding contract with a third-party solar Tenant to construct and install solar-panel canopies (i.e., photovoltaic system) that is designed to generate approximately 1.4 megawatts (MW) of direct current (DC) electricity. Therefore, the Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would not impede the Port's achievement of CAP goals.
Port of Los Angeles Actions to Reduce GHG Emissions by 2050	
This LAHD plan addresses actions being undertaken to reduce GHG emissions at the Port.	**No Conflict. PF-GHG-1** would require the Tenant to have entered into a binding contract with a third-party solar Tenant to construct and install solar-panel canopies (i.e., photovoltaic system) that is designed to generate approximately 1.4 MW of DC electricity. The Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would not impede the Port's achievement of the actions.
San Pedro Bay Ports CAAP: 2007, 2010 Update, and 2017 Update	
The 2006 CAAP and 2010 Update were primarily designed to reduce criteria pollutants and air toxics. However, many of the CAAP strategies also would reduce GHG emissions. The CAAP 2017 Update furthers the goals of the previous CAAPs and includes the following targets pertinent to GHG reduction.	**No Conflict.** The Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative would not impede the Port's achievement of CAAP goals.
• Reduce GHGs from port-related sources to 40% below 1990 levels by 2030. • Reduce GHGs from port-related sources to 80% below 1990 levels by 2050.	Specifically, **MM-AQ-31** would require the use of zero-emission shuttle buses, which would facilitate the City's goal of increasing the use of ZEVs. Also, Section 3.8, *Transportation*, identifies measures designed to reduce VMT (refer to Table 3.9-6). Finally, although the Proposed Project would be located at the Port, it would not be a typical Port project that transports freight or products and, as such, would not utilize typical Port equipment or modes of transportation that are the focus of the CAAP. Notwithstanding, tugboats used to maneuver firework barges would be subject to CARB harbor-craft requirements and, as such, would not conflict with CAAP measures.
LAHD 2009 Sustainable Construction Guidelines	
All construction at the Port must adhere to the LAHD's 2009 *Sustainable Construction Guidelines*. The guidelines reinforce and	**No Conflict.** The Proposed Project and Alternative 2 – Half-Capacity Amphitheater Alternative are required to

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require sustainability measures under construction contracts, addressing a variety of emission sources that operate at the Port during construction.	implement LAHD's *Sustainable Construction Guidelines* under a construction contract.

AB = Assembly Bill; C&D = construction and demolition; CAAP = Clean Air Action Plan; CAFE = Corporate Average Fuel Economy; CAP = Climate Action Plan; CARB = California Air Resources Board; City = City of Los Angeles; DC = direct current; EO = Executive Order; EPA = Environmental Protection Agency; GHG = greenhouse gas; LADWP = Los Angeles Department of Water and Power; LAHD = Los Angeles Harbor Department; LASAN = Los Angeles Sanitation District; LCFS = low-carbon fuel standard; LED = light-emitting diode; MW = megawatt; NHTSA = National Highway Traffic Safety Administration; Port = Port of Los Angeles; RPS = Renewables Portfolio Standard; RTP = Regional Transportation Plan; SB = Senate Bill; SCAG = Southern California Association of Governments; SCS = Sustainable Communities Strategy; TDM = transportation demand management; VMT = vehicle miles traveled; ZEV = zero-emission vehicle

GHG emissions associated with construction and operation were quantified and presented for informational purposes. GHG emissions would result primarily from engine exhaust, as summarized in Table 3.5-2, below. The table shows that automobile emissions, chiefly from patron vehicles, would be the main source of GHG emissions. In addition, emissions in Table 3.5-2 are substantially less than emissions calculated in the 2009 SPW EIS/EIR (2009 SPW EIS/EIR, Table 3.2-43). Proposed Project emissions would be less than 2 percent of the total GHG emissions and 5 percent of the CEQA increment of the 2037 analysis year in the 2009 SPW EIS/EIR.

Table 3.5-2. Greenhouse Gas Emissions (mty), Prior to Mitigation

Amortized Annual Construction	CO_2	CH_4	N_2O	CO_2e
Operation				
Patron and Worker Vehicles	2,291	0.0	0.0	2,313
Other Vehicles	282	0.0	0.0	303
Emergency Generator	39	0.0	0.0	39
Electricity	233	0.0	0.0	234
Natural Gas Use	41	0.0	0.0	41
Tugboats	27	0.0	0.0	27
Fireworks Display	1	–	–	1
Total				**2,990**

Source: Appendix B, *Air Quality Supporting Tables.*
Notes: Emissions may not add precisely due to rounding.
CO_2 = carbon dioxide; CO_2e = carbon dioxide equivalent, CH_4 = methane, mty = metric tons per year; N_2O = nitrogen dioxide

Previous Mitigation Measures Applicable to the Proposed Project

MM-AQ-3, **MM-AQ-4**, **MM-AQ-6**, and **MM-AQ-7** would be implemented, as described in Section 3.5.5, *Previous Mitigation Measures Applicable to the Proposed Project*.

New Mitigation Measures and Project Features Applicable to the Proposed Project

The following Project Feature is recommended to reduce emissions associated with the construction and operation of the proposed Amphitheater: **PF-GHG-1** is included here because it is a key feature of the Proposed Project that would contribute to reduced emissions generated by the Proposed Project.

PF-GHG-1: Install Solar Canopies over Main Parking Lot.

Prior to the opening of the Amphitheater, the Tenant, or a third-party solar Tenant through an agreement with the Tenant, will install solar-panel canopies (i.e., photovoltaic system) on the premises that is designed to generate approximately 1.4 megawatts (MW) of direct current (DC electricity. In the event Tenant's solar Tenant defaults and fails to deliver the solar improvements, Tenant will inform the Executive Director and use commercially reasonable efforts to identify and replace the solar Tenant on terms substantially similar to original solar contract.

GHG emissions potentially avoided through solar energy generation were estimated using the EPA's AVoided Emissions and geneRation Tool (AVERT) calculator tool. AVERT is designed to estimate the emission benefits of energy efficiency and renewable energy policies and programs.

In addition, **MM-AQ-31** is described in detail in Section 3.5.8, *New Mitigation Measures Applicable to the Proposed Project*, and was quantified in the analysis.

Table 3.5-3 presents GHG emissions following quantification of **PF-GHG-1** and **MM-AQ-31**. The table shows that emissions associated with the shuttle buses (i.e., *Other Vehicles* category) would be reduced. Table 3.5-3 also shows GHG emissions that would be potentially avoided from solar-power generation.

Table 3.5-3. Greenhouse Gas Emissions (mty), With Mitigation and Project Feature

Amortized Annual Construction	CO_2	CH_4	N_2O	CO_2e
Operation				
Patron and Worker Vehicles	2,291	0.0	0.0	2,313
Other Vehicles	115	0.0	0.0	118
Emergency Generator	39	0.0	0.0	39
Electricity	233	0.0	0.0	234
Natural-Gas Use	41	0.0	0.0	41
Tugboats	27	0.0	0.0	27
Fireworks Display	1	–	–	1
Avoided Emissions – Solar Power	-1,197	–	–	-1,197
Total	–	–	–	**1,608**

Source: Appendix B, *Air Quality Supporting Tables*.
Notes: Emissions may not add precisely due to rounding.
CO_2 = carbon dioxide; CO_2e = carbon dioxide equivalent, CH_4 = methane, mty = metric tons per year; N_2O = nitrogen dioxide

Significance After Mitigation

The Proposed Project would not result in activities that would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. The Proposed Project would also not substantially increase emissions quantified in the 2009 SPW EIS/EIR or 2016 SPPM Addendum. Residual impacts identified in the 2009 SPW EIS/EIR and 2016 SPPM Addendum would remain significant and unavoidable.

3.5.9 Sea-Level Rise

While not required by CEQA, consideration of the Proposed Project's vulnerability to SLR and potential consequences are presented for informational purposes.

The 2009 SPW EIS/EIR only briefly discussed SLR as part of the environmental setting in the *Regional Climate and Meteorology* section of Section 3.2, *Air Quality*. Based on scientific information available at the time, the 2009 SPW EIS/EIR indicated that California may experience SLR of 6 to 20 inches or more in 25 years. The 2016/2019 Addenda did not discuss SLR.

Climate science has progressed since the time of the 2009 SPW EIS/EIR and 2016/2019 Addenda. The most relevant studies of SLR for the Proposed Project area are as follows:

- 2018 CCC Guidance and 2024 CCC Guidance;
- 2024 OPC Guidance; and
- 2018 Port SLR Adaptation Study.

The 2018 Port SLR Adaptation Study, developed by the Port to assess the potential impacts of rising sea levels on the Port's infrastructure and operations, is particularly relevant to the Project Site because it was developed to identify Port areas that are projected to be exposed to SLR, provide an overview of the Port's asset vulnerabilities, and present a suite of adaptation and resiliency strategies. The projections in the 2018 Port SLR Adaptation Study are presented in Table 3.5-4.

Table 3.5-4. Regional Sea-Level Rise Projections, Los Angeles

Year	Projection	SLR Range
2030	+5.8 inches ± 2 inches (+0.32 feet to +0.65 feet)	2–11.8 inches
2050	+11.2 inches ± 3.5 inches (+0.64 feet to +1.2 feet)	5.0–23.9 inches
2100	+36.7 inches ± 9.8 inches (+2.24 feet to +3.88 feet)	17.4–65.6 inches

Source: Port 2018, Table 2-1.
SLR = sea-level rise

It should be noted that the 2018 Port SLR Adaptation Study was based on tidal-gauge predictions that predated the 2018 CCC Guidance and the 2018 OPC Guidance. However, the SLR predictions in the 2018 Port SLR Adaptation Study are, depending on the risk scenario and year, either within the range of the 2018 CCC Guidance and the 2018 OPC Guidance, or predict SLR higher than the 2018 CCC Guidance and the 2018 OPC Guidance. Therefore, the SLR effects predicted in the 2018 Port SLR Adaptation Study remain a conservative tool for evaluating SLR effects at the Port and in the Proposed Project area.

With regards to the Proposed Project area, Figure E-4 of the 2018 Port SLR Adaptation Study shows predicted inundation and flooding in the Port. The study defines inundation as permanent, occurring during normal, daily tide cycles, and flooding as temporary, occurring during elevated water levels associated with storm tides, such as a 100-year storm event. Figure E-4 shows that if SLR of 37 inches were to occur, then the Amphitheater, outdoor lawn area, and adjacent parking area may experience 2 to 4 feet of temporary flooding during a storm surge by 2100. If SLR of 66 inches were to occur, the same areas may experience 2 feet of permanent inundation. Figure E-4 also shows that a small portion of the 208 E. 22nd Street Parking Lot may be temporarily flooded up to 2 feet by 2100 (i.e., 37-inches SLR and storm surge) and that flooding would occur over a larger area and increase to between 2 to 4 feet by 2100 (i.e., 66-inches SLR and storm surge).

The 2018 Port SLR Adaptation Study also identified governance strategies that address Port-wide planning and design documents, strategies that address SLR initiatives (e.g., feasibility studies, collaboration with other agencies), and infrastructure strategies that address physical vulnerabilities.

The 2018 Port SLR Adaptation Study included SLR adaptation strategies that were developed to consider, evaluate further, and implement to protect against SLR. Two SLR adaptation strategies are specific to the Proposed Project area, previously known as Ports O' Call Village. Both strategies account for an exposure scenario of a 37-inch+ storm surge. The first strategy proposed to elevate electrical equipment at SD Pump Plant #681 to be above the planning-flood elevation, and alternatively, provide a temporary, 3-foot-tall, 230-linear-foot-long flood barrier to protect pump-station flood pathways. The second strategy proposed to provide temporary, asset-specific flood protection at Berth 77 of the Ports O' Call infrastructure with a 3-foot-tall, 2,800-linear-foot long barrier. The Proposed Project's current lease is set to expire in 2082, and the proposed SLR strategies discussed above are specific to the 2100 scenario of 37+ inches of SLR with storm surge. Therefore, the proposed strategies are not applicable to the Proposed Project.

It is important to note that although inundation and flooding scenarios may affect the Project Site by 2100, the Proposed Project is intended for recreational use, would have no industrial uses, would not store hazardous materials on site, and, if flooded, would be unlikely to affect water resources or nearby communities.

3.5.10 Summary of Impacts Determinations

Chapter 5 presents a discussion of project alternatives. In summary, Alternative 1 is the No Project Alternative and Alternative 2 is the Half-Capacity Amphitheater Alternative. Under Alternative 1, implementation of the Proposed Project elements would not occur, and the area would be developed under the approved 2009 SPW EIS/EIR and 2016 SPPM Addendum. This alternative would not add to impacts identified in the 2009 SPW EIS/EIR or the 2016 SPPM Addendum.

Under Alternative 2, all Proposed Project improvements would be implemented, but the Amphitheater would have only half the seating capacity of the Proposed Project. Alternative 2 would add to impacts already deemed significant in the 2009 SPW EIS/EIR and 2016 SPPM Addendum. However, impacts would be less than under the Proposed Project, and Alternative 2 would not substantially increase the severity of impacts identified in the 2009 SPW EIS/EIR and the 2016 SPPM Addendum. Alternative 2 would not change the determination of significance made in the 2009 SPW EIS/EIR or the 2016 SPPM Addendum.

Table 3.5-5 presents a summary of impact determinations for the Proposed Project related to GHG.

Table 3.5-5. Summary Matrix of Potential Impacts on Greenhouse Gases Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measure(s) and Project Features	Impact After Mitigation
Proposed Project			
Impact GHG-1: Would the Proposed Project result in construction and operational activities that conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a significant impact remains unchanged for the Proposed Project.	**PF-GHG-1**, **MM-AQ-3**, **MM-AQ-4**, **MM-AQ-6**, and **MM-AQ-7**, from the 2009 SPW EIS/EIR would apply to the Proposed Project. Revised **MM-AQ-27** and new **MM-AQ-31** also would apply.	No new or substantially more severe significant impacts would occur. Implementation of **PF-GHG-1**, **MM-AQ-3**, **MM-AQ-4**, **MM-AQ-6**, **MM-AQ-7**, **MM-AQ-27**, and **MM-AQ-31** would reduce impacts, but impacts would remain significant.
Alternative 1 – No Project Alternative			
Impact GHG-1: Would the Proposed Project result in construction and operational activities that conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a significant impact remains unchanged for Alternative 1.	**MM-AQ-3, MM-AQ-4, MM-AQ-6,** and **MM-AQ-7**, from the 2009 SPW EIS/EIR would apply to Alternative 1.	No new or substantially more severe significant impacts would occur. Implementation of **MM-AQ-3** through **MM-AQ-8** may reduce impacts, but impacts would remain significant.
Alternative 2 – Half-Capacity Amphitheater Alternative			
Impact GHG-1: Would the Proposed Project result in construction and operational activities that conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions and/or increase the severity of impact considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum?	The 2009 SPW EIS/ EIR finding of a significant impact remains unchanged for Alternative 2.	**PF-GHG-1**, **MM-AQ-3, MM-AQ-4, MM-AQ-6**, and **MM-AQ-7** from the 2009 SPW EIS/EIR would apply to the Proposed Project. Revised **MM-AQ-27** and new **MM-AQ-31** also would apply.	No new or substantially more severe significant impacts would occur. Implementation of **PF-GHG-1**, **MM-AQ-3**, **MM-AQ-4**, **MM-AQ-6**, **MM-AQ-7**, **MM-AQ-27**, and **MM-AQ-31** would reduce impacts, but impacts would remain significant.

EIR = Environmental Impact Report; EIS = Environmental Impact Statement; GHG = greenhouse gas; SPPM = San Pedro Public Market; SPW = San Pedro Waterfront

3.5.11 Mitigation Monitoring Program

The mitigation monitoring program outlined in Table 3.5-6 is applicable to the Proposed Project. **PF-GHG-1** is also included here.

Table 3.5-6. Mitigation Monitoring Program

MM-AQ-3: ***Fleet Modernization for On-Road Trucks During Construction.*** 1. Trucks hauling materials such as debris or fill will be fully covered while operating off Port property. 2. Idling will be restricted to a maximum of 5 minutes when not in use. 3. Tier Specifications: • From January 1, 2024, to December 31, 2026: All on-road heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater used on site or to transport materials to and from the site shall comply with 2012 emission standards, or newer, where available. • Post January 1, 2027: All on-road heavy duty diesel trucks used on site or to transport materials to and from the site shall comply with 2015 emission standards, or newer, where available. • A copy of each unit's certified U.S. Environmental Protection Agency (USEPA) rating, Best Available Control Technology (BACT) documentation, and CARB or South Coast Air Quality Management District (SCAQMD) operating permit shall be provided at the time of mobilization of each applicable unit of equipment.	
Timing	Throughout all construction phases.
Methodology	This measure will be incorporated into the LAHD and Tenant contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) will submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor will adhere to these specifications and Compliance Plan throughout construction phases. Enforcement will include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.
MM-AQ-4: ***Fleet Modernization for Construction Equipment.*** 1. Construction equipment will incorporate, where feasible, emissions savings technology such as hybrid drives and specific fuel economy standards; 2. Idling will be restricted to a maximum of 5 minutes when not in use; and 3. Tier Specifications: All offroad diesel-powered construction equipment greater than 50 hp will meet the Tier 4 emission standards, where available. In addition, all construction equipment will be outfitted with BACT devices certified by CARB. Any emissions-control device used by the contractor will achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions–control strategy for a similarly sized engine**,** as defined by CARB regulations. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit will be provided at the time of mobilization of each applicable unit of equipment. Construction-equipment measures will be met, unless one of the following circumstances exist and the contractor is able to provide proof that any of these circumstances exists. • A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement;	

• A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application process is not yet approved, or the application has been approved, but funds are not yet available; and/or • A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease.	
Timing	Throughout all construction phases.
Methodology	This measure will be incorporated into LAHD and Tenant contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) will submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor will adhere to these specifications and Compliance Plan throughout construction phases. Enforcement will include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.
MM-AQ-6: ***Best Management Practices*** The following types of measures are required on construction equipment (including on-road trucks). • Use diesel-oxidation catalysts and catalyzed diesel-particulate traps; • Maintain equipment according to manufacturers' specifications; • Restrict idling of construction equipment to a maximum of 5 minutes when not in use; and • Install high-pressure fuel injectors on construction-equipment vehicles.	
Timing	Throughout all construction phases.
Methodology	This measure will be incorporated into the LAHD and Tenant contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) will submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor will adhere to these specifications and Compliance Plan throughout construction phases. Enforcement will include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.
MM-AQ-7: ***General Mitigation Measure During Construction*** For any of the above mitigation measures (**MM-AQ-3** through **MM-AQ-6**), if a CARB-certified technology were to become available and was shown to be as good as or better in terms of emissions performance than the existing measure, then the new technology could replace the existing measure, pending approval by the LAHD.	
Timing	Throughout all construction phases.
Methodology	This measure will be incorporated into the LAHD and Tenant contract specifications. The contractor(s) will submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity, which would include any proposed new technology.
MM-AQ-27: ***Compact Fluorescent Light Bulbs*** All buildings and exterior lighting will use LED light bulbs.	
Timing	Throughout all operational phases.

Methodology	This measure will be incorporated into the Tenant's lease. Enforcement will include oversight by the LAHD Environmental Management and Real Estate Divisions. Annual staff reports will be made available to the Board at a regularly scheduled public Board Meeting.
MM-AQ-31: ***Zero-Emission Shuttle Buses.*** To the extent commercially available for rent, the Tenant shall use zero-emission shuttle buses from Port-owned parking lots to the Project Site during ticketed amphitheater events.	
Timing	Throughout all operational phases.
Methodology	This measure will be incorporated into the Tenant's lease. Enforcement will include oversight by the LAHD Environmental Management and Real Estate Divisions. Annual staff reports will be made available to the Board at a regularly scheduled public board meeting. The Tenant will comply with the measure through contracts and/or agreements with selected vendors. In the event zero-emission shuttle buses are not commercially available within the local and greater Los Angeles region, written verification from the Tenant will be provided to LAHD on an annual basis.
PF-GHG-1: ***Install Solar Canopies over Main Parking Lot.*** Prior to the opening of the Amphitheater, the Tenant will have entered into a binding contract with a third-party solar developer to construct and install solar-panel canopies (i.e., photovoltaic system) that are designed to generate approximately 1.4 megawatts (MW) of direct current (DC) electricity. In the event Tenant's solar developer defaults and fails to deliver the solar improvements, Tenant will inform the Executive Director and use commercially reasonable efforts to identify and replace the solar developer on terms substantially similar to original solar contract.	
Timing	Prior to the opening of the Amphitheater
Methodology	This measure will be incorporated into the Tenant's lease. Enforcement will include oversight by the LAHD Environmental Management and Real Estate Divisions.

BACT = Best Available Control Technology; CARB = California Air Resources Board; DC = direct current; GVWR = gross vehicle weight rating; LAHD = Los Angeles Harbor Department; LED = light-emitting diode; MW = megawatt; Port = Port of Los Angeles; SCAQMD = South Coast Air Quality Management District; USEPA = U.S. Environmental Protection Agency

3.6 Hazards and Hazardous Materials

3.6.1 Section Summary

This section analyzes whether hazards or hazardous materials that may affect human health or the environment exist within or adjacent to the site for the West Harbor Modification Project (Proposed Project). It also assesses whether the Proposed Project would expose individuals to these hazards or materials by being located on a hazardous-materials site or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The following discussion also discloses whether the activities proposed by the Proposed Project itself, during either the construction or operational phase, may have the potential to affect human health or the environment through the routine transport, use, or disposal of hazardous materials.

Section 3.6, *Hazards and Hazardous Materials*, includes the following:

- A description of the environmental setting for hazardous materials in the Proposed Project vicinity, including the results of a hazardous-materials database search;
- A description of regulations and policies regarding hazardous materials that are applicable to the Proposed Project;
- A discussion of the methodology used to determine whether a hazard to the public exists or could arise through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- An impact analysis of the Proposed Project; and
- A description of mitigation measures proposed to reduce significant impacts, as applicable.

Key points of Section 3.6, *Hazards and Hazardous Materials*, include the following:

- The Proposed Project would not, either during the construction or operational phase, create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and no mitigation measures are required; and
- The Proposed Project has the potential to create a significant hazard to the public or the environment by being located on a hazardous-materials site. This is due to the potential for Proposed Project implementation to expose construction personnel and the surrounding environment to hazardous waste in the form of contaminated soil. In addition, the *2009 San Pedro Waterfront* (SPW) *Project Environmental Impact Statement* (EIS)/*Environmental Impact Report* (EIR) (2009 SPW EIS/EIR) (Port 2009) concluded that abandonment and removal of the U.S. Navy fuel-surge pipeline could result in a hazardous material spill or release or an explosion. Implementation of 2009 SPW EIS/EIR mitigation measures (**MM**-) -**GW-1** and **MM-GW-2**, along with implementation of the *2016 Ports O'Call Soil Management Plan* (SMP) (Leighton Consulting, Inc., 2016), would reduce potential impacts to a less-than-significant level.

3.6.2 Introduction

A *hazardous material* is any substance that, because of its quantity, concentration, or physical or chemical properties, may pose a hazard to human health or the environment. Under California Code of Regulations (CCR) Title 22, the term *hazardous substance* refers to both hazardous materials and hazardous wastes. Both are classified according to four properties: (1) toxicity; (2) ignitability; (3) corrosivity; and (4) reactivity (CCR Title 22, Chapter 11, Article 3). A *hazardous material* is defined in CCR Title 22 as

> [a] substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed (CCR Title 22, Section 66260.10).

Exposure to hazardous materials in various forms can result in death, serious injury, long-lasting health effects, or damage to buildings, homes, and other property. Hazards to human health and the environment can occur during the production, storage, transport, use, or disposal of hazardous materials.

This section describes the environmental and regulatory setting for hazards and hazardous materials. It also describes impacts related to hazards and hazardous materials that would result from implementation of the Proposed Project and provides mitigation for significant impacts, where feasible and appropriate.

3.6.3 Environmental Setting

The Proposed Project would modify 2.5 acres of the 6.4-acre Discovery Sea Amusement Area in the southern portion of the San Pedro Public Market (SPPM) Project Site, located between Los Angeles Harbor's Main Channel and Harbor Boulevard, from Berths 73-Z to 83. Improvements would also occur in the 20-acre overflow parking lot at 208 E. 22nd Street.

3.6.3.1 Hazardous Materials Database Results

An environmental database search of the Project Site was conducted in 2023 (with a focused supplemental search conducted in September 2024) using the State Water Resources Control Board (SWRCB) GeoTracker data-management system (SWRCB 2023a), Department of Toxic Substances Control's (DTSC) EnviroStor data-management system (DTSC 2023), and the California Department of Environmental Protection (Cal/EPA) Cortese List Data Resources (Cal/EPA 2023). The sites listed below were identified as being within the Proposed Project footprint.

Port of Los Angeles – Former Warehouse #12, 260 E. 22nd Street (within Proposed Improvement Areas at the 208 E. 22nd Street Parking Lot).

Former Warehouse #12 is listed as an SWRCB Cleanup Program Site with a status of Open – Assessment & Interim Remedial Action as of October 29, 2015. The site is bounded by Signal Street and the San Pedro Slip to the east, 22nd Street and the East Channel Slip to the south, and the former GATX annex site to the west. An on-site reinforced-concrete underground storage tank (UST),

historically used to store fuel for an onsite boiler-room operations, was abandoned in 1967. The UST was rediscovered in 1991, during demolition of Warehouse #12, and removed in 1993 under the purview of the Los Angeles Fire Department (LAFD). In December 1996, after subsequent soil and groundwater investigations were conducted, the Regional Water Quality Control Board (RWQCB) notified the Port of Los Angeles (Port) that no additional soil investigation would be necessary for the UST program and that the case would be transferred to the Site Cleanup Program, which requested an additional shallow-subsurface investigation focusing solely on volatile organic compounds (VOCs). No chlorinated VOC sources were found.

Subsequently, the Los Angeles Harbor Department (LAHD) and RWQCB identified other potential chemicals of concern, including VOCs, petroleum hydrocarbons, lead in soil, and petroleum hydrocarbons and VOCs in groundwater. In 2005, a Phase II supplemental investigation was conducted to further assess the extent of total petroleum hydrocarbons (TPHs) and total recoverable petroleum hydrocarbons (TRPH) in soil and groundwater within the former UST area (i.e., Warehouse #12).

In addition to the 2017 *Port of Los Angeles Former Warehouse #12, 260 East 22nd Street, San Pedro, California, Remedial Action Plan* (RAP) (Parsons 2017a), other investigations and studies have been prepared since 2005, including RAPs in 2007 and 2009, a summary report in 2011 (Parsons 2011), the *In-Situ Chemical Oxidation Pilot Study Evaluation Report* in 2013 (Parsons 2017), the *Data Gap Evaluation and Conceptual Site Model* in 2015 (Parsons 2015), and the final supplemental subsurface site assessment work plan and associated reports in 2016 and 2017 (Parsons 2017b). The 2015 *Data Gap Evaluation and Conceptual Site Model* concluded that data gaps existed on site, including the residual TPH soil impacts found at 0 to 8 feet below ground surface (bgs), but were limited to hot spots that could be excavated. Residual TPH 8 to 15 feet bgs was not fully delineated and exceeded the cleanup goals west, north, and south of the former USTs.

To address the data gaps, a supplemental subsurface site assessment was begun in 2016; it was finalized in 2017 (Parsons 2017b). Results of the supplemental subsurface site assessment indicated that TPH impacts exist in the vadose zone in portions of the site and that elevated TPH concentrations were identified in the capillary fringe zone. The supplemental subsurface site assessment report recommended limited excavation in affected areas. Subsequently, the Los Angeles RWQCB requested a new RAP, describing a proposed remedial excavation site. The 2017 RAP (Parsons 2017a) indicated that the most effective remedial alternative was removing affected shallow soils at affected locations. The 2017 RAP discussed remedial activities, permitting requirements, and the proposed schedule for implementing remedial actions. According to the 2017 RAP, the Project Site has been developed into a paved parking lot with landscaping. The former UST area is within an unpaved landscaped portion of the parking lot.

The 2023 *Site Conceptual Model Update and Data Gap Investigation Work Plan, Former Warehouse #12, San Pedro, California* (2023 Work Plan) (Parsons 2023) was prepared for the site to provide an overview of the source of and receptors for remaining contamination in the soil and groundwater on the site. Objectives of the 2023 Work Plan included updating the existing 2015 Site Conceptual Model (Parsons 2015) to reflect current site conditions and proposing additional investigations to fill data gaps in accordance with the Los Angeles RWQCB's *Low-Threat Closure Policy Guidelines* (Los Angeles RWQCB 2012). According to the 2023 Work Plan, to qualify for low-threat closure, one

remaining data gap pertaining to soil impacts would need to be addressed (i.e., sample onsite soil for methyl tert-butyl ether [MTBE]).

With respect to groundwater impacts, previous sampling suggests that remaining petroleum compounds in groundwater have been degrading without additional remedial action. Concentrations of TPH in groundwater meet the criteria for closure under the low-threat closure policy because the concentrations would not affect anticipated beneficial uses of the affected water, and reduction-oxidation data indicate that the compounds are attenuating naturally. The 2023 Work Plan also stated that VOCs originating from the GATX Annex site have migrated under the Warehouse #12 property and sorbed to soil, thereby continuing to affect water quality through matrix diffusion. According to the 2023 Work Plan, the VOCs originating from the GATX Annex site are not considered chemicals of concern for the Warehouse #12 site.

GATX Annex Terminal – San Pedro, 208 E. 22nd Street (within Proposed Improvement Areas at the 208 E. 22nd Street Parking Lot)

The site is listed as a DTSC State Response site with a status of Certified/Operation & Maintenance[1] as of May 28, 2002 (DTSC 2023). The site was used for the storage and transport of at least 60 different chemicals in aboveground tanks from 1968 to 1983. Chemicals received and handled at the site included solvents, plasticizers, coatings, adhesives, and paint additives. During the time of operation, historical hazardous-materials releases occurred. In 1972, the site sustained a fire that destroyed 17 aboveground storage tanks. As a result of the fire and onsite releases, significant soil and groundwater contamination impacts occurred. The site was decommissioned between 1983 and 1984. Site characterizations and remedial investigations indicated that soil and groundwater at the site had been affected.

A RAP (DTSC 2023) for *in situ* steam/hot-air stripping was approved in 1987 and implemented from 1989 to 1992. The RAP was modified in 1991 to include placement of a 1-foot-thick cover of clean soil over the remediated area, as well as a land-use covenant that excludes future residential use, public parks, hospitals, schools, or day-care centers. According to the AECOM *Annual Groundwater Monitoring Report* (2022), groundwater monitoring on site is ongoing, and contaminant concentrations (i.e., VOC and 1,4-dioxane) are generally decreasing or stable (AECOM 2022). The report's recommendations included moving the sampling intervals to every 5 years, based on the continuing decline in VOC concentrations. In DTSC's response letter, *Approval of Annual Groundwater Monitoring Report* (DTSC 2022) and *Conditional Approval of Groundwater Monitoring Well Decommissioning Work Plan* (DTSC 2023), DTSC had no objections to Kinder Morgan's request to reduce the frequency of monitoring from annually to every 5 years, with results presented in 5-year reviews, and abandon three wells in the network.

[1] Identifies sites that have certified cleanup in place but require ongoing operation and maintenance (O&M) activities. The certified O&M status designation means that all planned activities necessary to address the contamination problems have been implemented. However, some of these remedial activities (e.g., pumping and treating contaminated groundwater) must be continued for many years before complete cleanup will be achieved. Prior to the certified O&M designation, all institutional controls (e.g., land use restrictions) necessary to protect public health must be in place.

Unocal #0692 Marine Facility, Berth 78 (within the Proposed Project Footprint)

The site is listed as an SWRCB leaking underground storage tank (LUST*)* site with a status of Completed – Case Closed as of December 9, 2004. The site had a gasoline release in September 1989; gasoline was released to an aquifer used for drinking water. A letter confirming case closure, completion of a site investigation, and corrective action was issued by the California RWQCB, Los Angeles Region, in December 2004 (RWQCB 2004).

Former Unocal Station #0692, Berth 78 (within the Proposed Project footprint)

The site is associated with the site mentioned above and listed as an SWRCB LUST site with a status of Open – Remediation as of May 6, 2010. The site had a historical diesel release. After the Unocal #0692 marine facility received Completed – Case Closed status in December 2004 (as described above), a subsequent November 2006 sampling investigation (SWRCB 2023a), meant to further assess petroleum impacts from historical releases, showed diesel concentrations in soils to be as high as 100,000 milligrams per kilogram. Also, fuel-constituent concentrations in groundwater increased from relatively low concentrations, or nondetectable, to measurable. The case was reopened on May 6, 2010. Between February and July 2021, soil sampling investigations were conducted to delineate potential impacts on site (Arcadis 2021). The investigations resulted in the detection of TPH as gasoline, diesel, benzene, and tertiary butyl alcohol (TBA). In December 2021, the Los Angeles RWQCB approved a *Soil Assessment Work Plan Addendum* (Arcadis 2021) to delineate contamination beneath the property known as the SPPM. As of June 2023, the fieldwork for delineation has been completed, with the report and approval pending from the Los Angeles RWQCB. The Unocal #0692 marine facility was slated to begin remediation before December 2023, following demolition of the San Pedro Fish Market structures.

A focused September 2024 supplemental review of documents found in the SWRCB's Geotracker site identified the Former Unocal Station #0692 site with an *Open - Eligible for Closure as of 8/14/2024* status. According to an April 2024 *Remedial Excavation Report and Request for Case Closure* report (Arcadis, 2024), the aforementioned delineation and associated report were approved by the Los Angeles RWQCB in August 2023. Therefore, soil excavation was performed on site between October 2023 and February 2024, with results presented in a subsequent 2024 *Phase II Soil Remediation Completion Report* (Pacific Edge Engineering, Inc., 2024). According to the soil remediation–completion report, site conditions met the criteria of the SWRCB's Low-Threat Closure Policy (LTCP) and satisfied the case-closure requirements of California Health and Safety Code Section 25296.10. The *Remedial Excavation Report and Request for Case Closure* recommended environmental case closure and requested issuance of a No Further Action Required letter.

3.6.4 Regulatory Setting

3.6.4.1 Federal Regulations

Federal Toxic Substances Control Act/Resource Conservation and Recovery Act/Hazardous and Solid Waste Act

The federal Toxic Substances Control Act (1976) and the Resource Conservation and Recovery Act (RCRA) established a U.S. Environmental Protection Agency (EPA)–administered program to regulate the generation, transport, treatment, storage, and disposal of hazardous waste. The Hazardous and Solid Waste Act amended the RCRA in1984, affirming and extending the cradle-to-grave system of regulating hazardous wastes.

Comprehensive Environmental Response, Compensation, and Liability Act/Superfund Amendments and Reauthorization Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as *Superfund*, was enacted by the U.S. Congress on December 11, 1980. This law (42 United States Code [U.S.C.] § 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also enabled revision of the National Contingency Plan. This plan (Title 40, Code of Federal Regulations [CFR], Part 300) provides the guidelines and procedures for responding to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The National Contingency Plan also established the National Priorities List. On October 17, 1986, the Superfund Amendments and Reauthorization Act amended CERCLA.

Occupational Safety and Health Administration

The mission of the federal Occupational Safety and Health Administration (OSHA) is to ensure the safety and health of U.S. workers by setting and enforcing standards, providing training, outreach, and education; establishing partnerships, and encouraging continual improvement in workplace safety and health. OSHA establishes and enforces protective standards and reaches out to employers and employees through technical assistance and consultation programs. OSHA standards are listed in 29 CFR 1910.

Department of Transportation Hazardous Materials Regulations (49 CFR 100–185)

U.S. Department of Transportation hazardous-materials regulations cover all aspects of hazardous-materials packaging, handling, and transport. Some of the topics covered include Parts 107, *Hazard Materials Program,* 130, *Oil Spill Prevention and Response*, 172, *Emergency Response*, 173, *Packaging Requirements*, 174, *Rail Transportation*, 176, *Vessel Transportation*, 177, *Highway Transportation*, 178, *Packaging Specifications*, and 180, *Packaging Maintenance*.

3.6.4.2 State Regulations

California Environmental Protection Agency

Cal/EPA was created in 1991. To ensure the coordinated deployment of state resources for the protection of human health and the environment, Cal/EPA unified California's environmental authority into a single cabinet-level agency, bringing the California Air Resources Board, SWRCB, RWQCB, California Department of Resources Recycling and Recovery (CalRecycle), DTSC, Office of Environmental Health Hazard Assessment (OEHHA), and Department of Pesticide Regulation under one umbrella. Cal/EPA's mission is to restore, protect, and enhance the environment and ensure public health, environmental quality, and economic vitality.

Department of Toxic Substances Control

DTSC, a department of Cal/EPA, is the primary agency in California for regulating hazardous waste, cleaning up existing contamination, and finding ways to reduce the amount of hazardous waste produced in California. DTSC regulates hazardous waste primarily under the authority of the federal RCRA and the California Health and Safety Code (primarily Division 20, Chapters 6.5–10.6, and Title 22, Division 4.5). Other laws that affect hazardous waste are specific to handling, storage, transport, disposal, treatment, reduction, cleanup, and emergency planning.

California Government Code Section U.S.C. 65962.5 (commonly referred to as the *Cortese List*) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services lists of contaminated wells used for drinking water, SWRCB-listed sites with UST leaks or discharges of hazardous waste and materials into water or groundwater, and lists from local regulatory agencies of sites with known migrations of hazardous waste/materials.

Hazardous Waste Control Act

DTSC is responsible for enforcing the Hazardous Waste Control Act (California Health and Safety Code §§ 25100 *et seq.*), which created the framework under which hazardous wastes are managed in California. The law provides for the development of a state hazardous-waste program that administers and implements the provisions of the federal RCRA's cradle-to-grave waste-management system in California. It also provides for the designation of California-only hazardous waste and development of standards that are equal to or, in some cases, more stringent than federal standards.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) (California Health and Safety Code, Chapter 6.11 §§ 25404–25404.9) provides authority to the Certified Unified Program Agency (CUPA). This program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of hazardous-materials programs, including the HazMat Business Plan Program, California Accidental Release Prevention Program, UST Program, Aboveground Storage Tank Program, Hazardous Waste Generator Program, and Incident Response Program.

California Code of Regulations Title 8 – Industrial Relations

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) and the federal OSHA are the agencies responsible for ensuring safety in the workplace. Cal/OSHA assumes primary responsibility for developing and enforcing standards for safe workplaces and work practices. These standards apply to construction activities.

California Labor Code (Division 5, Parts 1, 6, 7, and 7)

The California Labor Code is a collection of regulations, including workplace regulations, which call for appropriate training regarding the use and handling of hazardous materials, as well as the operation of equipment and machines that use, store, transport, or dispose of hazardous materials. Division 5, Part 1, Chapter 2.5, ensures that employees who are in charge of handling hazardous materials are appropriately trained and informed with respect to the materials they handle. Division 5, Part 7, ensures that employees who work with volatile flammable liquids are outfitted with appropriate safety gear and clothing.

State Water Resources Control Board Municipal Separate Storm Sewer System Permits

Municipal separate storm sewer system (MS4) permits require cities and counties to develop and implement programs and measures, including best management practices (BMPs), control techniques, system designs, engineering methods, and other measures, as appropriate, to reduce the discharge of pollutants into stormwater to the maximum extent possible. As part of permit compliance, MS4 permit holders have created stormwater-management plans for their respective locations. These plans, which outline the requirements for municipal operations, industrial and commercial businesses, construction sites, and planning and land development, may include multiple measures to control pollutants in stormwater discharges. During implementation of specific projects under the MS4 program, project applicants are required to follow the guidance contained in the stormwater-management plans.

Construction General Permit

SWRCB issued a statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction Activity (Order No. 2022-0057-DWQ) (Construction General Permit), effective September 8, 2022. Construction projects that disturb 1 acre of land or more, or projects that disturb less than 1 acre, but are part of a larger common plan of development that disturbs more than 1 acre of land, require coverage under the Construction General Permit. To obtain coverage, the landowner, or other applicable entity, must file permit–registration documents, including a Notice of Intent (NOI), site drawings and maps, and a Stormwater Pollution Prevention Plan (SWPPP) prepared by a qualified SWPPP developer, prior to the commencement of construction activity. The appropriate permit fee is then mailed to SWRCB.

Construction activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground, such as stockpiling or excavation, which result in soil disturbances of at least 1 acre of total land area. The SWPPP has two major objectives: (1) to help identify the sources

of sediment and other pollutants that affect the quality of stormwater discharges; and (2) to describe and ensure the implementation of BMPs that reduce or eliminate sediment and other pollutants in stormwater and nonstormwater discharges. BMPs are intended to reduce impacts to the maximum extent practicable, which is a standard that the U.S. Congress created to allow regulators the flexibility necessary for tailoring programs to the site-specific nature of municipal stormwater discharges. The SWPPP is required to be implemented and monitored regularly by a qualified SWPPP practitioner. Reducing impacts to the maximum extent practicable generally relies on BMPs that emphasize pollution prevention and source control, with additional structural controls as needed. The Construction General Permit requires specific minimum BMPs to be incorporated into the SWPPP, depending on a project's sediment risk to receiving waters, which is based on a project's erosion potential and the receiving water's sensitivity to sediment.

3.6.4.3 Local Regulations

Certified Unified Program Agency

The Los Angeles County Fire Department (LACFD) functions as the CUPA for Los Angeles County. The Unified Program consolidates the administrative, permitting, inspection, and enforcement activities of the following environmental and emergency-management programs:

- Aboveground Petroleum Storage Act Program;
- Area Plans for Hazardous Materials Emergencies;
- California Accidental Release Prevention Program;
- Hazardous Materials Business Plan Program;
- Hazardous Material Management Plan and Hazardous Material Inventory Statements (California Fire Code);
- Hazardous Waste Generator and On-site Hazardous Waste Treatment (Tiered-Permitting) Programs; and
- UST Program.

City of Los Angeles Planning and Zoning Code

The Los Angeles Municipal Code contains provisions regarding water quality–related requirements applicable to the Proposed Project. The provisions deal with runoff pollution and pollution control measures.

- **Section 64.70**, ***Stormwater and Urban Runoff Pollution Control***: This article sets forth uniform requirements and prohibitions for discharges and places of discharge into the storm-drain system and receiving waters necessary to adequately enforce and administer all federal and state laws, legal standards, and orders that provide for the protection, enhancement, and restoration of water quality.
- **Section 64.72*, Stormwater Pollution Control Measures for Development Planning and Construction Activities***: This section contains requirements for construction activities and facility

operations of development and redevelopment projects to comply with the land-development requirements of the MS4 permit by integrating low-impact development practices and standards for stormwater-pollution mitigation and maximizing open, green, and pervious space within all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the *Development Best Management Practices Handbook* (Los Angeles Stormwater, 2011).

3.6.5 Prior Mitigation Measures and Revisions Applicable to the Proposed Project

The 2009 SPW EIS/EIR concluded that pursuant to the exposure levels that Cal/EPA's OEHHA established, human health and safety impacts resulting from the Proposed Project would be significant. Several mitigation measures were included to reduce potential impacts to less-than-significant levels. The following are descriptions of **MM-GW-1**, **MM-GW-1a, MM-GW-1b, MM-GW-1c**, and **MM-GW-2**, as paraphrased from the *2016 Addendum to the San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report for the San Pedro Public Market Project* (2016 SPPM Addendum) (ICF 2016).

MM-GW-1: Complete Site Remediation.

Unless otherwise authorized by the lead regulatory agency for a given site, LAHD will remediate contaminated soils, as necessary, within Proposed Project boundaries prior to or during demolition and grading activities. Remediation will occur in compliance with federal, state, and local regulations, as described in Section 3.6.4.3, *Impacts and Mitigation*, of the 2009 SPW EIS/EIR and as LACFD, DTSC, and/or RWQCB directs.

Soil remediation will be completed such that contamination levels will be below health-screening levels established by the California OEHHA and/or applicable action levels established by the lead regulatory agency with jurisdiction over the Project Site. Use of localized soil capping/ paving, combined with agency-approved deed restrictions, may be an acceptable remediation measure in upland areas and/or for risk-based soil assessments, but would be subject to the discretion of the lead regulatory agency.

Existing groundwater contamination throughout the Proposed Project boundary will continue to be monitored and remediated, simultaneously and/or subsequent to site redevelopment, in accordance with direction that the RWQCB and/or DTSC provides.

Unless otherwise authorized by the lead regulatory agency for any given site, areas of soil contamination that will be remediated prior to or in conjunction with Proposed Project demolition, grading, and construction would include, but not be limited to, properties within and adjacent to the Project Site, as listed in Tables 3.6-3 and 3.6-4 of the 2009 SPW EIS/EIR.

MM-GW-1a: Remediate the Former GATX Site in Area E.

The GATX Annex terminal facility is subject to land-use restrictions imposed by the DTSC. Because of this, prior to implementing the previously listed mitigation measures, it will be necessary to negotiate with the DTSC conditions for remediation and construction at this

property. The current proposed use of the GATX Annex terminal facility is a park. Currently, DTSC land-use restrictions exclude this use. If LAHD intends to redevelop the area as a park, it will be necessary to modify the land-use restriction. If the land-use restriction is to be modified, it will very likely be necessary to follow DTSC's remedial investigation/feasibility study or remedial-action work plan process under an environmental consultative–oversight agreement. The work will very likely involve additional site characterizations, including preparation of a health-based risk assessment, removal of contaminated hot sports, and, possibly, an extensive public-comment process. If LAHD is planning the construction of buildings and structures on the site, then the requirement will be more extensive.

MM-GW-1b: Remediate Former Oil Wells in Area A.

Locate the well using geophysical or other methods. Contact the Division of Oil, Gas, and Geothermal Resources (DOGGR) to review abandonment records and inquire whether re-abandonment is necessary prior to any future construction related to the Proposed Project or its alternatives. Implement corrective measures as directed by DOGGR.

MM-GW-1c: Abandon and Remove Navy Fuel Surge Line.

Locate the well using geophysical or other methods. Contact DOGGR to review abandonment records and inquire whether re-abandonment is necessary prior to any future construction related to the Proposed Project or its alternatives. Implement corrective measures as directed by DOGGR. Abandonment and removal of the pipeline would include submittal of a work plan to the California State Fire Marshall and other applicable agencies, as appropriate. The portion of the fuel-surge line to be excavated will be drained of all fluids, cleaned, flushed, and then capped. Materials from the purged fuel-surge line will be characterized for disposal and disposed of at an appropriately certified hazardous-waste facility. Testing will occur prior to the abandonment of the line and prior to any excavation of the North Harbor. Should contamination be found, then appropriate remedial or removal action will occur prior to or concurrent with construction, under approval of the appropriate oversight agency.

MM-GW-2: Create a Contamination Contingency Plan.

LAHD will prepare a contamination contingency plan for nonspecific facilities. The Project Site has a long history of industrial activity; therefore, it is possible that future construction activity could encounter historical soil or groundwater contamination that had not been previously reported to regulatory agencies. The contingency plan outlined below will be implemented to address previously unknown contamination during demolition, grading, and construction.

1. All trench excavation and fill operations will be observed for the presence of chemicals of potential concern and petroleum products. Soils that are suspected to be affected with these chemicals and/or products will be segregated from clean soil. Indications of contaminated/ affected soil may include, but are not limited to, discolored soil, petroleum or organic odors, and/or visible sheen. In the event that unexpected suspected chemically affected material (i.e., soil or water) is encountered during construction, the contractor will notify LAHD's Chief Harbor Engineer, Director of Environmental Management, and Risk Management's Industrial Hygienist. LAHD will confirm the presence of the suspected material, direct the

contractor to remove, stockpile, or contain the material, and characterize the suspected material identified within the boundaries of the construction area. Continued work at a contaminated site will require the approval of the Chief Harbor Engineer.

2. As warranted, appropriate air-monitoring equipment (e.g., photoionization detector, combustible gas indicator, organic vapor analyzer) will be present during grading and/or excavation activities in soils that are suspected to be affected with chemicals of concern and/or petroleum products.
3. Excavation of VOC-affected soil will require obtaining and complying with a South Coast Air Quality Management District Rule 1166 permit.
4. The remedial option(s) selected will be dependent on a number of criteria (e.g., types of chemical constituents, concentration of the chemicals, health and safety issues, time constraints, cost) and determined on a site-specific basis. Both offsite and onsite remedial options will be evaluated.
5. The extent of removal actions will be determined on a site-specific basis. At a minimum, the chemically affected area(s) within the boundaries of the construction area will be remediated to the satisfaction of the Project Site's lead regulatory agency. The LAHD Project Manager overseeing removal actions will inform the contractor when the removal action is complete.
6. Copies of hazardous-waste manifests or other documents indicating the amount, nature, and disposition of such materials will be submitted to the Chief Harbor Engineer within 30 days of Proposed Project completion.
7. In the event that suspected contaminated soil is encountered, all onsite personnel handling the suspected contaminated material will be trained in accordance with the federal Hazardous Waste Operations and Emergency Response (HAZWOPER) standard. This training provides precautions and protective measures for workers remediating contaminated sites. Workers not certified with HAZWOPER training will not be allowed to resume work in suspected contaminated areas until appropriate site characterization confirms that contaminated soil, groundwater, and soil vapor are not present.
8. As warranted, real-time perimeter and ambient air–monitoring stations will be established during all grading, excavation, trenching, and/or soil-handling activities associated with contaminated soil.
9. All excavations will be filled with structurally suitable fill material that is free from contamination.

2016 Ports O'Call Soil Management Plan

All work at the Amphitheater site will comply with the 2016 Ports O'Call SMP, where applicable, for any unforeseen contamination on the site. The 2016 SMP is designed to protect human health and the environment. It includes protocols, measures, and techniques for the proper handling, management, and disposition of affected soils found on site and in any areas of offsite work during site preparation and grading activities. The 2016 SMP is also designed to protect workers and offsite receptors during site activities and ensure the proper characterization, management, and/or disposal of contaminated environmental media that is above applicable environmental-screening levels. Leighton Consulting,

Inc., prepared the 2016 SMP, which was stamped by an appropriately licensed professional. The 2016 SMP will be implemented throughout all ground-disturbing work.

3.6.6 Methodology

The baseline for hazards and hazardous materials includes the SPW Project, as defined in the certified 2009 SPW EIS/EIR, and the SPPM Project updates included in the 2016 SPPM Addendum. Within the context of the baseline, this section provides a qualitative discussion of the potential impacts on hazards and hazardous materials that could result from the Proposed Project.

The analysis that follows employed the most-recent available data, using SWRCB's GeoTracker data management system, DTSC's EnviroStor data management system, and Cal/EPA's Cortese List Data Resources to represent current Project Site conditions with respect to hazardous materials. This section provides a qualitative discussion of the potential risks involving hazards and hazardous materials resulting from the Proposed Project.

The IS/Environmental Checklist (Appendix A of this Subsequent Environmental Impact Report [SEIR]) determined that the Proposed Project would have no significant impacts related to hazards and hazardous materials. However, historical hazardous-materials sites/listings are found within portions of the Proposed Project footprint and therefore will be analyzed further in this SEIR. The California Environmental Quality Act (CEQA) Appendix G hazards and hazardous materials topics not discussed in this section include hazardous-material emissions near a school (the closest school is 15th Street Elementary School, approximately 0.45 mile west of the Project Site), safety hazards or excessive noise as a result of being located near an airport (the closest airport is Long Beach Airport, approximately 8.5 miles northeast of the Project Site), interference with an adopted emergency-response plan or emergency-evacuation plan (the Proposed Project would adhere to Homeland Security, Port Police, LAFD/LACFD, and other applicable federal, state, and local emergency-response and -evacuation regulations), and potential risks involving wildfires (no wildlands exist near the Project Site, and the site is not in a California Department of Forestry and Fire Protection Very High Fire Hazard Severity Zone). The analysis under **Impact HAZ-2** discusses the potential of the Proposed Project being located on a site that is included on a list of hazardous-materials sites compiled pursuant to Government Code Section 65962.5.

3.6.7 Thresholds of Significance

Based on CEQA Guidelines, Appendix G (Environmental Checklist), the Proposed Project would have a significant impact related to hazards and hazardous materials if it would result in the following:

HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or

HAZ-2: Create a significant hazard to the public or the environment by being located on a hazardous-materials site and through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Impact HAZ-1. Would the Proposed Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Summary of 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report Findings

The 2009 SPW EIS/EIR determined that construction and demolition activities for the SPW Project would not involve the handling of significant amounts of hazardous materials. The 2009 SPW EIS/EIR concluded that implementation of construction and demolition standards, including BMPs, and compliance with the federal and state requirements for the transport, handling, and storage of any hazardous materials during construction and demolition phases, would minimize the potential for an accidental release of petroleum products and/or hazardous materials and/or accidental explosion during construction and demolition activities.

Summary of 2016 Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project Findings

The 2016 SPPM Addendum determined that the SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, nor require new mitigation measures that were not already addressed in the 2009 SPW EIS/EIR. The 2016 SPPM Addendum concluded that hazards and hazardous-materials impacts resulting from the Proposed Project would be less than significant, and there would be no substantial change from the findings in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

Construction

Proposed Project construction would involve the routine transport, use, and disposal of hazardous materials (e.g., solvents, paints, oils, grease, fuel). Although these hazardous materials would be transported, used, and disposed of during construction, they are typically used in construction projects and would not represent the transport, use, and disposal of acutely hazardous materials. Moreover, these hazardous materials are generally used in small amounts, and any potential construction-related hazardous releases or emissions would be from such commonly used materials as those previously mentioned and would not include substances listed in 40 CFR 355 Appendix A, *Extremely Hazardous Substances and Their Threshold Planning Quantities*. Releases involving hazardous materials common to construction would be small and localized, and spills that may occur would be contained and cleaned according to the material's Safety Data Sheet (SDS) in the appropriate manner. A hazardous-material SDS would include accidental-release cleanup measures, such as appropriate techniques for neutralizing, decontaminating, and cleaning or vacuuming, along with information regarding adsorbent materials. In addition, projects requiring more than 1 acre of soil disturbance would be required to obtain NPDES coverage under the Construction General Permit (SWRCB 2023b). The Construction General Permit would require development and implementation of an

SWPPP that includes BMPs to regulate and prevent contamination of stormwater runoff. Construction BMPs can include, but are not limited to, the following:

- Maintenance activities, maintenance schedules, and long-term inspection procedures;
- Controls for reducing or eliminating the discharge of pollutants; and
- Procedures for the proper disposal of waste.

The transport, use, and disposal of hazardous materials during construction activities would be conducted according to all applicable regulations and requirements; thus, construction would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Operations

The Proposed Project would consist of an outdoor Amphitheater, Amusement Attractions, a 175-foot-diameter Ferris wheel, and overflow parking. Commercial and recreational uses associated with the Proposed Project would use hazardous chemicals that are typical in these types of settings and could include common materials such as toners, paints, restroom cleaners, and other maintenance materials. Therefore, the likelihood of any spill involving the transport, use, or disposal of these materials would be minimal, and the amount would be small and localized. Spills that may occur would be contained and cleaned up as they occur. In some cases, maintenance could involve the use of pesticides and/or herbicides. However, these materials would also be used in small amounts, intermittently, and with proper care, as dictated by their accompanying SDS(s). Thus, Proposed Project operations are not expected to create a significant hazard to the public or the environment related to the routine transport, use, or disposal of hazardous materials. This impact would not be new and would be consistent with the 2009 SPW EIS/EIR and the 2016 SPPM Addendum.

Previous Mitigation Measures Applicable to the Proposed Project

No previous mitigation measures are applicable to the Proposed Project.

New Mitigation Measures Applicable to the Proposed Project

No new mitigation measures are applicable to the Proposed Project. Impacts would be less than significant, and no new mitigation measures would be required.

Significance after Mitigation

The Proposed Project, including the 208 E. 22nd Street Parking Lot, would not lead to a new significant environmental impact nor a substantial increase in the severity of previously identified significant impacts. The 2009 SPW EIS/EIR finding of a less-than-significant impact remains valid for this Proposed Project.

Impact HAZ-2. Would the Proposed Project be located on a site that is included on a list of hazardous-materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?

Summary of 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report Findings

Historical Releases

The 2009 SPW EIS/EIR determined that affected soil and groundwater exist in limited areas of the SPW Project site because of releases associated with historic onsite industrial land uses. As such, the 2009 SPW EIS/EIR concluded that onsite disturbance, including grading and excavation activities, could expose construction personnel, existing personnel, and future site occupants to affected soil. In addition, grading conducted in the proposed park and open space areas as part of the SPW Project could also expose construction personnel and future recreational users to affected soil. It was concluded that human health and safety impacts would be significant, pursuant to exposure levels established by Cal/EPA's OEHHA. Several mitigation measures were included to reduce potential impacts to less-than-significant levels. As detailed in Section 3.6.5, *Prior Mitigation Measures and Revisions Applicable to the Proposed Project*, above, the measures included the following:

- **MM-GW-1**: C*omplete Site Remediation;*
- **MM-GW-1a** : *Remediate the Former GATX Site in Area E;*[2]
- **MM-GW-1b**: *Remediate Former Oil Wells in Area A*;[3]
- **MM-GW-1c**: *Abandon and Remove Navy Fuel Surge Line*; and
- **MM-GW-2**: *Create a Contamination Contingency Plan*.

Decommissioning

The 2009 SPW EIS/EIR determined that decommissioning of the Westway Terminal and the Southern Pacific Railyard would require adherence to the Emergency Planning and Community Right-to-Know Act, LAFD/LACFD regulations, and other federal and state regulations and guidelines governing the decommissioning and remediation of hazardous materials. In addition, decommissioning activities would include remediation efforts due to onsite historical releases (as described above). Specifically, the 2009 SPW EIS/EIR concluded that abandonment and removal of the U.S. Navy fuel surge pipeline could result in a hazardous-material spill, release, or explosion. Implementation of **MM-GW-1c** during decommissioning activities would reduce impacts to less-than-significant levels.

[2] According to the 2009 SPW EIS/EIR, Area E is bounded to the north by Area D, to the east by the Main Channel, to the south by Los Angeles Harbor, and to the west by the community of San Pedro.

[3] According to the 2009 SPW EIS/EIR, Area A is bounded to the north by the Vincent Thomas Bridge, to the east by the Main 6 Channel, to the south by Area B, and to the west by North Palos Verdes Street and 7 South Harbor Boulevard.

Summary of 2016 Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project Findings

The 2016 SPPM Addendum determined that the SPPM Project would be consistent with the analysis contained in the 2009 SPW EIS/EIR. The SPPM Project would occur mostly within the same footprint analyzed in the 2009 SPW EIS/EIR, which concluded that construction activities could encounter previously undocumented historical soil or groundwater contamination. Specific to the SPPM Project, and as part of implementation of **MM-GW-1** (taken from the 2009 SPW EIS/EIR), recommendations presented in a site-specific 2013 Phase II Environmental Site Assessment (ESA) were required prior to development of the site, as follows:

- Soil would be removed or additional characterization at the location of the black-stained soil would be provided;
- Soils disturbed by grading or excavation would be properly managed in accordance with their waste characteristics, as determined by additional laboratory confirmation testing during excavation and grading; and
- Potential vapor intrusion would be evaluated once development plans are finalized.

In addition, recommendations included in a 2016 Ports O'Call SMP would be required to be implemented prior to site development. The SMP provided protocols for addressing potential groundwater and soil impacts related to hazardous materials and included the following:

- Protocols for managing known contaminated soils and previously undocumented contamination during redevelopment of the Ports O'Call area;
- Identification of proper handling and management practices to minimize waste creation and protocols for disposing of waste generated during construction activities;
- Prevention of exposure to hazardous conditions and materials for onsite workers and the public; and
- Protection of the environment through efficient resource allocation and recycling.

In addition, a Human Health Risk Assessment (HHRA) prepared in 2014 (ERM 2014) was to be re-evaluated once the final Proposed Project design was approved. Any recommendations resulting from the re-evaluation would be identified in a revised HHRA and implemented either prior to or concurrent with development of the Proposed Project.

The 2016 SPPM Addendum noted that the aforementioned measures did not represent a substantial change in what was previously evaluated in the 2009 SPW EIS/EIR. **MM-GW-1** and **MM-GW-2** (refer to Section 3.6.5, *Prior Mitigation Measures and Revisions Applicable to the Proposed Project,* above) would address conditions discovered as part of the SPPM Project. Thus, it was determined that the Proposed Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, nor require new mitigation measures that have not already been addressed in the 2009 SPW EIS/EIR. Therefore, no substantial change from the findings in the 2009 SPW EIS/EIR was noted.

Impacts of the Proposed Project

Construction

Hazardous Material Sites

As discussed under Section 3.6.3, *Environmental Setting*, and under the two summaries for the 2009 SPW EIS/EIR and 2016 SPPM Addendum, the Proposed Project area has a history of contamination and has undergone a series of environmental investigations. An environmental-database search was conducted in 2023 using SWRCB's GeoTracker data-management system, DTSC's EnviroStor data-management system, and Cal/EPA's Cortese List Data Resources. The following listings remain active and have some potential to affect implementation of the Proposed Project.

Port of Los Angeles – Former Warehouse #12, 260 E. 22nd Street

As mentioned, the 2023 *Site Conceptual Model Update and Data Gap Investigation Work Plan* (Parsons 2023) was prepared as an update to the existing Site Conceptual Model to reflect current site conditions and propose additional investigations. A remaining data gap for low-threat closure is associated with sampling of onsite soil for MTBE. Concentrations of TPH in groundwater meet the criteria for closure because they would not affect the anticipated beneficial use of affected water, and reduction-oxidation data indicate that compounds are attenuating naturally.

Soil disturbance as part of the Proposed Project implementation could expose construction personnel and the surrounding environment to hazardous waste in the form of contaminated soil. Implementation of **MM-HAZ-1**, which would require the development of a SMP, would reduce potential impacts to less than significant.

GATX Annex Terminal – San Pedro, 208 East 22nd Street

Historical site characterizations and remedial investigations indicate that soil and groundwater at this site have been affected. A 1987 RAP called for a 1-foot-thick cover of clean soil over the site's remediated area and a land-use covenant to exclude future residential use. According to the May 2000 First Amendment to Agreement 1784 between the LAHD and DTSC, LAHD is responsible for and has successfully conducted maintenance at the soil cover, ensured site security, conducted voluntary monthly and required semiannual site inspections, and prepared annual sit- inspection reports. According to a 2022 *Annual Groundwater Monitoring Report* (DTSC 2022), groundwater monitoring on site is ongoing, and contaminant concentrations (i.e., VOC and 1,4-dioxane) are decreasing or stable. Soil disturbance as part of Proposed Project implementation could expose construction personnel and the surrounding environment to hazardous waste in the form of affected soil. Implementation of **MM-HAZ-1** would reduce potential impacts to less than significant.

Former Unocal Station #0692, Berth 78

A soil sampling investigation was conducted in 2021 (SWRCB 2023a) to delineate potential impacts on site. The investigations resulted in the detection of TPH as gasoline, diesel, benzene, and TBA. In December 2021, the Los Angeles RWQCB approved additional soil delineation at the property known as the San Pedro Fish Market. The soil delineation was completed in June 2023 (SWRCB 2023a). Remediation was scheduled to begin before December 2023 and be completed prior to

Proposed Project implementation. Remediation of onsite soil and potential groundwater impacts would reduce potential impacts on construction personnel or the surrounding environment to less-than-significant levels.

Previous Mitigation Measures Applicable to the Proposed Project

No previous mitigation measures are applicable to the Proposed Project.

New Mitigation Measures Applicable to the Proposed Project

MM-HAZ-1: Develop a Soil Management Plan (SMP) for the 208 E. 22nd Street Parking Lot Site. The Proposed Project sponsor will retain the services of a qualified environmental-engineering firm to prepare and implement an SMP during site preparation and grading activities. The SMP will be designed to protect human health and the environment. It will include protocols, measures, and techniques for the proper handling, management, and disposition of affected soils found on site and in any areas of offsite work during site preparation and grading activities. The SMP will also be designed to protect workers and offsite receptors during site activities and ensure the proper characterization, management, and/or disposal of contaminated environmental media that is above applicable environmental-screening levels. A commercial environmental-engineering firm with demonstrated expertise and experience in the preparation of SMPs will prepare the SMP, which will be stamped by an appropriately licensed professional. The SMP will be implemented throughout all ground-disturbing work and would apply to the Proposed Project.

Significance after Mitigation

The Proposed Project, including the 208 E. 22nd Street Parking Lot, would not lead to a new, significant impact or a substantial increase in the severity of previously identified impacts. Implementation of **MM-HAZ-1** would ensure that potential impacts would be reduced to a less-than-significant level.

3.6.8 Alternatives Impact Determination

3.6.8.1 Alternative 1 – No Project Alternative, and Alternative 2 – Half-Capacity Amphitheater Alternative

Alternative 1 is defined as a No Project Alternative. Under Alternative 1, conditions are assumed to be consistent with the previously approved projects in both the 2009 SPW EIS/EIR and 2016 SPPM Addendum. Under Alternative 1, the Proposed Project would not be implemented; thus, no new impacts related to hazards and hazardous materials would occur.

Alternative 2 includes an Amphitheater similar to the one that would be developed as part of the Proposed Project, but with an anticipated maximum capacity of 3,100. Construction and operational activities would remain similar to those of the Proposed Project, but with fewer attendees.

Demolition, construction, and operational activities for the alternatives would not involve the handling of a significant amount of hazardous materials. Implementation of construction and operational standards, including BMPs, and compliance with federal and state requirements for the

transport, handling, and storage of any hazardous materials during construction and demolition phases would minimize the potential for an accidental release of petroleum products and/or hazardous materials and/or an accidental explosion. However, because the Project Site is located at the Port, which has a history of industrial activity, **MM-HAZ-1** would be implemented to ensure that construction and operational impacts would be less than significant with mitigation incorporated. The impact conclusions would be similar for the Proposed Project and its alternatives.

3.6.9 Impact Summary

Table 3.6-1 summarizes the Proposed Project's impacts with respect to hazards. As presented in Table 3.6-1, no new significant or substantially more-severe impacts than those previously analyzed would occur. For each type of potential impact, the table describes the impact, notes the impact determinations, describes any applicable mitigation measures, and notes the residual impacts (i.e., the impact remaining after mitigation). All impacts, whether significant or not, are included in Table 3.6-1.

Table 3.6-1. Summary Matrix of Potential Impacts and Mitigation Measures for Hazards Associated with the Proposed Project

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
Proposed Project			
Impact HAZ-1: Would the Proposed Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	The 2009 SPW EIS/EIR findings of "less-than-significant impacts" remains valid for the Proposed Project.	None required.	Less than significant. No new or substantially more severe significant impacts would occur.
Impact HAZ-2: Would the Proposed Project create a significant hazard to the public or the environment by being located on a hazardous-materials site and through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	The 2009 SPW EIS/EIR findings of "significant" remains valid for the Proposed Project.	**MM-HAZ-1**	Less than significant with mitigation. No new or substantially more severe significant impacts would occur.
Alternative 1 – No Project Alternative			
Impact HAZ-1: Would the Proposed Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	The 2009 SPW EIS/EIR findings of "less-than-significant impacts" remains valid for Alternative 1.	None required.	Less than significant. No new or substantially more severe significant impacts would occur.
Impact HAZ-2: Would the Proposed Project create a significant hazard to the public or the environment by being located on a hazardous-materials site and through	The 2009 SPW EIS/EIR findings of "significant impacts" remains	None required.	Significant. No new or substantially more severe significant impacts would occur.

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	valid for Alternative 1.		
Alternative 2 – Half-Capacity Amphitheater Alternative			
Impact HAZ-1: Would the Proposed Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	The 2009 SPW EIS/EIR findings of "less-than-significant impacts" remains valid for Alternative 2.	None required.	Less than significant. No new or substantially more severe significant impacts would occur.
Impact HAZ-2: Would the Proposed Project create a significant hazard to the public or the environment by being located on a hazardous-materials site and through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	The 2009 SPW EIS/EIR findings of "significant impacts" remains valid for Alternative 2.	**MM-HAZ-1**	Less than significant with mitigation. No new or substantially more severe significant impacts would occur.

EIR = Environmental Impact Report; EIS = Environmental Impact Statement; MM = mitigation measure; SPPM = San Pedro Public Market; SPW = San Pedro Waterfront

3.6.10 Mitigation Monitoring Program

The mitigation monitoring program outlined in Table 3.6-2 is applicable to the Proposed Project.

Table 3.6-2. Mitigation Monitoring Program

MM-HAZ-1: Develop a Soil Management Plan (SMP) for the 208 E. 22nd Street Parking Lot Site. The Proposed Project sponsor will retain the services of a qualified environmental-engineering firm to prepare and implement an SMP during site preparation and grading activities. The SMP will be designed to protect human health and the environment and include protocols, measures, and techniques for the proper handling, management, and disposition of affected soils found on site and in any areas of offsite work during site preparation and grading activities. The SMP will also be designed to protect workers and offsite receptors during site activities and ensure the proper characterization, management, and/or disposal of contaminated environmental media that is above applicable environmental-screening levels. A commercial environmental-engineering firm with demonstrated expertise and experience in the preparation of SMPs will prepare the SMP, which will be stamped by an appropriately licensed professional. The SMP will be implemented throughout all ground-disturbing work.	
Timing	Prior to issuance of a grading permit and start of construction activities
Methodology	The plan would protect human health and the environment by including protocols, measures, and techniques for the proper handling, management, and disposition of contaminated soils that result from Proposed Project implementation. The plan would protect workers and offsite receptors during site activities and ensure the proper characterization, management, and/or disposal of contaminated media.

SMP = Soil Management Plan

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3.7 Hydrology and Water Quality

3.7.1 Section Summary

This section analyzes the hydrology and water quality within or in the vicinity of the West Harbor Modification Project (Proposed Project) Site. It also assesses whether the Proposed Project would affect hydrology or water quality through reasonably foreseeable upset and conditions involving degraded surface or groundwater quality through the release of pollutants, including discharge of polluted stormwater, increased erosion, or violation of any water quality standards or waste-discharge requirements. The following discussion also discloses whether the activities proposed by the Proposed Project itself, during either the construction or operational phase, may have the potential to adversely affect groundwater supply or recharge, substantially alter drainage patterns, or impede or redirect flood flows.

Section 3.7, *Hydrology and Water Quality*, includes the following:

- A description of the environmental setting for hydrology and water quality in the Proposed Project vicinity, including the results of a water quality database search and applicable publicly available reports;
- A description of regulations and policies regarding hydrology and water quality that are applicable to the Proposed Project;
- A discussion of the methodology used to determine impacts on hydrology or water quality, including groundwater and flood hazards;
- An impact analysis of the Proposed Project; and
- A description of Mitigation Measures proposed to reduce significant impacts, as applicable.

Key points of Section 3.7, *Hydrology and Water Quality* include the following:

- During the construction and operational phases, the Proposed Project would not violate any water quality standards or waste-discharge requirements, or otherwise substantially degrade surface or groundwater quality, and no Mitigation Measures would be required; and
- The Proposed Project would not substantially alter the existing drainage pattern of the site or area, result in substantial erosion, substantially increase the rate or amount of surface runoff in a manner that would result in flooding, exceed the capacity of existing or planned stormwater drainage systems, or impede flood flows. No mitigation measures would be required.

3.7.2 Introduction

This section describes the affected environment and regulatory setting for hydrology and water quality, the impacts on hydrology and water quality that would result from the Proposed Project, and the mitigation measures that would reduce these impacts.

3.7.3 Environmental Setting

3.7.3.1 Surface Water

The Proposed Project is within the Port of Los Angeles, which is located in San Pedro Bay in the city of Los Angeles, California. The Proposed Project area is in the Dominguez watershed (State Water Resources Control Board [SWRCB] Hydrologic Unit 405.12), which encompasses an area of 133 square miles of land and water. The watershed is bordered by the cities of Inglewood on the north and Torrance on the west and the federal breakwaters of Los Angeles and Long Beach Harbors on the south. Approximately 93 percent of the land within the watershed is developed, and 62 percent of stormwater runoff from these lands drains to the Dominquez Channel, which drains into Los Angeles Harbor. The remaining runoff drains into retention basins.

The Dominguez watershed comprises five sub-watersheds: (1) Upper Channel; (2) Lower Channel; (3) Machado Lake; (4) retention basins; and (5) Los Angeles and Long Beach Harbors sub-watershed, which has an area of 36.7 square miles and covers portions of the cities of Los Angeles, Long Beach, Rancho Palos Verdes, and Rolling Hills before draining directly into Los Angeles and Long Beach Harbors.

Los Angeles Harbor has been physically modified through past dredging and filling projects and construction of breakwaters and other structures. Los Angeles Harbor is adjacent to Long Beach Harbor, and they function oceanographically as one unit, due to an inland connection via Cerritos Channel and because they share Outer Harbors behind the San Pedro, Middle, and Long Beach breakwaters. In addition, an opening in the causeway leading to Pier 400 was designed to enhance circulation.

3.7.3.2 Water Quality

Water quality in San Pedro Bay has improved greatly over the last 40 years through compliance with federal and state regulations, improved pollution-source control, and dredging that has removed accumulated contaminants in harbor sediment. However, legacy contaminants flow into Los Angeles Harbor from Port land and upstream sources in the watershed well beyond the Ports' boundaries. The *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (SWRCB 2014) specifies beneficial uses that apply to waterbodies with the potential to be affected by the Proposed Project, as shown in Table 3.7-1. A *beneficial use* is one of the various ways that water can be used for the benefit of people and/or wildlife. The Clean Water Act (CWA) Section 303(d)–listed impairments for the Los Angeles and Long Beach Inner Harbor are shown in Table 3.7-2 and based on the 2020/2022 California Integrated Report (SWRCB 2022).

Table 3.7-1. Existing Beneficial Uses for Surface Waters of Waterbodies with Potential to Be Affected by the Proposed Project

Water Body	Designated Beneficial Uses
Los Angeles: Long Beach Harbor (Inner Areas)	IND, NAV, COMM, MAR, RARE[1], SHELL, REC-1[2], REC-2

Source: Los Angeles RWQCB 2014.
[1] One or more rare species utilizes all ocean, bays, estuaries, and coastal wetlands for foraging and/or nesting.
[2] Potential beneficial use.
COMM = Commercial and Sport Fishing; IND = Industrial Service Supply; MAR = Marine Habitat; NAV = Navigation; RARE = Rare; Threatened or Endangered Species; REC-1 = Water Contact Recreation; REC-2 = Non-contact Water Recreation; SHELL = Shellfish Harvesting.

Table 3.7-2. Water Quality Impairments within the Proposed Project Area: Los Angeles/Long Beach Inner Harbor

Listed 303(d) Impairments[1]	Potential Sources	EPA TMDL Report Completion
Copper	Source Unknown	March 23, 2012
Dichlorodiphenyltrichloroethane (DDT)	Source Unknown	March 23, 2012
Polychlorinated biphenyls (PCBs)	Source Unknown	March 23, 2012
Toxicity	Source Unknown	March 23, 2012
Zinc	Source Unknown	March 23, 2012
Benthic Community Effects	Source Unknown	March 23, 2012
Benzo(a)pyrene	Source Unknown	March 23, 2012
Chrysene	Source Unknown	March 23, 2012

Source: SWRCB 2022.
[1] All 303(d)-listed impairments are for the sediment matrix; there were no water column 303(d) impairments listed.
EPA = U.S. Environmental Protection Agency; TMDL = total maximum daily load.

3.7.3.3 Groundwater

The Proposed Project is within the Coastal Plain of Los Angeles – West Coast groundwater basin, which covers an area of approximately 91,300 acres. The West Coast Basin is bounded on the north by the Ballona Escarpment, to the east by the Newport–Inglewood fault zone, and on the south and west by the Pacific Ocean and consolidated rocks of the Palos Verdes Hills (DWR 2004). The California Department of Water Resources considers the West Coast Basin a very low-priority basin pursuant to the Sustainable Groundwater Management Act, because of its adjudication (DWR 2020). In the West Coast Basin, the most critical issue is high concentrations of total dissolved solids, an indicator of salt content, along the Pacific Ocean coast from seawater intrusion. Recharge occurs primarily by injection of imported water and reclaimed water into wells of the seawater-intrusion barrier and by underflow from the Central Basin. Groundwater flow directions are controlled by the engineered recharge and groundwater pumping from the numerous wells distributed across the region (Fram and Belitz 2012).

Seawater intrusion has produced deterioration of water quality over time. In the West Coast Basin, one or more inorganic constituents were present at high and moderate concentrations in approximately 6 percent and 26 percent of the primary aquifer system, respectively. Total dissolved

solid concentrations were high (i.e., greater than the upper limit) and moderate (i.e., between the recommended and upper limits) in approximately 2 percent and 47 percent of the primary aquifer system, respectively. Iron or manganese (or both) were present at high concentrations in approximately 19 percent, and at moderate concentrations in approximately 15 percent of the primary aquifer system. Perchlorate, an ingredient in rocket fuel, fireworks, and other products, was detected at moderate concentrations in approximately 35 percent of the primary aquifer system (Fram and Belitz 2012).

3.7.3.4 Flooding

The Proposed Project site is outside of the 100-year floodplain and within Federal Emergency Management Agency (FEMA) Zone X (Flood Insurance Rate Map Panel 06037C2032G). FEMA Zone X is an area of minimal flood hazard, usually depicted on flood insurance rate maps as above the 500-year flood level. Areas adjacent to the Proposed Project site within the Los Angeles and Long Beach Inner Harbors are within the 100-year floodplain, in FEMA Zone AE. The 100-year floodplain is east and west of the Proposed Project, beyond the boundary of the Project Site (FEMA 2021).

3.7.4 Regulatory Setting

3.7.4.1 Federal Regulations

Clean Water Act

The federal Water Pollution Control Act Amendments of 1972, better known as the CWA (33 U.S. Code §§ 1251–1376), as amended by the Water Quality Act of 1987, is the major federal legislation governing water quality. The objective of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's water." Important applicable sections of the CWA are as follows.

- **CWA Section 303** requires states to develop water quality standards for all waters and submit to the U.S. Environmental Protection Agency (EPA) for approval all new or revised standards established for inland surface and ocean waters. Under Section 303(d), the state is required to list water segments that do not meet water quality standards and develop action plans, called total daily maximum loads (TMDLs), to improve water quality.
- **CWA Section 304** provides water quality standards and criteria, as well as guidelines that are enforced under the California Toxics Rule, described below under Section 3.7.4.2, *State Regulations*.
- **CWA Section 401** requires an applicant for any federal permit that proposes an activity that may result in a discharge to waters of the United States to obtain certification from the state that the discharge will comply with other provisions of the CWA. Certification is provided by the Regional Water Quality Control Board (RWQCB).
- **CWA Section 402** establishes the National Pollutant Discharge Elimination System (NPDES), a permitting system for the discharge of any pollutant (except for dredge or fill material) into waters of the United States. This permit program is administered by the RWQCB and is discussed further below under Section 3.7.4.2, *State Regulations*.

- **CWA Section 404** provides for issuance of dredge/fill permits by the U.S. Army Corps of Engineers (USACE). Permits typically include conditions to minimize impacts on water quality. Common conditions include: (1) USACE review and approval of sediment quality analysis prior to dredging; (2) a detailed pre- and post-construction monitoring plan that includes disposal-site monitoring; (3) timing and water quality restrictions on flowback of dredged water at the dredging site; and (4) requiring compensation for loss of waters of the United States, including wetlands.

Marine Protection, Research, and Sanctuaries Act

The Marine Protection, Research, and Sanctuaries Act, Section 103 (33 U.S. Code §§ 1401, *et seq.*), allows for the siting of offshore ocean disposal sites and use permits by EPA. In 2005, EPA redesignated two sites for limited disposal of suitable (i.e., nontoxic) dredge material off the Los Angeles/Orange County shoreline, identified as LA-2 and LA-3, respectively. Prior to permit issuance, the applicant must demonstrate a need for ocean disposal and have evaluated alternative beneficial reuse options. Also, material must be deemed suitable in accordance with EPA ocean-disposal criteria.

3.7.4.2 State Regulations

Porter-Cologne Water Quality Control Act

The State of California's Porter-Cologne Water Quality Control Act (Porter-Cologne; California Water Code §§ 13000, *et seq.*) is the principal law governing water quality regulation within California. The act established the SWRCB and nine RWQCBs, which are charged with implementing its provisions and have primary responsibility for protecting water quality in California. Porter-Cologne also implements many provisions of the federal CWA, such as the NPDES permitting program. CWA Section 401 gives the SWRCB the authority to review any proposed federally permitted or licensed activity that may affect water quality and to certify, condition, or deny the activity if it does not comply with state water quality standards. If the SWRCB imposes a condition on its certification, then those conditions must be included in the federal permit or license. Porter-Cologne also requires a Report of Waste Discharge for any discharge of waste (i.e., liquid, solid, or otherwise) to land or surface waters that may impair a beneficial use of surface or groundwater of the state. Beneficial uses were discussed in Section 3.7.3.2, *Water Quality*.

National Pollutant Discharge Elimination System General Permit for Construction Activities

Most construction activities that disturb 1 acre of land or more are required to obtain coverage under the current NPDES General Permit for Construction Activities (Construction General Permit). Construction activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground, such as stockpiling or excavation, that result in soil disturbances of at least 1 acre of total land area. The Construction General Permit requires an applicant to file a Notice of Intent (NOI) to discharge stormwater and to prepare and implement a stormwater pollution prevention plan (SWPPP). The SWPPP must include a site map and description of proposed construction activities, a demonstration of compliance with relevant local ordinances and regulations, and an overview of best management practices (BMPs) that would be implemented to prevent soil

erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Permittees are further required to conduct annual monitoring and reporting to ensure that BMPs are correctly implemented and effective in controlling the discharge of stormwater-related pollutants.

California Toxics Rule

On May 18, 2000, EPA promulgated numeric water quality criteria for priority toxic pollutants and other provisions for water quality standards to be applied to waters in the state of California. EPA promulgated this rule, known as the California Toxics Rule, based on the Administrator's determination that the numeric criteria are necessary in California to protect human health and the environment. The California Toxics Rule fills a gap in California water quality standards that was created in 1994 when a state court overturned the state's water quality control plans containing water quality criteria for priority toxic pollutants. The State of California has been without numeric water quality criteria for many priority toxic pollutants, as required by the CWA, necessitating this action by EPA. These federal criteria are legally applicable in California for inland surface waters, enclosed bays, and estuaries for all purposes and programs under the CWA.

3.7.4.3 Local Regulations

Los Angeles Regional Municipal Separate Storm Sewer System Permit

The Los Angeles RWQCB regulates discharges from municipal separate storm sewer systems (MS4s) through the latest Los Angeles and Ventura Counties' MS4 Permit. This permit is issued under the NPDES Program and covers the city of Los Angeles and 84 other municipalities within Los Angeles County. The City of Los Angeles Department of Public Works (DPW) plays a large role in the administration of the MS4 Permit's Public Agency Activity Program components. The City is ultimately responsible for citywide administration and reporting requirements in the MS4 permit, with the Los Angeles Harbor Department (LAHD) providing additional oversight and assistance at the harbor.

The Port of Los Angeles leases property to a variety of industrial and commercial tenants. Tenants are required to comply with the appropriate NPDES permit requirements for their facilities. Tenants file and report directly to the SWRCB for the NPDES General Industrial Stormwater Permit or to the Los Angeles RWQCB for individual NPDES permits. The Port maintains an outreach and coordination effort with its tenants including providing stormwater outreach materials for tenants, conducting site evaluations for select tenants to assist them in understanding their NPDES permit compliance responsibilities, and identifying activities that require BMPs to prevent stormwater pollution.

Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties

Discharges of treated or untreated groundwater generated from permanent or temporary dewatering operations, or other applicable wastewater discharges not specifically covered in other general or individual NPDES permits, are currently regulated under a regional general permit, General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. Construction

dewatering wastes (except stormwater) are regulated as low-threat discharges to surface waters. An NOI and Report of Waste Discharge must be submitted to the Los Angeles RWQCB to comply with this general permit.

Waste Discharge Requirements for Discharges of Residual Firework Pollutants from Public Fireworks Displays to Surface Waters in Los Angeles and Ventura Counties

Discharges from public firework displays (i.e., residual firework pollutants) into waters of the United States in the Los Angeles region are regulated under a regional permit, Waste Discharge Requirements for Discharges of Residual Firework Pollutants from Public Fireworks Displays to Surface Waters in Los Angeles and Ventura Counties.

To comply with this general permit, an NOI must be submitted to the Los Angeles RWQCB, as well as general monitoring and reporting requirements. Receiving-water limitations include prohibitions against causing or contributing to floating materials or suspended material (including trash), altering suspended sediment in a manner that causes nuisance, adversely affecting beneficial uses, increasing concentrations of toxic pollutants in sediments or aquatic life, or violating any water quality standard.

City of Los Angeles General Plan

The *Conservation Element* of the *City of Los Angeles General Plan* (City of Los Angeles 2001) includes provisions for the protection and enhancement of the city's watersheds, beaches, and bays. The following objectives and policies are relevant to the Proposed Project.

Conservation Element – Section 8, Erosion

- **Objective**: Protect the coastline from erosion and inappropriate sedimentation that may or has resulted from human actions.
    - **Policy 2**: Continue to prevent or reduce erosion that will damage the watershed or beaches or will result in harmful sedimentation that might damage beaches or natural areas.
- **Objective**: Protect and enhance the diversity and sustainability of the natural ecologies of the Santa Monica and San Pedro bays, including the bay fishery populations.
    - **Policy 1**: Continue to reduce pollutant discharge into the bays from both natural and human sources.
    - **Policy 2**: Continue to support legislation and to seek funding and legislation intended for bay and coastal protection, enhancement and habitat restoration.
    - **Policy 3**: Continue to support and/or participate in programs to clean bay sediments and/or mitigate potentially harmful effects of contaminants in the sediments and waters of the bays.

Conservation Element – Section 16, Ocean

- **Objective**: Protect and enhance the diversity and sustainability of the natural ecologies of the Santa Monica and San Pedro bays, including the bay fishery populations

- **Policy 1**: Continue to reduce pollutant discharge into the bays from both natural and human sources

City of Los Angeles Planning and Zoning Code

The City of Los Angeles Municipal Code contains provisions for water quality-related requirements applicable to the Proposed Project, as listed below.

- **Section 64.70**: Stormwater and Urban Runoff Pollution Control: This article sets forth uniform requirements and prohibitions for discharges and places of discharge into the storm drain system and receiving waters necessary to adequately enforce and administer all federal and state laws, legal standards, and orders that provide for the protection, enhancement, and restoration of water quality.
- **Section 64.72**: Stormwater Pollution Control Measures for Development Planning and Construction Activities: This section contains requirements for construction activities and facility operations of development and redevelopment projects to comply with the land development requirements of the MS4 permit though integrating LID practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all Developments and Redevelopments consistent with the City's landscape ordinance and other related requirements in the Development Best Management Practices Handbook.

In addition, Division 70, *Grading, Excavation, and Fills*, includes provisions for erosion control and grading permits.

City of Los Angeles Manuals and Standards

Per the City of Los Angeles Special Order No. 007-1299 of December 3, 1999, the City of Los Angeles has adopted the Los Angeles County DPW's *Hydrology Manual* (DPW 2006) as its basis of design for storm-drainage facilities. Drainage and flood-control structures and improvements within the city of Los Angeles are subject to review and approval by the City of Los Angeles's DPW, Bureau of Engineering, and Department of Building and Safety. As required by DPW, all public storm facilities must be designed in conformity with the standards set forth by Los Angeles County. DPW reviews and approves storm-drain plans prior to construction. Other City of Los Angeles manuals relevant to the Proposed Project include the *Storm Drain Design Manual, Standards Plans*, and *Stormwater Pollution Abatement Handbooks and Publications*.

City of Los Angeles Low-Impact Development Ordinance

In 1998, the City of Los Angeles passed a stormwater ordinance (Los Angeles Municipal Code 64.70) that prohibits the entry of illicit discharges into the municipal storm-drain system. The City of Los Angeles also adopted a Low-Impact Development (LID) ordinance in 2011 (updated in September 2015) that amends Los Angeles Municipal Code 64.70 and requires runoff to be captured, infiltrated, and/or used on site at most development and redevelopment projects. Objectives include reduction of non-stormwater discharge to the storm-drain system to the maximum extent practicable and compliance with federal and state laws applicable to stormwater and urban runoff pollution control.

3.7.5 2009 Mitigation Measures and Revisions

The 2009 San Pedro Waterfront (SPW) Environmental Impact Statement (EIS)/Environmental Impact Report (EIR; 2009 SPW EIS/EIR) concluded that there was a potential for exposure of contaminated groundwater due to historical industrial land uses on the SPW Project Site. Several MMs were included to reduce potential impacts to less-than-significant levels. The following are descriptions of **MM-GW-1** and **MM-GW-2** from the 2016 *Addendum to the San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report for the San Pedro Public Market Project* (2016 SPPM Addendum; ICF 2016), which apply to the Proposed Project. Implementation of **MM-GW-1** and **MM-GW-2** would minimize impacts related to encountering toxic substances and altering contaminant transport pathways. No new MMs or revisions are proposed.

MM-GW-1. Complete site remediation.

Unless otherwise authorized by the lead regulatory agency for any given site, LAHD will remediate or cause to be remediated all contaminated soils within Proposed Project boundaries prior to or during demolition and grading activities. Remediation will occur in compliance with local, state, and federal regulations as described in Section 3.6.3 of the 2009 SPW EIS/EIR and as directed by the Los Angeles County Fire Department, Department of Toxic Substances Control, and/or Regional Water Quality Control Board.

Soil remediation will be completed such that contamination levels are below health screening levels established by the California Office of Environmental Health Hazard Assessment and/or applicable action levels established by the lead regulatory agency with jurisdiction over the site. Use of localized soil capping/paving, combined with agency-approved deed restrictions, may be an acceptable remediation measure in upland areas and/or risk-based soil assessments, but would be subject to the discretion of the lead regulatory agency.

Existing groundwater contamination throughout the Proposed Project boundary will continue to be monitored and remediated, simultaneously and/or subsequent to site redevelopment, in accordance with direction provided by the RWQCB.

Unless otherwise authorized by the lead regulatory agency for any given site, areas of soil contamination that will be remediated prior to or in conjunction with project demolition, grading, and construction would include, but not be limited to, the properties within and adjacent to the Proposed Project as listed in Tables 3.6-3 and 3.6-4 of the 2009 SPW EIS/EIR.

MM-GW-2. LAHD will prepare a contamination contingency plan for nonspecific facilities.

The Project Site has a long history of industrial activity, so it is possible that future construction activity could encounter historical soil or groundwater contamination that had not been previously reported to regulatory agencies. The following contingency plan will be implemented to address previously unknown contamination during demolition, grading, and construction.

a) All trench excavation and fill operations will be observed for the presence of chemicals of potential concern and petroleum products. Soils that are suspected to be affected with chemicals of potential concern and/or petroleum products will be segregated from clean soil. Indications of contaminated/affected soil may include, but are not limited to, discolored soil, petroleum or organic odors, and/or visible sheen. In the event that unexpected suspected

chemically affected material (i.e., soil or water) is encountered during construction, the contractor will notify LAHD's Chief Harbor Engineer and Director of Environmental Management and Risk Management's Industrial Hygienist. LAHD will confirm the presence of the suspect material, direct the contractor to remove, stockpile, or contain the material, and characterize the suspect material identified within the boundaries of the construction area. Continued work at a contaminated site will require the approval of the Chief Harbor Engineer.

b) As warranted, appropriate air-monitoring equipment (e.g., photoionization detector, combustible gas indicator, organic vapor analyzer) will be present during grading and/or excavation activities in soils that are suspected to be affected with chemicals of concern and/or petroleum products.

c) Excavation of volatile organic compound-affected soil will require obtaining and complying with a South Coast Air Quality Management District Rule 1166 permit.

d) The remedial option(s) selected will be dependent on a number of criteria (e.g., types of chemical constituents, concentration of the chemicals, health and safety issues, time constraints, cost) and will be determined on a site-specific basis. Both offsite and onsite remedial options will be evaluated.

e) The extent of removal actions will be determined on a site-specific basis. At a minimum, the chemically affected area(s) within the boundaries of the construction area will be remediated to the satisfaction of the lead regulatory agency for the site. The LAHD Project Manager overseeing removal actions will inform the contractor when the removal action is complete.

f) Copies of hazardous waste manifests or other documents indicating the amount, nature, and disposition of such materials will be submitted to the Chief Harbor Engineer within 30 days of project completion.

g) In the event that suspected contaminated soil is encountered, all onsite personnel handling the suspected contaminated material must be trained in accordance with the federal Hazardous Waste Operations and Emergency Response (HAZWOPER) standard. This training provides precautions and protective measures for workers remediating contaminated sites. Workers not certified with HAZWOPER training will not be allowed to resume work in suspected contaminated areas until appropriate site characterization confirms that contaminated soil, groundwater, or soil vapor are not present.

h) As warranted, real-time perimeter and ambient air-monitoring stations will be established during all grading, excavation, trenching, and/or soil-handling activities associated with contaminated soil.

i) All excavations will be filled with structurally suitable fill material that is free from contamination.

The 2009 SPW EIS/EIR also concluded that there was a potential for significant impacts on water quality from contaminant leaching, such as copper from antifouling paint, which could increase pollutant loading in the harbor. However, the 2009 SPW EIS/EIR concluded that, beyond legal requirements, there are no available MMs to eliminate the leaching of contaminants from antifouling paint on vessel hulls.

3.7.6 Methodology

The baseline for hydrology and water quality includes the surface water features and water quality conditions that existed in the plan area at the time the 2009 SPW EIS/EIR was certified and that are identified in Section 3.14.2, *Environmental Setting*, of that document. Within the context of the 2009 baseline, this section provides a qualitative discussion of the potential hydrology and water quality impacts that could result from implementation of the Proposed Project. The most recently available hydrology and water quality data were reviewed and used to represent current baseline conditions.

The Initial Study/Environmental Checklist (Appendix A-1 of this Draft Subsequent EIR [SEIR]) determined that the Proposed Project would have less-than-significant impacts associated with groundwater recharge and groundwater supplies (Threshold X.b), as well as with the risk of release of pollutants from Proposed Project inundation due to a flood hazard, tsunami, or seiche (Threshold X.d). Additionally, the Initial Study found that the Proposed Project would have no impact related to conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater-management plan (Threshold X.e). Because these issues were already determined to have no impact or less-than-significant impacts, they are not addressed further in this SEIR. It was determined after the release of the Notice of Preparation that the Proposed Project could have the potential to affect water quality standards (Threshold X.a) or alter the existing drainage pattern of the site or area (Threshold X.c); therefore, these issues are analyzed further in the subsequent sections.

All Proposed Project elements were analyzed by comparing baseline conditions, as described in Section 3.7.3, *Environmental Setting*, above, to conditions that would occur during construction and/or operation of the Proposed Project. The analysis focuses on issues related to surface hydrology and surface and groundwater quality. The key construction and operational impacts are identified and evaluated based on the physical characteristics of the Proposed Project and the magnitude, intensity, location, and duration of activities.

- **Surface Water Hydrology:** The surface water hydrology impact analysis considers changes in impervious surfaces and drainage patterns.
- **Surface and Groundwater Quality:** Impacts on surface water and groundwater quality are analyzed using information on potential existing sources of pollution generated by activities such as vehicle use and parking, building maintenance, pesticide use, trash, and material storage. These impacts are compared to potential Proposed Project-related sources of pollution that would occur during construction, such as sediments and other construction materials, and during operation, such as vehicle use, building maintenance, pesticide use, trash, and storage of hazardous materials.

3.7.7 Thresholds of Significance

Based on Appendix G of the California Environmental Quality Act Guidelines (Environmental Checklist), the Proposed Project would have a significant hydrology and water quality impact if it would cause any of the following to occur:

- **HYD-1**: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality; or

- **HYD-2**: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:
  - Result in substantial erosion or siltation on or off site;
  - Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site;
  - Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
  - Impede or redirect flood flows.

Impact HYD-1. Would the Proposed Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Summary of 2009 San Pedro Waterfront Environmental Impact Statement/Environmental Impact Report Findings

The 2009 SPW EIS/EIR determined surface water quality impacts would be less than significant. However, the impact from contaminant leaching would be significant and unavoidable. Based on the analysis in the 2009 SPW EIS/EIR, impacts on surface water quality during construction would be less than significant. Because of historical industrial land uses on the SPW Project Site, there is a potential for exposure of contaminated soil or groundwater. Construction activities could inadvertently spread contaminated soil and expose contaminants to groundwater. Implementation of **MM-GW-1** and **MM-GW-2** would reduce potential impacts to less-than-significant levels.

During operation, LAHD would comply with the NPDES discharge permit limits. The Water Quality Certification would define a *mixing zone* around dredging and construction activities. During dredge and fill activities, an integrated, multiparameter monitoring program would be implemented by LAHD's Environmental Management Division, in conjunction with both USACE and RWQCB permit requirements, wherein dredging performance is measured *in situ*. Each tenant operating cruise ships in the SPW Project area would conform to applicable requirements of the Non-Point Source Pollution Control Program. The 2009 SPW EIS/EIR also determined there would be the potential for an increase in accidental spills and illegal discharges because of increased vessel calls at the facility, but improvements in water quality were observed despite increased use of the harbor, due to tightened regulations and improved enforcement. Leaching of contaminants, such as copper from antifouling paint, could also increase pollutant loading in the harbor, which is listed as impaired for copper. However, it was determined there were no available mitigation measures to eliminate the leaching of contaminants from antifouling paint on vessel hulls; therefore, there would be a significant residual impact from leaching of antifouling paints on vessel hulls. All other surface water quality impacts were determined to be less than significant.

Summary of 2016 Addendum Findings

The 2016 SPPM Addendum determined that the San Pedro Public Market (SPPM) Project would not result in new significant impacts on surface and groundwater quality, sediment, and oceanography,

substantially increase the severity of a previously analyzed impact, nor require new mitigation measures that were not already evaluated in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

Construction

Proposed Project construction activities, such as grading, stockpiling of spoil materials, and other construction-related earth-disturbing activities, could result in short-term water quality impacts associated with soil erosion and subsequent sediment transport to adjacent properties, roadways, or watercourses via storm drains. Construction activities could also generate dust, settlement, litter, oil, and other pollutants that could temporarily contaminate water runoff from the Proposed Project site.

Construction activities must comply with the Construction General Permit, the Los Angeles Regional MS4, and local regulations, which contain standards to ensure that water quality is not degraded. As part of the Construction General Permit, standard erosion-control measures and BMPs would be identified in a SWPPP and implemented during construction to reduce sedimentation of waterways and loss of topsoil. The Proposed Project would, in accordance with the Construction Stormwater General Permit, implement an SWPPP that incorporates BMPs, such as sediment basins, traps and fabric filter fences, or straw bale barriers, to control runoff of eroded soils and pollutants. The SWPPP also would incorporate monitoring requirements intended to minimize potential impacts and verify BMP effectiveness. These measures, combined with the low potential for erosion and remediation of sites prior to construction, would limit the soil and contaminant loading to Los Angeles Harbor. Compliance with the City's grading permit and the latest Construction General Permit would require use of BMPs to restrict soil erosion and sedimentation and restrict non-stormwater discharges from the construction site and the release of hazardous materials. As a performance standard, BMPs to be selected would represent the best-available technology that is economically achievable and the best conventional pollutant-control technology to reduce pollutants.

Other potential water quality impacts include chemical spills into storm drains or groundwater aquifers, if proper minimization measures were not implemented. However, BMPs would be implemented to reduce pollutants in stormwater and other nonpoint-source runoff, as required by the Construction General Permit. Measures range from source control to treatment of polluted runoff. BMPs include watering active construction areas to control dust generation during earthmoving activities and installing erosion-control measures (e.g., silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes) to prevent silt runoff to public roadways, storm drains, or waterways. No disturbed surfaces would be left without erosion-control measures in place during the rainy season, which generally occurs between October 15 and April 15. In addition to compliance with the Construction General Permit, the Proposed Project would be required to comply with local stormwater and construction site–runoff requirements.

During excavation activities, construction dewatering in areas of shallow groundwater may be required, which could result in the exposure of pollutants from spills or contaminated soils that may contaminate groundwater. Concentrations of total petroleum hydrocarbon in groundwater meet the criteria for closure under the low-threat closure policy. Total petroleum hydrocarbon concentrations would not affect anticipated beneficial use of affected water, and compounds would attenuate naturally. However, existing concerns are associated with contaminated onsite soil, which may be disturbed during construction and adversely affect water quality. However, dewatering would be

conducted on a one-time or temporary basis. If dewatering were to result in discharge into surface waters, then the contractor would notify the Los Angeles RWQCB. The SWPPP would include a dewatering plan, which would establish measures to prevent/minimize sediment and contaminant releases into groundwater during excavation. Compliance with dewatering requirements would prevent potential water quality impacts on surface waters and ensures that proper treatment measures would be implemented prior to discharge.

Small amounts of construction-related dewatering are covered under the Construction General Permit. In the event of dewatering during construction activities or before dewatering to surface water via a storm drain, the contractor would obtain coverage under the latest Construction General Permit from the Los Angeles RWQCB. Coverage under the Construction General Permit typically includes dewatering activities as authorized non-stormwater discharges, provided dischargers prove the quality of water to be adequate and unlikely to affect beneficial uses. Dewatering would also be consistent with the appropriate NPDES waste-discharge requirements for the region, such as the Tentative Order for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. All requirements of dewatering compliance would be met to ensure that the Proposed Project does not affect water quality.

As required, the Proposed Project would comply with Los Angeles Regional MS4 requirements and the Construction General Permit, and would implement a SWPPP and the associated erosion-control measures. The SWPPP would identify standard stormwater control measures and BMPs to be implemented during construction to reduce pollutants in waterways as required by MS4 and NPDES permits. Compliance with these stormwater requirements would ensure that construction activities do not result in a violation of water quality standards or waste discharges requirements, or otherwise result in water quality degradation. However, soil disturbances as part of Proposed Project implementation could expose contaminated soil, which may adversely affect water quality. Although no excavations that might encounter contaminated soil would be completed as part of the Proposed Project, onsite operations would be significantly affected due to historical industrial land uses. Therefore, with implementation of **MM-GW-1** and **MM-GW-2**, the Proposed Project would not create a new impact nor increase the severity of a previously identified impact. Implementation of the 2009 SPW EIS/EIR's **MM-GW-1** and **MM-GW-2** would reduce potential impacts to less-than-significant levels.

The Proposed Project would be subject to existing regulations requiring the implementation of a SWPPP and stormwater control BMPs, which would ensure that impacts related to the Project would be less than significant with mitigation, consistent with the findings of the 2009 SPW EIS/EIR and 2016 SPPM Addendum. Proposed Project construction could add to impacts already deemed less than significant with mitigation in the 2009 SPW EIS/EIR but would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the 2009 SPW EIS/EIR and 2016 SPPM Addendum. Therefore, with implementation of **MM-GW-1** and **MM-GW-2**, the Proposed Project would not create a new impact or result in a substantial increase in the severity of a previously identified impact.

Operation

The 208 E. 22nd Street Parking Lot Improvements portion of the Proposed Project would result in an increase of impervious surface on the Project Site, which would result in increased runoff rates and

volumes and associated pollutants. Impervious areas also reduce infiltration of stormwater and prevent pollutant filtration of stormwater that would otherwise occur in pervious areas. Increased storm runoff would also increase the potential for erosion and sedimentation. Increased areas of impervious surfaces, as well as increased human activity (e.g., automobile and pesticide use), can also result in increased pollutant loading to surface waters and degraded groundwater quality.

The Proposed Project would be required to comply with the City of Los Angeles's LID ordinance. LID measures include site design, pollutant source control, stormwater treatment, and flow-control measures. LID treatment measures include infiltration, "capture and reuse" or rainwater harvesting, and bioretention basins or flow-through planters.

Operations would also comply with the latest MS4 permit. In addition, standard Port of Los Angeles permit conditions would require the provision of adequate onsite waste collection, contained trash enclosures, and minimization of waste from concessions through compliance with City ordinances for single-use items and food recycling. To ensure that trash is picked up, standard BMPs would also be part of the permit conditions, and the entire site would be cleaned after each event to minimize mobilization of pollutants from concert events. The Los Angeles River Watershed Trash TMDL and the Statewide Water Quality Control Plan for Trash also require measures to limit load allocations associated with trash. Where possible, sustainable practices and products, such as biodegradable confetti, would be used during events, and care would be taken to direct the spray away from the main channel. This material, along with other trash, would be cleaned up after each event to prevent debris and microplastics from entering the storm drain system and ocean. Furthermore, implementation of **MM-BIO-7**, *Trash Management and Post-event Cleanup*, and **MM-BIO-10**, *Biodegradable Venue Products*, would ensure that trash and other debris resulting from Amphitheater events and fireworks shows would be removed from the harbor and that biodegradable products would be used to reduce impacts on nearby marine environments.

The Proposed Project would be designed and maintained in accordance with Los Angeles RWQCB water quality requirements, such as the Los Angeles Regional MS4 permit. The Proposed Project would also comply with the Construction General Permit post-construction stormwater management measures and the City of Los Angeles's LID ordinance. Consequently, potential surface water quality impacts from operation of the Proposed Project would not violate any waste-discharge requirements or otherwise substantially degrade water quality.

However, soil and groundwater in limited portions of the Project Site have been affected by hazardous substances and petroleum products from spills during historical industrial land uses. These areas are in various stages of contaminant site characterization and remediation. Hazards are further described in Section 3.6, *Hazards and Hazardous Materials*. Operations related to the Proposed Project on these sites would be significantly affected. Implementation of the 2009 SPW EIS/EIR's **MM-GW-1** and **MM-GW-2**, and new **MM-HAZ-1,** *Develop a Soil Management Plan for the 208 E. 22nd Street Parking Lot Site*, would reduce potential impacts during operation to less-than-significant levels with mitigation.

As discussed above, water quality impacts related to Proposed Project operations would be less than significant with mitigation, consistent with the findings of the 2009 SPW EIS/EIR and 2016 SPPM Addendum. Proposed Project operations could add to impacts already deemed less than significant with mitigation in the 2009 SPW EIS/EIR, but would not result in new significant impacts or substantially increase the severity of a previously analyzed impact that was not already evaluated in

the 2009 SPW EIS/EIR and 2016 SPPM Addendum. With implementation of **MM-GW-1**, **MM-GW-2**, **MM-HAZ-1**, **MM-BIO-7**, and **MM-BIO-10**, impacts during the operations phase would be less than significant.

208 E. 22nd Street Parking Lot Improvements

Improvements to the 208 E. 22nd Street Parking Lot would include paving the entirety of the 20-acre site, except for 1.92 acres of already paved parking and some landscaping along the eastern side to accommodate up to 2,600 stalls. These improvements would increase the impervious surface of the Project Site. As noted above, the Proposed Project would comply with LID requirements. Based on soil conditions, an infiltration basin or a flow-through planter/sand filter are proposed to treat stormwater. However, historical site characterizations and remedial investigations have indicated that soil and groundwater at the site have been contaminated; affected soil and groundwater exist in limited areas of the Proposed Project. Locations of historic hazards on the Project Site are further described in Section 3.6. Implementation of the 2009 SPW EIS/EIR's **MM-GW-1** and **MM-GW-2**, along with the development and implementation of a Soil Management Plan (SMP) for the 208 E. 22nd Street Parking Lot site (**MM-HAZ-1**), would reduce potential impacts to a less-than-significant level.

Amphitheater

As part of the Amphitheater, a 50,000-square-foot artificial-turf lawn would be installed. The lawn is proposed to utilize a FieldTurf™ product or equivalent, which is specifically designed for festivals and event spaces. The turf fibers are made of ultraviolet-stabilized polyethylene with polyurethane-coated backing layers, which is 100-percent permeable. Unlike an artificial sport field or pitch, ground rubber infill is not used; instead, the infill materials would be sand, ground cork, or granulated olive cores or some combination thereof (Brown pers. comm.). With use of these materials and by avoiding ground rubber, the amount of polyfluoroalkyl substances would be inconsequential, thus addressing comments raised during the Notice of Preparation period. Additionally, the artificial turf would be vacuumed regularly and intermittently washed down (approximately four times per year). Because the artificial lawn would be a permeable surface to promote infiltration, water quality benefits would be achieved via percolation and filtration through the underlying soil. Implementation of the 2009 SPW EIS/EIR's **MM-GW-1** and **MM-GW-2** would reduce potential water quality impacts to a less-than-significant level.

Fireworks

Fireworks may be launched from a barge at approximately 25 Amphitheater events per year and may last up to 20 minutes. According to the Los Angeles RWQCB, after fireworks explode, they can release into the water some polluting chemicals and materials, including aluminum, antimony, barium, carbon, calcium, chlorine, cesium, copper, iron, potassium, lithium, magnesium, oxidizers (including nitrates, chlorates, and perchlorates), phosphorus, sodium sulfur, strontium, titanium, and zinc. Particulate matter and debris from exploded fireworks and unignited pyrotechnic material, as well as paper, cardboard, wires, and fuses from ignited pyrotechnic material, can also adversely affect the quality of the surrounding waters. Residual firework pollutants discharged into surface waters constitute discharge of a pollutant from a point source. The Los Angeles RWQCB adopted a General NPDES Permit intended to authorize discharges of residual firework pollutants from public fireworks displays into surface waters in Los Angeles and Ventura Counties. Prior to the public display of

fireworks and residual firework pollutant discharges to surface waters, coverage under the General NPDES Permit must be obtained. Complying with the permit requires developing a list of BMPs that must be approved by the Los Angeles RWQCB. Therefore, with compliance with the General NPDES Permit, water quality impacts would be less than significant.

Previous Mitigation Measures Applicable to the Proposed Project

MM-GW-1 and **MM-GW-2** from the 2009 SPW EIS/EIR would apply to the Proposed Project.

New Mitigation Measures Applicable to the Proposed Project

MM-HAZ-1: Develop a Soil Management Plan (SMP) for the 208 E. 22nd Street Parking Lot Site.

The Proposed Project sponsor will retain the services of a qualified environmental engineering firm to prepare and implement an SMP during site-preparation and grading activities. The SMP will be designed to protect human health and the environment and will include protocols, measures, and techniques for the proper handling, management, and disposition of affected soils found on site and in any areas of offsite work during site preparation and grading activities. The SMP will also be designed to protect workers and offsite receptors during site activities and ensure that proper characterization, management, and/or disposal of contaminated environmental media is above applicable environmental-screening levels. A commercial environmental engineering firm with demonstrated expertise and experience in the preparation of SMPs will prepare the SMP, which will be stamped by an appropriately licensed professional. The SMP will be implemented throughout all ground-disturbing work.

Impacts would be significant; however, **MM-BIO-7**, **MM-BIO-10**, and **MM-HAZ-1** would apply to the Proposed Project and reduce impacts to a less-than-significant level. No new or substantially more severe significant impacts would occur.

Significance after Mitigation

The Proposed Project, including construction and operation of the 208 E. 22nd Street Parking Lot, would not lead to a new significant environmental effect nor a substantial increase in the severity of previously identified significant effects. Implementation of the 2009 SPW EIS/EIR's **MM-GW-1** and **MM-GW-2**, along with new **MM-HAZ-1**, **MM-BIO-7**, and **MM-BIO-10**, would reduce potential impacts to a less-than-significant level.

Impact HYD-2. Would the Proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on or off site; create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows?

Summary of 2009 San Pedro Waterfront Environmental Impact Statement/Environmental Impact Report Findings

The 2009 SPW EIS/EIR found that the existing drainage on the SPW Project site would be maintained. Site elevations would remain generally the same with the SPW Project, but construction of the North, Downtown, and 7th Street Harbors would decrease the land surface area on which precipitation would fall. There would be a slight decrease in impervious surface in the SPW Project area from the creation of parks, primarily at the Outer Harbor Cruise Ship Terminal, San Pedro Park, and Fisherman's Park. SPW Project site grading would direct runoff from the site to storm drains designed for a 10-year event, which is the standard design capacity for the storm-drain systems in the vicinity of the harbor. Runoff associated with larger storm events (e.g., 50- or 100-year events) could exceed the capacity of the storm-drain system, resulting in temporary ponding of water on site. However, because the SPW Project site terrain is flat and the runoff velocity would not be increased by construction activities, the SPW Project would not increase the risk of flooding or severity of flooding impacts relative to the baseline conditions.

Summary of 2016 Addendum Findings

The 2016 Addendum determined that the SPPM Project would not result in new significant impacts on water quality, sediment, and oceanography, substantially increase the severity of a previously analyzed impact, nor require new mitigation measures that were not already evaluated in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

Construction

During Proposed Project construction, earth-disturbing activities (e.g., grading, stockpiling) could result in short-term water quality impacts associated with soil erosion and subsequent sediment transport. Sediment transport to local drainage facilities, such as drainage inlets and storm drains, could result in reduced storm-flow capacity, which could further result in localized ponding or flooding during storm events. During construction, stormwater drainage patterns could be temporarily altered. However, the Proposed Project would implement BMPs required in the Proposed Project's SWPPP to minimize the potential for erosion or siltation in nearby storm drains and temporary changes in drainage patterns during construction. During construction, provisions for erosion- and stormwater-control measures would be implemented, as required by City of Los Angeles Municipal Code. Construction BMPs (e.g., sediment basins and traps, filter berms, diversion berms) would capture and infiltrate small amounts of sheetflow into the ground such that offsite runoff from the construction site would not increase, ensuring that drainage patterns would not be significantly altered. Erosion- and stormwater-control measures (e.g., silt fences, staked straw wattles, geofabric)

required by the Construction General Permit would also limit site runoff during construction and would not alter stormwater drainage patterns. BMPs would be implemented to control construction-site runoff by diverting runoff to sediment- and stormwater-control devices used to divert clean water from entering a disturbed area, ensure proper stormwater control and treatment, and reduce the discharge of pollution to the storm-drain system. Construction of the Proposed Project would not substantially alter the existing drainage pattern of the area in a manner that would result in substantial erosion or siltation, nor increase the rate or amount of surface runoff in a manner that would result in flooding on or off site. Therefore, Proposed Project construction would not result in an exceedance of drainage system capacities, and the associated impact would be less than significant.

Drainage and stormwater impacts related to Proposed Project operations would be less than significant, consistently with the findings of the 2009 SPW EIS/EIR and 2016 SPPM Addendum. Proposed Project construction would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, nor require new mitigation measures that have not already been evaluated in the 2009 SPW EIS/EIR and 2016 SPPM Addendum. Proposed Project construction impacts would be less than significant.

Operation

Stormwater from the Project Site currently indirectly drains to harbor waters via a storm-drain system. Implementation of the Proposed Project would not modify the site's existing drainage patterns. The installation of artificial turf and LID compliance through infiltration would reduce runoff rates and volumes. Green spaces and garden areas would minimize stormwater-runoff rates and volume and would treat stormwater runoff through biological uptake. Stormwater runoff at the site would comply with applicable LID requirements, including the City of Los Angeles's LID ordinance and the Los Angeles Regional MS4 permit. Adequate drainage capacity would be maintained based on existing and proposed improvements. All drainage facilities would be designed to meet City of Los Angeles standards and Port of Los Angeles guidelines. The Proposed Project would have no impact with respect to exceeding capacity of the stormwater-drainage system, nor would it provide a substantial source of polluted runoff. To meet federal, state, and local requirements for water quality treatment and flood control, stormwater-management facilities would be maintained. Therefore, Proposed Project operations would not result in an exceedance of drainage-system capacities nor provide substantial additional sources of polluted runoff, and the associated impact would be less than significant.

Drainage and stormwater impacts related to Proposed Project operations would be less than significant, consistently with the findings of the 2009 SPW EIS/EIR and 2016 SPPM Addendum. Proposed Project operations would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, nor require new mitigation measures that have not already been evaluated in the 2009 SPW EIS/EIR and 2016 SPPM Addendum. Proposed Project operational impacts would be less than significant.

208 E. 22nd Street Parking Lot

Generally, the entire 18.1 acres would be paved to accommodate up to 2,600 stalls with the exception of 1.92 acres of already paved parking and landscaping along the eastern side. This would require removal of the existing Red Car maintenance facility, loading platform, rail, and parking lot along Miner Street and the Pacific Performance Racing building at the corner of Harbor Boulevard and

22nd Street; the pump station at Harbor Boulevard and 22nd Street would remain in place. An infiltration basin on the western side of the parking lot is proposed to treat stormwater. Ultimately, drainage would be improved, and impeded or redirected flood flows would be reduced. The parking lot improvements would comply with LID requirements and would require utility work and site regrading and paving. Site grading would require import of soil and pavement to cap the area of contaminated soils. During construction, BMPs would be implemented to control construction-site runoff to ensure proper stormwater control and treatment and reduce the discharge of pollution to the storm-drain system, as required by the Construction General Permit and described in the Proposed Project's SWPPP. As required by **MM-HAZ-1**, an SMP would be implemented throughout all ground-disturbing work, and drainage patterns would be similar to those under existing conditions. Therefore, construction and operation of the 208 E. 22nd Street Parking Lot would not result in an exceedance of drainage-system capacities nor provide substantial additional sources of polluted runoff, and the associated impact would be less than significant with mitigation.

Amphitheater

The Amphitheater would occupy approximately 2.1 acres, including a 50,000-square-foot area consisting of an artificial lawn. During construction, BMPs would be implemented to control construction-site runoff, as required by the Construction General Permit. The artificial lawn would be a permeable surface to promote infiltration. As a result, stormwater-runoff rates and volume would be managed and stormwater runoff treated through filtration via the underlying soil cover. Infill materials would include sand, ground cork, or granulated olive cores or some combination. LID through infiltration would reduce runoff rates and volumes. Stormwater runoff would comply with applicable LID requirements, including the City of Los Angeles's LID ordinance and the Los Angeles Regional MS4 permit. Therefore, construction and operation of the Amphitheater would not result in an exceedance of drainage-system capacities nor provide substantial additional sources of polluted runoff, and the associated impact would be less than significant.

Previous Mitigation Measures Applicable to the Proposed Project

No mitigation measures regarding drainage patterns were included in the 2009 SPW EIS/EIR or the 2016 SPPM Addendum.

New Mitigation Measures Applicable to the Proposed Project

MM-HAZ-1 would apply to the Proposed Project.

Significance after Mitigation

The Proposed Project, including the 208 E. 22nd Street Parking Lot, would not lead to a new significant environmental effect nor a substantial increase in the severity of previously identified significant effects. Implementation of **MM-HAZ-1** would ensure that residual impacts are reduced to a less-than-significant level.

3.7.8 Alternatives Impact Determination

3.7.8.1 Alternative 1 (No Project)

Alternative 1 is defined as a No Project Alternative, where conditions would remain based on the previously approved projects in both the 2009 SPW EIS/EIR and 2016 SPPM Addendum.

Alternative 1 would implement a SWPPP and incorporate BMPs to ensure that all erosion, runoff, and drainage impacts during construction and operation would be less than significant. Copper from antifouling paint from boats in the harbor could result in increased pollutant loading in the harbor. However, it was determined that there are no available mitigation measures beyond legal requirements to eliminate leaching of contaminants from antifouling paint on vessel hulls. Therefore, impacts would be significant and unavoidable. No new or substantially more-severe significant impacts would occur compared to the 2009 SPW EIS/EIR analysis. However, development under this alternative would require implementation of **MM-GW-1** and **MM-GW-2** from the 2009 SPW EIS/EIR.

3.7.8.2 Alternative 2 (Half-Capacity Amphitheater)

Alternative 2 is an Amphitheater with a similar build to the Proposed Project, with an anticipated maximum capacity of 3,100 patrons per event. Construction and operational activities would remain similar to those of the Proposed Project, but include fewer attendees. Reducing the seating by half would not substantially affect hydrologic or water quality conditions; therefore, impacts would be similar to those of the Proposed Project. Alternative 2 would implement a SWPPP and incorporate BMPs to reduce potential erosion, runoff, and drainage impacts during construction and operation. However, soil and groundwater in limited portions of the Project site have been affected by hazardous substances, and operations on these sites would be significant. With implementation of **MM-GW-1** and **MM-GW-2** from the 2009 SPW EIS/EIR and new **MM-HAZ-1**, **MM-BIO-7**, and **MM-BIO-10**, impacts would be less than significant.

3.7.9 Impact Summary

Table 3.7-3 summarizes the Proposed Project's impacts with respect to hydrology and water quality, which are described in detail in Section 3.7.7.1 above. As presented in Table 3.7-3, the Proposed Project's impacts would include newly significant impacts, but no new significant or substantially more-severe impacts than previously analyzed.

For each type of potential impact, Table 3.7-3 describes the impact, notes the impact determinations, describes any applicable MMs, and notes the residual impacts (i.e., the impact remaining after mitigation). All impacts, whether significant or not, are included in this table.

Table 3.7-3. Summary of Potential Impacts on Hydrology and Water Quality Associated with the Proposed Project

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
Impact HYD-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	**Construction** The 2009 SPW EIS/EIR findings of a less-than-significant impact for surface water quality and a significant impact for groundwater quality during construction remain valid for the Proposed Project.	**Construction** **MM-GW-1** and **MM-GW-2** from the 2009 SPW EIS/EIR would apply to the Proposed Project.	**Construction** No new or substantially more-severe significant impacts would occur during construction. Implementation of **MM-GW-1** and **MM-GW-2** would reduce impacts to less-than-significant levels.
	Operation Surface water quality impacts associated with the Proposed Project would be less than significant, and groundwater quality impacts would be significant.	**Operation** **MM-GW-1** and **MM-GW-2** from the 2009 SPW EIS/EIR and new **MM-HAZ-1**, **MM-BIO-7**, and **MM-BIO-10** would apply to the Proposed Project.	**Operation** No new or substantially more-severe significant impacts would occur. Implementation of **MM-GW-1**, **MM-GW-2**, **MM-HAZ-1**, **MM-BIO-7**, and **MM-BIO-10** would reduce impacts to less-than-significant levels.
Impact HYD-2: Substantially alter the existing drainage pattern of the site or area in a manner that would: (1) result in substantial erosion or siltation; (2) substantially increase the rate or amount of surface runoff in a manner that would result in flooding; (3) create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems; or (4) impede or redirect flood flows.	**Construction** The 2009 SPW EIS/EIR findings of less-than-significant impacts during construction remains valid for the Proposed Project.	**Construction** New **MM HAZ-1** would apply to the Proposed Project.	**Construction** No new or substantially more-severe significant impacts would occur. Implementation of **MM-HAZ-1** would reduce impacts to less-than-significant levels.
	Operation The 2009 SPW EIS/EIR findings of less-than-significant impacts during operations remains valid for the Proposed Project.	**Operation** No mitigation is required.	**Operation** No new or substantially more-severe significant impacts would occur during operations.
Alternative 1 – No Project Alternative			
Impact HYD-1: Violate any water quality standards or waste discharge requirements or otherwise	**Construction** The 2009 SPW EIS/EIR findings of a less-than-significant impact for	**Construction** **MM-GW-1** and **MM-GW-2** from the 2009 SPW EIS/	**Construction** No new or substantially more severe significant

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
substantially degrade surface or groundwater quality.	surface water quality and significant impact for groundwater quality during construction remain valid for this alternative.	EIR would apply to this alternative.	impacts would occur during construction. Implementation of **MM-GW-1** and **MM-GW-2** would reduce groundwater impacts to less-than-significant levels.
	Operation Surface water quality impacts associated with this alternative would be less than significant and groundwater quality impacts would be significant.	**Operation** **MM-GW-1** and **MM-GW-2** would apply to this alternative.	**Operation** No new or substantially more severe significant impacts would occur. Implementation of **MM-GW-1** and **MM-GW-2** would reduce impacts to less-than-significant levels.
Impact HYD-2: Substantially alter the existing drainage pattern of the site or area in a manner that would: (1) result in substantial erosion or siltation; (2) substantially increase the rate or amount of surface runoff in a manner that would result in flooding; (3) create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems; or (4) impede or redirect flood flows.	**Construction** The 2009 SPW EIS/EIR findings of a less-than-significant impact remain valid for this alternative.	**Construction** No mitigation is required.	**Construction** No new or substantially more-severe significant impacts would occur during construction.
	Operation The 2009 SPW EIS/EIR findings of a less-than-significant impact during operations remain valid for this alternative.	**Operation** No mitigation is required.	**Operation** No new or substantially more-severe significant impacts would occur during operations.
Alternative 2 – Half-Capacity Amphitheater Alternative			
Impact HYD-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	**Construction** Impacts associated with this alternative during construction would be significant.	**Construction** **MM-GW-1** and **MM-GW-2** from the 2009 SPW EIS/EIR would apply to this alternative.	**Construction** No new or substantially more-severe significant impacts would occur during construction. Implementation of **MM-GW-1** and **MM-GW-2** would reduce impacts to less-than-significant levels.

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
	Operation Impacts associated with this alternative during operation would be significant.	**Operation** **MM-GW-1** and **MM-GW-2** from the 2009 SPW EIS/ EIR and new **MM-HAZ-1**, **MM-BIO-7**, and **MM-BIO-10** would apply to this alternative.	**Operation** No new or substantially more-severe significant impacts would occur during operation.
Impact HYD-2: Substantially alter the existing drainage pattern of the site or area in a manner that would (1) result in substantial erosion or siltation; (2) substantially increase the rate or amount of surface runoff in a manner that would result in flooding; (3) create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems; and (4) impede or redirect flood flows.	**Construction** Impacts associated with this alternative during construction would be less than significant.	**Construction** New **MM HAZ-1** would apply to the Proposed Project.	**Construction** No new or substantially more-severe significant impacts would occur. Implementation of **MM-HAZ-1** would reduce impacts to less-than-significant levels.
	Operation Impacts associated with this alternative during operation would be less than significant.	**Operation** No mitigation is required.	**Operation** No new or substantially more-severe significant impacts would occur during operations.

EIR = Environmental Impact Report; EIS = Environmental Impact Statement; MM = mitigation measure; SPPM = San Pedro Public Marketplace; SPW = San Pedro Waterfront

3.7.9.1 Mitigation Monitoring Program

The mitigation monitoring program outlined in Table 3.7-4 is applicable to the Proposed Project.

Table 3.7-4. Mitigation Monitoring Program

MM-GW-1: Complete Site Remediation LAHD will remediate all contaminated soils within Proposed Project boundaries. Remediation will occur in compliance with federal, state, and local regulations. Soil remediation will be completed such that contamination levels are below health-screening levels established by the California Office of Environmental Health Hazard Assessment and/or applicable action levels established by the lead regulatory agency with jurisdiction over the site. Use of localized soil capping/paving, combined with agency-approved deed restrictions, may be an acceptable remediation measure in upland areas and/or for risk-based soil assessments, but would be subject to the discretion of the lead regulatory agency.	
Timing	Prior to or in conjunction with Proposed Project demolition, grading, and construction

Methodology	Existing groundwater contamination throughout the Proposed Project boundary will continue to be monitored and remediated, simultaneously and/or subsequently to site redevelopment, in accordance with direction provided by RWQCB and/or the Department of Toxic Substance Control.
MM-GW-2: Create a Contamination Contingency Plan LAHD will prepare a contamination contingency plan for nonspecific facilities. The Proposed Project site has a long history of industrial activity, so it is possible that future construction activity could encounter historical soil or groundwater contamination that had not been previously reported to regulatory agencies.	
Timing	Prior to the start of construction activities
Methodology	The contingency plan will be implemented to address previously unknown contamination that may be uncovered during demolition, grading, and construction.
MM-HAZ-1: Develop a Soil Management Plan (SMP) for the 208 E. 22nd Street Parking Lot Site The Proposed Project sponsor will retain the services of a qualified environmental engineering firm to prepare and implement, during site preparation and grading activities, an SMP. The SMP will be designed to protect human health and the environment and will include protocols, measures, and techniques for the proper handling, management, and disposition of affected soils found on site and in any areas of offsite work during site-preparation and grading activities. The SMP will also be designed to protect workers and offsite receptors during site activities and ensure that the proper characterization, management, and/or disposal of contaminated environmental media is above applicable environmental-screening levels. A commercial environmental engineering firm with demonstrated expertise and experience in the preparation of SMPs will prepare the SMP, which will be stamped by an appropriately licensed professional. The SMP will be implemented throughout all ground-disturbing work.	
Timing	Prior to issuance of a grading permit and start of construction activities
Methodology	The SMP would protect human health and the environment by including protocols, measures, and techniques for the proper handling, management, and disposition of contaminated soils that result from Proposed Project implementation. The SMP would protect workers and offsite receptors during site activities and ensure the proper characterization, management, and/or disposal of contaminated media.
MM-BIO-7: Post-Event Cleanup • To prevent trash and debris produced by Amphitheater events from entering nearby waters and causing harm to sensitive marine environments and species, a Standard Operating Procedure (SOP) will be developed for post-event cleanup. At a minimum, the SOP must include covered trash receptacles located near the harbor to deter animals (e.g., gulls) from easily accessing litter and to prevent wind-blown trash from entering the harbor. • Following any events at the Amphitheater, trash will be removed from all venue locations as soon as practicable and no later than 4 hours following the event, including areas in the Amphitheater, parking lots, parks, surrounding walkways and open areas. Trash and debris will be properly disposed of in accordance with all applicable regulations.	
Timing	Prior to and immediately following events; all cleanup must be completed as soon as practicable, and no later than 4 hours following the event.
Methodology	Per SOP for post-event cleanup.

MM-BIO-10: Biodegradable Venue Products Wherever reusable, compostable, and/or recyclable products are infeasible or not required by regulations, event organizers will invest in biodegradable products (e.g., confetti, decorations, packaging, single-use items) for all Amphitheater events to prevent injury and damage to surrounding sensitive marine environments and protect species from harmful materials (e.g., plastics, mylar, metals). Event organizers will comply with the City of Los Angeles Comprehensive Plastics Reduction Program and the LAHD Zero Waste Plan with the incorporation of Ordinance 187718, *Zero Waste at City Facilities and Events on City Property*, once adopted. Ordinance 187718 contains extensive provisions including, but not limited to, the ban of single-use plastics and expanded polystyrene foam (or Styrofoam™) and the reduction of disposable foodware and accessories.	
Timing	Prior to and during events
Methodology	Invest in biodegradable products per guidance in **MM-BIO-10**.

LAHD = Los Angeles Harbor Department; RWQCB = Regional Water Quality Control Board; SMP = Soil Management Plan; SOP = Standard Operating Procedure.

3.8 Noise

3.8.1 Section Summary

This section describes the affected noise and vibration environment, regulatory setting, and potential impacts on noise and vibration associated with the construction and operation of the proposed West Harbor Modification Project (Proposed Project).

Section 3.8, *Noise*, includes the following:

- A description of existing noise and vibration in the Port of Los Angeles (Port) area;
- A description of regulations and policies regarding noise and vibration that are applicable to the Proposed Project;
- A discussion of the methodology used to determine whether the Proposed Project would result in a new or substantially more severe significant impact on noise or vibration;
- An impact analysis for the Proposed Project; and
- A description of mitigation measures (MM-) proposed to reduce potential impacts, as applicable.

Key points of Section 3.8, *Noise*, include the following:

- Noise from the construction of the Proposed Project would create significant noise impacts. However, these impacts are consistent with those previously identified in the *2009 San Pedro Waterfront Project* (SPW) *Environmental Impact Statement* (EIS)/*Environmental Impact Report* (EIR) (2009 SPW EIS/EIR) (Port 2009) and *2016 Addendum to the San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report for the San Pedro Public Market Project* (2016 SPPM Addendum) (ICF 2016). Therefore, construction of the Proposed Project would not create a new significant impact, increase the severity of any impacts reported in the 2009 SPW EIS/EIR, nor require the implementation of new mitigation measures. **MM-NOI-1** and **MM-NOI-2** from the 2009 SPW EIS/EIR would be required. Consistent with the 2009 SPW EIS/EIR, construction noise impacts would remain significant and unavoidable after mitigation;
- Noise from the operation of the proposed Amphitheater would create significant impacts at surrounding noise-sensitive receptors (residences and liveaboard boats). These would be new impacts not previously identified in the 2009 SPW EIS/EIR or 2016 SPPM Addendum, and new mitigation measures would be required. Project Feature (**PF**)-**NOI-1** and **MM-NOI-3** through **MM-NOI-10** would be required to reduce noise impacts to the extent feasible, but would not reduce the impacts to less-than-significant levels. Therefore, Amphitheater noise impacts would remain significant and unavoidable after mitigation;
- Noise from the proposed fireworks displays would create significant impacts on surrounding noise-sensitive receptors (i.e., residences and liveaboard boats). These would be new impacts not previously identified in the 2009 SPW EIS/EIR or 2016 SPPM Addendum and new mitigation measures would be required. **MM-NOI-11** through **MM-NOI-14** would be required to reduce noise impacts to the extent feasible, but would not reduce the impacts to less-than-significant

levels. Therefore, noise impacts from fireworks displays would remain significant and unavoidable after mitigation;

- The Proposed Project would not create a new significant impact, increase the severity of any impacts reported in the 2009 SPW EIS/EIR or 2016 SPPM Addendum, nor require the implementation of new mitigation measures for the following noise sources:
  - Traffic noise;
  - Operation of the 208 E. 22nd Street Parking Lot; or
  - Operation of Ferris wheel and Amusement Attractions;
- The Proposed Project would not create a new significant impact, increase the severity of any impacts reported in the 2009 SPW EIS/EIR or 2016 SPPM Addendum, nor require the implementation of new mitigation measures related to groundborne vibration or groundborne noise levels; and
- The Proposed Project would not create a new significant impact, increase the severity of any impacts reported in the 2009 SPW EIS/EIR or 2016 SPPM Addendum, nor require the implementation of new mitigation measures related to noise from any public airport or public-use airport.

3.8.2 Introduction

This section provides a discussion of the regulatory and environmental setting for noise as it pertains to the Proposed Project and its alternatives, an evaluation of potential noise impacts from construction and operation, the level of significance of Proposed Project noise exposure, and, where applicable, potential noise mitigation measures. Technical acoustical terms commonly used in this section are defined in Table 3.8-1.

The analysis of each potential impact starts with a comparison of the Proposed Project description to the project description analyzed in the 2009 SPW EIS/EIR, the 2016 SPPM Addendum, and the *2019 Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project* (2019 SPPM Addendum) (ICF 2019). which focused on an extension to the SPPM lease. New analyses were not conducted for Proposed Project elements and activities that were analyzed previously and would not change substantively as a result of the Proposed Project. The following Proposed Project elements are analyzed in this section because they would potentially change the previously analyzed noise and vibration impacts. The need to analyze these project elements does not necessarily indicate that impacts would change, simply that further analysis is required to verify whether the proposed changes create a new significant impact or increase the severity of a previously analyzed impact.

- Noise from construction of the Proposed Project, including the proposed new and expanded project elements (208 E. 22nd Street Parking Lot, Amphitheater, and the larger Ferris wheel);
- Noise from updated traffic volumes (including the addition of the 208 E. 22nd Street Parking Lot expansion and event traffic for Amphitheater events);
- Noise from the operation of the proposed 208 E. 22nd Street Parking Lot expansion;

- Noise from the operation of the proposed Amphitheater; and
- Noise from the proposed fireworks displays.

3.8.3 Environmental Setting

3.8.3.1 Noise Fundamentals

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound can be caused by its *pitch* or its *loudness*. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (i.e., frequency) of the vibrations by which it is produced. Higher-pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is the amplitude of sound waves combined with the reception characteristics of the ear. Amplitude may be compared with the height of an ocean wave—it has an oscillating high and low point. Technical acoustical terms commonly used in this section are defined in Table 3.8-1.

Table 3.8-1. Definitions of Acoustical Terms

Term	Definition
Decibel (dB)	*Decibels* are units describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
Sound Pressure Level (SPL)	*Sound pressure* is the sound force per unit area, usually expressed in micro Pascals (or micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The *sound pressure level* is expressed in dB. Sound pressure level is the quantity that is directly measured by a sound-level meter (SLM).
Frequency (Hertz [Hz])	*Frequency* is the number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sounds are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level (dBA)	*A-Weighted Sound Level* is the SPL in dB as measured on a SLM using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	*Equivalent Noise Level* is the average A-weighted noise level during the measurement period. The hourly L_{eq} used for this report is denoted as dBA $L_{eq(h)}$. The 5-minute L_{eq} values are used for the analyses and assessment of Amphitheater noise levels are denoted as $L_{eq(5min)}$.
Community Noise Equivalent Level (CNEL)	*Community Noise Equivalent Level* is the average A-weighted noise level during a 24-hour day, obtained after addition of 5 dB to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of 10 dB to sound levels in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level (L_{dn})	*Day/Night Noise Level* is the average A-weighted noise level during a 24-hour day, obtained after addition of 10 dB to levels measured in the night between 10:00 p.m. and 7:00 a.m.

Term	Definition
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period are expressed as L_{01}, L_{10}, L_{50}, L_{90}, respectively.
Ambient Noise Level	*Ambient Noise Level* is the composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location is referred to as *Intrusive*. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, time of occurrence, and tonal or informational content, as well as the prevailing ambient-noise level.

Decibels and Frequency

In addition to the concepts of pitch and loudness, several other noise measurement scales are used to describe noise. The dB) is a unit of measurement that indicates the relative amplitude of a sound. Zero on the dB scale is based on the lowest sound pressure that a healthy, unimpaired human ear can detect. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a tenfold increase in acoustic energy, whereas 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. There is a relationship between the subjective noisiness or loudness of a sound and its level. Each 10-dB increase in sound level is perceived as approximately a doubling of loudness over a wide range of amplitudes. Because dBs are logarithmic units, SPLs are not added arithmetically. When two sounds of equal SPL are added, the result is a SPL that is 3 dB higher. For example, if the sound level were 70 dB when 100 cars pass by, then it would be 73 dB when 200 cars pass the observer. Doubling the amount of energy would result in a 3-dB increase to the sound level.

Frequency relates to the number of pressure oscillations per second, or Hz. The range of sound frequencies that can be heard by healthy human ears is from about 20 Hz at the low-frequency end to 20,000 Hz (20 kilohertz [kHz]) at the high-frequency end.

There are several methods for characterizing sound. The most common is the *A-weighted sound level*, or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Studies have shown that the A-weighted level is closely correlated with annoyance at traffic noise. Other frequency-weighting networks, such as *C weighting*, or *dBC*, have been devised to describe noise levels for specific types of noise (e.g., explosives). Table 3.8-2 shows typical A-weighted noise levels that occur in human environments.

Table 3.8-2. Typical Noise Levels in the Environment

Common Outdoor Noise Source	Noise Level (dBA)	Common Indoor Noise Source
	120 dBA	
Jet fly-over at 300 meters		Rock concert
	110 dBA	
Pile driver at 30 meters	100 dBA	
		Night club with live music
	90 dBA	
Large truck passes by at 15 meters		
	80 dBA	Noisy restaurant
		Garbage disposal at 1 meter
Gas lawn mower at 30 meters	70 dBA	Vacuum cleaner at 3 meters
Commercial/Urban area daytime		Normal speech at 1 meter
Suburban expressway at 90 meters	60 dBA	
Suburban daytime		Active office environment
	50 dBA	
Urban area nighttime		Quiet office environment
	40 dBA	
Suburban nighttime		
Quiet rural areas	30 dBA	Library
		Quiet bedroom at night
Wilderness area	20 dBA	
	10 dBA	Quiet recording studio
Threshold of human hearing	0 dBA	Threshold of human hearing

dBA = A-weighted decibels.

Noise Descriptors

Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations is utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called L_{eq}. A common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration. The scientific instrument used to measure noise is the SLM, which can accurately measure environmental noise levels to within approximately plus or minus 1 dBA. Two metrics describe the 24-hour average, L_{dn} and CNEL. Both include penalties for noise during the nighttime, but CNEL also penalizes noise during the evening. CNEL and L_{dn} are normally within 1 dBA of each other and are used interchangeably in this section.

Human Response to Noise

Studies under controlled conditions in an acoustics laboratory have shown that a healthy human ear is able to discern changes in sound levels of 1 dBA. In the normal environment, the healthy human ear can detect changes of about 2 dBA; however, it is widely accepted that changes of 3 dBA in the normal environment are considered just noticeable to most people. A change of 5 dBA is readily perceptible, and a change of 10 dBA is perceived as being twice as loud.

Noise and Health

A number of studies have linked increases in noise with health effects, including hearing impairment, sleep disturbance, cardiovascular effects, psychophysiological effects, and potential impacts on fetal development (Babisch 2005). Potential health effects appear to be caused by both short- and long-term exposure to very loud noises and long-term exposure to lower levels of sound. Acute sounds of $L_{AF} > 120$ dB can cause mechanical damage to hair cells of the cochlea (the auditory portion of the inner ear) and hearing impairment (Babisch 2005). As discussed in Table 3.8-2, above, $L_{AF} > 120$ dB is equivalent to a rock concert or a plane flying overhead at 300 meters. The World Health Organization and the U.S. Environmental Protection Agency (EPA) consider $L_{Aeq} = 70$ dBA to be a safe daily average noise level for the ear. However, even this "ear-safe" level may cause disturbance to sleep and concentration and may be linked to chronic health impacts, such as hypertension and heart disease (Babisch 2006). A number of studies have looked at the potential health effects from the sound of chronic lower noise levels, such as traffic, especially how these noise levels affect children. In a study of school children in Germany, blood pressure was found to be 10 millimeters of mercury higher in a group of students exposed to road traffic noise from high-traffic transit routes (Babisch 2006).

Sound Propagation

When sound propagates over a distance, it changes in both level and frequency content. The manner in which noise is reduced with distance depends on the following important factors.

- **Geometric Spreading**: Sound from a single source (i.e., a *point* source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. Highway noise is not a single, stationary source of sound. The movement of vehicles on a highway makes the source of the sound appear to emanate from a line (i.e., a *line* source) rather than from a point. This results in cylindrical spreading rather than the spherical spread resulting from a point source. The change in sound level from a line source is 3 dBA per doubling of distance.
- **Ground Absorption**: Usually, the noise path between the source and the observer is very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation because of geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is done for simplification only; for distances of less than 60 meters (300 feet), prediction results based on this scheme are sufficiently accurate. For acoustically hard sites (i.e., sites with a reflective surface, such as a parking lot or a smooth body of water) between the source and the receiver, no excess ground attenuation is assumed. For acoustically absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an excess

ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. When added to the geometric spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dBA per doubling of distance for a line source and 7.5 dBA per doubling of distance for a point source.

- **Atmospheric Effects**: Research by Caltrans and others has shown that atmospheric conditions can have a major effect on noise levels. Wind has been shown to be the single-most important meteorological factor within approximately 150 meters (500 feet), whereas vertical air-temperature gradients are more important over longer distances. Other factors, such as air temperature, humidity, and turbulence, also have major effects. Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lower noise levels. Increased sound levels can also occur because of temperature inversion conditions (i.e., increasing temperature with elevation).
- **Shielding by Natural or Human-Made Features**: A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver would typically result in at least 5 dB of noise reduction. A higher barrier may provide as much as 20 dB of noise reduction.

3.8.3.2 Existing Noise Environment

As part of the 2009 SPW EIS/EIR, 15 short-term noise measurements were obtained in November 2007, and two long-term (24+ hours) measurements were obtained on January 2008 (refer to the 2009 SPW EIS/EIR for complete details). These included several short-term measurements close to the Project Site, including in the San Pedro neighborhoods to the west. However, the long-term noise measurements were approximately 0.6 mile and 1.1 miles, respectively, north of the Proposed Project.

In order to more accurately describe the daytime, evening, and nighttime noise levels at residences in San Pedro, west of the Proposed Project, two new, long-term ambient-noise measurements were conducted over a 5-day period, between Wednesday, February 26, and Monday, March 2, 2020, using Piccolo II Type 2 SLMs manufactured by Soft dB[1]. The two locations were chosen for their relative placement between the Amphitheater and residences and their representative background-noise conditions. The long-term measurements captured daily noise level patterns and statistics continuously over 1-hour intervals. The measurements are designated LT1(2020) and LT2(2020); the 2020 designation is included to differentiate these measurements from the measurements obtained in 2008. These are the same measurements referenced in the focused technical study as *Location 1* and *Location 2* (AcousticsLab 2022).

Three new short-term (approximately 20-minute) ambient-noise measurements were conducted on Wednesday, February 26, and Monday, March 2, 2020, using a model 831 Type 1 SLM manufactured

[1] Type 2 sound-level meters are considered general grade for field use.

by Larson Davis[2]. Two of the locations were adjacent to residential uses in San Pedro west of the Proposed Project. The third was at the Cabrillo Marina. The measurements are designated ST1 (2020) through ST2 (2020).

Ambient-noise levels for other areas of interest were obtained from technical memos prepared for the Port in 2019, *Port of Los Angeles: Long-Term Noise Measurement Updates* (Illingworth and Rodkin 2019) and *Port of Los Angeles: 2019 Hourly Noise Measurement Data; Positions LT-1 through LT-5* (Illingworth and Rodkin 2020). The two locations of interest from those measurements are the Al Larson Marina (because the Marina may contain liveaboard vessels) and Reservation Point (due to the presence of employee housing). The two measurements are designated LT-AL and LT-RP, respectively. All measurement locations are shown on Figure 3.8-1

Table 3.8-1 summarizes the results of the noise measurements in San Pedro, west of the Project Site, and noise measurements at all the other locations. Long-term measurement results are summarized in terms of the range of CNEL, as well as the daytime (7:00 a.m. to 7:00 p.m.), evening (7:00 p.m. to 10:00 p.m.), and nighttime (10:00 p.m. to 7:00 a.m.) $L_{eq(h)}$. The short-term measurements are summarized in terms of the L_{eq} for the entire 20-minute measurement.

It is noted that the L_{eq} measured at each of the short-term measurements adjacent to residential uses in San Pedro fall within the range of daytime L_{eq}s measured during the long-term measurements. Therefore, the ambient-noise environment in the neighborhoods west of the Project Site can reasonably be defined using the data from the long-term measurements.

[2] Type 1 sound-level meters are considered precision grade for field use.

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Source: ESRI World Imagery (2022)

N

0 900 1,800

Feet

Figure 3.8-1
Ambient Noise Measurement Locations
West Harbor Modification Project

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Table 3.8-3. 2020 Ambient Noise Measurement Data at Residential Areas West of Project Site

Site	Location	Date	CNEL, dBA	Time of Day[1]	Range of $L_{eq(h)}$, dBA		
					Min	Max	Avg
LT1 (2020)	Western side of S. Beacon Street, near S. Crescent Avenue, opposite the Muller House Museum at 1542 S. Beacon Street	2/26/20–3/2/20	59.9–63.1	Daytime	54.7	65.5	59.3
				Evening	54.1	66.3	58.1
				Nighttime	44.8	63.7	54.1
LT2 (2020)	Eastern side of S. Crescent Avenue, near W. 20th Street, opposite 1947 S. Crescent Avenue	2/26/20–3/2/20	63.1–67.5	Daytime	57.0	70.3	62.7
				Evening	57.1	61.0	58.8
				Nighttime	47.2	67.8	57.9
Combined Average Data for Both LT Measurements		2/26/20–3/2/20	59.9–67.5	Daytime	56.0	68.5	61.3
				Evening	55.9	64.4	58.5
				Nighttime	46.2	66.2	56.4
ST1 (2020)	Northwestern corner of Harbor Boulevard and 3rd Street, next to 225 Harbor Boulevard	3/2/20	N/A	11:35 a.m.	67.2		
ST2 (2020)	Southwestern corner of S. Beacon Street and 12th Street, next to 123 12th Street	3/2/20	N/A	12:13 p.m.	58.0		

Notes:
[1] Daytime = 7:00 a.m. to 7:00 p.m. Evening = 7:00 p.m. to 10:00 p.m. Nighttime 10:00 p.m. to 7:00 a.m.
Avg = average; CNEL = Community Noise Equivalent Level; dBA = A-weighted decibels; $L_{eq(h)}$ = hourly equivalent noise level; LT = long term; Max = maximum; Min = minimum; N/A = not applicable; ST = short term.

Table 3.8-4. Ambient Noise Measurement Data at Other Locations

Site	Location	Date	CNEL, dBA	Time of Day[1]	Range of $L_{eq(h)}$, dBA		
					Min	Max	Avg
LT-AL	Al Larson Marina, at the end of Pier E	6/27/19–6/28/19	58.2	Daytime	52.6	57.8	55.8
				Evening	50.1	57.6	54.3
				Nighttime	47.9	53.1	49.9
LT-RP	Reservation Point, 60 feet from the nearest residence	6/27/19–6/28/19	57.4	Daytime	51.3	57.6	55.4
				Evening	49.9	52.9	51.7
				Nighttime	47.3	52.0	49.3
ST3 (2020)	Cabrillo Marina, northwest of the entrance to Dock E	2/26/20	N/A	2:58 p.m.	46.8		

Notes:
[1] Daytime = 7:00 a.m. to 7:00 p.m. Evening = 7:00 p.m. to 10:00 p.m. Nighttime 10:00 p.m. to 7:00 a.m.
Avg = average; CNEL = Community Noise Equivalent Level; dBA = A-weighted decibels; $L_{eq(h)}$ = hourly equivalent noise level; LT = long term; Max = maximum; Min = minimum; N/A = not applicable; ST = short term.

3.8.4 Regulatory Setting

The *L.A. CEQA Thresholds Guide* (City of Los Angeles 2006) includes the following checklist questions regarding environmental noise impacts.

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

b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

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

d. A substantial temporary or periodic increase in ambient-noise levels in the project vicinity above the existing without the project?

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

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

The *CEQA Thresholds Guide* also provides a table summarizing land use compatibility with various noise levels. These guidelines are provided in Table 3.8-5.

Table 3.8-5. City of Los Angeles Guidelines for Noise-Compatible Land Use

Land Use	Community Noise Exposure CNEL, dB			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single Family, Duplex, and Mobile Homes	50–60	55–70	70–75	Above 70
Multi-Family Homes	60–65	60–70	70–75	Above 70
Schools, Libraries, Churches, Hospitals, and Nursing Homes	50–70	60–70	70–80	Above 80
Playgrounds and Neighborhood Parks	50–70	–	67–75	Above 72

Source: City of Los Angeles 2006.
Notes:
Normally Acceptable: Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, would normally suffice.
Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, then a detailed analysis of the noise reduction requirements must be made, and needed noise insulation features included in the design.
Clearly Unacceptable: New construction or development should generally not be undertaken.
CNEL = Community Noise Equivalent Level; dB = decibels.

Background information is presented in the following paragraphs regarding applicable or related regulations adopted by the City of Los Angeles or other agencies.

3.8.4.1 City of Los Angeles Municipal Code

Section 41.40 of the City of Los Angeles (City) Municipal Code establishes when construction work is prohibited. The Municipal Code section states the following:

> No person shall between the hours of 9:00 pm and 7:00 am of the following day perform any construction or repair work of any kind upon or any excavating for, any building or structure, where any of the foregoing entails the use of any power-driven drill, driven machine, excavator, or any other machine, tool, device, or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling, hotel, or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the jobsite delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this code.

The code section then provides certain provisions for exceptions and exemptions. Chapter XI, *Noise Regulation*, of the Municipal Code sets forth noise regulations, including regulations applicable to construction noise impacts. Section 112.05 establishes maximum noise levels for powered equipment or powered hand tools. This section states:

> Between the hours of 7:00 am and 10:00 pm in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom (a) 75 dBA for construction, industrial and agricultural machinery including crawler tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, depressors, and pneumatic or other powered equipment; (b) 75 dBA for powered equipment of 20 horsepower or less intended for infrequent use in residential areas including chain saws, log chippers, and powered hand tools; and (c) 65 dBA for powered equipment intended for repetitive use in residential areas including lawn mowers, backpack mowers, small lawn and garden tools, and riding tractors.
>
> The noise limits for particular equipment listed above in (a), (b) and (c) shall be deemed to be superseded and replaced by noise limits for such equipment from and after their establishment by final regulations adopted by the Federal Environmental Protection Agency and published in the *Federal Register*.
>
> Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction device and techniques during the operation of the equipment.

Chapter XI provides noise standards for various operational noise sources. The Municipal Code specifies ambient-noise levels that cannot be exceeded by more than 5 dB at adjacent properties by a number of sources, including machines or devices "for the producing, reproducing or amplification of the human voice, music, or any other sound," radios, television sets, air conditioning, refrigeration, heating, pumping, filtering equipment, air conditioning equipment, certain powered equipment, and automotive repair. Any noise levels caused by these uses that exceeds the ambient-noise level on the premises of any other occupied property by more than 5 dB is a violation of the code. The limiting noise levels vary by land use and are found in Section 111.03 of the Municipal Code. The more-

critical limit applies to residential zones, and the presumed ambient-noise levels are 50 dBA (L_{eq}) during the day (7 a.m. to 10 p.m.) and 40 dBA (L_{eq}) during the night (10 p.m. to 7 a.m.). The Municipal Code specifies that the presumed ambient-noise level or the measured ambient-noise level, whichever is greater, is used in the assessment of impacts.

3.8.4.2 Los Angeles Noise Element of the General Plan

The *Noise Element* of the City's *General Plan 2035* (City of Los Angeles 1999) provides a broad perspective of the noise issues throughout the city and identifies goals, policies, and implementation measures to guide future City actions. The *Noise Element* identifies the freight train activities associated with the Los Angeles and Long Beach Harbors as a major noise generator in the City. It also points out that, generally, train noise is buffered from sensitive noise uses by surrounding industrial, warehouse, and commercial uses.

The *Noise Element* identifies the National Environmental Policy Act and CEQA as the primary regulations that guide environmental assessments in the City. CEQA requires that mitigation measures be incorporated into a proposed project to avoid or minimize significant impacts to the maximum extent feasible.

Under the *Goals, Objectives, and Policies* chapter of the *Noise Element*, Objective 1 is to "reduce airport and harbor-related noise impacts." No specific measures or further discussion relating to harbor operations is provided in this chapter. However, the following chapter in the *Noise Element*, Chapter IV, *Implementation*, identifies specific implementation policies for the Los Angeles Harbor. Implementation Program P2 applies to both airports and the harbor and states

> Noise abatement, mitigation and compatibility measures shall be incorporated into the city's general plan airport and harbor elements, including, where feasible, sound proofing of impacted sensitive uses, buffering, land use reconfiguration, modification of associated circulation and transportation systems, modification of operational procedures, conversion or phasing out of uses that are incompatible with airport or harbor uses, and/or other measures designed to reduce airport and harbor related noise impacts on adjacent communities.

3.8.5 Prior Mitigation Measures Applicable to the Proposed Project

The 2009 SPW EIS/EIR concluded that construction noise impacts would be significant. No other significant noise or vibration impacts were identified. The following two mitigation measures were included in the 2009 SPW EIS/EIR to reduce the construction noise levels; however, it was concluded that impacts would remain significant and unavoidable, even with the implementation of **MM NOI-1** and **MM NOI-2**.

MM NOI-1. Construct temporary noise barriers, muffle and maintain construction equipment, prohibit idling, locate equipment, use quiet construction equipment, and notify residents.

The following would reduce impact of noise from construction activities.

a) **Temporary Noise Barriers**. When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) will be located between noise-generating construction activities and sensitive receivers.

b) **Construction Equipment**. All construction equipment powered by internal combustion engines will be properly muffled and maintained.

c) **Idling Prohibitions**. Unnecessary idling of internal combustion engines near noise sensitive areas will be prohibited.

d) **Equipment Location**. All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located as far as practical from existing noise sensitive land uses.

e) **Quiet Equipment Selection**. Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance.

f) **Notification**. Notify residents within 500 feet to the Project Site of the construction schedule in writing.

MM NOI-2. Construction Hours.

Construction activities for the Proposed Project would not exceed the ambient-noise level by 5 dBA at a noise-sensitive use between the hours of 6:00 p.m. and 7:00 a.m., Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday. If extended construction hours are needed during weekdays under special circumstances, LAHD and the contractor will provide at least 72 hours' notice to sensitive receptors within 0.5 mile of the construction area. Under no circumstances will construction hours exceed the range prescribed by the City of Los Angeles Municipal Code.

3.8.6 Methodology

The baseline for the noise analysis is generally intended to match the 2007 baseline considered in the 2009 SPW EIS/EIR. However, to facilitate a thorough analysis, it was necessary to develop additional baseline data using ambient-noise measurements conducted after the 2009 SPW EIS/EIR was complete; the need for this additional data is discussed in more detail below. Existing (2007) traffic-noise levels were calculated as part of the 2009 SPW EIS/EIR and were used as the baseline to assess traffic-noise impacts of the Proposed Project. Construction noise was assessed using comparative analysis, comparing Proposed Project construction to the construction activities and impacts disclosed in the 2009 SPW EIS/EIR; this means that the 2007 baseline was effectively incorporated as part of that analysis. Noise from the proposed larger Ferris wheel and other Amusement Attractions was addressed qualitatively and did not rely on any quantitative baseline data.

Additional baseline data was required to support the analysis of the remaining project elements, which are the Amphitheater, fireworks displays, and 208 E. 22nd Street Parking Lot. These noise sources will often or predominantly operate during the evening (7:00 p.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) hours. In addition, the Amphitheater and fireworks displays can be expected to generate audible noise over a large area when compared to many everyday noise sources. Most of the ambient noise data gathered as part of the 2009 SPW EIS/EIR was from short-term (i.e., 20-minute) daytime noise measurements. Therefore, new ambient noise data was added that included long-term (i.e., 24 hours or more) measurements to characterize daytime, evening, and nighttime noise levels separately. The new ambient-noise data also represented receivers farther away from the Project Site, where no measurements were obtained for the 2009 SPW EIS/EIR, at Al Larson Marina and Reservation Point. These measurements are described in greater detail in Section 3.8.3.2, *Existing Noise Environment*.

3.8.6.1 Construction Noise

Construction noise was addressed by comparing the Proposed Project description to the SPW description analyzed in the 2009 SPW EIS/EIR and 2016/2019 SPPM Addenda. The types of construction equipment and proximity to noise-sensitive receptors were reviewed and compared to determine whether and how construction noise impacts would deviate from the impacts found during the previous analyses. The analysis considered four categories of construction activity established in the 2009 SPW EIS/EIR. These categories are important to the comparative analysis conducted in Section 3.8.8, *Impacts of the Proposed Project*, and are summarized below.

1. **Small**: This category involves light construction activities, such as landscaping, hardscaping, and lighting, including transporting items to the construction site and removing refuge via trucks. Examples of construction equipment included in this category may include, but are not limited to, flatbed trucks, pickup trucks, dump trucks, generators, and vibratory concrete mixers. The 2009 SPW EIS/EIR stated that this category can usually be applied to small projects that do not involve the construction of major structures. Small construction projects can be expected to generate a L_{eq} of 80 dBA at 50 feet from construction.

2. **Medium**: This category describes all activities that are larger in scope than and would require louder construction activity in a given area than small project elements, but the noise generated is not sufficiently high to justify applying the heavy-construction label. Medium construction might, at times, employ heavy-construction equipment, but the duration, intensity, and frequency-of-use of such equipment is less than what would be expected during heavy construction. The 2009 SPW EIS/EIR stated that examples of construction equipment included in this category may include, but are not limited to, everything that is utilized in the small construction category, as well as concrete-mixer trucks, compactors, pavers, and chain saws. Medium construction projects can be expected to generate a L_{eq} of 85 dBA at 50 feet from construction.

3. **Heavy**: Any activity that is involved in the demolition of buildings would fall into this category, as well as the construction of some large buildings, and the excavation of earth on land. The 2009 SPW EIS/EIR stated that examples of heavy-construction equipment included in this category may include, but are not limited to, everything that is in the medium construction category, as well as jackhammers, excavators, cranes, scrapers, rollers, and concrete saws. Heavy-construction projects can be expected to generate a L_{eq} of 89 dBA at 50 feet from construction.

4. **Pile Driving**: This category is reserved for those activities near the Los Angeles Harbor that require building foundations for piers and wharfs, as well as excavating underwater sediment. This type of construction tends to be the noisiest. The 2009 SPW EIS/EIR stated examples of construction equipment included in this category may include, but are not limited to, everything that is in the heavy category, as well as pile drivers, dredges, slurry-trenching machines, and pumps. Pile-driving construction projects can be expected to generate a L_{eq} of 101 dBA at 50 feet from construction.

3.8.6.2 Construction Vibration

Construction vibration was addressed by comparing the current project description to the project description analyzed in the 2009 SPW EIS/EIR and 2016/2019 SPPM Addenda. The types of construction equipment and proximity to noise-sensitive receptors were reviewed and compared to determine whether and how construction vibration impacts would deviate from the impacts found during the previous analyses.

3.8.6.3 Traffic Noise

Traffic noise was analyzed previously in the 2009 SPW EIS/EIR. That analysis considered traffic noise generated by the entire SPW Project site which was substantially larger than the Project Site. As a result, the 2009 SPW EIS/EIR considered a large roadway network of more than 120 roadway segments on approximately 24 roadways. The transportation analysis for the Proposed Project was much more focused, determining the vast majority of project-generated traffic would access the site via Harbor Boulevard, traveling south directly to the Project Site from State Route 47. Therefore, the traffic noise analysis also focused on Harbor Boulevard and conservatively assumed that 100 percent of the Proposed Project trips would use Harbor Boulevard. To evaluate potential impact changes relative to the 2009 SPW EIS/EIR, it was necessary to quantify how predicted average daily traffic (ADT) volumes have changed since the 2009 SPW EIS/EIR and compare the updated traffic volumes to the baseline established in the 2009 SPW EIS/EIR. Therefore, baseline existing traffic volumes and traffic-noise levels were obtained from the 2009 SPW EIS/EIR, as well as predicted traffic volumes for the overall SPW Project. Adjustments to those project traffic volumes were made based on data in the 2016 SPPM Addendum. Then the net increase in traffic noise as a result of the Proposed Project was calculated based on the predicted new vehicle trips for the proposed Amphitheater (refer to the transportation analysis in Section 3.9, *Transportation*).

3.8.6.4 208 E. 22nd Street Parking Lot Noise

Noise from the proposed expansion of the 208 E. 22nd Street Parking Lot was analyzed using methodology from the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).[3] The methodology involves establishing a reference $L_{eq(h)}$ noise level at 50 feet based on the number of vehicle movements into and out of the 208 E. 22nd Street Parking Lot. The noise level is then adjusted based on the distance to the closest receiver(s). Because the 208 E. 22nd Street Parking Lot would have 2,600 parking spaces, it is assumed that 2,600 vehicle

[3] For details refer to FTA 2018 Table 4-13, *Source Reference Levels at 50 feet from Center of Site, Stationary Sources*, and Table 4-14, *Computation of $L_{eq(1hr)}$ and L_{dn} at 50 ft for Stationary Source General Noise Assessment*.

movements would occur in an hour, representing a large event when the entire parking lot could fill up or empty during a single hour.

3.8.6.5 Ferris Wheel and Amusement Attractions

Although the proposed 175-foot-diameter Ferris wheel would be larger than the 100-foot-diameter Ferris wheel considered in the 2016 SPPM Addendum, it is not expected to be a substantial noise source, and the noise profile would be similar to that of the smaller Ferris wheel. The Amusement Attractions are anticipated to be similar to the amusement and entertainment attractions that were already considered as part of the Discovery Sea Amusement Area in the 2016 SPPM Addendum. Therefore, noise from the Ferris wheel and Amusement Attractions is analyzed qualitatively based on their general characteristics and similarity to previously approved SPPM elements.

3.8.6.6 Amphitheater Noise

Both the 2009 SPW EIS/EIR and the 2016 SPPM Addendum considered a 500-seat amphitheater and did not identify any significant impacts resulting from amphitheater noise. Therefore, two types of Amphitheater events are considered in the analysis, as follows:

- **Tier 1 Events** are defined as public or private performance events with amplified sound and intended audiences of more than 500 people. Any supporting activities, such as sound checks and rehearsals for a Tier 1 Event, are considered part of the Tier 1 Event, regardless of the presence and/or size of the audience inside the Amphitheater at the time of such activities.
- **Tier 2 Events** are small events attended by 500 people or less that would generate substantially lower noise levels than Tier 1 Events. Tier 2 Events could include activities such as community events or viewing parties.

Tier 2 Events were already analyzed and cleared under CEQA because they fall within the scope of the project analyzed in the 2009 SPW EIS/EIR and the 2016 SPPM Addendum. The 2009 SPW EIS/EIR anticipated an amphitheater with lawn seating for 500 people at Fishermen's Park. The 2016 SPPM Addendum anticipated a separate 500-seat amphitheater in the Discovery Sea Amusement Area of the Project Site. No significant noise impacts from amphitheater operations were identified in the 2009 SPW EIS/EIR or 2016 SPPM Addendum. Therefore, Tier 2 Events would not cause significant noise impacts and they are not analyzed further as part of the Proposed Project.

To assess future noise levels from Tier 1 Events at the proposed Amphitheater, a focused technical study was conducted. The study, *Music Performance Community Noise Level Estimation and Assessment* (AcousticsLab 2022), is attached as Appendix F to this SEIR.

Sound Pressure Levels (SPLs) were first calculated within the proposed Amphitheater based on the following.

1. Assumed the maximum music performance SPL target values provided by the Amphitheater's developer team:
    a. **Approximately 106 dBA L_{eq} (5 min)**: Audience area nearest to the stage;
    b. **Approximately 110 dBA L_{eq} (5 min)**: Mixing, or front-of-house position, approximately 95 feet from the stage; and

c. **Approximately 103 dBA L_{eq} (5 min)**: Furthest audience locations at the Amphitheater's perimeter.

2. Incorporated loudspeaker system design and software processing with sound-focusing capabilities that aim at the developer-defined SPL limits within the Amphitheater, while reducing the amount of sonic energy spillage outside the Amphitheater. Additional details regarding sound system/loudspeaker assumptions are described in the focused technical study (AcousticsLab 2022).

From the sound levels at the proposed Amphitheater, noise levels in the surrounding community were then estimated with far-field SPL modeling software, NoizCalc[4].

Atmospheric conditions[5] could change the way that sound propagates from the proposed Amphitheater to the surrounding land uses. Because the majority of nearby noise-sensitive receivers are homes to the west, the following two environmental scenarios were assessed to investigate the range of anticipated community noise levels.

1. Favorable Atmospheric Conditions
    a. **Wind Direction**: 285 degrees (from west–northwest) – away from residences; and
    b. **Temperature Gradient**: -0.09 Kelvin/meter (K/m) – temperature dropping with elevation, directing upward-bound sonic energy away from the ground (this is a common daytime condition)
2. Unfavorable Atmospheric Conditions
    a. **Wind Direction**: 850 degrees (from east–northeast) – toward residences; and
    b. **Temperature Gradient**: +0.09K/m – temperature rising with elevation, directing upward-bound sonic energy back toward the ground (temperature inversion)

Two sets of sound-system tuning parameters were defined for the proposed Amphitheater, aimed at reducing community noise under favorable and unfavorable environmental conditions, while maintaining the prescribed SPLs within the Amphitheater.

- **System Tuning 1**: Appropriate to favorable atmospheric conditions, where refraction would direct sonic energy aiming outside the Amphitheater upward, and wind flow would direct it toward the ocean.
- **System Tuning 2**: Appropriate to unfavorable atmospheric conditions, where refraction would redirect any sonic energy exiting downward, and wind flow would redirect it toward the community.

For each environmental condition, two noise maps were generated using the noise-modeling software. One noise map was for a height of 5.5 feet, to represent ground-level receivers. The second noise map was for a height of 16 feet, to represent the upstairs level of two-story buildings.

[4] NoizCalc: https://www.dbaudio.com/global/en/products/software/noizcalc. Created with SoundPLAN https://www.soundplan.eu/en, a specialist software developer for environmental noise prediction.

[5] Note that the focused technical study (AcousticsLab 2022) uses alternative terminology to describe atmospheric conditions, using the terms *environmental conditions* and *weather conditions* interchangeably.

3.8.6.7 Fireworks Noise

Fireworks noise levels were estimated using measured noise data from the *San Diego Bay and Imperial Beach Oceanfront Fireworks Display Events Project* EIR (Fireworks Display EIR) (ICF 2017). As part of the Fireworks Display EIR, noise monitoring was conducted at six locations around San Diego Bay during the 2016 Fourth of July fireworks at the following locations.

- **The Big Bay Boom**: Fireworks display event using four launch barges in San Diego Bay.
- **Fourth of July Imperial Beach Fireworks Show**: Fireworks display event with fireworks launched from the middle portion of Imperial Beach Pier.
- **The Fireworks Show over Glorietta Bay**: Fireworks display event using one launch barge adjacent to Coronado in Glorietta Bay.

Using these measurements, the Fireworks Display EIR estimated the noise level from each fireworks launch location. Normalizing the measured noise levels to a distance of 50 feet, reference noise levels for the individual launch locations ranged from approximately 112 to 117 dBA L_{eq} over the duration of the fireworks displays, which ranged from 18 to 20 minutes.

Based on a review of Fireworks Display EIR data, the average noise level from each launch location is proportional to the average pounds of fireworks launched per minute during the display, which ranged from 397 to 1,336 pounds per minute for the measured Fourth of July Displays. These displays are much larger than those proposed for the Proposed Project, which were identified as being similar in scale to the San Diego Symphony Summer Pops Fireworks described in the Fireworks Display EIR as using up to 95 pounds of fireworks in up to 10 minutes, resulting in an average of 9.5 pounds per minutes (95 pounds ÷ 10 minutes). This value was used to estimate the future noise levels from the proposed fireworks displays at a reference distance of 50 feet. These source noise levels were then adjusted to account for the distances between the Proposed Project fireworks launch location and the nearby noise-sensitive receptors. It was assumed that noise levels would attenuate (i.e., be reduced) at a rate of 6 dB per doubling, which is consistent with the methodology used in the Fireworks Display EIR.

3.8.7 Thresholds of Significance

Based on Appendix G of the CEQA Guidelines (Environmental Checklist), the Proposed Project would have a significant hydrology and water quality impact if it would:

- Generate a substantial temporary or permanent increase in ambient-noise levels in the vicinity of the Proposed Project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies.
- Generate excessive groundborne vibration or groundborne noise levels.
- Be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels.

The 2009 SPW EIS/EIR relied primarily on the *L.A. CEQA Thresholds Guide* (City of Los Angeles 2006) to define specific impact thresholds. For operational noise, the Thresholds Guide relies

primarily on the 24-hour CNEL metric, consistent with the City's *General Plan 2036 – Noise Element*, to assess operational noise levels and noise increases. Although this makes sense for daily long-term noise sources, such as traffic, it may not be the best approach for characterizing the impacts of noise sources such as the proposed Amphitheater events or fireworks displays, which would not operate every day and would typically occur over a duration of minutes or hours rather than 24 hours per day. For that reason, noise impacts from the Amphitheater and fireworks displays are assessed using the 1-hour $L_{eq(h)}$ metric. This approach is consistent with the City's Municipal Code, which provides different noise standards for the daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) hours. The following quantitative thresholds will be used to assess noise impacts.

- Based on the *L.A. CEQA Thresholds Guide* (City of Los Angeles 2006), the Proposed Project would have a significant impact on noise levels from construction if:
    - Construction activities lasting more than 1 day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise-sensitive use; or,
    - Construction activities lasting more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use; or,
    - Construction activities would exceed the ambient-noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 p.m. and 7:00 a.m., Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.
- Based on the *L.A. CEQA Thresholds Guide* (City of Los Angeles 2006), the Proposed Project would have a significant impact on noise levels from traffic if the Proposed Project were to cause the operational ambient-noise level measured at the property line of affected uses to increase by 3 dBA in CNEL, to or within the *normally unacceptable* or *clearly unacceptable* category, or any 5 dBA in CNEL or greater noise increase.[6] Sensitive receivers in the Proposed Project vicinity include residential land uses (e.g., single- and multifamily housing, boats used as residences) and neighborhood parks. At these land uses, a significant impact would occur if the Proposed Project were to cause CNEL noise levels to increase by: (1) 5 dBA or greater where the existing CNEL is less than 70 dBA; or (2) 3 dBA or greater where the existing CNEL exceeds 70 dBA.
- Based on the *L.A. CEQA Thresholds Guide* (City of Los Angeles 2006), the Proposed Project would have a significant impact if it would result in noise levels at a noise-sensitive use attributable to airport operations exceeding 65 dB CNEL and increasing ambient-noise levels by 1.5 dB CNEL or greater.
- Based on the City's Municipal Code, the Proposed Project would have a significant impact on noise levels from operations if the Proposed Project would result in noise levels at a noise-sensitive use attributable to Amphitheater operations or fireworks displays that would exceed the existing daytime, evening, or nighttime ambient-noise levels by more than 5 dBA $L_{eq(h)}$.[7]

The nearest airport is the Torrance Municipal Airport, which is more than 4 miles from the Proposed Project; therefore, there would be no significant impacts related to airport noise for the Proposed Project or any of the alternatives.

[6] *Normally unacceptable* and *clearly unacceptable* categories are defined in the land use compatibility guidelines in the *L.A. CEQA Thresholds Guide* (refer to Table 3.8-5).

[7] Daytime = 7:00 a.m. to 7:00 p.m.; evening = 7:00 p.m. to 10:00 p.m.; nighttime = 10:00 p.m. to 7:00 a.m.

3.8.8 Impacts of the Proposed Project

Impact NOI-1. Would the Proposed Project generate a substantial temporary or permanent increase in ambient-noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?

Summary of 2009 SPW EIS/EIR Findings

The 2009 SPW EIS/EIR determined that construction noise associated with numerous project elements would be significant because the construction elements would increase ambient-noise levels by 5 dB or more. Mitigation measures were provided, but it was concluded that construction-noise impacts would be significant and unavoidable even with the implementation of noise mitigation. The SPW Project elements affected by the Proposed Project include the Ports O'Call Village and San Pedro Park. The 2009 SPW EIS/EIR identified significant construction noise impacts from these elements, including from pile driving for the waterfront promenade within Ports O'Call, heavy equipment required to construct the parking areas within the Ports O'Call Village, and construction of San Pedro Park. Other construction activities associated with the redevelopment of the Ports O'Call site were determined to result in less-than-significant impacts. The only significant operational noise impact identified in the 2009 SPW EIS/EIR was a traffic-noise impact at liveaboard vessels in Cabrillo Marina, due to traffic increases on Miner Street south of 22nd Street; the 2009 SPW EIS/EIR found there were no available mitigation measures for this impact, and the impact was determined to be significant and unavoidable. However, this traffic would be generated by cruise-terminal operations and was not associated with the Ports O'Call or San Pedro Park developments. Traffic noise impacts from all other roadways were determined to be less than significant. The 2009 SPW EIS/EIR did not find any other noise impacts from operational noise sources, such as parking lots and other onsite activities, including the 500-seat amphitheater proposed as part of the SPW Project.

Summary of 2016 SPPM Addendum Findings

The 2016 SPPM Addendum found that the SPPM Project would result in similar construction activities and similar, previously identified impacts. Although the SPPM Project would require the same or fewer piles than analyzed in the 2009 SPW EIS/EIR and, thus, would result in a similar or shorter duration of pile-driving activities, pile driving would still exceed the 5 dB threshold at the nearest sensitive receptors. Furthermore, the construction of the parking areas within the Project Site would require the use of heavy construction equipment and would also exceed 5 dB at the nearest sensitive receptors. Therefore, consistently with the findings of the 2009 SPW EIS/EIR, impacts associated with the construction of the SPPM Project would remain significant and unavoidable even with the implementation of mitigation measures (**MM NOI-1** and **MM NOI-2**). The 2016 SPPM Addendum noted the addition of a Ferris wheel attraction to the SPPM Project, but found no significant noise impacts as a result of that change. The SPPM Project was determined not to result in new significant impacts, substantially increase the severity of a previously analyzed impact, nor require the implementation of new mitigation measures that were not already evaluated in the 2009 SPW EIS/EIR. Therefore, there was no substantial change from the findings in the 2009 SPW EIS/EIR.

Summary of 2019 SPPM Addendum Findings

The 2019 SPPM Addendum addressed a lease extension for the SPW Project. It determined the lease extension would not result in any changes to the proposed operational and noise-generating activities of the2016 SPPM Addendum. As such, the revised SPPM Project would not cause any change to the impact determination for noise made in the 2009 SPW EIS/EIR and 2016 SPPM Addendum.

Impact of the Proposed Project

Construction Noise

Construction at the Project Site was analyzed previously in the 2009 SPW EIS/EIR. That analysis indicated that construction of the SPW Project would result in noise levels of approximately 51 to 91 dBA L_{eq} at the nearest noise-sensitive receptors, causing noise increases of 1 to 36 dBA in ambient-noise levels. Most of the Proposed Project construction would occur in the area identified in the 2009 SPW EIS/EIR as the Ports O'Call Village; the 208 E. 22nd Street Parking Lot modifications would occur in a portion of the area identified in the 2009 SPW EIS/EIR as San Pedro Park. Construction noise from each of these areas is evaluated below.

Proposed Project construction in the area previously identified as Ports O'Call would remain similar to the construction analyzed in the 2009 SPW EIS/EIR, with similar heavy-construction activities, including pile driving. Significant impacts identified in the 2009 SPW EIS/EIR due to pile driving would be similar under the Proposed Project because pile driving would occur at similar locations on the east side of the Project Site. The 2009 SPW EIS/EIR analyzed receivers at distances ranging from 220 to 1,380 feet from pile driving and found noise impacts significant in all cases. Pile driving for the Ferris wheel construction, if required, could occur within approximately 1,000 feet of the closest homes to the west, which is within the range considered in the 2009 SPW EIS/EIR. Therefore, the impact would be significant and unavoidable for the Proposed Project, which would be consistent with the impact analysis in the 2009 SPW EIS/EIR. Construction of the Amphitheater would use similar construction equipment to that which was analyzed previously for construction in the Ports O'Call area. Assuming Amphitheater construction could fall into the "heavy" category, noise levels could be up to 89 dBA at 50 feet. Adjusting for the distance of approximately 1,500 feet to the nearest noise-sensitive receptors (i.e., residences to the west), the noise level would be reduced to approximately 59 dBA, which would not increase ambient-noise levels by 5 dBA or more. As a result, noise impacts from the construction of the Amphitheater would be less than significant, and there would be no new noise impacts because of Amphitheater construction.

Proposed Project construction of the 208 E. 22nd Street Parking Lot in the San Pedro Park area would be different than the construction analyzed in the 2009 SPW EIS/EIR. The Proposed Project would construct a parking lot instead of the park considered in the 2009 SPW EIS/EIR, and it would also require the demolition of two structures. Therefore, construction activity would fall into the "heavy" category, rather than the "medium" category assumed in the 2009 SPW EIS/EIR. As a result, average noise levels would increase by approximately 4 dBA (medium construction projects can be expected to generate a L_{eq} of 85 dBA at 50 feet versus 89 dBA at 50 feet for heavy construction projects; refer to Section 3.8.4.1 for details). However, the proposed 208 E. 22nd Street Parking Lot would not occupy the entire San Pedro Park area considered in the 2009 SPW EIS/EIR and, as a result, the proposed construction activity would occur farther from the closest noise-sensitive receptor. The 208 E. 22nd Street Parking Lot would be at least 600 feet from the closest residence, compared to the

closest distance of 190 feet considered in the 2009 SPW EIS/EIR for San Pedro Park. This increase in distance would reduce worst-case noise levels by approximately 10 dB, leading to a net decrease in construction noise relative to the 2009 SPW EIS/EIR. However, the increase in ambient-noise levels would still exceed 5 dBA, so the impact would remain significant and unavoidable for the Proposed Project, and the impact would be consistent with the impact analysis in the 2009 SPW EIS/EIR.

Based on the analysis and comparison described above, construction noise impacts due to the Proposed Project would be significant and unavoidable due to pile driving for the Ferris Wheel installation and heavy construction at the 208 E. 22nd Street Parking Lot, but noise impacts due to Amphitheater construction would be less than significant. Because these construction activities replace similar activities at similar locations that were already analyzed and found to be significant in the 2009 SPW EIS/EIR, these do not represent new significant impacts not previously considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum. In addition, Proposed Project construction would not increase the severity of the significant impacts disclosed in the 2009 SPW EIS/EIR or require the implementation of new mitigation measures. **MM NOI-1** and **MM NOI-2** from the 2009 SPW EIS/EIR would be required. Consistently with the 2009 SPW EIS/EIR, construction noise impacts would remain significant and unavoidable after mitigation.

Traffic Noise

To understand the traffic-noise analysis described below, it is helpful to know that the Project Site is located in the areas identified as the Ports O'Call Village and San Pedro Park in the 2009 SPW EIS/EIR and as the SPPM in the 2016 SPPM Addendum. Table 3.8-6 summarizes relevant traffic data for Harbor Boulevard from the 2009 SPW EIS/EIR; this includes the existing 2007 volumes and traffic noise levels (2007 was analyzed as the baseline traffic year in the 2009 SPW EIS/EIR), as well as the existing-plus-project traffic volumes predicted at that time and the calculated project traffic volume on each roadway segment associated with the SPW Project (the entire SPW project, not just the Ports O' Call).

Table 3.8-6. Harbor Boulevard Traffic Noise Data from 2009 SPW EIS/EIR

Harbor Blvd Segment	Existing 2007 ADT	Existing 2007 Traffic CNEL at 50 feet, dB	Project ADT for 2007 SPW Project	Existing + Project 2007 ADT	Existing + Project 2007 Traffic CNEL at 50 feet, dB	dB Increase due to Proposed Project
Swinford Street to Beacon Street	28,625	70.9	13,000	41,625	72.5	1.6
Beacon Street to O'Farrell Street	31,700	71.4	15,538	47,238	73.1	1.7
O'Farrell Street to Santa Cruz Street	30,550	71.3	15,588	46,138	73.1	1.8
Santa Cruz Street to 1st Street	27,013	70.8	15,625	42,638	72.8	2.0
1st Street to 2nd Street	25,663	70.5	15,513	41,176	72.6	2.1
2nd Street to 3rd Street	24,400	70.3	15,525	39,925	72.4	2.1

Harbor Blvd Segment	Existing 2007 ADT	Existing 2007 Traffic CNEL at 50 feet, dB	Project ADT for 2007 SPW Project	Existing + Project 2007 ADT	Existing + Project 2007 Traffic CNEL at 50 feet, dB	dB Increase due to Proposed Project
3rd Street to 5th Street	23,801	70.2	15,725	39,526	72.4	2.2
5th Street to 6th Street	20,763	69.6	15,938	36,701	72.1	2.5
6th Street to 7th Street	18,775	69.2	17,100	35,875	72	2.8

Source: LAHD 2009.
ADT = average daily traffic; CNEL = Community Noise Equivalent Level; dB = decibel; EIR = environmental impact report; EIS = environmental impact statement; SPW = San Pedro Waterfront.

The 2016 SPPM Addendum addressed various changes to the SPW Project for the Port O'Call site and identified a reduction in predicted visitor trips to and from the SPPM Project, from 8,632 trips to 5,798 trips on weekdays (a reduction of 2,837 daily weekday trips), and 8,517 trips to 6,285 trips on weekends (a reduction of 2,232 daily weekend trips). The most conservative (i.e., smallest) reduction of 2,232 daily trips is used in the analysis.

Total project trip generation for the Proposed Project is predicted to be 4,862 trips per day.

Table 3.8-7 summarizes these traffic changes and compares them to the original 2007 baseline to calculate updated traffic noise levels and noise increases.

Table 3.8-7. Harbor Boulevard Traffic Noise Data, Proposed Project Modification Versus 2007 Baseline

Harbor Blvd Segment	Existing 2007 ADT [a]	Existing 2007 Traffic CNEL at 50 feet, dB[1]	Net ADT Increase with Proposed Project[2]	Existing 2007 + Proposed Project ADT	Existing 2007 + Net Increase CNEL at 50 feet, dB	dB Increase due to Proposed Project
Swinford Street to Beacon Street	28,625	70.9	15,630	44,255	72.8	1.9
Beacon Street to O'Farrell Street	31,700	71.4	18,168	49,868	73.4	2.0
O'Farrell Street to Santa Cruz Street	30,550	71.3	18,218	48,768	73.3	2.0
Santa Cruz Street to 1st Street	27,013	70.8	18,255	45,268	73.0	2.2
1st Street to 2nd Street	25,663	70.5	18,143	43,806	72.8	2.3
2nd Street to 3rd Street	24,400	70.3	18,155	42,555	72.7	2.4

Harbor Blvd Segment	Existing 2007 ADT [a]	Existing 2007 Traffic CNEL at 50 feet, dB[1]	Net ADT Increase with Proposed Project[2]	Existing 2007 + Proposed Project ADT	Existing 2007 + Net Increase CNEL at 50 feet, dB	dB Increase due to Proposed Project
3rd Street to 5th Street	23,801	70.2	18,355	42,156	72.7	2.5
5th Street to 6th Street	20,763	69.6	18,568	39,331	72.4	2.8
6th Street to 7th Street	18,775	69.2	19,730	38,505	72.3	3.1

[1] LAHD 2009.
[2] Calculated as follows: 2007 project traffic volume (varies by roadway segment) + 4,862 trips (proposed Amphitheater) + 300 trips (proposed Amusement Attractions) - 2,232 trips (reduction identified in the 2016 SPPM Addendum).
ADT = average daily traffic; CNEL = Community Noise Equivalent Level; dB = decibel; EIR = environmental impact report; EIS = environmental impact statement; SPPM = San Pedro Public Marketplace; SPW = San Pedro Waterfront.

Comparing Table 3.8-6 and Table 3.8-7, the Proposed Project would lead to a net increase in noise levels of 0.2 to 0.3 dB CNEL compared to the results of the 2009 SPW EIS/EIR analysis. Overall, these are very small increases that would typically be inaudible. Furthermore, none of the calculated increases lead to an exceedance of the established threshold of significance for potential traffic-noise impacts (increases at noise-sensitive receptors of 5 dBA or greater, where the existing CNEL is less than 70 dB; or 3 dB or greater where the existing CNEL exceeds 70 dB).

Based on the analysis and comparison described above, traffic-noise impacts from the operation of the Proposed Project would be less than significant. The significant and unavoidable traffic-noise impact reported in the 2009 SPW EIS/EIR for Miner Street, south of 22nd Street, would remain, but would not be directly associated with, and would not be affected by, the Proposed Project. Therefore, the Proposed Project would not create a new significant impact, increase the severity of any impacts reported in the 2009 SPW EIS/EIR, nor require the implementation of new mitigation measures.

208 E. 22nd Street Parking Lot Noise

Noise from the proposed expanded 208 E. 22nd Street Parking Lot was estimated using the FTA methodology described in Section 3.8.6, *Methodology*. Based on an estimate of up to 2,600 vehicle movements per hour (one for each parking space), the estimated $L_{eq(h)}$ at 50 feet would be 61 dBA. The closest residence to the parking lot is approximately 780 feet to the northwest, near the southern end of Beacon Street. At this distance, the 208 E. 22nd Street Parking Lot noise would be reduced by approximately 31 dB to approximately 30 dBA $L_{eq(h)}$. This noise level is well below the ambient-noise levels in this area, which range from approximately 45 to 66 dBA $L_{eq(h)}$ based on noise measurement LT1. Therefore, the noise from the 208 E. 22nd Street Parking Lot would be less than significant. Because no operational noise impacts were identified in the 2009 SPW EIS/EIR, operation of the 208 E. 22nd Street Parking Lot would not create new significant impacts, increase the severity of any previously identified impacts, nor require the implementation of new mitigation measures.

Ferris Wheel and Amusement Attractions

The proposed 175-foot-diameter Ferris wheel would be designed for quiet operation for the comfort of the passengers aboard, would not be a major noise source, and would have a similar noise profile to the 100-foot-diameter Ferris wheel, which was not found to cause any significant noise impacts when it was proposed in the 2016 SPPM Addendum. The proposed Amusement Attractions are anticipated to be similar to the amusement and entertainment attractions already considered as part of the Discovery Sea Amusement Area which were not found to cause any significant noise impacts in the 2016 SPPM Addendum. As a result, noise impacts from the Ferris wheel and Amusement Attractions would be less than significant. Because no operational noise impacts were identified in the 2009 SPW EIS/EIR or the 2016 SPPM Addendum for the 100-foot-diameter Ferris wheel or the Discovery Sea Amusement Area, operation of the proposed Ferris wheel and Amusement Attractions would not create new significant impacts, increase the severity of any previously identified impacts, nor require the implementation of new mitigation measures.

Amphitheater Noise

As discussed in Section 3.8.6.6, *Amphitheater Noise*, Tier 2 Events (i.e., small events attended by 500 people or less) at the Amphitheater would be consistent with the 500-seat amphitheater options analyzed and cleared under CEQA as part of the 2009 SPW EIS/EIR and the 2016 SPPM Addendum. Therefore, Tier 2 Events would not create new significant noise impacts, increase the severity of any previously identified impacts, nor require the implementation of new mitigation measures, and they are not analyzed further as part of the Proposed Project.

The assessment of impact for Amphitheater noise from Tier 1 Events is based on the noise contour maps in the focused technical study (AcousticsLab 2022) and the measured ambient-noise levels described in Section 3.8.3, *Environmental Setting*. The focused technical study provides a summary analysis of community noise levels at the residential uses west of the proposed Amphitheater. The following assessment includes additional noise-sensitive receptors that are not specifically discussed in the focused technical study. Al Larson Marina and Cabrillo Marina are included because they may contain liveaboard vessels, and the employee housing at the southern end of Reservation Point is also included. The focused noise study analyzes community noise levels based on the maximum specified $L_{eq(5min)}$ (5-minute average noise) within the Amphitheater. The modeling does not specifically quantify crowd noise. Although crowd noise would likely be audible at times and may occasionally be the dominant source of noise for short periods (e.g., cheering or clapping between musical numbers) it would not be the dominant source of noise overall compared to the modeled music noise levels. To provide a reasonable worst-case analysis, it is assumed the maximum specified $L_{eq(5min)}$ within the Amphitheater could persist for a full hour. In reality, hourly noise levels could be lower because of changes in music levels and quieter portions of the performance, including breaks when no music is being played.

Table 3.8-8 summarizes the results under favorable atmospheric conditions that would naturally reduce noise propagation to the neighborhoods west of the Project Site. Table 3.8-9 summarizes the results under unfavorable environmental conditions that would naturally increase noise propagation to the neighborhoods west of the Project Site. As described in Section 3.8.6, *Methodology*, both cases assume that the Amphitheater sound system is tuned to minimize the spillover of sound to the west.

The noise contour maps presented in the focused technical study are reproduced on Figure 3.8-2, Figure 3.8-3, Figure 3.8-4, and Figure 3.8-5, to follow. The noise contour maps are complex and illustrate the estimated noise levels as they vary over a large area (approximately 3.5 square miles). Each of the considered receivers occupies an area such as a neighborhood, marina, or cluster of homes, rather than a single point. The modeled noise levels range from less than 60 dBA to more than 100 dBA, illustrated in increments (i.e., contour bands) of 6 dBA. Therefore, it is necessary to summarize the data to make meaningful judgments of the impacts without an unnecessary or confusing level of complexity. For the purposes of calculations and comparisons, the reported noise levels are based on the prevailing worst-case noise levels at each receiver area. To avoid reporting anomalous or unrepresentative noise levels, the dominant noise contours across each receiver area are used to estimate the representative noise level; small or highly localized contour regions are not selected to represent the receiver area. All reported noise levels (ambient and Amphitheater noise) are rounded to the nearest whole dB, and fractional values are not calculated.

Table 3.8-8. Community Noise Levels from Amphitheater with Favorable Atmospheric Conditions

Receiver/ Location	Time of Day[1]	Ambient	Amphitheater Noise Levels and Comparison to Ambient, $L_{eq(h)}$ dBA			
			5.5-foot Elevation		16-foot Elevation[2]	
			Noise	Overage	Noise	Overage
San Pedro Residences West of the Amphitheater	Daytime	61	69	**8**	69	**8**
	Evening	59	69	**10**	69	**10**
	Nighttime	56	69	**13**	69	**13**
Al Larson Marina	Daytime	56	78	**22**	N/A	N/A
	Evening	54	78	**24**	N/A	N/A
	Nighttime	50	78	**28**	N/A	N/A
Reservation Point	Daytime	55	80	**25**	80	**25**
	Evening	52	80	**28**	80	**28**
	Nighttime	49	80	**31**	80	**31**
Cabrillo Marina	Daytime[3]	50	73	**23**	N/A	N/A
	Evening[3]	50	73	**23**	N/A	N/A
	Nighttime[4]	41	73	**32**	N/A	N/A

Source: AcousticsLab 2022.

[1] Daytime = 7:00 a.m. to 7:00 p.m.; evening = 7:00 p.m. to 10:00 p.m.; nighttime = 10:00 p.m. to 7:00 a.m.

[2] Noise levels at were not assessed at the 16 foot elevation for liveaboard vessels.

[3] The measured ambient was less than 50, so the minimum assumed ambient of 50 dBA is assumed in accordance with the City of Los Angeles Municipal Code.

[4] Nighttime ambient-noise level estimated from the measured daytime level of 46.8 dBA L_{eq} with an adjustment to nighttime conditions based on the daily noise pattern measured during the long-term measurement at the Al Larson Marina.

dBA = A-weighted decibels; L_{eq} = equivalent noise level; $L_{eq(h)}$ = hourly equivalent noise level; N/A = not applicable.

Table 3.8-9. Community Noise Levels from Amphitheater with Unfavorable Atmospheric Conditions

Receiver/ Location	Time of Day[1]	Ambient	Amphitheater Noise Levels and Comparison to Ambient, $L_{eq(h)}$ dBA			
			5.5-foot Elevation		16-foot Elevation[2]	
			Noise	Overage	Noise	Overage
San Pedro Residences West of the Amphitheater	Daytime	61	70	**9**	69	**8**
	Evening	59	70	**11**	69	**10**
	Nighttime	56	70	**14**	69	**13**
Al Larson Marina	Daytime	56	78	**22**	N/A	N/A
	Evening	54	78	**24**	N/A	N/A
	Nighttime	50	78	**28**	N/A	N/A
Reservation Point	Daytime	55	78	**23**	78	**23**
	Evening	52	78	**26**	78	**26**
	Nighttime	49	78	**29**	78	**29**
Cabrillo Marina	Daytime[3]	50	78	**28**	N/A	N/A
	Evening[3]	50	78	**28**	N/A	N/A
	Nighttime[4]	41	78	**37**	N/A	N/A

Source: AcousticsLab 2022.
[1] Daytime = 7:00 a.m. to 7:00 p.m.; evening = 7:00 p.m. to 10:00 p.m.; nighttime = 10:00 p.m. to 7:00 a.m.
[2] Noise levels were not assessed at the 16 foot elevation for liveaboard vessels.
[3] The measured ambient was less than 50, so the minimum assumed ambient of 50 dBA is assumed in accordance with the City of Los Angeles Municipal Code.
[4] Nighttime ambient-noise level estimated from the measured daytime level of 46.8 dBA L_{eq} with an adjustment to nighttime conditions based on the daily noise pattern measured during the long-term measurement at the Al Larson Marina.
dBA = A-weighted decibels; L_{eq} = equivalent noise level; $L_{eq(h)}$ = hourly equivalent noise level; N/A = not applicable.

Referring to the results in Table 3.8-6 and Table 3.8-9, noise levels from the Amphitheater are predicted to consistently exceed local daytime, evening, and nighttime ambient-noise levels by more than 5 dBA at all of the closest noise-sensitive receivers. Estimated noise increases range from 8 to 37 dBA. The worst-case noise levels for favorable and unfavorable atmospheric conditions are similar, with differences ranging from approximately -2 dBA to +5 dBA. However, a much more noticeable distinction between the two scenarios can be seen when comparing the noise maps for each (refer to Figure 3.8-2, Figure 3.8-3, Figure 3.8-4, and Figure 3.8-5, which are reproduced from pages 11 through 14 of the focused technical study). Under unfavorable atmospheric conditions, the area affected by elevated noise levels would be much larger than under favorable atmospheric conditions. For example, the 68 dBA contour would extend three to four times farther inland to the west under unfavorable atmospheric conditions compared to favorable atmospheric conditions. Amphitheater noise levels would exceed existing ambient-noise levels at noise-sensitive receptors by more than 5 dBA $L_{eq(h)}$. Therefore, the noise impact due to Amphitheater operations would be significant, and mitigation would be required.

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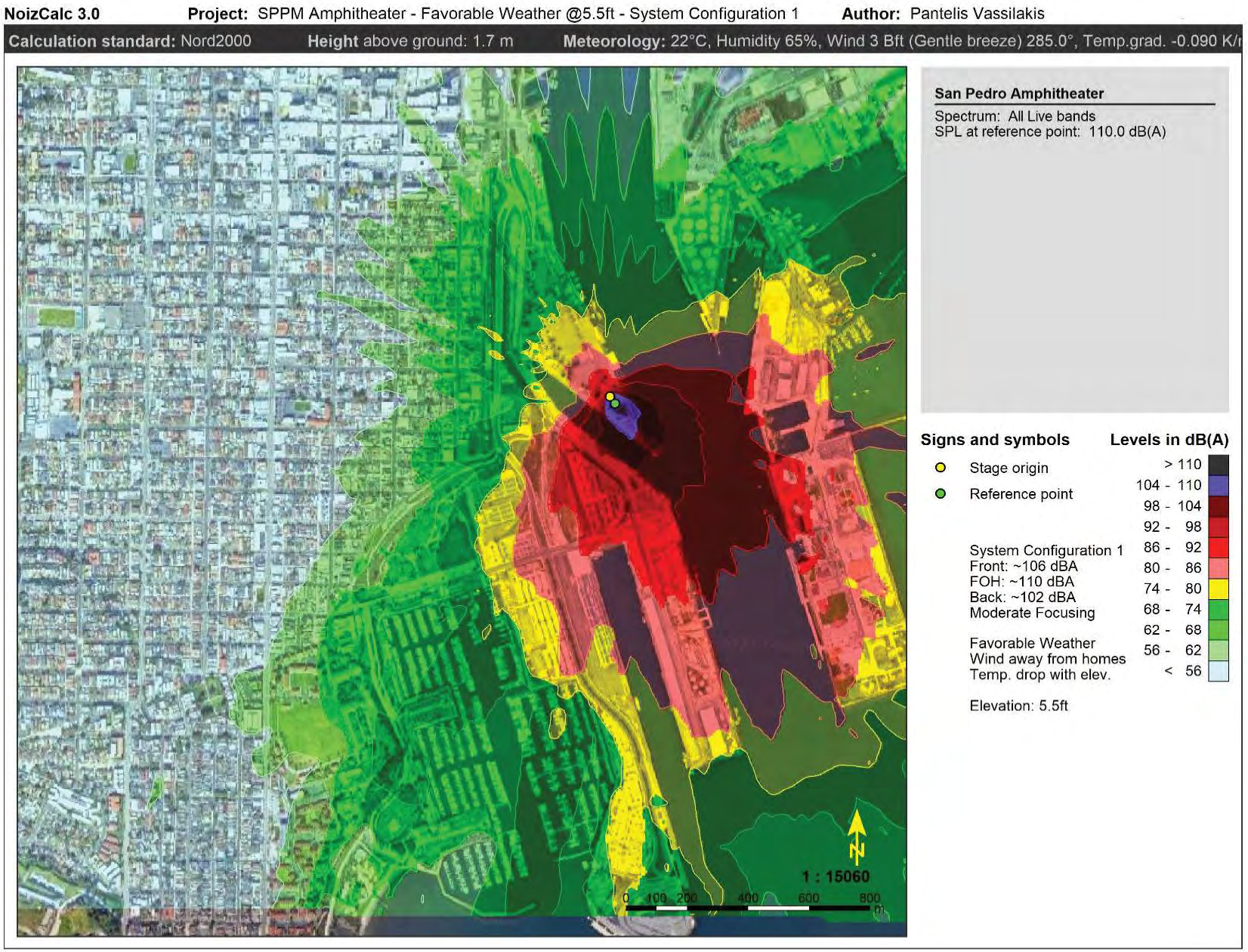

Figure 3.8-2
Noise Contour Maps of Community Noise Levels at 5.5-foot Elevation, from Amphitheater with Favorable Atmospheric Conditions
West Harbor Modification Project

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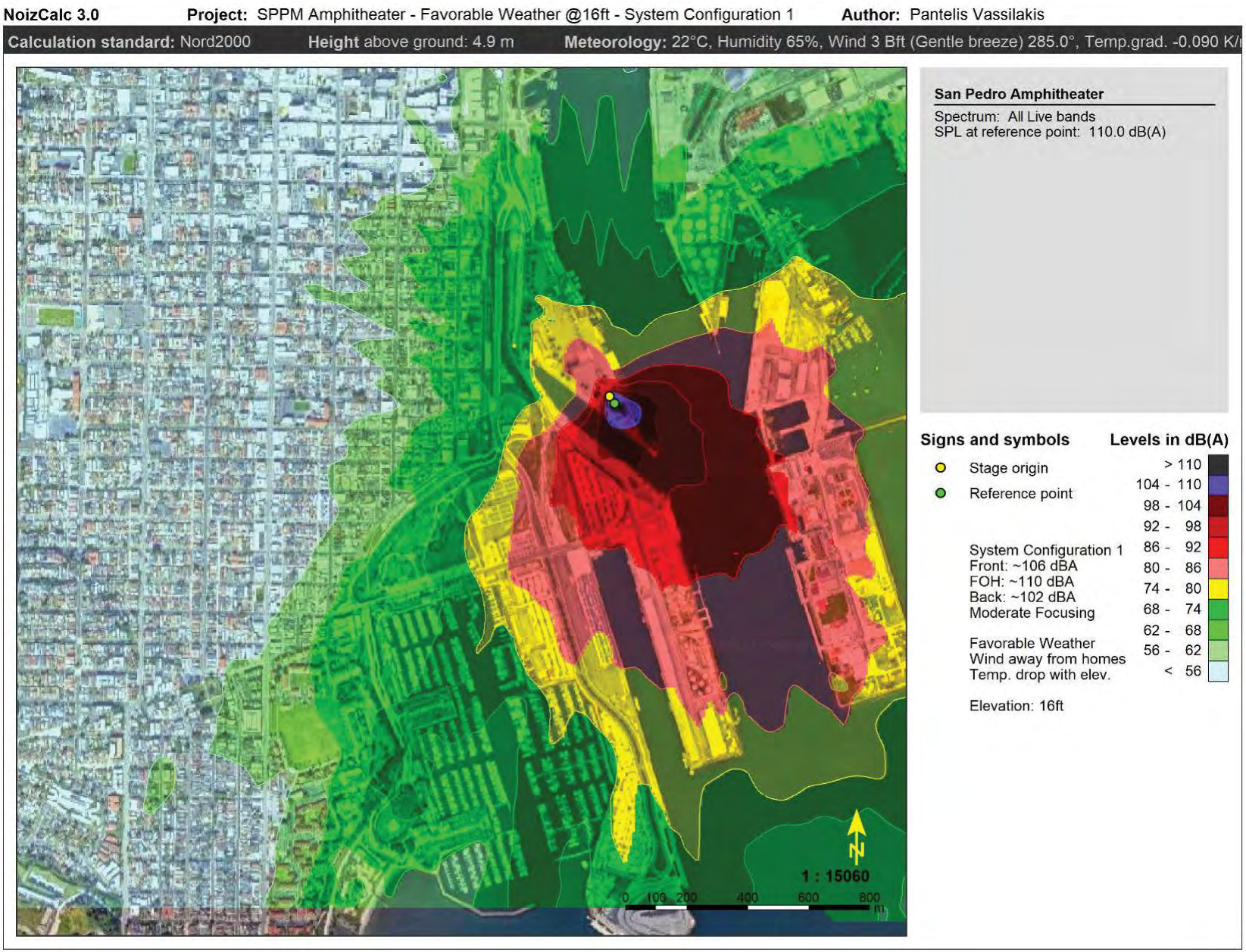

Figure 3.8-3
Noise Contour Maps of Community Noise Levels at 16-foot Elevation, from Amphitheater with Favorable Atmospheric Conditions
West Harbor Modification Project

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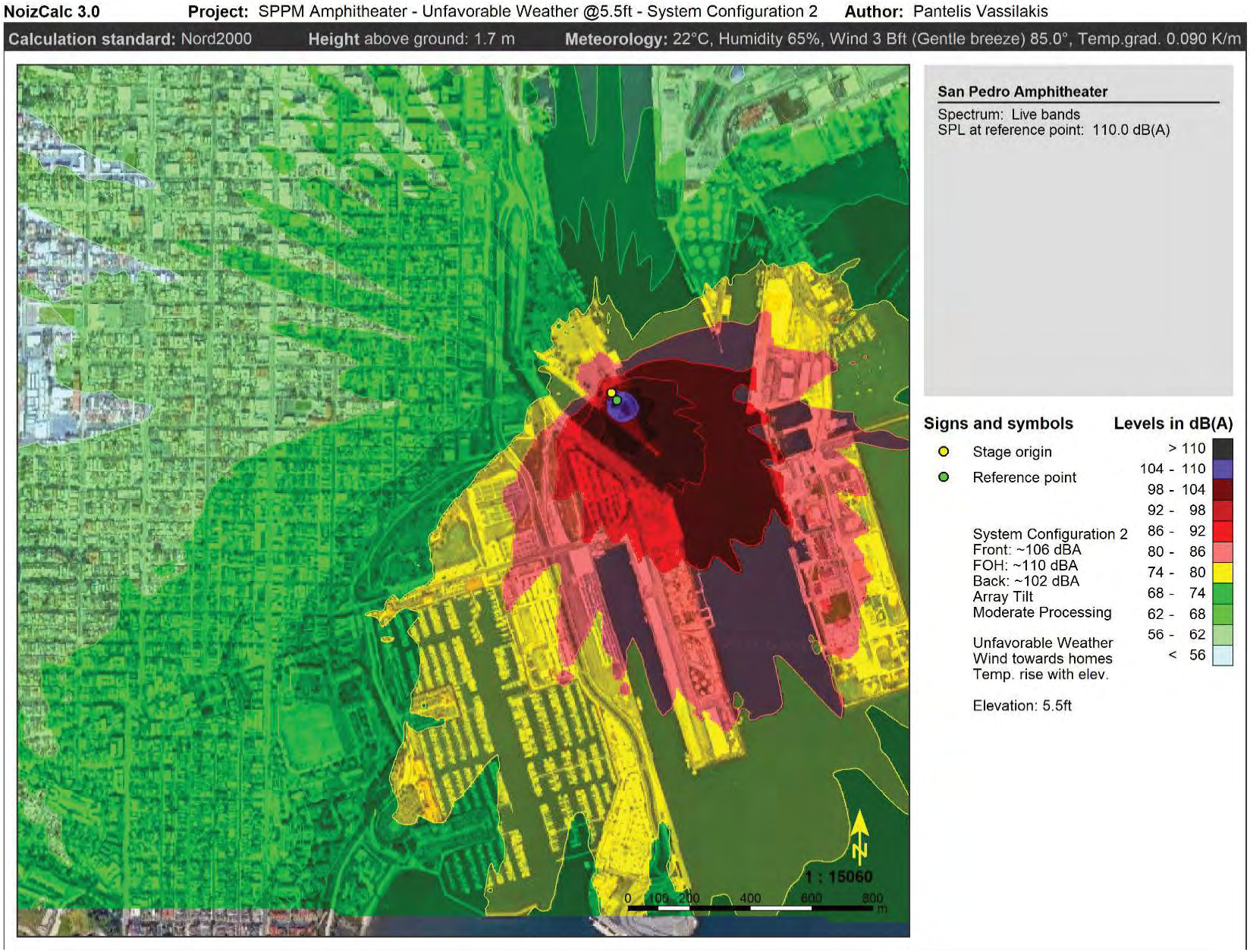

Figure 3.8-4
Noise Contour Maps of Community Noise Levels at 5.5-foot Elevation, from Amphitheater with Unfavorable Atmospheric Conditions
West Harbor Modification Project

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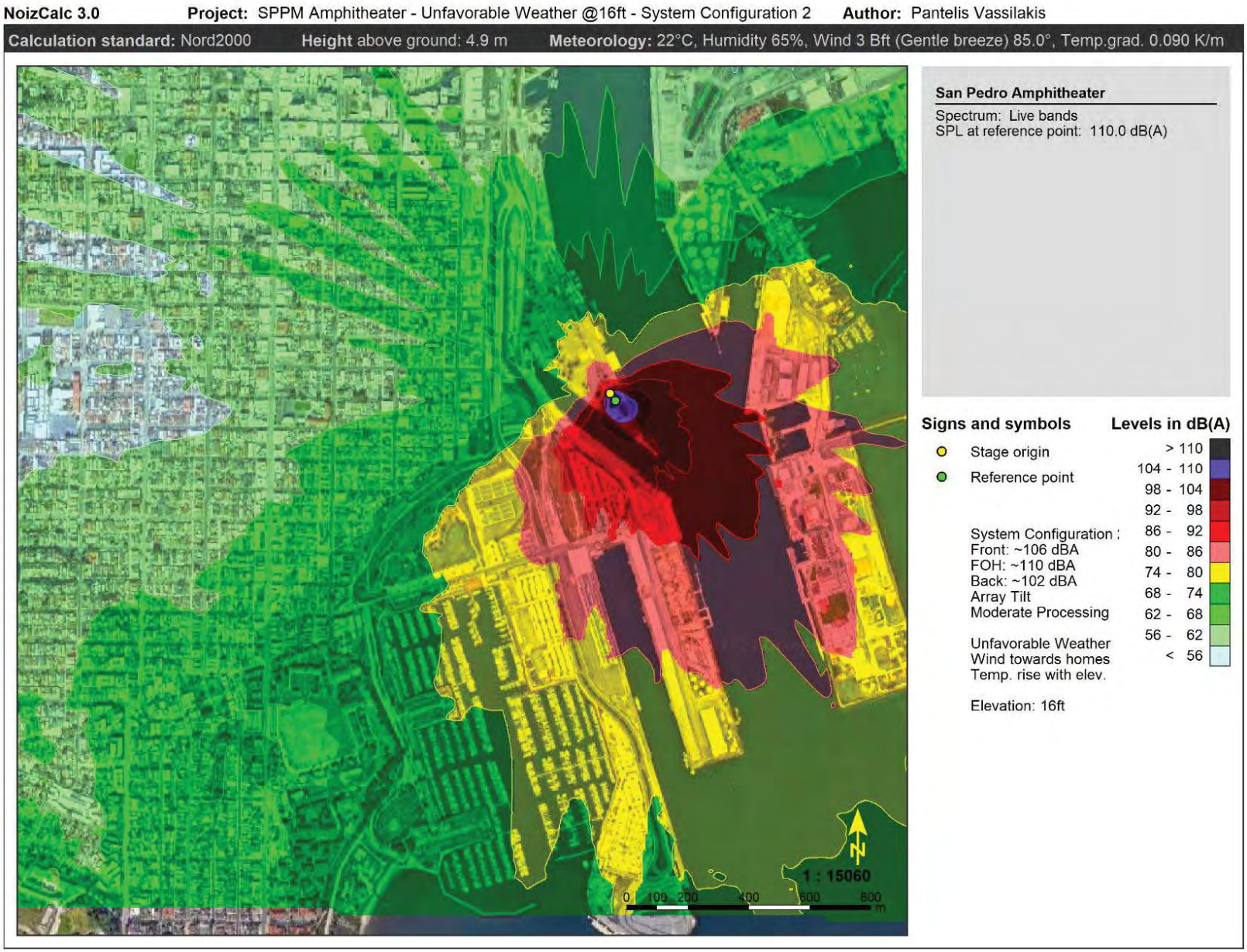

Figure 3.8-5
Noise Contour Maps of Community Noise Levels at 16-foot Elevation, from Amphitheater with Unfavorable Atmospheric Conditions
West Harbor Modification Project

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Fireworks Noise

Fireworks noise was analyzed based on data from the *San Diego Bay and Imperial Beach Oceanfront Fireworks Display Events Project* EIR (ICF 2017), as described in Section 3.8.6.7. *Fireworks Noise*. Complete calculations are provided in Appendix F and are summarized below.

Average noise levels from the Proposed Project were estimated to be approximately 109 dBA L_{eq} at 50 feet over the duration of the fireworks display. The hourly average noise level ($L_{eq[h]}$) would depend on the duration of the fireworks display. Fireworks displays would last up to 20 minutes per show. Table 3.8-10 summarizes the hourly noise level resulting from fireworks displays of various durations.

Table 3.8-10. Reference Hourly Average Fireworks Noise Levels at 50 Feet from Launch Location

Fireworks Display Duration, Minutes	Fireworks Noise Level at 50 Feet, $L_{eq(h)}$ dBA
5	98
10	101
15	102
20	104

Source: Appendix F.
dBA = A-weighted decibels; $L_{eq(h)}$ = hourly equivalent noise level.

Similar to Amphitheater noise, fireworks displays would generate audible noise over a large area. Therefore, it is necessary to summarize the analysis to make meaningful judgments of the impacts without an unnecessary or confusing level of complexity. Fireworks noise levels are predicted at five receiver locations, based on their distance from the proposed fireworks launch location. These receivers include the four residential locations considered in the analysis of Amphitheater noise (San Pedro residences west of the Amphitheater, Al Larson Marina, Reservation Point, and Cabrillo Marina). Because the proposed fireworks launch barge would be approximately 1.25 miles south of the Amphitheater, an additional receiver is included in the fireworks noise analysis to represent the closest residential uses. The closest homes are military housing at Fort MacArthur, approximately 0.9 mile west of the launch barge. Fireworks would not occur during the daytime, so noise levels are only compared to the evening and nighttime ambient-noise levels. To illustrate how the range of possible hourly noise levels would vary depending on the duration of the fireworks displays, the results are reported for both the worst-case (longest) duration of 20 minutes and a shorter duration of 10 minutes. Table 3.8-11 summarizes the results of the analysis. All reported noise levels (ambient and fireworks noise) are rounded to the nearest whole dB, and fractional values are not calculated.

Table 3.8-11. Community Noise Levels from Proposed Fireworks Displays

Receiver/ Location	Time of Day[1a]	Ambient	Noise Levels and Comparison to Ambient, $L_{eq(h)}$ dBA			
			Fireworks Noise		Overage	
			10-Minute Display	20-Minute Display	10-Minute Display	20-Minute Display
San Pedro Residences West of the Amphitheater	Evening	59	58	61	0	2
	Nighttime	56	58	61	2	5
Al Larson Marina	Evening	54	58	61	4	**7**
	Nighttime	50	58	61	**8**	**11**
Reservation Point	Evening	52	64	67	**12**	**15**
	Nighttime	49	64	67	**15**	**18**
Cabrillo Marina	Evening[2]	50	67	70	**17**	**20**
	Nighttime[3]	41	67	70	**26**	**29**
Fort MacArthur Housing	Evening[4]	59	61	64	2	5
	Nighttime[4]	56	61	64	5	**8**

Source: AcousticsLab 2022.
[1] Evening = 7:00 p.m. to 10:00 p.m.; nighttime = 10:00 p.m. to 7:00 a.m.
[2] The measured ambient was less than 50, so the minimum assumed ambient of 50 dBA is assumed in accordance with the City of Los Angeles Municipal Code.
[3] Nighttime ambient-noise level estimated from the measured daytime level of 46.8 dBA L_{eq} with an adjustment to nighttime conditions based on the daily noise pattern measured during the long-term measurement at the Al Larson Marina.
[4] Ambient noise levels assumed to be the same as those measured at the residential neighborhood west of the Amphitheater.
dBA = A-weighted decibels; L_{eq} = equivalent noise level; $L_{eq(h)}$ = hourly equivalent noise level.

Referring to the results in Table 3.8-11, noise levels from fireworks displays are predicted to exceed local evening and nighttime ambient-noise levels for all scenarios except one. Hourly noise levels from 10-minute fireworks displays are not expected to exceed evening ambient-noise levels at San Pedro residences west of the Amphitheater. For all other scenarios, estimated noise increases range from 2 to 29 dBA $L_{eq(h)}$. Noise levels that exceed the existing ambient by more than 5 dBA $L_{eq(h)}$ would be considered a significant impact. Fireworks noise levels are predicted to exceed evening and/or nighttime ambient levels at noise-sensitive receptors by more than 5 dBA $L_{eq(h)}$ for 12 of the 20 analyzed scenarios. Therefore, the noise impact due to fireworks displays would be significant, and mitigation would be required.

Previous Mitigation Measures Applicable to the Proposed Project

MM NOI-1 and **MM NOI-2** from the 2009 SPW EIS/EIR would apply to the Proposed Project.

New Mitigation Measures Applicable to the Proposed Project

The following Project Feature and mitigation measures are recommended to reduce the noise impacts associated with the operation of the proposed Amphitheater. **PF-NOI-1** is included here because it is a key feature of the Proposed Project that would contribute to future noise control at the Project Site.

The requirements of **PF-NOI-1** are consistent with the sound system design assumptions utilized in the environmental noise modeling for the Proposed Project.

PF-NOI-1: Incorporate Sound-Focusing Design into the Amphitheater Sound System.

Design, install, and use a house sound system (i.e., loudspeakers and software processing) with sound-focusing capabilities that provides the allowable front-of-house SPL[8] limits within the Amphitheater, while reducing the amount of noise energy spillage outside the Amphitheater. The loudspeaker system will allow for alternative system-tuning parameters to optimize community noise control under different atmospheric conditions.

MM-NOI-3: Limit Noise Levels within the Amphitheater during all Tier 1 Events.

Limit the maximum front-of-house noise level within the Amphitheater during all Tier 1 Events to a 5-minute A-weighted equivalent noise level of 100 decibels, designated as 100 dBA $L_{eq(5min)}$[9]. The "front-of-house" position is defined as the sound mixing position approximately 95 feet from the Amphitheater stage. The noise level will be monitored and reported in accordance with **MM-NOI-5**, *Monitor Amphitheater Event Noise*, and **MM-NOI-6,** *Noise Reporting Requirements Following Amphitheater Events*. Tier 1 Events are defined as all public or private performance events with amplified sound and intended audiences of more than 500 people. Tier 1 events may include, but are not limited to, Tenant events, public events, leased events, rental events, and other third-party events. Any supporting activities for a Tier 1 Event, such as sound checks and rehearsals, are considered part of the Tier 1 Event and will be subject to the same noise level restrictions, reporting, and penalties, regardless of the presence and/or size of the audience inside the Amphitheater at the time of such activities.

MM-NOI-4: Require all Tier 1 Events to Utilize the House Public Address/Sound Reinforcement System.

All leases, contracts, and/or permits for the use of the Amphitheater will require all Tier 1 Events to use the house sound system with the required noise-mitigation features implemented. Users[10] may provide alternative and/or additional stage sound monitors and consoles, but may not use alternative or additional sound system(s) to provide sound to the audience/front-of-house. All auxiliary sound must go through the house sound console prior to amplification, and the sound console must be controlled by an employee of the Tenant. Tier 2 Events (i.e., small events, attended by 500 people or less, such as community events or viewing parties) will be permitted to use an alternative temporary sound system, provided that the system generates lower noise levels than the house sound system. Under no circumstances will Users be permitted to disable or circumvent any of the noise-control measures required as part of the Amphitheater's lease.

[8] *Sound pressure* is the sound force per unit area, usually expressed in micro Pascals (or micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The *sound pressure level* is expressed in decibels. *Sound pressure level* is the quantity that is directly measured by a sound level meter

[9] Equivalent Noise Level (L_{eq}) is the average A-weighted noise level during the measurement period. The 5-minute L_{eq} values used for the analyses and assessment of Amphitheater noise levels are denoted as $L_{eq(5min)}$.

[10] A *User* of the Amphitheater is any company or organization, and their associated staff, authorized to operate events at the Amphitheater, including the Tenant and any parties operating under a lease, contract, or permit.

MM-NOI-5: Monitor Amphitheater Noise for all Tier 1 Events.

Noise Monitoring Requirements Prior to Project Occupancy

Prior to the use of the house sound system, the Tenant will construct and maintain a permanent noise-monitoring station at the front-of-house sound mixing location and will demonstrate to the satisfaction of the Port that the noise-monitoring station is functional. The noise monitoring hardware will meet the requirements of an ANSI Class 1 SLM and will be designed for permanent/semipermanent installation in outdoor environments under the full range of local weather conditions, including rain and fog. The noise monitoring station and associated software will be capable of data logging and continuous noise-level averaging over various time periods. At a minimum, the station will be capable of reporting the L_{max} and L_{eq} for each consecutive 1-minute, 5-minute, and 1-hour period, as well as the moving 3-minute and 5-minute average L_{eq}, accurately synchronized with the local time. The station will include an interface so the measurement results can be viewed in real time by staff designated to monitor noise levels. The interface will also be available and visible to the User at the front-of-house sound mixing location[11] so that the User can review noise levels in real time. Maintenance of the noise monitoring equipment will include annual calibration of the noise measurement system. The front-of-house noise monitoring microphone will have an unobstructed line of sight to the sound system loudspeaker arrays.

The funding required to meet all costs associated with the required noise monitoring will be the financial responsibility of the Tenant. Such costs may include, but are not limited to, payment of technicians or contractors involved in the monitoring process and any costs associated with the purchase, installation, repair, maintenance, or replacement of the sound-monitoring equipment, including any software or hardware required to support the measurement and reporting program.

Noise Monitoring Requirements during Tier 1 Events

The noise-monitoring station will be active during all Tier 1 Events. During all Tier 1 Events, the Tenant will designate staff member(s) to monitor noise levels via the noise-monitoring station. The designated staff member(s) will possess at least 1 year of verifiable experience related to noise monitoring and will be knowledgeable in the fundamentals of noise propagation and operation of noise-monitoring equipment. Alternatively, staff with less than 1 year of experience may conduct noise-monitoring duties under the training and supervision of an individual with at least 5 years of relevant noise-monitoring experience who is knowledgeable in the fundamentals of noise propagation and operation of noise-monitoring equipment. The designated staff member(s) will observe current noise-measurement data from the monitoring station to identify potential violations.

If the measured noise approaches levels that indicate a potential violation of the 100 dBA $L_{eq(5min)}$ front-of-house limit, then the Tenant will take immediate action to reduce amplified noise levels. Immediate actions can include, but are not limited to, reduced sound amplification, temporary suspension of sound amplification, transitioning to quieter portions of the performance, and early termination of events if other actions fail to control noise levels. Proactive steps should be taken

[11] The *front-of-house sound mixing location* refers to the location within the audience area in front of the stage where the mixing board/console is located and sound levels are controlled by the User's sound engineer.

to reduce noise levels and avoid the need for noise-related event termination, and any decision to terminate a performance should consider the effect a shutdown may have on the audience.

MM-NOI-6: Noise Reporting Requirements Following Amphitheater Events.

A sound-monitoring data report will be generated for each Tier 1 Event that includes all amplified activities at the Amphitheater. The report should show the measured L_{max} and L_{eq} for each consecutive 1-minute, 5-minute, and 1-hour period throughout each affected day and should indicate the start and end times of each activity (e.g., rehearsal, sound check, performance). Any $L_{eq(5min)}$ that exceeds 100 dBA at the front-of-house monitoring location will be clearly flagged in the report, and a consolidated summary of all noise exceedances (if any) throughout each day will be provided. The report will identify any actions taken to reduce excessive noise levels and should evaluate the results of these actions.

The Tenant will maintain a log of all sound-monitoring data reports to provide a permanent record and document any violations of the sound level limit(s) that occurred. For events that cause any violations of the sound level limits, the sound monitoring log will be furnished to the Port within 48 hours of the conclusion of the event. For all other events, the sound monitoring log will be furnished to the Port at the request of the Executive Director. All sound monitoring data and associated reports will be maintained by the Tenant for a minimum of 5 years after each event day.

MM-NOI-7: Establish a Noise Complaint Hotline and/or Website.

The Tenant will maintain a dedicated noise-complaint hotline and/or website for the proposed Amphitheater. The phone number/web address for the hotline will be published on the Tenant's public website. All noise complaints will be documented and addressed by the Tenant. The Tenant will respond to all complaints, if requested to do so by the complainant, within 48 hours of the complaint or the end of the event that triggered the complaint (whichever occurs last). Complaint logs will be provided to the LAHD on an annual basis or as requested by the Executive Director.

MM-NOI-8: Enforce a Curfew and Restrict the Hours of Use and Duration for the Amphitheater Amplified Sound System

All events will conclude no later than 10:30 p.m. on all nights, unless prior written permission has been granted by the Executive Director or designated Deputy. In no case, however, will a performance extend past 11:00 p.m. The use of the sound system at the Amphitheater will start no earlier than 8:00 a.m. The Tenant is responsible for recording event start and end times and logs will be provided to the LAHD on an annual basis or as requested by the Executive Director.

On any Tier 1 Event day that includes a public or private performance, the total use of amplified sound equipment for all activities (e.g., rehearsal, soundcheck, performance) will be limited to a cumulative total of 12 hours. Sound amplification may occur over multiple distinct intervals, as long as the sum of those intervals is 12 hours or less.

On non-performance days, the total use of amplified sound equipment in preparation for Tier 1 Events will be limited to no more than a cumulative total of up to 4 hours.

MM-NOI-9: Fines for Non-Compliance.

The maximum permissible front-of-house noise level within the Amphitheater is a 5-minute A-weighted equivalent noise level of 100 decibels, designated as 100 dBA $L_{eq(5min)}$. For the purposes of assessing compliance, the noise level will be assessed for each discrete consecutive 5-minute period starting at regular clock intervals (e.g., 8:00 p.m., 8:05 p.m., 8:10 p.m.). Every 5-minute interval during which the noise level exceeds 100 dBA $L_{eq(5min)}$ will be considered one Offense, with the exception that the front-of-house noise limit does not apply to noise from fireworks that are operated in compliance with the Amphitheater lease and all other applicable permits and regulations.

The noise monitoring station (as defined in **MM-NOI-5**) would include an interface that allows designated noise monitoring staff member(s) to view measured noise levels in real time. If sound levels exceed 100 dBA, sustained over any 3-minute interval, then the designated noise monitoring staff member(s) will issue the User an official warning to lower the sound levels. An official warning will be presumed to have been issued when sound levels exceed 100 dBA, sustained over any 3-minute interval, at the 3-minute mark. If additional violations occur, additional warnings and monetary penalties will apply as set forth below:

- **First Offense**: A notification of Offense, including a second warning to lower sound levels, will be issued during the performance if sound levels exceed 100 dBA $L_{eq(5min)}$ over any discrete consecutive 5-minute period starting at regular clock intervals (e.g., 8:00 p.m., 8:05 p.m., 8:10 p.m., etc.).
- **Second Offense**: A $5,000 fine.
- **Third Offense**: A $7,500 fine.
- **Subsequent Offenses**: $10,000 per violation.
- **Curfew Penalty**: A penalty of $1,000 per minute for the first 5 minutes past the applicable curfew for the event (10:30 p.m. or as established in **MM-NOI-8**). A penalty of $5,000 per minute will be assessed thereafter.

However, should sound levels exceed 105 dBA $L_{eq(5min)}$ at any time, there will be no warnings to lower the sound, and an immediate fine of $10,000 will be assessed to the User and for any subsequent violations that also exceed 105 dBA $L_{eq(5min)}$.

MM-NOI-10: Restrict the Total Number of Tier 1 Event Performance Days to 100 per Year.

The total number of Tier 1 Event performance days will not exceed 100 per calendar year. For Tier 1 Event performances that run over multiple days, each calendar day that includes a performance will count against the allowed total. For example, a 3-night run by the same artist would count as three separate Tier 1 Event performance days, or a 2-day jazz festival would count as two separate Tier 1 Event performance days. Soundchecks or rehearsals on non-performance days will not count against the allowed total, provided they comply with all other applicable restrictions (including noise levels, curfews, and durations).

The following mitigation measures are recommended to reduce the noise impacts associated with the proposed fireworks displays.

MM-NOI-11: Restrict the Total Number of Firework Displays to 25 per Year.

The total number of firework displays will not exceed 25 per calendar year.

MM-NOI-12: Limit the Duration of All Firework Displays.

The duration of all firework displays will be no longer than 20 minutes on all nights, unless prior written permission has been granted by the Executive Director or designated Deputy. The Tenant is responsible for recording firework display start and end times, and logs will be provided to the LAHD on an annual basis or as requested by the Executive Director.

MM-NOI-13: Limit the Use of "Salute" Fireworks.

Fireworks display events will not use concussion type, non-color shells such as "salutes" (*salute* fireworks, also known as *maroon fireworks*, are fireworks designed to make a very loud bang, or "report," and an intense flash of light) during the initial 25 percent of the duration of any display (e.g., within the first 5 minutes of a 20-minute display).

MM-NOI-14: Replace Fireworks Displays with Drone Displays.

To the extent permitted by Amphitheater programming, available technology, and all applicable legal, safety, and permit requirements, replace firework displays with lighted drone displays.

Significance After Mitigation

Implementation of **MM-NOI-1** and **MM-NOI-2** would reduce community noise levels from Proposed Project construction, provide advance notification of construction activities to nearby residents, and place limits on the times when construction activity can occur. Considering the distances between the construction noise sources and receivers, **MM-NOI-1** and **MM-NOI-2** would not be sufficient to reduce the projected increase in the ambient-noise level to the point where it would no longer cause a substantial increase. Therefore, construction noise impacts would remain significant and unavoidable after mitigation.

Implementation of **PF-NOI-1** and **MM-NOI-3**–**MM-NOI-10** would reduce community noise levels from Amphitheater events and provide a reporting and enforcement procedure to ensure that noise-reduction measures are implemented consistently. Implementation of **MM-NOI-3** would lead to a 10 dBA reduction in front-of-house noise levels relative to the levels considered in the analysis (i.e., reducing front-of-house levels from 110 dBA to 100 dBA $L_{eq(5min)}$). For a given set of conditions (i.e., sound system setup and atmospheric conditions) a 10 dBA reduction in front-of-house sound levels will translate directly to a 10 dBA reduction in noise levels in the community surrounding the Amphitheater. Applying the 10 dBA reduction to the Amphitheater noise levels reported in Table 3.8-8 and Table 3.8-9 leads to the reduced noise levels shown in Table 3.8-12 and Table 3.8-13. With mitigation, Amphitheater noise levels at residences in San Pedro, west of the Proposed Project, would not exceed daytime ambient-noise levels and would exceed evening and nighttime ambient levels by less than 5 dBA. Overall, the mitigation would drastically reduce the number of residences in San Pedro west of the Project Site that would be affected by Amphitheater noise levels in excess of ambient levels. However, even with mitigation, Amphitheater noise levels would continue to exceed

ambient-noise levels by more than 5 dBA Leq(h) at multiple noise-sensitive receivers, including liveaboard vessels in Al Larson Marina (exceedances of 12 to 18 dBA Leq(h), depending on the time of day), residences at Reservation Point (exceedances of 13 to 21 dBA Leq(h), depending on the atmospheric conditions and time of day), and liveaboard vessels in Cabrillo Marina (exceedances of 13 to 27 dBA Leq(h), depending on the atmospheric conditions and time of day). Therefore, Amphitheater noise impacts would remain significant and unavoidable after mitigation.

Implementation of **MM-NOI-11** and **MM-NOI-12** would limit community noise impacts from fireworks by controlling the maximum number of events per year and ensuring that each event does not exceed the 20-minute duration assumed in the analysis. **MM-NOI-13** would prevent the use of the loudest types of fireworks at the beginning of a fireworks display, which would reduce the startling effects caused by the sudden occurrence of the highest noise levels. However, these three measures would have a negligible effect on the overall noise levels from any individual fireworks display. If fully implemented, **MM-NOI-14** would substantially reduce noise levels and eliminate the significant noise impacts associated with fireworks displays; however, it is unclear whether it would be feasible to replace all the proposed fireworks displays with drone displays. Therefore, fireworks noise impacts would remain significant and unavoidable after mitigation.

Table 3.8-12. Mitigated Community Noise Levels from Amphitheater with Favorable Atmospheric Conditions

Receiver/ Location	Time of Day[1]	Ambient	Amphitheater Noise Levels and Comparison to Ambient, $L_{eq(h)}$ dBA					
			5.5-foot Elevation			16-foot Elevation[2]		
			Noise	Reduction due to Mitigation	Overage	Noise	Reduction due to Mitigation	Overage
San Pedro Residences West of the Project	Day	61	59	10	0	59	10	0
	Evening	59	59	10	0	59	10	0
	Night	56	59	10	3	59	10	3
Al Larson Marina	Day	56	68	10	**12**	N/A	N/A	N/A
	Evening	54	68	10	**14**	N/A	N/A	N/A
	Night	50	68	10	**18**	N/A	N/A	N/A
Reservation Point	Day	55	70	10	**15**	70	10	**15**
	Evening	52	70	10	**18**	70	10	**18**
	Night	49	70	10	**21**	70	10	**21**
Cabrillo Marina	Day[3]	50	63	10	**13**	N/A	N/A	N/A
	Evening[3]	50	63	10	**13**	N/A	N/A	N/A
	Night[4]	41	63	10	**22**	N/A	N/A	N/A

Source: Appendix F.

[1]Daytime = 7:00 a.m. to 7:00 p.m.; evening = 7:00 p.m. to 10:00 p.m.; nighttime = 10:00 p.m. to 7:00 a.m.

[2] Noise levels were not assessed at the 16-foot elevation for liveaboard vessels.

[3] The measured ambient was less than 50 dBA, so the minimum assumed ambient of 50 dBA is assumed in accordance with the City of Los Angeles Municipal Code.

[4] Nighttime ambient-noise level estimated from the measured daytime level of 46.8 dBA L_{eq}, with an adjustment to nighttime conditions based on the daily noise pattern measured during the long-term measurement at the Al Larson Marina.

dBA = A-weighted decibels; L_{eq} = equivalent noise level; $L_{eq(h)}$ = hourly equivalent noise level; N/A = not applicable.

Table 3.8-13. Mitigated Community Noise Levels from Amphitheater with Unfavorable Atmospheric Conditions

Receiver/ Location	Time of Day[1]	Ambient	Amphitheater Noise Levels and Comparison to Ambient, $L_{eq(h)}$ dBA					
			5.5-foot Elevation			16-foot Elevation[2]		
			Noise	Reduction due to Mitigation	Overage	Noise	Reduction due to Mitigation	Overage
San Pedro Residences West of the Project	Day	61	60	10	0	59	10	0
	Evening	59	60	10	1	59	10	0
	Night	56	60	10	4	59	10	3
Al Larson Marina	Day	56	68	10	12	N/A	N/A	N/A
	Evening	54	68	10	**14**	N/A	N/A	N/A
	Night	50	68	10	**18**	N/A	N/A	N/A
Reservation Point	Day	55	68	10	**13**	68	10	**13**
	Evening	52	68	10	**16**	68	10	**16**
	Night	49	68	10	**19**	68	10	**19**
Cabrillo Marina	Day[3]	50	68	10	**18**	N/A	N/A	N/A
	Evening[3]	50	68	10	**18**	N/A	N/A	N/A
	Night[4]	41	68	10	**27**	N/A	N/A	N/A

Source: Appendix F.

[1] Daytime = 7:00 a.m. to 7:00 p.m.; evening = 7:00 p.m. to 10:00 p.m.; nighttime = 10:00 p.m. to 7:00 a.m.

[2] Noise levels were not assessed at the 16-foot elevation for liveaboard vessels.

[3] The measured ambient was less than 50, so the minimum assumed ambient of 50 dBA is assumed in accordance with the City of Los Angeles Municipal Code.

[4] Nighttime ambient-noise level estimated from the measured daytime level of 46.8 dBA L_{eq}, with an adjustment to nighttime conditions based on the daily noise pattern measured during the long-term measurement at the Al Larson Marina.

dBA = A-weighted decibels; L_{eq} = equivalent noise level; $L_{eq(h)}$ = hourly equivalent noise level; N/A = not applicable.

Impact NOI-2. Would the Proposed Project generate excessive groundborne vibration or groundborne noise levels?

Summary of 2009 SPW EIS/EIR Findings

The 2009 SPW EIS/EIR determined that vibration impacts would not be an issue for the SPW Project and its alternatives. Pile driving during construction was identified as the only major vibration source associated with the SPW Project, and the distances between proposed pile driving and the closest sensitive receptors (220 to 1,380 feet) were far enough that no significant impacts were predicted and, as such, no related mitigation measures were required.

Summary of 2016 SPPM Addendum Findings

The 2016 SPPM Addendum found that the SPPM Project would result in similar construction activities that would result in similar, previously identified impacts. The SPPM Project was determined not to result in new significant impacts, substantially increase the severity of a previously analyzed impact, nor require the implementation of new mitigation measures that were not already evaluated in the 2009 SPW EIS/EIR. Therefore, no significant vibration impacts were identified, and no related mitigation measures were required.

Summary of 2019 SPPM Addendum Findings

The 2019 SPPM Addendum addressed a lease extension for the SPW Project. It determined that the lease extension would not result in any changes to the proposed operation and vibration-generating activities of the SPW Project. As such, the revised Proposed Project would not cause any change to the impact determination for groundborne vibration or groundborne noise levels made in the 2009 SPW EIS/EIR and 2016 SPPM Addendum for the SPPM Project.

Impacts of the Proposed Project

The Proposed Project would not introduce any new sources of groundborne vibration, when compared to those analyzed in the 2009 SPW EIS/EIR. With one exception, the Proposed Project is not anticipated to require any new pile driving beyond what was evaluated in the 2009 SPW EIS/EIR. It is possible that the proposed larger Ferris wheel may require pile driving. The Ferris wheel would be approximately 1,000 feet from the nearest residential structures. At this distance, groundborne vibration would not be perceptible and would pose no risk of building damage. Furthermore, this is well within the distance range analyzed in the 2009 SPW EIS/EIR which evaluated pile driving occurring within 220 to 1,380 feet of the closest noise-sensitive receptors and found no impacts related to groundborne vibration or groundborne noise. As such, the Proposed Project would not result in new significant groundborne vibration or groundborne noise impacts, substantially increase the severity of a previously analyzed impact, nor require the implementation of new mitigation measures that were not already evaluated in the 2009 SPW EIS/EIR.

Previous Mitigation Measures Applicable to the Proposed Project

None.

New Mitigation Measures Applicable to the Proposed Project

None required.

Significance After Mitigation

Because groundborne vibration from the Proposed Project would not be perceptible and would pose no risk of building damage, impacts would be less than significant. The Proposed Project would not result in any new significant impacts, substantially increase in the severity of a previously analyzed impact, nor require the implementation of new mitigation measures related to groundborne vibration and groundborne noise.

Impact NOI-3. Would the Proposed Project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?

Summary of 2009 SPW EIS/EIR Findings

The 2009 SPW EIS/EIR determined that the nearest airport was the Torrance Municipal Airport, which was more than 4 miles from the SPW Project. Therefore, there would be no significant impacts related to airport noise for the SPW Project or any of the alternatives and, as such, no related mitigation measures were required.

Summary of 2016 SPPM Addendum Findings

The SPPM Project was determined not to result in new significant impacts, substantially increase the severity of a previously analyzed impact, nor require the implementation of new mitigation measures that were not already evaluated in the 2009 SPW EIS/EIR. Therefore, there would be no significant impacts related to airport noise for the SPPM Project or any of the alternatives and, as such, no related mitigation measures were required.

Summary of 2019 SPPM Addendum Findings

The 2019 SPPM Addendum addressed a lease extension for the SPW Project. It determined the lease extension would not result in any changes to the proposed operation of the previously approved project. As such, the SPPM Project would not cause any change to the impact determination for airport and airstrip noise levels made in the 2009 SPW EIS/EIR and 2016 SPPM Addendum.

Impact of the Proposed Project

As identified in the 2009 SPW EIS/EIR the nearest airport is the Torrance Municipal Airport, which is more than 4 miles from the Project Site. Therefore, there would be no significant impacts related to airport noise for the Proposed Project. As such, the Proposed Project would not result in new significant airport noise impacts, substantially increase the severity of a previously analyzed airport noise impact, nor require new airport noise mitigation measures that were not already evaluated in the 2009 SPW EIS/EIR.

Previous Mitigation Measures Applicable to the Proposed Project

None.

New Mitigation Measures Applicable to the Proposed Project

None required.

Significance After Mitigation

The Proposed Project would not lead to any new significant impacts, nor a substantial increase in the severity of previously identified significant impacts related to airport and airstrip noise levels. Because there are no significant impacts related to airport and airstrip noise, no mitigation measures are proposed for this potential impact.

3.8.9 Alternatives Impact Determination

3.8.9.1 Alternative 1 – No Project Alternative

Alternative 1 is defined as the No Project alternative, where conditions would remain based on the previously approved projects in both the 2009 SPW EIS/EIR and 2016 EIR Addendum.

The 2009 SPW EIS/EIR and 2016 SPPM Addendum determined that construction noise, including from pile driving for the waterfront promenade within Ports O'Call, heavy equipment required to construct the parking areas within the Ports O'Call, and construction of San Pedro Park, would exceed ambient-noise levels by 5 dB or more and cause significant and unavoidable impacts even with implementation of mitigation measures. Additionally, there would be significant operational traffic-noise impacts along Miner Street, south of 22nd Street, and no feasible mitigation measures would reduce impacts to less than significant. Therefore, Alternative 1 would have significant and unavoidable impacts, which is the same overall conclusion to that of the Proposed Project. However, Alternative 1 would avoid the Proposed Project's significant and unavoidable noise impacts from the Amphitheater operations and fireworks displays.

3.8.9.2 Alternative 2 – Half-Capacity Amphitheater Alternative

Alternative 2 includes an Amphitheater with a similar build to that of the Proposed Project, but with an anticipated maximum capacity of 3,100 patrons per event. Overall construction activities for Alternative 2 would be very similar to those for the Proposed Project and would result in the same significant and unavoidable construction noise impacts. Additionally, the operation of the Amphitheater and associated fireworks events would cause significant and unavoidable noise impacts even with the implementation of mitigation measures because the reduction of the seating capacity would not significantly reduce the level of concert noise produced. Therefore, Alternative 2 would cause similar significant and unavoidable noise impacts as those predicted for the Proposed Project.

3.8.10 Summary of Impacts and Mitigation

Implementation of the 2009 SPW EIS/EIR's **MM-NOI-1** and **MMNOI-2**, along with **PF-NOI-1** and **MM-NOI-3–MM-NOI-14**, would reduce potential impacts to the extent feasible. However, impacts

would remain significant and unavoidable. Table 3.8-14 presents a summary of impact determinations for the Proposed Project that are related to noise and vibration.

Table 3.8-14. Summary Matrix of Potential Noise Impacts and Mitigation Measures for the Proposed Project

Environmental Impacts	Impact Determination	Project Feature and Mitigation Measures	Impact After Mitigation
Proposed Project			
Impact NOI-1: Would the Proposed Project generate a substantial temporary or permanent increase in ambient-noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	The 2009 SPW EIS/ EIR finding of a significant impact remains unchanged for the Proposed Project.	Mitigation measures **MM-NOI-1** and **MM-NOI-2** from the 2009 SPW EIS/EIR would apply to the Proposed Project. New mitigation measures **MM-NOI-3** through **MM-NOI-14**, as well as **PF-NOI-1** would also apply to the Proposed Project.	No new or substantially more severe significant impacts would occur. Implementation **PF-NOI-1** and **MM NOI-1** through **MM-NOI-14** would reduce impacts, but impacts would remain significant.
Impact NOI-2: Would the Proposed Project generate excessive groundborne vibration or groundborne noise levels?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains unchanged for the Proposed Project.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
Impact NOI-3: Would the Proposed Project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains unchanged for the Proposed Project.	No mitigation is required.	No new or substantially more severe significant impacts would occur.

Environmental Impacts	Impact Determination	Project Feature and Mitigation Measures	Impact After Mitigation
Alternative 1 – No Project Alternative			
Impact NOI-1: Would the Proposed Project generate a substantial temporary or permanent increase in ambient-noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	The 2009 SPW EIS/ EIR finding of a significant impact remains unchanged for Alternative 1.	Mitigation measures **MM-NOI-1** and **MM-NOI-2** from the 2009 SPW EIS/EIR would apply to Alternative 1.	No new or substantially more severe significant impacts would occur. Implementation **PF-NOI-1** and **MM NOI-1** through **MM-NOI-14** would reduce impacts, but impacts would remain significant.
Impact NOI-2: Would the Proposed Project generate excessive groundborne vibration or groundborne noise levels?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains unchanged for Alternative 1.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
Impact NOI-3: Would the Proposed Project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains unchanged for Alternative 1.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
Alternative 2 – Half-Capacity Amphitheater Alternative			
Impact NOI-1: Would the Proposed Project generate a substantial temporary or permanent increase in ambient-noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	The 2009 SPW EIS/ EIR finding of a significant impact remains unchanged for Alternative 2.	Mitigation measures **MM-NOI-1** and **MM-NOI-2** from the 2009 SPW EIS/EIR would apply to Alternative 2. New mitigation measures **MM-NOI-3** through **MM-NOI-14**, as well as **PF-NOI-1** would also apply to Alternative 2.	No new or substantially more severe significant impacts would occur. Implementation **PF-NOI-1** and **MM NOI-1** through **MM-NOI-14** would reduce impacts, but impacts would remain significant.

Environmental Impacts	Impact Determination	Project Feature and Mitigation Measures	Impact After Mitigation
Impact NOI-2: Would the Proposed Project generate excessive groundborne vibration or groundborne noise levels?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains unchanged for Alternative 2.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
Impact NOI-3: Would the Proposed Project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	The 2009 SPW EIS/ EIR finding of a less-than-significant impact remains unchanged for Alternative 2.	No mitigation is required.	No new or substantially more severe significant impacts would occur.

EIR = Environmental Impact Report; EIS = Environmental Impact Statement; SPW = San Pedro Waterfront

3.8.11 Mitigation Monitoring Program

Table 3.8-15 summarizes the applicable project feature and mitigation measures for the Proposed Project.

Table 3.8-15. Mitigation Monitoring Program

PF-NOI-1: Incorporate Sound-Focusing Design into the Amphitheater Sound System. Design, install, and use a house sound system (i.e., loudspeakers and software processing) with sound-focusing capabilities that provides the allowable front-of-house sound pressure level (SPL)[12] limits within the Amphitheater, while reducing the amount of noise energy spillage outside the Amphitheater. The loudspeaker system will allow for alternative system-tuning parameters to optimize community noise control under different atmospheric conditions.	
Timing	During design, specification, and construction of the proposed Amphitheater.
Methodology	This measure will be incorporated into contract specifications for the design, installation, and operation of the Amphitheater sound system. Any sound system design team working on the project will include an individual with experience in sound-focusing design and implementation. The Tenant and/or their sound system designer will work with manufacturer(s) who offer hardware, software, and expertise capable of addressing the project's sound-focusing requirements through permanent or removable sound system installations. The Tenant, sound system designer, and manufacturer(s) will review the focused technical study (AcousticsLab 2022**)**, *Music Performance Community Noise Level Estimation and Assessment,* to understand the intent and design parameters of the required system. The system will be installed per

[12] *Sound pressure* is the sound force per unit area, usually expressed in micro Pascals (or micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The *sound pressure level* is expressed in decibels. *Sound pressure level* is the quantity that is directly measured by a sound level meter

	the manufacturer's specifications and tested to ensure it is operating within specified parameters for both favorable and unfavorable atmospheric conditions. Tenant staff will be trained by the manufacturer in the proper use of the system to minimize noise energy spillage outside the Amphitheater under the expected range of operational and atmospheric conditions at the Project Site.
MM-NOI-1: Construct temporary noise barriers, muffle and maintain construction equipment, prohibit idling, locate equipment, use quiet construction equipment, and notify residents. The following will reduce impact of noise from construction activities. a) **Temporary Noise Barriers**: When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) will be located between noise-generating construction activities and sensitive receivers. b) **Construction Equipment**: All construction equipment powered by internal combustion engines will be properly muffled and maintained. c) **Idling Prohibitions**: Unnecessary idling of internal combustion engines near noise sensitive areas will be prohibited. d) **Equipment Location**: All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located as far as practical from existing noise sensitive land uses. e) **Quiet Equipment Selection**: Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City's Noise Ordinance. f) **Notification**: Notify residents within 500 feet of the Project Site of the construction schedule in writing.	
Timing	Throughout all construction phases.
Methodology	This measure will be incorporated into contract specifications for all construction work to reduce noise impacts. The contractor(s) will submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor will adhere to these specifications and Compliance Plan throughout construction phases. Enforcement will include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.
MM-NOI-2. Construction Hours: Construction activities for the Proposed Project would not exceed the ambient-noise level by 5 dBA at a noise sensitive use between the hours of 6:00 p.m. and 7:00 a.m., Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday. If extended construction hours are needed during weekdays under special circumstances, LAHD and the contractor will provide at least 72 hours' notice to sensitive receptors within 0.5 miles of the construction area. Under no circumstances will construction hours exceed the range prescribed by the City of Los Angeles Municipal Code.	
Timing	During construction.
Methodology	This measure will be incorporated into contract specifications for all construction work to reduce noise impacts. The contractor(s) will submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor will adhere to these specifications and Compliance Plan throughout construction phases. Enforcement will include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.
MM-NOI-3: Limit Noise Levels within the Amphitheater during all Tier 1 Events. Limit the maximum front-of-house noise level within the Amphitheater during all Tier 1 Events to a 5-minute A-weighted equivalent noise level of 100 decibels, designated as 100 dBA $L_{eq(5min)}$[1]. The *front-of-house* position is defined as the sound mixing position approximately 95 feet from the Amphitheater stage.	

The noise level will be monitored and reported in accordance with **MM-NOI-5**, *Monitor Amphitheater Event Noise*, and **MM-NOI-6**, *Noise Reporting Requirements Following Amphitheater Events*. Tier 1 Events are defined as all public or private performance events with amplified sound and intended audiences of more than 500 people. Tier 1 events may include, but are not limited to, Tenant events, public events, leased events, rental events, and other third-party events. Any supporting activities for a Tier 1 Event, such as sound checks and rehearsals, are considered part of the Tier 1 Event and will be subject to the same noise level restrictions, reporting, and penalties, regardless of the presence and/or size of the audience inside the Amphitheater at the time of such activities.

[1] *Equivalent Noise Level* (L_{eq}) is the average A-weighted noise level during the measurement period. The 5-minute L_{eq} values used for the analyses and assessment of Amphitheater noise levels are denoted as $L_{eq(5min)}$.

Timing	During the operation of the proposed Amphitheater.
Methodology	This measure will be implemented as described in **MM-NOI-3**, **MM-NOI-4**, **MM-NOI-5**, and **MM-NOI-6**. The requirements for limiting, monitoring, and reporting Amphitheater noise levels will be incorporated into the lease agreement(s) with the Amphitheater Tenant. The requirement to limit noise levels will also be included in all leases, contracts, permits, or other agreements made with all Users of the Amphitheater (e.g., musical acts, promoters, event organizers)

MM-NOI-4: Require all Tier 1 Events to Utilize the House Public Address/Sound Reinforcement System. All leases, contracts, and/or permits for the use of the Amphitheater will require all Tier 1 Events to use the house sound system with the required noise-mitigation features implemented. Users[2] may provide alternative and/or additional stage sound monitors and consoles, but may not use alternative or additional sound system(s) to provide sound to the audience/front-of-house. All auxiliary sound must go through the house sound console prior to amplification, and the sound console must be controlled by an employee of the Tenant. Tier 2 Events (i.e., small events, attended by 500 people or less, such as community events or viewing parties) will be permitted to use an alternative temporary sound system, provided that the system generates lower noise levels than the house sound system. Under no circumstances will Users be permitted to disable or circumvent any of the noise-control measures required as part of the Amphitheater's lease.

[2] A *User of the Amphitheater* is any company or organization, and their associated staff, authorized to operate events at the Amphitheater, including the Tenant and any parties operating under a lease, contract, or permit.

Timing	During the operation of the proposed Amphitheater.
Methodology	The requirement to use the house public address system will be included in all leases, contracts, permits, or other agreements made with all Users of the Amphitheater (e.g., musical acts, promoters, event organizers) for Tier 1 events. The Amphitheater Tenant will be responsible for ensuring the compliance of all Amphitheater Users.

MM-NOI-5: Monitor Amphitheater Noise for all Tier 1 Events.

Noise Monitoring Requirements Prior to Project Occupancy

Prior to the use of the house sound system, the Tenant will construct and maintain a permanent noise-monitoring station at the front-of-house sound mixing location and will demonstrate to the satisfaction of the Port that the noise-monitoring station is functional. The noise monitoring hardware will meet the requirements of an ANSI Class 1 SLM and will be designed for permanent/semipermanent installation in outdoor environments under the full range of local weather conditions, including rain and fog. The noise monitoring station and associated software will be capable of data logging and continuous noise-level averaging over various time periods. At a minimum, the station will be capable of reporting the L_{max} and L_{eq} for each consecutive 1-minute, 5-minute, and 1-hour period, as well as the moving 3-minute and 5-minute average L_{eq}, accurately synchronized with the local time. The station will include an interface so the measurement results can be viewed in real time by staff designated to monitor noise levels. The interface will also be available and visible to the User at the front-of-house sound mixing location[3] so that the User can review noise levels in real time. Maintenance of the noise monitoring equipment will include annual calibration of the noise measurements system. The front-of-house noise monitoring microphone will have an unobstructed line of sight to the sound system loudspeaker arrays.

The funding required to meet all costs associated with the required noise monitoring will be the financial responsibility of the Tenant. Such costs may include, but are not limited to, payment of technicians or contractors involved in the monitoring process and any costs associated with the purchase, installation, repair, maintenance, or replacement of the sound-monitoring equipment, including any software or hardware required to support the measurement and reporting program.

Noise Monitoring Requirements during Tier 1 Events

The noise-monitoring station will be active during all Tier 1 Events. During all Tier 1 Events, the Tenant will designate staff member(s) to monitor noise levels via the noise-monitoring station. The designated staff member(s) will possess at least 1 year of verifiable experience related to noise monitoring and will be knowledgeable in the fundamentals of noise propagation and operation of noise-monitoring equipment. Alternatively, staff with less than 1 year of experience may conduct noise-monitoring duties under the training and supervision of an individual with at least 5 years of relevant noise-monitoring experience who is knowledgeable in the fundamentals of noise propagation and operation of noise-monitoring equipment. The designated staff member(s) will observe current noise-measurement data from the monitoring station to identify potential violations.

If the measured noise approaches levels that indicate a potential violation of the 100 dBA $L_{eq(5min)}$ front-of-house limit, then the Tenant will take immediate action to reduce amplified noise levels. Immediate actions can include, but are not limited to, reduced sound amplification, temporary suspension of sound amplification, transitioning to quieter portions of the performance, and early termination of events if other actions fail to control noise levels. Proactive steps should be taken to reduce noise levels and avoid the need for noise-related event termination, and any decision to terminate a performance should consider the effect a shutdown may have on the audience.

[3] The front-of-house sound mixing location refers to the location within the audience area in front of the stage where the mixing board/console is located and sound levels are controlled by the User's sound engineer.

Timing	The noise monitoring system will be installed, tested, and deemed operational prior to the use of the house sound system and will be used and maintained for the operational life of the Amphitheater.
Methodology	The requirements for installing noise monitoring equipment and monitoring during all Tier 1 Events will be incorporated into the lease agreement(s) with the Amphitheater Tenant. The requirement for noise monitoring will be disclosed in all leases, contracts, permits, or other agreements made with all Users of the Amphitheater (e.g., musical acts, promoters, event organizers)

MM-NOI-6: Noise Reporting Requirements Following Amphitheater Events.

A sound-monitoring data report will be generated for each Tier 1 Event that includes all amplified activities at the Amphitheater. The report should show the measured L_{max} and L_{eq} for each consecutive 1-minute, 5-minute, and 1-hour period throughout each affected day and should indicate the start and end times of each activity (e.g., rehearsal, sound check, performance). Any $L_{eq(5min)}$ that exceeds 100 dBA at the front-of-house monitoring location will be clearly flagged in the report, and a consolidated summary of all noise exceedances (if any) throughout each day will be provided. The report will identify any actions taken to reduce excessive noise levels and should evaluate the results of these actions.

The Tenant will maintain a log of all sound-monitoring data reports to provide a permanent record and document any violations of the sound level limit(s) that occurred. For events that cause any violations of the sound-level limits, the sound monitoring log will be furnished to the Port within 48 hours of the conclusion of the event. For all other events, the sound monitoring log will be furnished to the Port at the request of the Executive Director. All sound monitoring data and associated reports will be maintained by the Tenant for a minimum of 5 years after each event day.

Timing	Reports should be prepared after each Tier 1 event. For events that cause any violations of the sound-level limits, the sound monitoring log will be furnished to the Port within 48 hours of the conclusion of the event.

Methodology	The requirements for sound-monitoring data reporting after all Tier 1 Events will be incorporated into the lease agreement(s) with the Amphitheater Tenant. The format and delivery of the sound-monitoring data report will be via methods deemed acceptable to the Port.
MM-NOI-7: Establish a Noise-Complaint Hotline and/or Website. The Tenant will maintain a dedicated noise-complaint hotline and/or website for the proposed Amphitheater. The phone number/web address for the hotline will be published on the Tenant's public website. All noise complaints will be documented and addressed by the Tenant. The Tenant will respond to all complaints, if requested to do so by the complainant, within 48 hours of the complaint or the end of the event that triggered the complaint (whichever occurs last). Complaint logs will be provided to the LAHD on an annual basis or as requested by the Executive Director.	
Timing	The hotline and/or website will be set up prior to the operation of the proposed Amphitheater and be available at least 24 hours before and 7 days after any Tier 1 or Tier 2 Event at the Amphitheater.
Methodology	Complaints will be accepted, and responses will be by one or more current communication methods (e.g., phone, text message, email, web form), and new methods may be added or substituted as they become available in the future.
MM-NOI-8: Enforce a Curfew and Restrict the Hours of Use and Duration for the Amphitheater's Amplified Sound System. All events will conclude no later than 10:30 p.m. on all nights, unless prior written permission has been granted by the Executive Director or designated Deputy. In no case, however, will a performance extend past 11:00 p.m. The use of the sound system at the Amphitheater will start no earlier than 8:00 a.m. The Tenant is responsible for recording event start and end times and logs will be provided to the LAHD on an annual basis or as requested by the Executive Director. On any Tier 1 Event day that includes a public or private performance, the total use of amplified sound equipment for all activities (e.g., rehearsal, soundcheck, performance) will be limited to a cumulative total of 12 hours. Sound amplification may occur over multiple distinct intervals, as long as the sum of those intervals is 12 hours or less. On non-performance days, the total use of amplified sound equipment for all amplified events will be limited to no more than a cumulative total of up to 4 hours.	
Timing	During the operation of the proposed Amphitheater.
Methodology	The curfew requirement and time restrictions will be incorporated into the lease agreement(s) with the Amphitheater Tenant. The requirements will also be included in all leases, contracts, permits, or other agreements made with all Users of the Amphitheater (e.g., musical acts, promoters, event organizers)
MM-NOI-9: Fines for Non-Compliance. The maximum permissible front-of-house noise level within the Amphitheater is a 5-minute A-weighted equivalent noise level of 100 decibels, designated as 100 dBA $L_{eq(5min)}$. For the purposes of assessing compliance, the noise level will be assessed for each discrete consecutive 5-minute period starting at regular clock intervals (e.g., 8:00 p.m., 8:05 p.m., 8:10 p.m.). Every 5-minute interval during which the noise level exceeds 100 dBA $L_{eq(5min)}$ will be considered one Offense, with the exception that the front-of-house noise limit does not apply to noise from fireworks that are operated in compliance with the Amphitheater lease and all other applicable permits and regulations. The noise monitoring station (as defined in **MM-NOI-5**) will include an interface that allows designated noise monitoring staff member(s) to view measured noise levels in real time. If sound levels exceed 100 dBA, sustained over any 3-minute interval, then the designated noise monitoring staff member(s) will issue the User an official warning to lower the sound levels. An official warning will be presumed to have been issued when sound levels exceed 100 dBA, sustained over any 3-minute interval, at the 3-minute mark. If additional violations occur, additional warnings and monetary penalties will apply as set forth below.	

<table>
<tr><td colspan="2">

- **First Offense**: A notification of Offense, including a second warning to lower sound levels, will be issued during the performance to lower if sound levels exceed 100 dBA $L_{eq(5min)}$ over any discrete consecutive 5-minute period starting at regular clock intervals (e.g., 8:00 p.m., 8:05 p.m., 8:10 p.m.).
- **Second Offense**: A $5,000 fine.
- **Third Offense**: A $7,500 fine.
- **Subsequent Offenses**: $10,000 per violation.
- **Curfew Penalty**: A penalty of $1,000 per minute for the first 5 minutes past 11:00 p.m. the applicable curfew for the event (10:30 p.m. or as established in **MM-NOI-8**). A penalty of $5,000 per minute will be assessed thereafter.

However, should sound levels exceed 105 dBA $L_{eq(5min)}$ at any time, there will be no warnings to lower the sound, and an immediate fine of $10,000 will be assessed to the User and for any subsequent violations that also exceed 105 dBA $L_{eq(5min)}$.
</td></tr>
<tr><td>Timing</td><td>During the operation of the proposed Amphitheater, with fines (if applicable) issued following any performances with noise violations.</td></tr>
<tr><td>Methodology</td><td>As described in MM-NOI-9, with specific fine assessment and payment terms to be defined by POLA.</td></tr>
<tr><td colspan="2">MM-NOI-10: Restrict the Total Number of Tier 1 Event Performance Days to 100 per Year.
The total number of Tier 1 Event performance days will not exceed 100 per calendar year. For Tier 1 Event performances that run over multiple days, each calendar day that includes a performance will count against the allowed total. For example, a 3-night run by the same artist would count as three separate Tier 1 Event performance days, or a 2-day jazz festival would count as two separate Tier 1 Event performance days. Soundchecks or rehearsals on non-performance days will not count against the allowed total, provided they comply with all other applicable restrictions (including noise levels, curfews, and durations).</td></tr>
<tr><td>Timing</td><td>During the operation of the proposed Amphitheater and repeated for every calendar year of Amphitheater operation.</td></tr>
<tr><td>Methodology</td><td>A list of all past and planned future Tier 1 Event counts and dates will be maintained by the Tenant and verified at least once per year by the Port. The Tenant is responsible for accurate accounting of the events and for not overbooking events in any year.</td></tr>
<tr><td colspan="2">MM-NOI-11: Restrict the Total Number of Firework Displays to 25 per Year.
The total number of firework displays will not exceed 25 per calendar year.</td></tr>
<tr><td>Timing</td><td>During the operation of the proposed Amphitheater and repeated for every calendar year of Amphitheater operation.</td></tr>
<tr><td>Methodology</td><td>A list of all past and planned future firework display counts and dates will be maintained by the Tenant and verified at least once per year by the Port. The Tenant is responsible for accurate accounting of the firework displays and for not allowing more than 25 events in any year.</td></tr>
<tr><td colspan="2">MM-NOI-12: Limit the Duration of All Firework Displays.
The duration of all firework displays will be no longer than 20 minutes on all nights, unless prior written permission has been granted by the Executive Director or designated Deputy. The Tenant is responsible for recording firework display start and end times, and logs will be provided to the LAHD on an annual basis or as requested by the Executive Director.</td></tr>
<tr><td>Timing</td><td>During the operation of the proposed Amphitheater for all events involving fireworks.</td></tr>
<tr><td>Methodology</td><td>The requirements for limiting the duration of fireworks displays will be incorporated into the lease agreement(s) with the Amphitheater Tenant. The requirement will also be included in all leases, contracts, permits, or other agreements made with all Users of the Amphitheater (e.g., musical acts, promoters, event organizers) and all vendors designing, planning, and implementing the fireworks displays.</td></tr>
</table>

MM-NOI-13: Limit the Use of "Salute" Fireworks. Fireworks display events will not use concussion type, non-color shells such as "salutes" (*salute fireworks*, also known as maroon fireworks, are fireworks designed to make a very loud bang, or "report," and an intense flash of light) during the initial 25 percent of the duration of any display (e.g., within the first 5 minutes of a 20-minute display).	
Timing	During the operation of the proposed Amphitheater for all events involving fireworks.
Methodology	The requirements for limiting the use of "salute" fireworks will be incorporated into the lease agreement(s) with the Amphitheater Tenant. The requirement will also be included in all leases, contracts, permits, or other agreements made with all Users of the Amphitheater (e.g., musical acts, promoters, event organizers) and all vendors designing, planning, and implementing the fireworks displays.
MM-NOI-14: Replace Fireworks Displays with Drone Displays. To the extent permitted by Amphitheater programming, available technology, and all applicable legal, safety, and permit requirements, replace firework displays with lighted drone displays.	
Timing	During the operation of the proposed Amphitheater for all events involving fireworks.
Methodology	The Tenant will periodically investigate the viability of using drone displays in place of fireworks and work with the Port and Amphitheater Users to implement such displays if they are deemed feasible.

City = City of Los Angeles; dBA = A-weighted decibel; LAHD = Los Angeles Harbor Department; L_{eq} = equivalent noise level; $L_{eq(5min)}$ = 5-minute equivalent noise level; L_{max} = maximum noise level; SLM = sound level meter; SPL = sound pressure level;

3.9 Transportation

3.9.1 Section Summary

This section analyzes the potential transportation impacts of Proposed Project construction and operation. The potential impacts analyzed and discussed in this section include **TRAN-1**: Program, Plan, Ordinance, or Policy (PPOP) Conflict, and **TRAN-2**: Vehicle Miles Traveled (VMT). Impacts **TRAN-3**: Geometric Hazards, and **TRAN-4**: Emergency Access, were analyzed in the Initial Study (IS)/Notice of Preparation (NOP) and found to have no impact and a less-than-significant impact, respectively. Therefore, Impacts **TRAN-3** and **TRAN-4** will not be addressed further in the Subsequent Environmental Impact Report (SEIR).

Section 3.9, *Transportation*, includes the following:

- A description of the environmental transportation setting in the Proposed Project vicinity, including the street system and bicycle and pedestrian facilities;
- A description of regulations and policies regarding transportation that are applicable to the Proposed Project;
- A discussion of the methodology used to determine whether a transportation impact exists;
- An impact analysis of the Proposed Project; and
- A description of mitigation measures proposed to reduce significant impacts, as applicable.

Key Points of Section 3.9, *Transportation*, include the following:

- The construction and operation of the Proposed Project would result in a less-than-significant transportation impact under TRAN-1.
- The operation of the Proposed Project also would result in a significant impact to **TRAN-2**: VMT, due to its potential to increase net regional VMT. This impact has no feasible mitigation measures that would reduce the impact to a less-than-significant level and is thus significant and unavoidable.

3.9.2 Introduction

This section describes the environmental setting (i.e., existing conditions and regulatory setting) for transportation related to the Proposed Project, the impacts on transportation that would result from the Proposed Project, and mitigation measures that could reduce these impacts.

3.9.3 Environmental Setting

This section discusses the existing conditions relating to transportation in the study area, as well as federal, state, and local regulations relating to transportation that would apply to the Proposed Project. Within the context of existing roadway, pedestrian/bicycle and transit facilities used to access the Proposed Project site, the study area is defined as that area bounded by Gaffey Street to the west,

Harbor Boulevard to the east, the SR-47 ramps to the north, and 14th to the south. In the context of VMT, the study area is defined as all travel associated with the studied venues (e.g. the Greek). This can best be described as a radius of travel around the Project Site. An average trip length of 16.6 miles was used in the calculation of Proposed Project VMT, and could therefore be used to describe the VMT study area (though note that it is an average, so some trips will be longer, some will be shorter). Consistent with the City of Los Angeles TAG requirements, employee VMT is analyzed at the Area Planning Commission boundary, in this case the Harbor Area Planning Commission (City of Los Angeles Area Planning Commission Harbor APC). The assessment of conditions relevant to this study includes roadway, transit, rail, and nonmotorized infrastructure.

Street System

Primary regional access to the study area is provided by the Harbor Freeway (Interstate [I-] 110), northwest of the Proposed Project Site, and by the Vincent Thomas Bridge and Seaside Avenue (State Route [SR-] 47) northeast of the Proposed Project Site. Access to the Project Site from I-110 is provided via the freeway terminus at Gaffey Street or ramps at Harbor Boulevard. From SR-47, the Project Site can be accessed via ramps on Harbor Boulevard. Local access to the Project Site is provided by a grid of arterial and collector roads. The primary roadway facilities in the study area are as follows.

- **Gaffey Street** is classified by the City of Los Angeles (City) as a Boulevard II north of 9th Street and a Modified Avenue II south of 9th Street. Gaffey Street serves north–south access to the study area and provides a connection for local and regional travel from San Pedro to other parts of Los Angeles and the South Bay region. Gaffey Street is also a major commercial corridor within San Pedro.
- **Pacific Avenue** is classified as a Modified Avenue II that provides north–south access within San Pedro. It is a major commercial corridor within San Pedro, consisting of strip-commercial structures, auto-repair facilities, and restaurants. The roadway's northern terminus is at Channel Street, where the roadway continues as John S. Gibson Boulevard. Its southern terminus is at the Pacific Ocean, where it intersects with Shepard Street and Bluff Place.
- **Harbor Boulevard**, which forms the western edge of the Project Site, is classified as an Avenue I and provides north–south access along the eastern side of the community of San Pedro before continuing as Front Street north of Regan Street, as John S. Gibson Boulevard north of Pacific Avenue, and as Miner Street south of Crescent Avenue.
- **7th Street** is classified as an Avenue II between Weymouth Avenue and Harbor Boulevard, providing east–west access through the central portion of the community of San Pedro. This roadway begins just east of Western Avenue and terminates at Harbor Boulevard.
- **9th Street** is classified as a Modified Avenue III between Western Avenue and Pacific Avenue, providing east–west access through the central portion of the community of San Pedro. Between Pacific Avenue and Beacon Street, 9th Street is classified as a Local Street. This roadway begins west of Western Avenue and terminates at Beacon Street, one block west of Harbor Boulevard.

Freight rail activity related to the former Westways Terminal at Berth 71 no longer occurs in the vicinity of the Project Site, and the Southern Pacific Railroad (SPRR) Railyard that was located along

the eastern side of Harbor Boulevard and west of Sampson Way is no longer operational. This track was previously shared by the Waterfront Red Car Line, which is also not currently operational.

Pedestrian and bicycle facilities comprise the existing nonmotorized mobility features. Pedestrian facilities include sidewalks, crosswalks, and pedestrian signals. Sidewalks are provided along existing major roadway facilities in the study area, with the exception of Sampson Way, south of the Project Site.

- **Harbor Boulevard** includes a Class II bicycle lane (i.e., lanes on roadways designated for use by bicycles through striping, pavement legends, and signs) between Seaside Freeway and the Main Driveway of the proposed West Harbor Lot. This bicycle path continues as Front Street north of Seaside Freeway.
- **Miner Street** includes a Class II bicycle lane between Harbor Boulevard and its southern terminus at Berth 46.
- **9th Street** is classified as a Class III bicycle route between Western Avenue and Beacon Street. This bicycle route begins west of Western Avenue and terminates at Beacon Street, one block west of Harbor Boulevard.
- **14th Street** includes a Class II bicycle lane between Pacific Avenue and Beacon Street.

An existing pedestrian promenade extends south from the Harbor Freeway, along the eastern side of the existing rail lines to 6th Street. Pedestrian crossings and signals are located at most major roadway intersections. Class II bike lanes are provided on Harbor Boulevard from Front Street to 22nd Street.

3.9.4 Regulatory Setting

Federal, state, regional, and local regulations related to transportation are described in the following section. Consistent with the Los Angeles Department of Transportation's (LADOT) *Transportation Assessment Guidelines* (TAG) (LADOT 2022), full plans, policies, and program-consistency evaluation is included in Appendix G of this report.

3.9.4.1 State and Regional Regulations

Senate Bill 743, Transportation Impacts

To further the state's commitment to the goals of Senate Bill 375 and Assembly Bills 32 and 1358, Governor Brown signed Senate Bill 743 on September 27, 2013. Senate Bill 743 adds Chapter 2.7, *Modernization of Transportation Analysis for Transit-Oriented Infill Projects*, to Division 13 (§ 21099) of the Public Resources Code. Key provisions of Senate Bill 743 include eliminating the measurement of vehicle delay (i.e., level of service [LOS]) as a metric that can be used for measuring traffic impacts. Under Senate Bill 743, the focus of transportation analysis shifts from LOS to the reduction of greenhouse gas (GHG) emissions through the creation of multimodal transportation networks and promotion of a mix of land uses to reduce VMT. Senate Bill 743 required the Governor's Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines to provide an alternative to LOS for evaluating transportation impacts. Particularly for areas served by transit, such as transit priority areas (TPAs), those alternative criteria must "promote the reduction of GHG emissions, the development of multimodal transportation

networks, and a diversity of land uses" (Public Resources Code § 21099[b][1]). Measurements of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." OPR also has discretion to develop alternative criteria for areas that are not served by transit, if appropriate.

Pursuant to the mandate in Senate Bill 743, OPR adopted the revised CEQA Guidelines in December 2018, recommending the use of VMT for analyzing transportation impacts under CEQA. In turn, Section 15064.3, which states "generally, vehicle miles traveled is the most appropriate measure of transportation impacts," was added to the CEQA Guidelines. In accordance with this requirement, CEQA Guidelines Section 15064.3(a), adopted in December 2018, states that "a project's effect on automobile delay does not constitute a significant environmental impact." The requirements of Senate Bill 743 went into full effect as of July 1, 2020.

Southern California Association of Governments Regional Transportation Plan

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial) and is federally mandated to develop plans for regional transportation, land-use and growth management, and air quality. The County of Los Angeles (County) is one of many local and regional jurisdictions comprising SCAG. The *Regional Transportation Plan* (RTP) (SCAG 2020) *Regional Comprehensive Plan* (RCP) (SCAG 2008), and *Compass Growth Vision Report* (SCAG 2004) identify the transportation priorities for the southern California region. The policies and goals of the RTP, RCP, and *Compass Growth Vision Report* focus on the need to coordinate land-use and transportation decisions to manage travel demand.

SCAG updates its long-range (i.e., minimum 20-year) RTP/Sustainable Communities Strategy (SCS) every 4 years, per federal (23 U.S. Code Amended §§ 134 *et seq*.) and state (Senate Bill 375) law. SCAG's 2024–2050 RTP/SCS *Connect SoCal* (SCAG 2024 RTP/SCS) (SCAG 2020) was adopted in April 2024.

The SCS is a required element of the RTP that provides a plan for meeting GHG-emissions reduction targets set forth by the California Air Resources Board (CARB). The SCS provides growth forecasts that are used in the development of air quality-related land-use and transportation-control strategies by the South Coast Air Quality Management District (SCAQMD).

Chapter 3.3 of the SCAG 2024 RTP/SCS includes regional planning policies, including 31 mobility policies, and the Proposed Project was reviewed for consistency with each of them.

2021 Los Angeles County Goods Movement Strategic Plan

The *Goods Movement Strategic Plan* (Los Angeles Metropolitan Transportation Authority, 2021) identifies challenges and defines a roadmap for goods movement in the County in the context of mobility, competitiveness, equity, and air quality. The Plan outlines five initiatives for improving the goods-movement process within these contexts, including equity for goods movement, the Los Angeles County Metropolitan Transportation Authority's (LA Metro) Countywide Clean Truck Initiative, southern California rail-investment partnership, urban freight delivery, and logistics workforce and competency. Within this plan, many arterial roadways across the County are recognized as being part of the Countywide Strategic Truck Arterial Network, including Harbor

Boulevard and Miner Street. The designation is used for the recognition of inequitably affected communities surrounding the network.

3.9.4.2 Local Regulations

The following local regulations are taken directly from Attachment D.1, *City Plan, Policies and Guidelines, LADOT TAG* (LADOT 2022). Full local regulations are included in Appendix G to this report.

- The *Transportation Element* of the City's General Plan, *Mobility Plan 2035* (LADCP 2016), established the *Complete Streets Design Guide* (City of Los Angeles 2015) as the City's document for guiding the operation and design of streets and other public rights-of-way (ROWs). The *Transportation Element* lays out a vision for designing safer, more-vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public ROW and guidance about context-sensitive design.
- The Project Site is within Planning Area 1 (San Pedro) of the Port of Los Angeles's (Port) *Port Master Plan* (PMP) (Port 2018), which establishes policies and guidelines to direct the future development of the Port. Goal 4 of the PMP, *Increase Public Access to the Waterfront*, is directly relevant to transportation.
- The *Plan for A Healthy Los Angeles* (LADCP 2021) includes policies directing several City departments to develop plans that promote active transportation and safety.
- The City's 35 Community Plans, which the City's *General Plan* (City of Los Angeles 1970) – *Land Use Element* (City of Los Angeles 2018) comprises, guide the physical development of neighborhoods by establishing the goals and policies for land use. The Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve *General Plan* and community-specific objectives.
- The stated goal of *Vision Zero Los Angeles* (LADOT 2017) is to eliminate traffic-related deaths in Los Angeles by 2025 through several strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash-data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project were proposed whose site lies on the High Injury Network, then the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.
- The *Citywide Design Guidelines* (Los Angeles Department of City Planning Urban Design Studio 2019) include sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines One through Three provide building-design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design, and public ROW. The

Guidelines should be followed to ensure that the project design supports pedestrian safety, access, and comfort as people move to and from the building and the immediate public ROW.

- The City's Transportation Demand Management (TDM) Ordinance (Los Angeles Municipal Code [LAMC] 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.
- LAMC Section 12.37, *Waivers of Dedication and Improvement*, requires certain projects to dedicate and/or implement improvements within the public ROW to meet the street-designation standards of the *Mobility Plan 2035* (LADCP 2016).
- The City Bureau of Engineering's *Street Standard Dimensions S-470-1* (BOE DPW 2015) provides the specific street widths and public ROW dimensions associated with the City's street standards.
- LADOT's TAG (LADOT 2022) establishes the criteria and requirements for project assessment and review in the City regarding transportation impacts.
- 2009 Mitigation Measures (Port 2009)

Transportation impacts under CEQA as of 2022 differ from those defined when the *2009 San Pedro Waterfront (SPW) Environmental Impact Statement (EIS)/Environmental Impact Report (EIR)* (2009 SPW EIS/EIR) was released (Port 2009). Thus, the findings and subsequent mitigation measures identified in the 2009 SPW EIS/EIR are not directly relevant to the Proposed Project described in this report. However, the mitigation measures of the 2009 SPW EIS/EIR are included herein for informational purposes.

During the preparation and release of the 2009 SPW EIS/EIR, VMT was not considered for potential transportation impacts under CEQA. VMT was first implemented in 2020, following the passage of Senate Bill 743 in 2013. Prior to Senate Bill 743, LOS was used to assess vehicle-delay impacts. LOS is no longer a transportation impact criterion under CEQA, and any effects of the Proposed Project on LOS are not considered impacts and thus require no mitigation. The following mitigation measures were identified in the 2009 SPW EIS/EIR; those that have been implemented as of September 2023 are identified as such.

- **MM-TC-1**: Develop and implement a Traffic Control Plan throughout Proposed Project construction *(implemented).*
- **MM-TC-2**: Prohibit weekday peak-period parking on Gaffey Street.
- **MM-TC-3**: Modify southbound (SB) approach to Gaffey Street and 9th Street.
- **MM-TC-4**: Install traffic signal at Gaffey Street and 6th Street.
- **MM-TC-5**: Modify northbound (NB) and SB approaches at Miner Street and 22nd Street.
- **MM-TC-6**: Prohibit parking on Harbor Boulevard.
- **MM-TC-7**: Modify Harbor Boulevard at 6th Street.
- **MM-TC-8**: Modify Harbor Boulevard at 5th Street.

- **MM-TC-9**: Modify Harbor Boulevard at 1st Street.
- **MM-TC-10**: Modify eastbound (EB) approach to Harbor Boulevard and 7th Street *(implemented)*.
- **MM-TC-11**: Reconfigure Harbor Boulevard and Swinford Street/SR-47 EB ramps.
- **MM-TC-12**: Reconfigure Harbor Boulevard at O'Farrell Street.
- **MM-TC-13**: Install signal at Harbor Boulevard and 3rd Street.
- **MM-TC-14**: Modify EB and westbound (WB) approaches at Gaffey Street and 13th Street.
- **MM-TC-15a**: Offset loss of parking through reconfiguration or expansion of parking elsewhere in the vicinity.
- **MM-TC-15b**: Design the southern portion of this extension to minimize disruption to the existing parking lots.
- **MM-TC-15c**: Align the southern segment of the Cabrillo Beach extension behind the Cabrillo Marine Aquarium to avoid or minimize conflicts with the existing parking lots in the area.
- **MM-TC-16**: Install a signal at the intersection of Harbor Boulevard and 3rd Street.
- **MM-TC-17**: Ensure that traffic signals at cross-street locations have protected left-turn phases and, potentially, active "No Right Turn" signs to allow these movements from streets parallel to the tracks to be held when a train is approaching or present.
- **MM-TC-18**: Provide traffic control on approach streets to rail line to prevent motorists from stopping on tracks.
- **MM-TC-19a**: Prohibit left turns across tracks on existing and proposed streets and proposed driveways that cross the tracks.
- **MM-TC-19b**: Reduce streetcar operating speeds along streets where existing and proposed driveways serve the adjacent uses, and install appropriate active warning signs or other devices to alert motorists to the possible presence of oncoming streetcars.
- **MM-TC-20**: Combine lower levels of proposed parking structures to reduce potential conflict points along Sampson Way.
- **MM-TC-21**: Signalize the reconfigured intersection of Signal Street/Sampson Way.
- **MM-TC-22**: Install half-signals at two proposed track crossovers located along Sampson Way and retime signals at the proposed track crossovers on 22nd Street at Miner Street and at Via Cabrillo Marina.
- **MM-TC-23**: Install a half-signal at the proposed track crossover on the City Dock No: 1 extension that would occur south of the proposed Mid-Point Station.
- **MM-TC-24**: Design pavement markings and signage in station areas to clearly direct pedestrians to the desired routes.
- **MM-TC-25**: Construct new sidewalks to allow for the orderly movement of pedestrians.

- **MM-TC-26**: Shift the location of the main Ports O' Call surface parking lot driveway to a point north of this station to improve pedestrian safety there.

3.9.5 Methodology

This section describes the methodology used to assess the transportation impacts of the Proposed Project and its elements during their construction and operation. CEQA Appendix G and the LADOT TAG (LADOT 2022) include similar transportation impacts, defined in this report as **TRAN-1**, **TRAN-2**, **TRAN-3**, and **TRAN-4**. Impact and threshold language, as defined in both CEQA Appendix G (California Natural Resources Agency 2016) and the LADOT TAG (LADOT 2022), is included in Section 3.9.6, *Thresholds of Significance*, of this report.

The baseline condition for transportation impacts is defined as the previously approved project in the *Addendum to the San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report for the San Pedro Public Market Project* (2016 SPPM Addendum) (ICF 2016). The 2016 SPPM Addendum included VMT quantities in the Air Quality analysis; however, a baseline of zero has been used for this analysis to be able to present the full extent of possible impacts.

3.9.5.1 TRAN-1: Program, Plan, Ordinance, or Policy Conflict

Project consistency with respect to alterations to the transportation network will be assessed against Program, Plan, Ordinance, or Policy (PPOPs) conflicts identified in the regulatory section of this report. Project consistency is defined as non-preclusion of goals and objectives from PPOPs through development of the Project. If the Proposed Project is determined to conflict with existing PPOPs—i.e., it will impede achievement of existing goals and objectives—the Proposed Project will be found to result in a significant impact. Full PPOPs analysis is included in Appendix G to this report.

3.9.5.2 TRAN-2: Vehicle Miles Traveled

Analysis of conflict with CEQA Guidelines Section 15064.3(b) pertains to the VMT resultant from Proposed Project trips. The methodology for analysis of VMT potential impact depends on Proposed Project land use, location, and size, as defined by the LADOT TAG (LADOT 2022). The threshold of significance defined for the Proposed Project is further described in Section 3.9.6 of this report.

As a regional-serving entertainment and event center, the regional-serving project threshold applies to the Amphitheater component of the Proposed Project. The proposed Ferris wheel and Amusement Attractions component of the Proposed Project is expected to be ancillary to the Amphitheater and the adjacent retail, and as such is not expected to independently generate vehicle trips and VMT. A net increase in VMT is understood to mean a regional increase in VMT, as compared to the baseline condition. As described above, the baseline condition is defined as the previously approved project in the 2016 SPPM Addendum. The 2016 analysis included VMT quantities in the Air Quality analysis; however, a baseline of zero has been used for this analysis to be able to present the full extent of possible impacts.

As a function of trips and trip lengths, regional VMT can increase or decrease because of a project's impact on the overall number of trips or on average trip lengths in the region, as compared to the baseline condition. These impacts are influenced by the project type, scale, location, and relationship

to surrounding land uses. The VMT assessment methodology developed for the Proposed Project includes the estimated average trip length and expected trip generation.

3.9.6 Thresholds of Significance

A project is considered to have a significant transportation impact if it would result in one or more of the following occurrences. Language related to thresholds of significance is included as defined in CEQA Appendix G (California Natural Resources Agency 2016) and the LADOT TAG (LADOT 2022) below. However, because the Los Angeles Harbor Department (LAHD) is the lead agency, the thresholds from the LADOT TAG are used in the impact analysis that follows, unless there are no TAG CEQA thresholds for all of the impact assessment questions contained in CEQA Appendix G:

- **TRAN-1:** Program, Plan, Ordinance, or Policy Conflict
    - **CEQA Appendix G**: Would the Proposed Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
- **LADOT TAG**: Conflicting with Plans, Programs, Ordinances, or Policies (Threshold T-1)
- **TRAN-2:** Vehicle Miles Traveled
    - **CEQA Appendix G**: Would the Proposed Project conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?
- **LADOT TAG**: Causing Substantial Vehicle Miles Traveled (Threshold T-2.1)

The LADOT TAG defines VMT thresholds by land use, shown in Table 3.9-1 below.

Table 3.9-1. LADOT Significance Threshold by Land Use

Land Use	Threshold
Residential	15% below the existing average household VMT per capita (9.2 VMT for the Harbor Area Planning Commission)
Office	15% below the existing average employee VMT per employee (12.3 VMT for the Harbor Area Planning Commission)
Regional Serving Projects	Net increase in VMT

Source: LADOT 2022
VMT = vehicle miles traveled.

In addition to the "short-term" or "project-level" VMT effects defined in Table 3.9-1, the LADOT TAG describes *cumulative impacts* of a project, which are based on the project's consistency with development location and intensity described in the SCAG 2024 RTP/SCS. The following sections describe the short-term, project-level, and cumulative VMT impacts of the Proposed Project.

3.9.7 Impact Analysis

3.9.7.1 Summary of 2009 San Pedro Waterfront Environmental Impact Statement/Environmental Impact Report Findings

Transportation impacts under CEQA as of 2022 differ from those defined in both 2009 and 2016, when the 2009 SPW EIS/EIR and 2016 SPPM Addendum were released, respectively. Thus, the findings of the 2009 SPW EIS/EIR and 2016 SPPM Addendum are not directly relevant to the Proposed Project described in this report. However, the impact determinations and associated mitigation measures of the 2009 SPW EIS/EIR and SPPM Addendum are included herein for informational purposes.

During the preparation and release of the 2009 SPW EIS/EIR, VMT was not considered for potential transportation impacts under CEQA. VMT was first implemented in 2020, following the passage of Senate Bill 743 in 2013. Prior to the enactment of Senate Bill 743, LOS was used to assess vehicle-delay impacts. LOS is no longer a transportation impact criterion under CEQA, and any effects of the Proposed Project on LOS are not considered impacts. The following impacts and mitigations were identified in the 2009 SPW EIS/EIR.

- **Impact TC-1**: Construction of the Proposed Project would not result in a short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.
    - **MM-TC-1**: *Develop and implement a Traffic Control Plan throughout Proposed Project construction (implemented).*
- **Impact TC-2a**: Proposed Project operations would increase traffic volumes and degrade LOS at intersections within the Proposed Project vicinity.
    - **MM-TC-2**: *Prohibit weekday peak-period parking on Gaffey Street.*
    - **MM-TC-3**: *Modify SB approach to Gaffey Street and 9th Street.*
    - **MM-TC-4**: *Install traffic signal at Gaffey Street and 6th Street.*
    - **MM-TC-5**: *Modify NB and SB approaches at Miner Street and 22nd Street.*
    - **MM-TC-6**: *Prohibit parking on Harbor Boulevard.*
    - **MM-TC-7**: *Modify Harbor Boulevard at 6th Street.*
    - **MM-TC-8**: *Modify Harbor Boulevard at 5th Street.*
    - **MM-TC-9**: *Modify Harbor Boulevard at 1st Street.*
    - **MM-TC-10**: *Modify EB approach to Harbor Boulevard and 7th Street (implemented).*
    - **MM-TC-11**: *Reconfigure Harbor Boulevard and Swinford Street/SR-47 EB ramps.*

  - **MM-TC-12**: *Reconfigure Harbor Boulevard at O'Farrell Street.*
  - **MM-TC-13**: *Install signal at Harbor Boulevard and 3rd Street.*
  - **MM-TC-14**: *Modify EB and WB approaches at Gaffey Street and 13th Street.*
- **Impact TC-2b**: Proposed Project operations would increase traffic volumes and degrade LOS along neighborhood streets within the Proposed Project vicinity.
  - No feasible mitigation is identified.
- **Impact TC-2c**: Proposed Project operations would not increase traffic volumes and degrade operations on Congestion Management Program (CMP) facilities within the Proposed Project vicinity.
  - No mitigation is required.
- **Impact TC-3**: Proposed Project operations would not cause increases in demand for transit service beyond the supply of such services.
  - No mitigation is required.
- **Impact TC-4**: Proposed Project operations would not result in a violation of the City's adopted parking policies, and parking demand would not exceed supply.
  - **MM-TC-15a**: *Offset loss of parking through reconfiguration or expansion of parking elsewhere in the vicinity.*
  - **MM-TC-15b**: *Design the southern portion of this extension to minimize disruption to the existing parking lots.*
  - **MM-TC-15c**: *Align the southern segment of the Cabrillo Beach extension behind the Cabrillo Marine Aquarium to avoid or minimize conflicts with the existing parking lots in the area.*
- **Impact TC-5a**: The alignment of the Waterfront Red Car expansion for the Proposed Project would not increase potential conflict with vehicles at cross streets.
  - **MM-TC-16**: *Install a signal at the intersection of Harbor Boulevard and 3rd Street (identical to MM-TC-13).*
  - **MM-TC-17**: *Ensure that traffic signals at cross street locations have protected left-turn phases and, potentially, active "No Right Turn" signs to allow these movements from streets parallel to the tracks to be held when a train is approaching or present.*
  - **MM-TC-18**: *Provide traffic control on approach streets to rail line to prevent motorists from stopping on tracks.*
  - **MM-TC-19a**: *Prohibit left turns across tracks on existing and proposed streets and proposed driveways that cross the tracks.*

- **MM-TC-19b**: *Reduce streetcar operating speeds along streets where existing and proposed driveways serve the adjacent uses and install appropriate active warning signs or other devices to alert motorists to the possible presence of oncoming streetcars.*

- **MM-TC-20**: *Combine lower levels of proposed parking structures to reduce potential conflict points along Sampson Way.*

- **MM-TC-21**: *Signalize the reconfigured intersection of Signal Street/Sampson Way.*

- **Impact TC-5b**: The alignment of the Waterfront Red Car expansion for the Proposed Project would not increase potential conflict at track crossovers where the rail would transition between center-running and side-running.

  - **MM-TC-22**: *Install half-signals at two proposed track crossovers located along Sampson Way, and retime signals at the proposed track crossovers on 22nd Street at Miner Street and at Via Cabrillo Marina.*

  - **MM-TC-23**: *Install a half-signal at the proposed track crossover on the City Dock No: 1 extension that would occur south of the proposed Mid-Point Station.*

- **Impact TC-5c**: The Waterfront Red Car expansion for the Proposed Project would not result in increased pedestrian conflicts at stations.

  - **MM-TC-24**: *Design pavement markings and signage in station areas to clearly direct pedestrians to the desired routes.*

  - **MM-TC-25**: *Construct new sidewalks to allow for the orderly movement of pedestrians.*

  - **MM-TC-26**: *Shift the location of the main Ports O' Call surface parking lot driveway to a point north of this station to improve pedestrian safety there.*

3.9.7.2 Summary of 2016 and 2019 Addenda Findings

Overall impacts of the SPW Project in the 2016 SPPM Addendum and 2019 *Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project* (2019 SPPM Addendum) (ICF 2019) (collectively, 2016/2019 SPPM Addenda), including the modified SPPM Project, were determined to be less than those disclosed in the 2009 SPW EIS/EIR. No operational-traffic mitigation measures were required for operation of the SPPM Project. The SPPM Project was determined to not result in new significant impacts, substantially increase the severity of a previously analyzed impact, nor require new mitigation measures that had not already been evaluated in the 2009 SPW EIS/EIR. Therefore, there was no substantial change from the findings in the 2009 SPW EIS/EIR, and the 2016/2019 SPPM Addenda determined that there had been no changes made that would warrant subsequent environmental analysis in accordance with CEQA.

Although no substantial changes from the 2009 SPW EIS/EIR were identified in the 2016/2019 SPPM Addenda, it should be noted that during the preparation and release of the 2016/2019 SPPM Addenda, VMT was not considered for potential transportation impacts under CEQA. VMT was first implemented in 2020, following the passage of Senate Bill 743 in 2013. Prior to Senate Bill 743, LOS

was used to assess vehicle delay impacts. LOS is no longer a transportation impact criterion under CEQA, and any effects of the Proposed Project on LOS are not considered impacts.

Impact TRAN-1: Would the Proposed Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Summary of 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report Findings

PPOP conflict analysis was not required for analysis of transportation impacts when the 2009 SPW EIS/EIR was prepared. Thus, no significant impacts under this criterion were identified.

Summary of 2016 SPPM Addendum to the San Pedro Waterfront Environmental Impact Report for the San Pedro Public Market Project Findings

The 2016 SPPM Addendum found that the SPPM Project would not result in any new significant impacts or a substantial increase in the severity of previously identified impacts that were analyzed in the SPW EIS/EIR. Thus, no significant impacts under this criterion were identified.

Impacts of the Proposed Project

Construction

Given the temporary nature of construction, it is not expected that construction of the Proposed Project would preclude any programs, plans, ordinances, or policies addressing the circulation system, include transit, roadway, bicycle, and pedestrian mobility. Proposed Project construction activities would largely occur within the site and not on public roadways, so access to travel along Harbor Boulevard would not be affected for any users. Sidewalks, bike lanes, and vehicle lanes would remain open. Although CEQA Appendix G considers construction-related impacts, per the LADOT TAG (LADOT 2022), the construction period is considered a non-CEQA analysis, given its temporary nature. Impacts would be less than significant, and no mitigation would be required.

Operation

Operation of the Proposed Project would result in a less-than-significant impact under **TRAN-1**. This determination is described below. Impacts would be less than significant, and no mitigation would be required.

Amphitheater, Ferris Wheel and Amusement Attractions

Operation of the Proposed Project was reviewed against the transportation-related goals, policies, and objectives of the planning documents described in LADOT TAG Attachment D.1 (see Appendix G) and the SCAG 2024 RTP/SCS (see Appendix G). The Proposed Project is not anticipated to conflict with any programs, plans, ordinances, or policies addressing the circulation system, as identified in those plans; thus, the Proposed Project would result in a less-than-significant impact under **TRAN-1**.

Detailed documentation of the Proposed Project's consistency with programs, plans, ordinances, and polices is included in LADOT TAG and the SCAG 2024 RTP/SCS; both of which are included in Appendix G to this report.

208 E. 22nd Street Parking Lot

The proposed plans for 208 E. 22nd Street Parking Lot involve the improvement of an existing parking lot, including the paving of a previously unpaved section of the lot. This lot would serve as overflow parking for the Proposed Project and would not be a trip-generating use in and of itself. It is not anticipated that the improvement of the 208 E. 22nd Street Parking Lot would conflict with any of the programs, plans, ordinances, or policies addressing the circulation system identified in Section 3.9.4, *Regulatory Setting*, resulting in a less-than-significant impact under **TRAN-1**.

New Mitigation Measures Applicable to the Proposed Project

The Proposed Project is anticipated to have a less-than-significant impact under **TRAN-1**; thus, no new mitigation measures would be required.

Impact TRAN-2: Would the Proposed Project conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?

Summary of 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report Findings

During the preparation and release of the 2009 SPW EIS/EIR, VMT was not considered for potential transportation impacts under CEQA. VMT was first implemented in 2020, following the passage of Senate Bill 743 in 2013. Prior to Senate Bill 743, LOS was used to assess vehicle delay impacts. LOS is no longer a transportation impact criterion under CEQA, and any effects of the Proposed Project on LOS are not considered impacts.

Summary of 2016 SPPM Addendum to the San Pedro Waterfront Environmental Impact Report for the San Pedro Public Market Project Findings

As noted above, VMT was first used to assess transportation impacts under CEQA in 2020 and was not a transportation impact criterion when the 2016 SPPM Addendum was prepared.

Impacts of the Proposed Project

Construction

Due to the temporary nature of construction traffic associated with the Proposed Project, a substantial increase in VMT would not be anticipated to result from construction. Given the temporary nature of construction-industry jobs, the relatively large regional construction industry, and the total number of construction workers needed during any Proposed Project construction phase, it is likely that the labor force from within the region would be sufficient to complete the majority of Proposed Project construction without a substantial influx of new workers and their families, and thus would not result

in a substantial increase in VMT. Therefore, construction of the Proposed Project would not conflict or be inconsistent with CEQA Guidelines Section 15064. Impacts would be less than significant, and no mitigation would be required.

Operation

Operation of the Proposed Project is expected to result in a significant and unavoidable impact to **TRAN-2**. This determination is described below, including discussion for each Proposed Project component. Impacts would be significant and unavoidable.

Amphitheater

The VMT impact analysis is described in the *Catchment Area Analysis* and *Project Vehicle Miles* Traveled Calculation sections below.

Catchment Area Analysis

The Proposed Project is anticipated to be a regionally serving event center. With a capacity of 6,200 guests, the proposed Amphitheater is expected to be of a similar scale as other venues in the region that serve regional audiences. To establish the Proposed Project as a regionally serving event center and estimate anticipated VMT, four comparable venues in southern California were used as samples in a catchment area analysis. The catchment area analysis is intended to establish a general understanding of the geographic market area of the other southern California event venues for transportation analysis purposes. As described below, only the Greek Theater and City National Grove of Anaheim were selected for the Project VMT calculation, based on their similarity to the Proposed Project.

The Port's Goods Movement Division (GMD) and Environmental Management Division (EMD) selected the venues for the catchment area analysis, which are listed below in Table 3.9-2.

Table 3.9-2. Catchment Area Analysis Comparable Venues

Venue	Location	Seating Capacity
The Greek Theater	Los Angeles	5,900
Long Beach Terrace Theater	Long Beach	3,050
Kia Forum	Inglewood	17,505
City National Grove of Anaheim	Anaheim	1,700

Source: Fehr & Peers 2023.

The catchment area analysis utilized StreetLight Data, a big data vendor of travel-pattern information (StreetLight Data 2019; Appendix G) that offers transportation metrics, including volume and origin-destination data. By algorithmically processing trillions of location data points, StreetLight Data provides contextualized, aggregated, and normalized travel pattern data, offering insights into the movement of vehicles, bikes, pedestrians, as well as bus and rail passengers across various road segments and Census Blocks. StreetLight Data's transportation data is collected as Location-Based Services (LBS) data, which rely on the location of mobile devices. This data comprises "low fidelity" cell phone data, anonymized to remove Personally Identifiable Information, and is combined with "high fidelity" Global Positioning System–device data.

The catchment area and VMT analyses were based on an origin-destination data analysis of StreetLight LBS data for all trips beginning or ending at each of the four selected venues at any time of day on their respective event days in 2019. A list of the event days utilized for the StreetLight Data pull for each venue is included in Appendix G to this report. The raw data includes an origin or destination block-group for each trip that began or ended at each venue during the selected days. For each venue, these trips were aggregated to determine the share of trips to or from the venue beginning or ending 0–1 mile, 1–5 miles, 5–10 miles, 10–20 miles, 20–30 miles, 30–40 miles, and more than 40 miles from the venue. An average trip length for each venue was also calculated for the purposes of the VMT analysis, which is further described in the *Project VMT Calculation* section, below. The results of the catchment area analysis are presented in Table 3.9-3 and shown on Figure 3.9-1 through Figure 3.9-4, below.

Table 3.9-3. Catchment Analysis Results

Venue	Sample Size		Trip Distribution (%)							Average Trip Length (miles)
	Number of Event Days	Approximate Number of Devices	0–1 Mile	1–5 Miles	5–10 Miles	10–20 Miles	20–30 Miles	30–40 Miles	40+ Miles	
The Greek Theater	75	12,000	22.3	31.2	16.8	15.5	7.5	3.4	3.5	16.3
Long Beach Terrace Theater	11	1,000	19.3	18.45	18.3	19.9	12.6	6.0	5.6	18.3
Kia Forum	29	15,000	18.5	19.3	20.3	17.9	10.2	5.9	7.9	19.3
City National Grove of Anaheim	52	2,000	12.3	22.9	18.8	21.2	12.8	7.0	5.1	16.9

Source: Fehr & Peers 2023.

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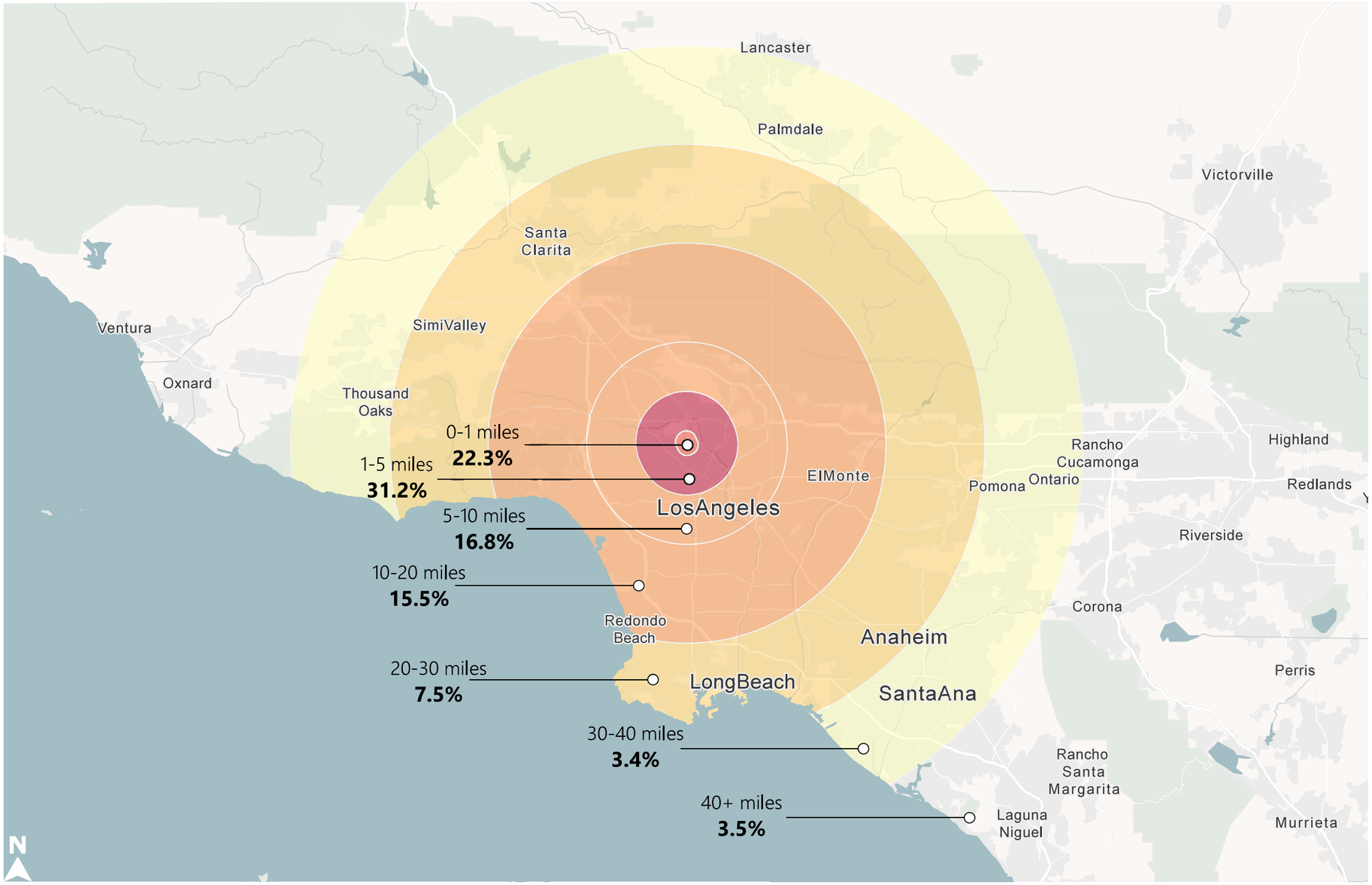

75 Event Days in 2019

Note: distribution is based on a device sample of approximately 12,000

Figure 3.9-1
Greek Theater Catchment Area Analysis
West Harbor Modification Project

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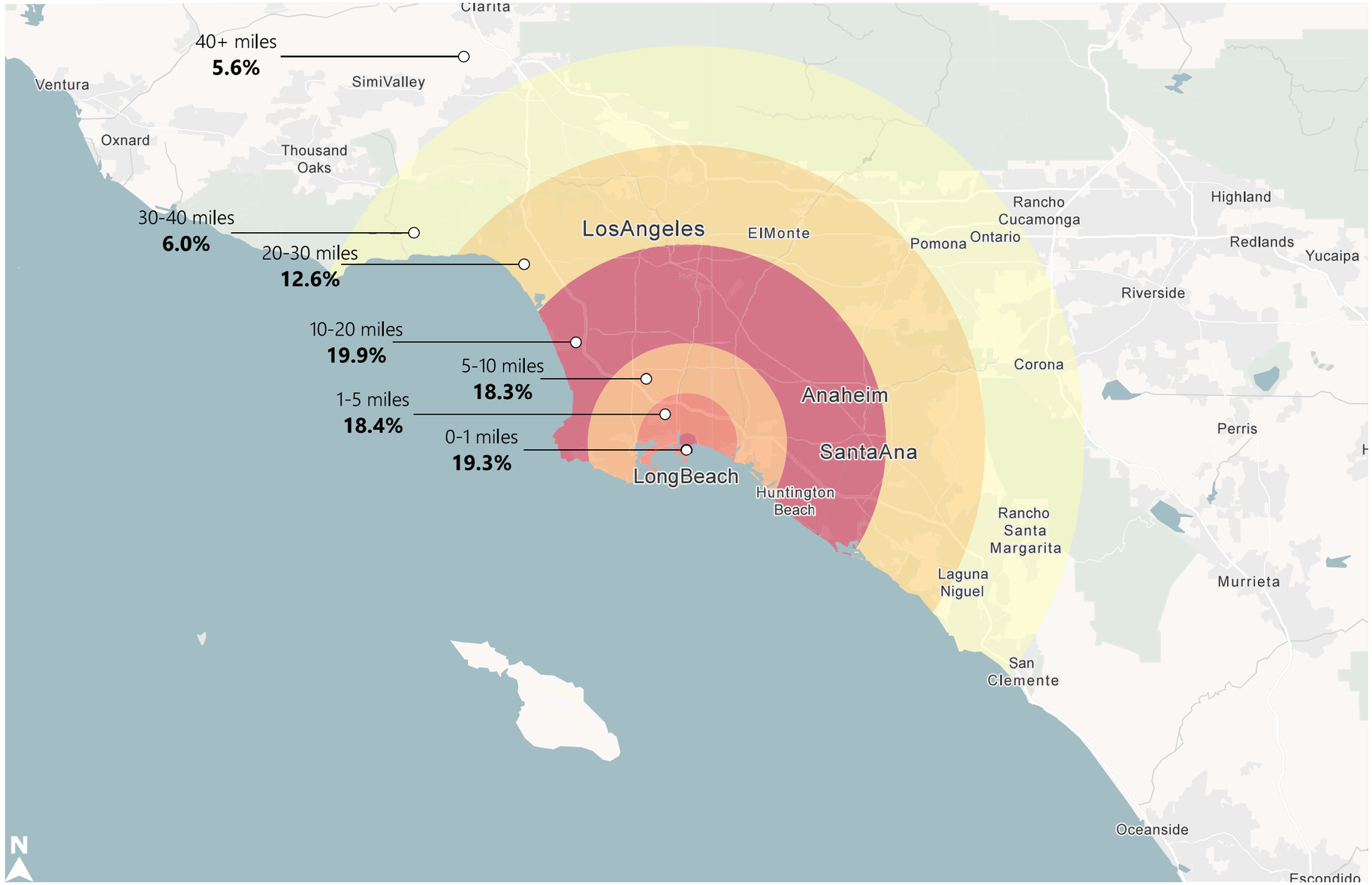

Figure 3.9-2
Long Beach Terrace Theater Catchment Area Analysis
West Harbor Modification Project

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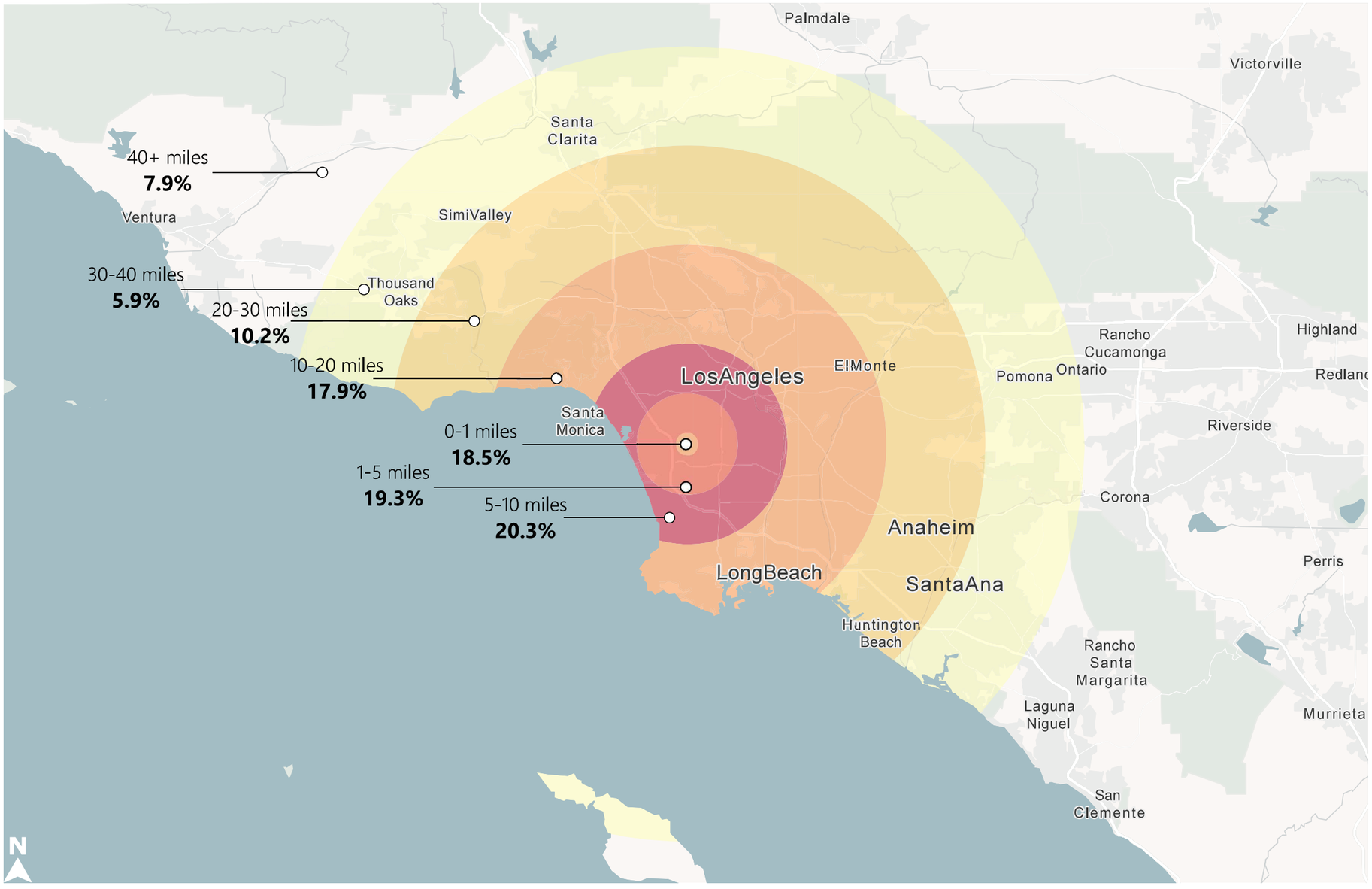

29 Event Days in 2019

Note: distribution is based on a device sample of approximately 15,000

Figure 3.9-3
Kia Forum Catchment Area Analysis
West Harbor Modification Project

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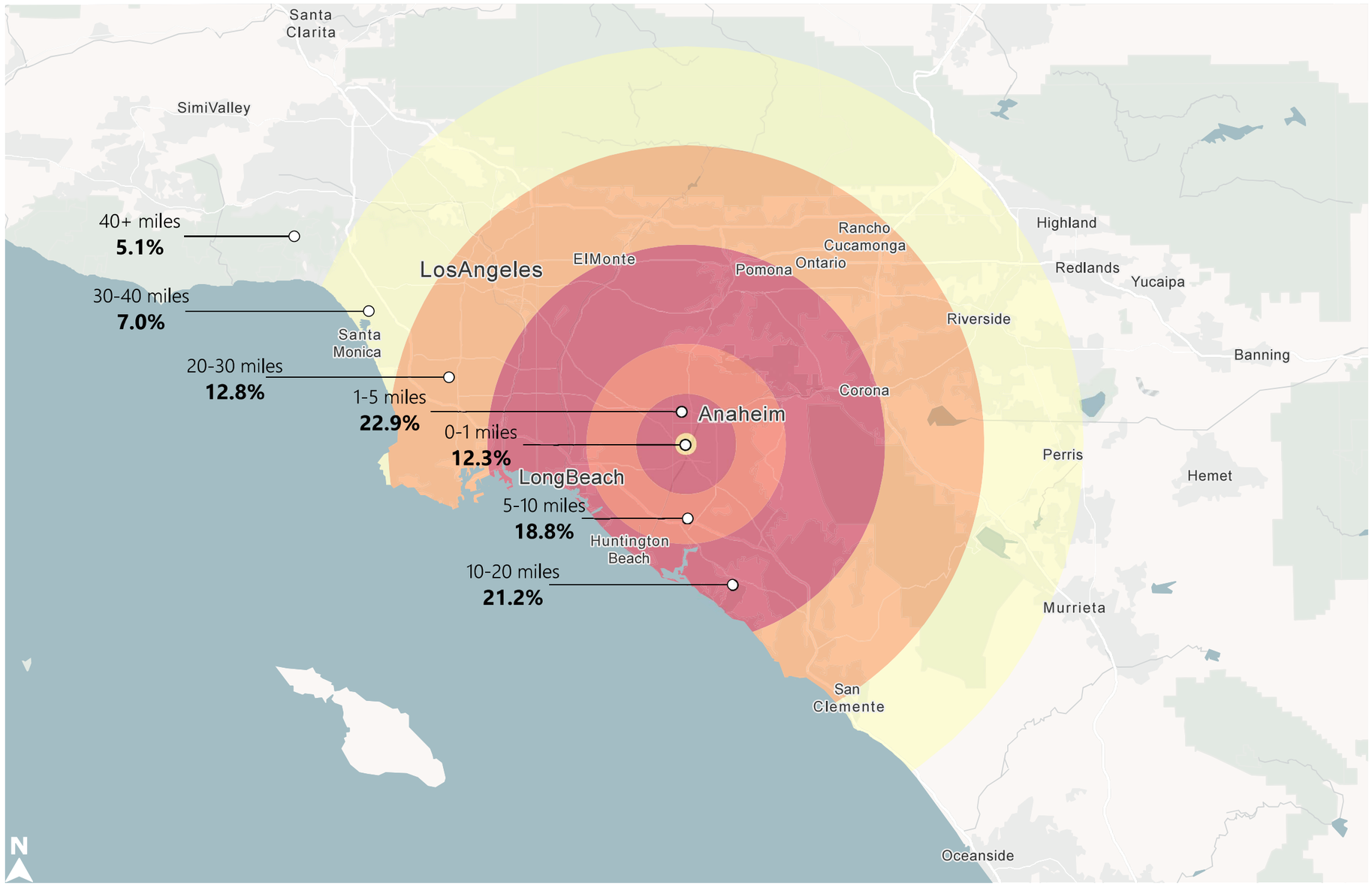

Figure 3.9-4
City National Grove of Anaheim Catchment Area Analysis
West Harbor Modification Project

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Based on the catchment area analysis, it was determined that each of these venues serve regional catchment areas, with a substantial portion of visitors originating 30 or miles away from the venue. Except for the Greek Theater, analysis of all venues showed that more than 10 percent of trips were greater than 30 miles in length; for Long Beach Terrace, a venue half the size of the Proposed Project, 24.2 percent of trips were more than 20 miles in length. As a peer venue, the Proposed Project is likely to serve a similar catchment area to these venues and similarly be classified as a regionally serving event center. It is expected that the Proposed Project would result in a net increase in regionally serving events throughout the year, rather than replacing events that would have otherwise occurred at the comparable venues. Thus, a net increase in regional VMT is expected, which would result in a significant transportation impact. For informational purposes, the estimated VMT that would be generated by the Proposed Project was analyzed and is described in the *Project Vehicle Miles* Traveled Calculation section, below.

For the VMT estimate calculations in the *Project Vehicle Miles* Traveled Calculation section below, the two venues determined to be most similar to the Proposed Project in terms of seating capacity and performance type, the Greek Theater and City National Grove of Anaheim, were selected. The Long Beach Terrace Theater was removed for the Proposed Project VMT calculation because it typically serves recurring Long Beach Symphony events, as opposed to a variety of performances. The Kia Forum was removed for the Proposed Project VMT calculation due to its substantially larger capacity than the Proposed Project.

Project Vehicle Miles Traveled Calculation

Utilizing the raw StreetLight data initially obtained for the catchment area analysis, an average trip distance for each venue was calculated. Because StreetLight Data does not represent attendees versus employees for LBS, the average trip length for each venue is inclusive of both types of visitors.

Table 3.9-4. Average Trip Distance for Catchment Venues

Venue Name	Average Trip Length (miles)
Greek Theater	16.3
City National Grove of Anaheim	16.9
Average	**16.6**

Source: Fehr & Peers 2023.

After determination of the Average Trip Length value (16.6 miles), the following workflow was developed to estimate Proposed Project VMT.

- **Event-Day Person Trips (Occurring in Vehicles):** Capacity estimates were split by type of visitor (i.e., attendees and employees) and mode split for attendees (i.e., 90 percent private vehicle and 10 percent transportation network companies [TNCs], such as Uber or Lyft), based on the Memorandum of Understanding (MOU) prepared by GMD (2023). That MOU is included as Appendix G to this report. The mode split for employees was assumed to be 90-percent private vehicle and 10-percent transit, walk, or bike, also based on assumptions in the Parking Management Plan (Appendix I-1) and the MOU (Appendix I-2).
- **Event-Day Vehicle Trips:** To determine the number of vehicles traveling to the Proposed Project on an event day, Person Trips (Occurring in Vehicles) were divided by Average Vehicle

Occupancy (AVO) rates (LADOT and DCP 2020). This number was then multiplied by 2 to represent both inbound and outbound trips.

- **Event-Day VMT:** Event-Day Vehicle Trips were multiplied by Average Trip Length for attendees and employees, respectively.

    - The Port utilized the average trip length of 9.34 miles for home-based work attraction trips in the Harbor Area Planning Commission) from the LADOT VMT Calculator (LADOT and DCP 2020) for employee trips. LADOT VMT Calculator Trip Length for the Project Site is included in Appendix G to this report.

    - Because the venues analyzed using StreetLight data reflect both employee and event-attendee travel, the attendee average-trip length was increased to 16.9 miles to maintain the blended average-trip length of 16.6 miles across both visitor types. It is not possible to differentiate the travel patterns of these different users from the data gathered for these venues from StreetLight. StreetLight data provide samples of location-based travel data from user cell phones, some of which were likely to be employees, while others were event attendees.

    - A "deadhead" factor was applied to TNC trips to account for "empty" TNC vehicle operation while drivers are searching for or responding to ride requests. This deadhead factor was assumed to be 50 percent (Fehr & Peers 2019).

    - The Event-Day VMT for the Proposed Project was estimated to be 83,296.

Table 3.9-5 below summarizes the VMT estimation for the Amphitheater portion of the Proposed Project.

Table 3.9-5. West Harbor Amphitheater Vehicle Miles Traveled Estimation for Attendees

Group	Capacity[1, 2]	Mode Split[2]	Person Trips (Vehicle)	Average Vehicle Occupancy[2]	Vehicles	Event-Day Trips	Average Trip Length[3, 4]	TNC Deadhead Factor[5]	Event-Day VMT
Private Vehicle	6,200	90%	5,580	2.75	2,030	4,060	16.9	–	68,576
TNC		10%	620	2.75	226	452	16.9	50%	11,452
Employees	175	100%	175	1.00	175	350	9.34	–	3,268
Total	**–**	**–**	**6,375**	**–**	**–**	**4,862**	**–**	**–**	**83,296**

Sources:
[1] Port EMD 2023.
[2] Port GMD 2023.
[3] Fehr & Peers 2023.
[4] Los Angeles Department of Transportation (LADOT) and Los Angeles Department of City Planning (LADCP) 2020.
[5] Fehr & Peers 2019.
EMD = Environmental Management Division; GMD = Goods Movement Division; Port = Port of Los Angeles.
TNC = Transportation Network Companies
VMT = Vehicle Miles Traveled

Cumulative Vehicle Miles Traveled Impact

In addition to the Project-level VMT analysis described above, which addresses the short-term VMT impacts of the Proposed Project, LADOT also defines *cumulative impacts* to VMT, which are based on the Project's consistency with the development location and intensity, as described in the SCAG 2024 RTP/SCS.

The SCAG 2024 RTP/SCS defines four types of *Priority Development Areas* (PDAs), which are areas within the region where growth can be strategically located to support SCAG 2024 RTP/SCS goals related to sustainability. The four types of PDAs defined in the SCAG 2024RTP/SCS are Neighborhood Mobility Areas (NMAs), Livable Corridors, TPAs, and Spheres of Influence (SOIs). The SCAG 2024 RTP/SCS includes a regional map showing all NMAs, Livable Corridors, TPAs, and SOIs. Although the central portion of San Pedro is defined as an NMA, the Proposed Project itself is not located within a PDA. However, a project being located within a PDA does not necessarily constitute a significant cumulative impact per the LADOT TAG. The Port incorporated the expected employment of the Proposed Project into its employment forecasts provided to SCAG for inclusion in the SCAG 2024 RTP/SCS. Therefore, the VMT forecasts for the SCAG 2024 RTP/SCS included the employment that would be generated by the Proposed Project. The LADOT TAG indicates that entertainment venues should provide an analysis of cumulative VMT, with the Proposed Project compared with a cumulative "no project" scenario using the SCAG model. This analysis is not needed because the Proposed Project is already incorporated. Thus, although the Proposed Project would result in a significant impact to **TRAN-2** by causing a net increase in regional VMT, it would not result in a cumulative VMT impact.

208 E. 22nd Street Parking Lot

The 208 E. 22nd Street Parking Lot would not constitute a trip-generating use in and of itself; thus, it would not produce trips, but would serve as overflow parking for the Amphitheater and other SPW uses. With up to 2,600 spaces, the 208 E. 22nd Street Parking Lot would be the largest proposed lot intended for Amphitheater visitors.

The 208 E. 22nd Street Parking Lot is located approximately 0.5 mile away from the South (main) Driveway of the Proposed Project. Because the average trip length for the comparable venues described above includes visitors who drove to the venues' designated lots and parked, it can be assumed that the estimated average trip length of 16.6 miles for the Proposed Project is inclusive of this 0.5 mile. Thus, any Proposed Project-related VMT effects of the 208 E. 22nd Street Parking Lot would be associated with the impacts identified in the *Amphitheater* section, above.

Ferris Wheel and Amusement Attractions

The Ferris wheel and Amusement Attractions component of the Proposed Project is expected to be ancillary to the Amphitheater and adjacent retail uses, and, as a result, is not expected to generate new vehicle trips (nor VMT) independent of these other uses, given that visitors to the Amusement Attractions would be visiting other uses of and adjacent to the Proposed Project. Thus, the Ferris wheel and Amusement Attractions would not result in a significant impact on VMT. Additionally, as with the Amphitheater, the expected employment of the Ferris wheel and Amusement Attractions was incorporated into the SCAG 2024 RTP/SCS, and would therefore not result in a significant cumulative VMT impact per the LADOT TAG.

New Mitigation Measures Applicable to the Proposed Project

Mitigation measures for VMT impacts involve the implementation of **MM-TRAN-1**, TDM strategies. The LADOT TAG Attachment G includes quantification of effectiveness of strategies recommended by the City. TDM strategies are typically effective for residential- or office-development projects, which involve regular, predictable commute patterns or mobility behavior. Typical TDM strategies and their quantified effectiveness, including those noted in the LADOT TAG Attachment G, may not be directly applicable to special-event venues, such as the Proposed Project, for the following reasons.

- The Amphitheater would host events of varying sizes throughout the year, making it difficult to operate TDM strategies consistently and effectively.
- Special events are time-limited, lasting only for a few hours. This short duration poses operational and administrative challenges for TDM solutions that require consistent application and behavioral changes over time.
- Unlike commuters or residents, event attendees have a specific, one-time purpose (as opposed to a daily-commute habit) and may be less amenable to behavioral changes associated with TDM, such as using public transportation, carpooling, or alternative-transportation options.
- The timing and schedule of special events is not consistent, which poses challenges to the effective implementation and administration of TDM strategies.
- Transit agencies often run reduced hours or reduced frequency at night and during weekends, when many events would take place, posing challenges to the administration and effectiveness of transit-based TDM strategies.

Considering the challenges listed above, there are no feasible mitigation measures that would fully reduce Proposed Project-related VMT to a less-than-significant impact. However, the TDM mitigation measure **MM-TRAN-1** noted in Table 3.9-6 should be implemented by the Proposed Project Tenant to reduce Proposed Project-related VMT.

Table 3.9-6. MM-TRAN-1 TDM Strategies

Strategy	Description
Transit-Related Mitigation Measures	
Event-Specific Expanded Public Transit Similar to T-25 (CAPCOA 2021)	Coordinate with LA Metro or LADOT to determine the feasibility of expanding services during events, including the feasibility of increasing frequency, network, or service hours.
Event-Ticket Packaging (Valk and Showalter 2003)	Include a link on the Amphitheater website to the LA Metro and LADOT Transit Pass purchase websites.
Traveler Information and Wayfinding (Parisi Transportation Consulting/Mead & Hunt 2022)	Develop and implement event-tailored visitor information to support navigation by transit and improve wayfinding from nearby transit connections prior to the start of Amphitheater operations.
Event-Specific Education and Outreach (Parisi Transportation Consulting/Mead & Hunt 2022)	Develop and implement social media and other marketing and outreach about mass transit and carpooling options for Amphitheater events prior to the start of Amphitheater operations.

Strategy	Description
Carpooling-Related Mitigation Measures	
Carpooling Incentive Program	Develop and implement a carpooling incentive program and transit pass program for Amphitheater employees, with a goal of achieving an average vehicle ridership of 2.0 for Amphitheater employees.
Designate Priority Parking Spaces for Electric and Clean Air Vehicles	Designate parking spaces for Amphitheater guests for electric-vehicle charging and Clean Air Vehicles.
Encourage Use of Satellite Shuttle Service	Encourage Amphitheater guests to use shuttle services from predetermined, offsite parking locations or transit connections (beyond proposed service for the 208 E. 22nd Street Parking Lot), such as those that connect to the Metro J (Silver) Line Bus Rapid Transit line in San Pedro, or the Metro A (Blue) Light Rail line in Downtown Long Beach. Coordinate with LA Metro to determine feasibility of locating a Metro A (Blue) Light Rail line shuttle stop near the Amphitheater.
Carpooling-Application Coordination	Coordinate with existing rideshare/carpooling applications generally available in the marketplace to encourage carpooling to Amphitheater events.
Active Transportation-Related Strategies	
Active Transportation Communication	Share active transportation plans across digital-media channels, such as including website links to the Port's connectivity plan. Additionally, partner with San Pedro's Historic Waterfront Business Improvement District and/or other local parking-lot owners to communicate and direct the public to available public parking lots and transit-related amenities, trolley stops, and other circulation and transit-related options that may become available.
Provide End-of-Trip Bicycle Facilities similar to T-10 (CAPCOA 2021)	Install and maintain end-of-trip bicycle facilities for employees or Amphitheater-event guest use. End-of-trip facilities include bicycle parking and lockers.

Sources: CAPCOA 2021**;** Valk and Showalter 2003**;** Parisi Transportation Consulting/Mead & Hunt 2022
CAPCOA = California Air Pollution Control Officers Association; LADOT = Los Angeles Department of Transportation; LA Metro = Los Angeles County Metropolitan Transportation Authority: MM = Mitigation Measure.

Significance after Mitigation

Because of the operational and administrative inefficiencies and challenges of TDM for special-event venues, as described above, TDM mitigation measures are not expected to reduce the Proposed Project's VMT impact to less-than-significant levels. The Proposed Project would result in a significant and unavoidable transportation impact.

3.9.8 Alternatives Impact Determination

3.9.8.1 Alternative 1 – No Project Alternative

Alternative 1 is defined as the No Project Alternative, where conditions would remain based on the previously approved projects in both the 2009 SPW EIS/EIR and 2016 EIR Addendum. Alternative 1

would not cause significant traffic impacts during the construction phase with implementation of **MM TC-1**, which requires that a traffic control plan be developed. Furthermore, Alternative 1 would not affect any applicable traffic plans or regulations during operations and would follow design guidelines to ensure the implementation of safe design and emergency access. The 2009 SPW EIS/EIR did find significant and unavoidable operational impacts under the LOS methodology, which is no longer used when evaluating impacts to transportation systems. Therefore, Alternative 1 would have less-than-significant impacts regarding transportation.

3.9.8.2 Alternative 2 – Half-Capacity Amphitheater Alternative

Alternative 2 involves construction of an Amphitheater with a similar build to the Proposed Project, but with an anticipated maximum capacity of 3,100 patrons per event. Alternative 2 would not affect any applicable traffic plans or regulations and would follow design guidelines to ensure the implementation of safe design and emergency access. However, similar to the Proposed Project, Alternative 2 would result in significant and unavoidable impacts regarding VMT, even with the implementation of mitigation measures and with a reduction by half in seating capacity. Impacts would be incrementally reduced, but ultimately similar to those of the Proposed Project.

3.9.8.3 Impact Determination and Mitigation Summary

Table 3.9-7. Summary Matrix of Potential Impacts and Mitigation Measures Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact After Mitigation
Impact TRAN-1: Would the Proposed Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	The 2009 SPW EIS/EIR finding of a less-than-significant impact remains unchanged for the Proposed Project.	No mitigation is required.	No new or substantially more-severe significant impacts would occur.
Impact TRAN-2: Would the Proposed Project conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?	Significant	New **MM-TRAN-1** would apply to the Proposed Project.	Impacts would remain significant with implementation of **MM-TRAN-1**.

CEQA = California Environmental Quality Act; EIR = Environmental Impact Report; EIS = Environmental Impact Statement; MM = mitigation measure; SPW = San Pedro Waterfront

3.9.9 Mitigation Monitoring

As described in Section 3.9.7, *Impact Analysis*, there are no feasible mitigation strategies for reducing the Proposed Project's **TRAN-2** impact to less-than-significant levels. The TDM strategies listed as **MM-TRAN-1** and described in Section 3.9.7 shall be implemented as determined through coordination between the Proposed Project operator and GMD and EMD.

Table 3.9-8. Mitigation Monitoring Program

***MM-TRAN-1: Implementation of Transportation Demand Management (TDM) Strategies*:**

- **Event-Specific Expanded Public Transit:** Coordinate with LA Metro or LADOT to determine the feasibility of expanding services during events, including the feasibility of increasing frequency, network, or service hours.
- **Event-Ticket Packaging:** Include a link on the Amphitheater website to the LA Metro and LADOT Transit Pass purchase websites.
- **Traveler Information and Wayfinding:** Develop and implement event-tailored visitor information to support navigation by transit and improve wayfinding from nearby transit connections prior to the start of Amphitheater operations.
- **Event-Specific Education and Outreach:** Develop and implement social media and other marketing and outreach about mass transit and carpooling options for Amphitheater events prior to the start of Amphitheater operations.
- **Carpooling Incentive Program:** Develop and implement a carpooling incentive program and transit pass program for Amphitheater employees, with a goal of achieving an average vehicle ridership of 2.0 for Amphitheater employees
- **Designate Priority Parking Spaces for Electric and Clean Air Vehicles:** Designate parking spaces for Amphitheater guests for electric-vehicle charging and Clean-Air Vehicles
- **Encourage Use of Satellite Shuttle Service:** Encourage Amphitheater guests to use shuttle services from predetermined, offsite parking locations or transit connections (beyond proposed service for the 208 E. 22nd Street Parking Lot), such as those that connect to the Metro J (Silver) Line Bus Rapid Transit line in San Pedro, or the Metro A (Blue) Light Rail line in Downtown Long Beach. Coordinate with LA Metro to determine feasibility of locating a Metro A (Blue) Light Rail line shuttle stop near the Amphitheater.
- **Carpooling-Application Coordination:** Coordinate with existing rideshare/carpooling applications generally available in the marketplace to encourage carpooling to Amphitheater events.
- **Active Transportation Communication:** Share active transportation plans across digital-media channels, such as including website links to the Port's connectivity plan. Additionally, partner with San Pedro's Historic Waterfront Business Improvement District and/or other local parking-lot owners to communicate and direct the public to available public parking lots and transit-related amenities, trolley stops, and other circulation and transit-related options that may become available.
- **Provide End-of-Trip Bicycle Facilities:** Install and maintain end-of-trip bicycle facilities for employees or Amphitheater-event guest use. End-of-trip facilities include bicycle parking and lockers.

Timing	During operations and events as applicable
Methodology	These strategies will be incorporated into the Tenant's lease. Enforcement will include oversight by the LAHD Environmental Management and Real Estate Divisions. Annual staff reports will be made available to the Board at a regularly scheduled public Board Meeting.

3.9.10 Significant Unavoidable Impacts

As described in Section 3.9.7, above, the Proposed Project would result in a significant and unavoidable transportation impact to VMT (**TRAN-1**).

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3.10 Tribal Cultural Resources

3.10.1 Section Summary

This section analyzes whether the West Harbor Modification Project (Proposed Project) would affect tribal cultural resources within the 208 E. 22nd Street Parking Lot. Although tribal cultural resources were not analyzed in the *2009 San Pedro Waterfront (*SPW*) Environmental Impact Statement (*EIS*)/Environmental Impact Report (*EIR*)* (2009 SPW EIS/EIR) (Port 2009), the Proposed Project would not increase the impacts to cultural resources from those analyzed in the 2009 SPW EIS/EIR or the *2016 Addendum to the San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report for the San Pedro Public Market (*SPPM*) Project* (2016 SPPM Addendum) (ICF 2016); accordingly, no further analysis regarding the West Harbor portion of the Project Site is required. This section relies on the *Cultural Resource Assessment for the 208 E. 22nd Street Parking Lot Improvements Project*, attached as Appendix E to this Subsequent Environmental Impact Report (SEIR).

Section 3.10, *Tribal Cultural Resources*, includes the following:

- A brief description of the environmental setting for tribal cultural resources in the Proposed Project vicinity, including summaries of the natural environment, Gabrielino ethnographic information, and historic context relevant to tribal cultural resources;
- A description of regulations and policies regarding tribal cultural resources that are applicable to the Proposed Project;
- A discussion of the methodology used to determine whether tribal cultural resources are present and may be affected by the Proposed Project;
- An impact analysis of the Proposed Project; and
- A description of mitigation measures proposed to reduce significant impacts, as applicable.

Key Points of Section 3.10, *Tribal Cultural Resources*, include the following:

- There are no tribal cultural resources listed in or eligible for listing in the California Register of Historic Resources (CRHR) or a local register of historical resources, as defined in Public Resources Code (PRC) Section 5020.1(k) at the 208 E. 22nd Street Parking Lot. Therefore, the Proposed Project would not result in a substantially different result from that in the *2009 San Pedro Waterfront Project* (SPW) *Environmental Impact Statement* (EIS)/*Environmental Impact Report* (EIR) (2009 SPW EIS/EIR) (Port 2009), and the impact conclusion of less than significant remains valid;
- There are no tribal cultural resources that the Port of Los Angeles (Port) has determined to be significant in the Proposed Project area; therefore, the Proposed Project would not result in a substantially different result from that in the 2009 SPW EIS/EIR, and the impact conclusion of less than significant with mitigation remains valid;

- For archaeological resources that have the potential to be a tribal cultural resource, the Proposed Project would not result in a substantially different result from that in the 2009 SPW EIS/EIR, and the impact conclusion of less than significant with mitigation remains valid; and
- For human remains that have the potential to be a tribal cultural resource, the Proposed Project would not result in a substantially different result from that in the 2009 SPW EIS/EIR, and the impact conclusion of less than significant with mitigation remains valid.

3.10.1 Introduction

This section describes the affected environment and regulatory setting for tribal cultural resources, followed by an analysis of the Proposed Project's potential to cause a substantial adverse change in the significance of a tribal cultural resource.

3.10.2 Environmental Setting

The Proposed Project area lies within the territory of the Gabrielino Native American people (Bean and Smith 1978). The Gabrielino are characterized as one of the most complex societies in native southern California, second perhaps only to the Chumash, their coastal neighbors to the northwest. This complexity derives from their overall economic, ritual, and social organization (Bean and Smith 1978:538).

The Gabrielino, an Uto-Aztecan (or Shoshonean) group, may have entered the Los Angeles basin as recently as 1,500 years before present (BP). In early protohistoric times, the Gabrielino occupied a large territory that included the entire Los Angeles basin. This region encompassed the coast from the city of Malibu to Aliso Creek, parts of the Santa Monica Mountains, the San Fernando, San Gabriel, and San Bernardino valleys, the northern parts of the Santa Ana Mountains, and much of the middle to lower Santa Ana River. The Gabrielino also occupied the islands of Santa Catalina, San Clemente, and San Nicolas. Within this large territory were more than 50 residential communities, each with a population ranging from 50 to 150 individuals.

The Gabrielino had access to a broad and diverse resource base. Like that of most native Californians, acorns were a staple with the Gabrielino, who had established an industry by the time of the early Intermediate period. Acorns were supplemented with the roots, leaves, seeds, and fruits of a wide variety of flora (e.g., islay, cactus, yucca, sages, agave). Freshwater and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals, were also consumed. This wealth of resources, coupled with an effective subsistence technology, well-developed trade network, and ritual system, resulted in a society that was among one of the most materially wealthy and culturally sophisticated cultural groups in California at the time of European contact.

In 1770, Father Junípero Serra was commissioned to establish a mission system, extending from San Diego to San Francisco. Mission San Gabriel Arcángel was founded in 1771. The local Tongva inhabitants were forced to work under the missionaries as general laborers and farm hands. The people were forbidden to speak their native language or practice any forms of their traditional lifeways or ceremonies. To identify them as subjects of Mission San Gabriel, the neophytes were later referred to as the *Gabrielino*. The introduction of European diseases (e.g., measles, smallpox), along with poor diet and living conditions, devastated the Gabrielino population.

3.10.2 Regulatory Setting

This section describes relevant laws and policies regarding tribal cultural resources.

3.10.2.1 State Regulations

California Environmental Quality Act and Public Resources Code Section 5024.1 (California Register of Historical Resources)

The California Environmental Quality Act (CEQA) requires public agencies to evaluate the effects of their projects on the environment; it includes significant historical resources as part of the environment. According to CEQA, a project that causes a substantial adverse change in the significance of a historical resource or a unique archaeological resource has a significant effect on the environment (State CEQA Guidelines § 15064.5; PRC § 21083.2).

CEQA defines a *substantial adverse change* as follows.

- Physical demolition, destruction, relocation, or alteration of a resource or its immediate surroundings such that the significance of the historical resource would be materially impaired; or
- Demolition or material alteration of the physical characteristics that convey the resource's historical significance and justify its designation as a historical resource.

Public agencies must treat any cultural resource as significant unless a preponderance of evidence demonstrates that it is not historically or culturally significant (14 California Code of Regulations [CCR] 15064.5). A historical resource is considered significant if it meets the definition of *historical resource* or *unique archaeological resource*.

The term *historical resource* includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (PRC § 5020.1[j]). Historical resources may be designated as such through three different processes:

1. Official designation or recognition by a local government pursuant to local ordinance or resolution (PRC § 5020.1[k]);
2. A local survey conducted pursuant to PRC Section 5024.1(g); and/or
3. Listing in or eligibility for listing in the National Register of Historic Places (NRHP) (PRC § 5024.1[d][1]).

The CRHR is very similar to the NRHP. Enacted in 1992, the CRHR's regulations became official on January 1, 1998. The CRHR is administered by the Office of Historic Preservation and was established to serve as an authoritative guide to the state's significant historical and archaeological resources (PRC § 5024.1).

In order for a property to be considered CRHR-eligible, state law provides that it must be significant under any of the four criteria outlined below, which parallel the NRHP criteria.

1. The property is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

2. The property is associated with the lives of persons important in our past.
3. The property embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; possesses high artistic values.
4. The property has yielded, or may be likely to yield, information important in prehistory or history.

To be considered a historical resource for the purposes of CEQA, the resource must also have *integrity*, defined as the authenticity of a resource's physical identity as evidenced by the survival of characteristics that existed during the resource's period of significance. Resources, therefore, must retain enough of their historic character or appearance to be recognizable as historical resources and convey the reasons for their significance. Integrity is evaluated regarding the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is eligible for CRHR listing (14 CCR 4852[c]).

Resources listed in the NRHP are automatically included in the CRHR.

Assembly Bill 52 (Chapter 532, Statutes of 2014)

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California Native American Tribes as part of CEQA. It equates significant impacts on tribal cultural resources with significant environmental impacts (PRC § 21084.2). PRC Section 21074 defines *tribal cultural resources* as follows.

- Sites, features, places, sacred places, and objects with cultural value to descendant communities or cultural landscapes defined in size and scope that are:
  - Included in or eligible for listing in the CRHR, or
  - Included in a local register of historical resources.
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c).

Sacred places can include sanctified Native American cemeteries, places of worship, religious or ceremonial sites, and sacred shrines. In addition, both unique and non-unique archaeological resources, as defined in PRC Section 21083.2, can be tribal cultural resources if they meet the criteria detailed above. The lead agency relies on substantial evidence to make the determination that a resource qualifies as a tribal cultural resource when it is not already listed in the CRHR or a local register.

AB 52 defines a *California Native American Tribe* as a Native American Tribe in California that is on the contact list that the Native American Heritage Commission (NAHC) maintains (PRC § 21073). Under AB 52, formal consultation with Tribes is required prior to determining the level of environmental document needed, if a Tribe has requested to be informed by the lead agency of proposed projects and if the Tribe, on receiving notice of a project, accepts the opportunity to consult within 30 days of receipt of the notice. AB 52 also requires consultation, if initiated, to address project alternatives and mitigation measures for significant effects, if specifically requested by the Tribe. AB 52 states that consultation is considered concluded when either the parties agree to measures to mitigate or avoid a significant effect on tribal cultural resources, or when either the Tribe or the agency concludes that mutual agreement cannot be reached after making a reasonable, good-

faith effort. Under AB 52, if measures were determined to avoid or lessen a significant impact on a tribal cultural resource, then any mitigation measures recommended by the agency or agreed on with the Tribe may be included in the final environmental document and in the adopted mitigation monitoring program. If the recommended measures are not included in the final environmental document, then the lead agency must consider the four mitigation methods described in PRC Section 21084.3(e). Any information submitted by a Tribe during the consultation process is considered confidential and is not subject to public review or disclosure. It would be published in a confidential appendix to the environmental document unless the Tribe consents to disclosure of all or some of the information to the public.

California Health and Safety Code Section 7050.5/Public Resources Code Section 5097.9

California Health and Safety Code Section 7050.5 addresses the protection of human remains discovered in any location other than a dedicated cemetery and makes it a misdemeanor for any person to knowingly mutilate or disinter, wantonly disturb, or willfully remove any human remains in or from any location other than a dedicated cemetery without authority of law, except as provided in PRC Section 5097.99. It further states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlie adjacent remains, until the coroner of the county in which the human remains were discovered has determined that the remains are not subject to the provisions concerning the investigation of the circumstances, manner, and cause of any death and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to their authorized representative, in the manner provided in PRC Section 5097.98. If the coroner determines that the remains are not subject to their authority and recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, then they will contact the NAHC by telephone within 24 hours. Whenever the NAHC receives notification of a discovery of Native American human remains from a County Coroner, it must immediately notify those people it believes to be the Most Likely Descendants of the deceased Native American. The descendants may inspect the site of the discovery and make recommendations regarding removal or reburial of the remains.

PRC Section 5097 addresses archaeological, paleontological, and historic sites on state land, as well as the cooperative efforts with the NAHC that are to be undertaken as part of a project being evaluated under CEQA. PRC Section 5097 specifies the procedures to be followed in the event of the unexpected discovery of human remains on non-federal public lands. PRC Section 5097.5 considers it a misdemeanor to knowingly and willfully excavate on or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, or archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological, or historical feature situated on public lands, except with the express permission of the public agency having jurisdiction over the lands. The disposition of Native American burials falls within the jurisdiction of the NAHC, which prohibits willfully damaging any historic, archaeological, or vertebrate paleontological site or feature on public lands (PRC § 5097.9). PRC Section 5097.98 stipulates that whenever the NAHC receives notification of a discovery of Native American human remains from the County Coroner, it must immediately notify those people it

believes to be the Most Likely Descendants of the deceased Native American. The descendants may inspect the site of discovery and make recommendations on the removal or reburial of the remains.

California Government Code Section 6254(r) and California Public Records Act Section 6254.10

California Government Code Section 6254(r) and California Public Records Act Section 6254.10 were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. California Government Code Section 6254(r) explicitly authorizes public agencies to withhold information from the public related to "Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission." California Public Records Act Section 6254.10 specifically exempts from disclosure requests for

> records that relate to archaeological site information and reports, maintained by, or in the possession of the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the Native American Heritage Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American Tribe and a state or local agency.

3.10.2.2 Local Regulations

This section describes local City of Los Angeles (City) Office of Historic Resources laws and policies regarding tribal cultural resources, as well as those of the Los Angeles Harbor Department (LAHD).

City of Los Angeles

The criteria for designation as a Historic-Cultural Monument (HCM) are codified in Los Angeles Municipal Code Chapter 9, Section 22. An HCM is any site, including significant trees or other plant life, building, or structure of particular historic or cultural significance to Los Angeles. Designated resources may include historic structures or sites that meet the following criteria.

- The broad cultural, political, economic, or social history of the nation, state, or community is reflected or exemplified;
- The resources are identified with historic personages or with important events in the main currents of national, state, or local history;
- The resources embody the distinguishing characteristics of an architectural-type specimen inherently valuable for a study or a period, style, or method of construction; and
- The resources represent notable work of a master builder, designer, or architect whose individual genius influenced his age.

A Los Angeles Historic District is identified as a Historic Preservation Overlay Zone (HPOZ). An HPOZ defines "an area of the city which is designated as containing structures, landscaping, natural features or sites having historic, architectural, cultural or aesthetic significance" (Los Angeles Planning Department, Office of Historic Resources n.d.). Likewise, it must meet at least one of the criteria listed above under the HCM criteria. The procedures for designating an HPOZ are found in Los Angeles Municipal Code Section 12.20.3.

Port of Los Angeles

The LAHD adopted the *Built-Environment Historic, Architectural, and Cultural Resource Policy* (Resolution No. 13-7479) on April 24, 2013. This policy includes the identification of historical resources early in the planning process, provides a framework for the identification of historical resources, and supports preservation and re-use of historical resources. Four sections make up the policy: Inventory, Evaluation, Preservation, and Documentation of Historic Resources.

3.10.3 Prior Mitigation Measures and Revisions Applicable to the Proposed Project

Prior to 2015, tribal cultural resources were not a CEQA-defined resource type; resources that may now be considered tribal cultural resources were subsumed under cultural resources. Although the 2009 SPW EIS/EIR did not specifically address tribal cultural resources, it concluded that impacts on archaeological resources would be less than significant with mitigation. Several mitigation measures were included to reduce potential impacts on archaeological resources to less-than-significant levels. The following are descriptions of mitigation measures (**MM-**) **CR-1** through **MM-CR-4**, as paraphrased from the 2009 SPW EIS/EIR Mitigation Monitoring and Reporting Program (MMRP) and *2016 Addendum to the San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report for the San Pedro Public Market Project* (2016 SPPM Addendum) (ICF 2016). **MM-CR-1** through **MM-CR-2a and b** are no longer applicable because they apply to an area outside the Proposed Project Site, but are included for additional information. No changes are proposed to any of the following previously identified mitigations measures.

MM-CR-1: Generate Treatment Plan and Conduct Archaeological Testing for Mexican Hollywood Prior to Construction.

Potential additional intact subsurface historic archaeological deposits associated with Mexican Hollywood should be characterized and evaluated for eligibility for inclusion in the CRHR by a qualified archaeologist. A testing plan will be developed that will describe evaluation methods for determining the eligibility of new finds in Mexican Hollywood for listing in the CRHR. Should the identification and evaluation efforts reveal that newly identified deposits do not meet the criteria for inclusion in the CRHR, no further mitigation will be required. However, if newly discovered portions of Mexican Hollywood are determined eligible for listing in the CRHR, implementation of **MM-CR-2a** and/or **MM-CR-2b** will reduce impacts to less-than-significant levels.

MM-CR-2a: If Additional CRHR-Eligible Deposits Associated with Mexican Hollywood Are Identified, Redesign Proposed Project to Ensure Preservation in Place.

If identification and evaluation efforts result in the determination that Mexican Hollywood meets the criteria for inclusion in the CRHR, efforts will be made to avoid these deposits during Proposed Project development and preserve them in place, which is the preferred mitigation measure under CEQA. Options for preservation in place include, but are not limited to, incorporating the site into park or open space land, avoiding the site during construction, burying the site with sterile sediment, or placing the site within a permanent conservation easement. If preservation in place is not feasible, conduct data recovery, as defined in **MM-CR-2b**, below.

MM-CR-2b: Conduct Data Recovery.

If avoidance or redesign of the Proposed Project is not feasible, then research and fieldwork to recover and analyze the data contained in that site will be conducted. This work may involve additional archival and historical research; excavation; analysis of the artifacts, features, and other data discovered; presentation of the results in a technical report; and curation of the recovered artifacts and accompanying data. Consultation with the Advisory Council on Historic Preservation, State Historic Preservation Officer (SHPO), and other interested or knowledgeable parties may also be required or appropriate.

A standard data recovery report will be prepared when all the fieldwork is concluded. The consultant will prepare a comprehensive technical report that will describe the archaeological goals and methods and present the findings and interpretations. The report will synthesize both the archival research and important archaeological data in an attempt to address the research questions presented in the research design/testing plan. The report will be submitted to the client and any reviewing agencies; it ultimately will be filed with the Eastern Information Center, located at California State University, Fullerton.

MM-CR-3: Stop Work if Cultural Resources Are Discovered during Ground-Disturbing Activities

In the event that an artifact or an unusual amount of bone, shell, or nonnative stone is encountered during construction, work will be immediately stopped and relocated from that area. The contractor will stop construction within 100 feet of the exposure of these finds until a qualified archaeologist, retained by LAHD and Tenant in advance of construction, can be contacted to evaluate the find (see 36 Code of Federal Regulations 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos, chipped stone tools such as projectile points or choppers, flakes of stone not consistent with the immediate geology, such as obsidian or fused shale, trash pits containing bottles and/or ceramics, or structural remains. If the resources are found to be significant, then they will be avoided or mitigated consistently with SHPO guidelines. All construction equipment operators will attend a preconstruction meeting presented by a professional archaeologist retained by LAHD and Tenant through the construction contractor to review the types of cultural resources and artifacts that would be considered significant and ensure operator recognition of these materials during construction.

If human remains are encountered, then there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner will be contacted to determine the age and cause of death. If the remains are not of Native American heritage, then construction in the area may recommence. If the remains are of Native American origin, then the Most Likely Descendants of the deceased will be identified by the NAHC. LAHD and the U.S. Army Corps of Engineers (USACE) will consult with the Native American Most Likely Descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in PRC Section 5097.98. If the NAHC is unable to identify a Most Likely Descendant, if the descendant fails to make a recommendation within 24 hours of being notified by the NAHC, LAHD, or USACE, and/or if the descendant is not able to reach a mutually acceptable strategy through mediation with the NAHC, then the Native American human remains and

associated grave goods will be reburied with appropriate dignity on the Project Site in a location not subject to further subsurface disturbance.

MM-CR-4: Develop a program to mitigate impacts on nonrenewable paleontological resources prior to excavation or construction of any Proposed Project components.

The paleontological program was previously implemented and complied with. Paleontology is addressed separately from cultural resources in its own section and is no longer covered under the cultural resources section

MM-CR-1, *Generate Treatment Plan and Conduct Archaeological Testing for Mexican Hollywood Prior to Construction*, **MM-CR-2a**, *If Additional CRHR-Eligible Deposits Associated with Mexican Hollywood Are Identified, Redesign Proposed Project to Ensure Preservation in Place*, and **MM-CR-2b,** *Conduct Data Recovery*, are not applicable to this SEIR because the mitigation measures pertain to specific archaeological resources that are not present in the 208 E. 22nd Street Parking Lot study area. **MM-CR-3**, from the 2009 SPW EIS/EIR, would apply to the Proposed Project to minimize impacts if archaeological resources were discovered during ground disturbance.

3.10.4 Methodology

This tribal cultural resources section only focuses on the 208 E. 22nd Street Parking Lot component of the Proposed Project because it is the only location not previously included in the 2009 SPW EIS/EIR or the 2016 SPPM Addendum that may have the potential to substantially affect tribal cultural resources in a manner that would be inconsistent with the two previous environmental documents. Those locations previously analyzed in the 2009 SPW EIS/EIR and the 2016 SPPM Addendum were dismissed from further consideration in the Initial Study/Notice of Preparation (Appendix A).

The baseline for tribal cultural resources includes resources 50 years of age or older, in accordance with the Port's *Built-Environment Historic, Architectural, and Cultural Resource Policy*. Records searches, research, consultation, and an evaluation of resources were conducted to identify tribal cultural resources pursuant to CEQA. The 2009 SPW EIS/EIR identified cultural resources, as discussed in Section 3.4.2.6 of that document. The technical cultural report completed for the 208 E. 22nd Street Parking Lot Project (Appendix E) did not identify any tribal cultural resources in the study area. Therefore, the baseline is no tribal cultural resources and no known archaeological resources or human remains. However, the potential exists to discover during construction previously unidentified archaeological resources or human remains that may be tribal cultural resources.

3.10.4.1 208 E. 22nd Street Parking Lot

The identification of tribal cultural resources was based on information from several sources, including the cultural resources chapter of the 2009 SPW EIS/EIR and the 2016 SPPM Addendum. In addition, the results of a Port-wide records search conducted in 2019, documenting all cultural resources sites and studies within the Port's jurisdiction, was reviewed.

The California NAHC was asked to check its Sacred Lands File (SLF). A response was received on June 12, 2023. The results of the SLF check conducted through the NAHC were negative; no tribal cultural resources are known from the Proposed Project Site.

On June 21, 2023, LAHD provided notification of the Proposed Project, pursuant to the provisions of AB 52 and PRC Section 21080.3.1(d), to seven Native American Tribes, including the Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino Tongva Nation, Gabrielino–Tongva Tribe, Gabrielino Tongva Indians of California Tribal Council, Santa Rosa Band of Cahuilla Indians, and Soboba Band of Luiseno Indians. No meetings or consultations were requested by any of the notified Tribes.

The Project Site is on a modern, artificial landform that was constructed from dredged material, which was used as fill. Given the inaccessibility of the current Proposed Project area landform prior to its construction in the early twentieth century, there is limited to no potential for intact tribal cultural resources.

3.10.5 Thresholds of Significance

The Proposed Project would have a significant impact related to tribal cultural resources if it would cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe and is:

1. Listed or eligible for listing in the CRHR or in a local register of historical resources, as defined in PRC Section 5020.1(k); or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c).

Impact TCR-1. Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe and listed in or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k)?

Summary of 2009 SPW EIS/EIR Findings

Impacts on tribal cultural resources were not analyzed in the 2009 SPW EIS/EIR because tribal cultural resources were not defined as a CEQA resource category until AB 52 became law on July 1, 2015. However, the cultural resources records search, NAHC correspondence, and results of the field survey did not identify any archaeological sites or sacred sites that might be presently interpreted as tribal cultural resources. To mitigate impacts on potential archaeological resources, the 2009 SPW EIS/EIR included mitigation measures, including **MM-CR-3**, which would reduce this impact to a less-than-significant level.

Summary of 2016 SPPM Addendum Findings

The 2016 SPPM Addendum findings concluded that implementation of **MM-CR-3** would minimize impacts on archaeological resources. This mitigation measure would be applicable to any present-day unanticipated tribal cultural resources of an archaeological nature. As such, the Proposed Project would not result in any change to the impact determination previously listed in the cultural resources section of the 2009 SPW EIS/EIR or the 2016 SPPM Addendum.

Impacts of the Proposed Project

208 E. 22nd Street Parking Lot

No tribal cultural resources were identified by the Port through outreach to the NAHC or through AB 52 consultation with local Native American Tribes. Construction, improvements, and operations at the 208 E. 22nd Street Parking Lot would not result in changes to the proposed operational and development activities of the previously approved project. Construction and operation of the 208 E. 22nd Street Parking Lot would not result in a substantial adverse change pertaining to tribal cultural resources, as defined in PRC Section 21074, including in the significance of a tribal cultural resource listed in or eligible for listing in a register of historical resources, as defined in PRC Section 5020.1(k).

Previous Mitigation Measures Applicable to the Proposed Project

Of the four mitigation measures included in the 2009 SPW EIS/EIR, only **MM-CR-3,** *Stop Work if Cultural Resources Are Discovered during Ground-Disturbing Activities*, would apply to the Proposed Project.

New Mitigation Measures Applicable to the Proposed Project

No new mitigation measures would be required.

Significance after Mitigation

Inclusion of the 208 E. 22nd Street Parking Lot as part of the Proposed Project would not lead to a new significant impact or a substantial increase in the severity of previously identified significant impacts. Implementation of **MM-CR-3** from the 2009 SPW EIS/EIR MMRP would ensure that residual impacts would be reduced to less than significant for the 208 E. 22nd Street Parking Lot.

Impact TCR-2. Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe and determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency will consider the significance of the resource to a California Native American Tribe?

Summary of 2009 SPW EIS/EIR Findings

Impacts on tribal cultural resources were not analyzed in the 2009 SPW EIS/EIR because tribal cultural resources were not defined as a resource category under CEQA until AB 52 became law on July 1, 2015. However, the cultural resources records search, NAHC correspondence, and results of the field survey did not identify any archaeological sites or sacred sites that might be presently interpreted as traditional cultural properties, and the Port did not identify any archaeological resources or sacred sites in the Proposed Project area. To mitigate impacts on potential archaeological resources, the 2009 SPW EIS/EIR MMRP included mitigation measures, including **MM-CR-3**, which would reduce this impact to a less-than-significant level.

Summary of 2016 SPPM Addendum Findings

The 2016 SPPM Addendum to the 2009 SPW EIS/EIR determined that the SPPM Project would not result in new significant impacts on archaeological resources that might be considered tribal cultural resources or require new mitigation measures that were not already evaluated in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

208 E. 22nd Street Parking Lot

No tribal cultural resources were identified by the Port through outreach to the NAHC or AB 52 consultation with local Native American Tribes.

Construction, improvements, and operations at the 208 E. 22nd Street Parking Lot would not result in changes to the proposed operational and development activities outlined in the 2009 SPW EIS/EIR or the 2016 SPPM Addendum. Construction and operation of the 208 E. 22nd Street Parking Lot would not result in a substantial adverse change in a resource determined by the Port, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c). No tribal cultural resources were identified in the Proposed Project. As such, the Proposed Project would not result in any change to the impact determination previously listed in the cultural resources section of the 2009 SPW EIS/EIR or the 2016 SPPM Addendum.

Previous Mitigation Measures Applicable to the Proposed Project

Of the four mitigation measures included in the 2009 SPW EIS/EIR MMRP, only one is applicable to the 208 E. 22nd Street Parking Lot. **MM-CR-3**, *Stop Work if Cultural Resources Are Discovered during Ground-Disturbing Activities*, is being carried over from the 2009 SPW EIS/EIR, but has been slightly modified so that the professional archaeologist would be retained by LAHD and the Tenant through the construction contractor.

New Mitigation Measures Applicable to the Proposed Project

No new mitigation measures would be required.

Significance after Mitigation

Inclusion of the 208 E. 22nd Street Parking Lot as part of the Proposed Project would not lead to a new significant environmental effect or a substantial increase in the severity of previously identified significant effects. Implementation of **MM-CR-4** from the 2009 SPW EIS/EIR MMRP would ensure that residual impacts would be reduced to less than significant for the 208 E. 22nd Street Parking Lot.

3.10.6 Alternatives Impact Determination

3.10.6.1 Alternative 1 – No Project Alternative

Under Alternative 1, conditions are assumed to be consistent with the previously approved projects in the 2009 SPW EIS/EIR and 2016 SPPM Addendum. Impacts on tribal cultural resources were not analyzed when the 2009 SPW EIS/EIR was certified because AB 52 did not come into effect until July 2015.

The cultural resources analysis did not identify any archaeological sites or sacred sites that might be presently interpreted as tribal cultural resources. However, **MM-CR-3** would be implemented, which would stop work if an unanticipated discovery of cultural resources occurs. Therefore, Alternative 1 would have a less-than-significant impact with mitigation incorporated, similar to the Proposed Project.

3.10.6.2 Alternative 2 (Half-Capacity Amphitheater)

Alternative 2 (refer to Chapter 5.0 *Alternatives*) includes an Amphitheater similar to the one that would be developed as part of the Proposed Project, but with an anticipated maximum capacity of 3,100. Construction and operational activities would remain similar to those of the Proposed Project, but with fewer attendees.

The cultural resources analysis did not identify any archaeological sites or sacred sites that might be presently interpreted as tribal cultural resources. However, **MM-CR-3** would be implemented, which would stop work if an unanticipated discovery of cultural resources occurs. Therefore, Alternative 2 would have a less-than-significant impact with mitigation incorporated, similar to the Proposed Project.

3.10.7 Impact Summary

Table 3.10-1 presents a summary of the impact determinations of the Proposed Project related to tribal cultural resources, which are described in detail in Sections 3.10.5 and 3.10.6, above. As presented in Table 3.10-1, no new significant or substantially more severe impacts than those previously analyzed would occur. For each type of potential impact, the table describes the impact, notes the impact determination, describes any applicable mitigation measures, and notes the residual impact (i.e., the impact remaining after mitigation.) All impacts, whether significant or not, are included in this table.

Table 3.10-1. Summary of Potential Impacts on Tribal Cultural Resources Associated with the Proposed Project

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
Proposed Project			
Impact TCR-1: Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe and listed in or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k)?	Less than significant	Because the potential for encountering previously unidentified tribal cultural resources always exists, implementation of **MM-CR-3** is required.	Less than significant
Impact TCR-2: Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe and a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency will consider the significance of the resource to a California Native American Tribe.	Less than significant	Because the potential for encountering previously unidentified tribal cultural resources always exists, implementation of **MM-CR-3** is required.	Less than significant
Alternative 1 – No-Project Alternative			
Impact TCR-1: Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of	Less than significant	Because the potential for encountering previously unidentified tribal	Less than significant

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe and listed in or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k)?		cultural resources always exists, implementation of **MM-CR-3** is required.	
Impact TCR-2: Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe and a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency will consider the significance of the resource to a California Native American Tribe.	Less than significant	Because the potential for encountering previously unidentified tribal cultural resources always exists, implementation of **MM-CR-3** is required.	Less than significant
Alternative 2 – Half-Capacity Amphitheater Alternative			
Impact TCR-1: Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe and listed in or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k)?	Less than significant	Because the potential for encountering previously unidentified tribal cultural resources always exists, implementation of **MM-CR-3** is required.	Less than significant
Impact TCR-2: Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe and a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency will	Less than significant	Because the potential for encountering previously unidentified tribal cultural resources always exists, implementation of **MM-CR-3** is required.	Less than significant

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
consider the significance of the resource to a California Native American Tribe.			

MM = mitigation measure

3.10.8 Mitigation Monitoring Program

The mitigation monitoring program outlined in Table 3.10-2 is applicable to the Project.

Table 3.10-2. Mitigation Monitoring Program

MM-CR-3: ***Stop Work if Cultural Resources Are Discovered during Ground-Disturbing Activities*** In the event that an artifact or an unusual amount of bone, shell, or nonnative stone is encountered during construction, work will be immediately stopped and relocated from that area. The contractor will stop construction within 100 feet of the exposure of these finds until a qualified archaeologist, retained by LAHD and Tenant in advance of construction, can be contacted to evaluate the find (see 36 Code of Federal Regulations 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools, such as mortars, bowls, pestles, and manos, chipped stone tools, such as projectile points or choppers; flakes of stone not consistent with the immediate geology, such as obsidian or fused shale, trash pits containing bottles and/or ceramics, or structural remains. If the resources are found to be significant, then they will be avoided or mitigated, consistently with SHPO guidelines. All construction-equipment operators will attend a preconstruction meeting presented by a professional archaeologist retained by LAHD and the Tenant through the construction contractor to review the types of cultural resources and artifacts that would be considered significant to ensure operator recognition of these materials during construction. If human remains are encountered, then there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner will be contacted to determine the age and cause of death. If the remains are not of Native American heritage, then construction in the area may recommence. If the remains are of Native American origin, then the Most Likely Descendants of the deceased will be identified by the NAHC. LAHD and the U.S. Army Corps of Engineers (USACE) will consult with the Native American Most Likely Descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in PRC Section 5097.98. If the NAHC is unable to identify a most likely descendant, if the descendant fails to make a recommendation within 24 hours of being notified by the NAHC, LAHD, or USACE, and if the descendant is not able to reach a mutually acceptable strategy through mediation by the NAHC, then the Native American human remains and associated grave goods will be reburied with appropriate dignity on the Project Site in a location not subject to further subsurface disturbance.	
Timing	During initial ground disturbance during construction
Methodology	Environmental Compliance Plan prior to any construction activity, excavation, laboratory processing, reporting, SHPO consultation

CEQA = California Environmental Quality Act; LAHD = Los Angeles Harbor Department; NAHC = Native American Heritage Commission; SHPO = State Historic Preservation Officer; USACE = U.S. Army Corps of Engineers

3.11 Public Services

3.11.1 Section Summary

This section analyzes whether implementation of the West Harbor Modification Project (Proposed Project) would affect public services in the Proposed Project area, including fire and police access, available equipment, and station locations. Below are the outline and key points of this section.

Section 3.11, *Public Services*, includes the following:

- A description of the public services setting within the Project Site and Proposed Project vicinity;
- A description of the applicable regulatory setting pertaining to public service regulations;
- A discussion of the methodology used to determine whether construction and operation of the Proposed Project would affect public service resources;
- A description of all the Proposed Project components;
- An impact analysis of the Proposed Project; and
- A description of mitigation measures proposed to reduce significant impacts, as applicable.

Key Points of Section 3.1, *Public Services*, include the following:

- The 2*009 San Pedro Waterfront (SPW) Environmental Impact Statement (EIS)*/*Environmental Impact Report* (EIR) (SPW EIS/EIR) (Port 2009) determined that temporary impacts associated with emergency access to portions of the Proposed Project area could occur during construction;
- The *2016 Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market (SPPM) Project* (2016 SPPM Addendum) (ICF 2016) determined that the SPPM Project would not result in new significant impacts on public services. Existing public services were determined to be adequate and able to serve the entire project without the development of additional facilities; and
- The Proposed Project would increase demand for public services, but mitigation measures would reduce potential impacts to less than significant levels and ensure that adequate resources would be available.

The Proposed Project's Amphitheater has the potential to create delays in response time during construction. This potential impact would be mitigated to a less-than-significant level with implementation of **MM-PS-1**. The Proposed Project also has the potential to result in the need for additional resources to ensure the provision of proper public services and avoid significant delays in response time during events (operations phase). This potential impact would be mitigated to a level of less-than-significant with implementation of **MM-PS-7**.

3.11.2 Introduction

This section describes the affected environment and regulatory setting for public services, as well as the impacts on public services that would result from the Proposed Project and the mitigation measures that would reduce these impacts. Fire and police access, response times, available equipment, and station locations are addressed.

3.11.3 Environmental Setting

3.11.3.1 Fire Protection

The Los Angeles Fire Department (LAFD) currently provides fire protection and emergency services to the Project Site and the City of Los Angeles (City). LAFD facilities in the Port of Los Angeles (Port) include land-based fire stations and fireboat companies. The Project Site is within LAFD's South Bureau and served by Fire Station 112 at 444 South Harbor Boulevard, Berth 86, San Pedro, which is approximately 0.50 mile north of the Project Site (LAFD 2023a). Fire Station 112 has direct fireboat access and currently meets the LAFD's average turnout, travel, and operational response times (LAFD 2023b).

3.11.3.2 Police Protection

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

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

3.11.4 Regulatory Setting

3.11.4.1 State Regulations

California State Fire Code

According to California state law, the State Fire Marshal (SFM) is responsible for coordination of the state's fire and life-safety codes. The SFM must review the proposed regulations of state agencies that promote fire and life safety before the regulations can be submitted for approval. The SFM Code Development and Analysis Program staff regularly reviews Title 19 of the California Code of Regulations (CCR), Public Safety (which discusses fire safety standards), for relevancy, necessity, conflict, duplication, and overlap. They also implement legislative mandates to develop regulations

related to fire and life safety involving the various occupancy classifications under the authority of the California SFM. This encompasses the actual administrative processing of regulations from concept to promulgation in the CCR.

3.11.4.2 Local Regulations

City of Los Angeles Municipal Code

The City's Municipal Code, last amended in March 2023, contains 20 chapters, including Chapter 5, *Public Safety and Protection*, which discusses fire and police protection. Article 2, *Police and Special Officers*, contains regulations governing administrative issues, such as requirements for police badges and uniforms. Article 7, *Fire Protection and Prevention*, contains the City's Fire Code, which includes information pertaining to administrative issues, such as the requirements for filling out and submitting hazardous materials–release response plans and inventory statements and technical requirements associated with the storage, management, and disposal of hazardous materials, such as requirements regarding underground chemical-storage tanks, asbestos-containing building and other materials, and various other combustible and flammable materials.

City of Los Angeles General Plan 2035 – Safety Element

The *Safety Element* of the City's *General Plan 2035* (Los Angeles 2021) sets forth specific policies and objectives related to safety. These policies and objectives emphasize hazard mitigation, emergency response, and disaster recovery.

Port of Los Angeles Port Master Plan

The *Port Master Plan* (PMP) establishes policies and guidelines to direct the future development of the Port. The Project occurs within the boundaries of the PMP, which was adopted in 1980 and most recently amended in 2018. The PMP has the following applicable policy in regard to public services.

- **Policy 1.1**: Develop new commercial or industrial projects within, contiguous with, or in proximity to existing developed areas able to accommodate it with adequate public services.

3.11.5 Mitigation Measure Changes

The Subsequent Environmental Impact Report (SEIR) evaluates modifications to the previously approved Mitigation Monitoring and Reporting Program (MMRP) for the 2009 SPW EIS/EIR and the revised MMRP for the 2016 SPPM Addendum. These modifications are necessary to update previous mitigation measures to current regulatory standards or modify them based on their effectiveness and need. Mitigation measures proposed for modification are listed below for public services. Proposed modifications to these mitigation measures are provided in strike-out and underline format..

MM-PS-1. Coordinate with Law Enforcement Agencies.

The Los Angeles Harbor Department (LAHD) will be required, pursuant to the <u>*Los Angeles Port Police Policy Manual* (Port 2023) (formerly known as the "*Watch Manual*"</u>~~)~~, to coordinate with law-enforcement agencies during construction of all roadway improvements to establish emergency-vehicular access and ensure continuous law-enforcement access to surrounding areas.

MM-PS-4. Comply with AB 939.

This mitigation measure is proposed for removal because compliance with Assembly Bill (AB) 939 is required by the legislature, so it is now a Standard Requirement, as opposed to a mitigation measure. Proposed modifications are shown below.

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

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

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

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

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

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

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

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

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

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

The 2009 SPW EIS/EIR MMRP specifies that **MM-PS-4** applies to cruise-ship lines, the cruise terminal, the Catalina Express, and tugboat companies during operation. The 2016 SPPM Addendum (ICF 2016) MMRP revised this measure to apply to the SPPM developer.

Because this measure is proposed for removal per the above discussion, the relevant language in the Proposed Project's MMRP will be modified to reflect this proposed removal.

MM-PS-5: Water Conservation and Wastewater Reduction.

This proposed modification is necessary because there is no supply source available or proposed, according to the City of Los Angeles Recycled Water Master Planning document prepared by the Los Angeles Department of Water and Power (LADWP) and Department of Public Works (2012). If the Proposed Project is constructed with specific recycled-water hook-up capabilities, then once recycled water is available, that water will be used for irrigation and toilet-flushing. Although this mitigation measure may not apply to the following analysis, it has been retained in this Subsequent Environmental Impact Report (SEIR) because it pertains to Section 3.7, *Hydrology and Water Quality*. Proposed modifications are shown below.

MM-PS-5: Water Conservation and Wastewater Reduction.

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

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

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

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

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

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

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

The 2009 SPW EIS/EIR MMRP specifies that **MM-PS-5** applies to the cruise-ship lines, the cruise terminal, the Catalina Express, and tugboat companies during operation. The 2016 SPPM Addendum MMRP revised **MM-PS-5** to apply to the SPPM developer.

MM-PS-6: Employ Energy Conservation Measures.

The proposed buildings are required to comply with the Port Green Building Policy, which is based on the Leadership in Energy and Environmental Design (LEED)-certification rating system, and focuses on sustainability, energy efficiency, and water efficiency. This policy also requires LAHD to use energy- and water-efficiency elements on their construction projects. In 2008, the City adopted Ordinance No. 179820, the first amendment to the Los Angeles Municipal Code, Chapter 1, Sections 16.10 and 16.11, which established the Green Building Program (City of Los Angeles 2008). The Green Building Program focuses on sustainable building practices and addresses five key areas: site, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. In 2020, the 2019 California Green Building Standards Code

(California Building Standards Commission 2019) and the 2019 Building Energy Efficiency Standards (California Energy Commission 2019) came into effect. The California Green Building Standards Code encourages sustainable construction practices for five main categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The Building Energy Efficiency Standards include updates to many key areas regarding the energy efficiency of newly constructed and altered builds, including the introduction of photovoltaic panels into the prescriptive package. By complying with these policies, sustainability, energy efficiency, water efficiency, and innovation are considered during building construction. In addition, Title XXIV of the CCR, which has been updated multiple times since **MM-PS-6** was created, includes additional requirements compared with the version that was in effect at the time of adoption. In 2019, *L.A.'s Green New Deal* was released (City of Los Angeles 2019), which includes targets for carbon-neutral buildings and reduced energy consumption that would be followed as applicable regulations are implemented. Current policies, plans, and design standards require more sustainable construction than was available at the time that the MMRP for the 2009 SPW EIS/EIR was certified. Therefore, this mitigation measure is proposed for removal because the original intent of the previous mitigation measure has been met through current design regulations and existing state and local policies and plans. Proposed modifications are shown below.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The 2009 SPW EIS/EIR MMRP specifies that **MM-PS-6** applies to cruise-ship lines, the cruise terminal, the Catalina Express, and tugboat companies during operation. The 2016 SPPM Addendum MMRP revised **MM-PS-6** to apply to the SPPM Project. Because this measure is proposed for removal, per the above discussion, the relevant language in the West Harbor Modification Project MMRP will be modified to reflect this proposed removal.

3.11.6 Methodology

The baseline for public services includes the Approved Project, as defined in the certified 2009 SPW EIS/EIR and the updates included in the 2016 SPPM Addendum. Within the context of the baseline, this section provides a qualitative discussion of the potential impacts on public services that could result from the Proposed Project.

The Proposed Project was evaluated to determine whether police and fire-protection facilities are adequately staffed and located so that they can respond to an emergency in a timely manner without the provision of additional physical facilities. The Proposed Project evaluation was based on the thresholds of significance listed below. Agencies were contacted to obtain information about their existing and projected service capacity, as well as the impacts that could occur on implementation of the Proposed Project.

3.11.7 Thresholds of Significance

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines (Environmental Checklist), the Project would have a significant impact related to public services if the following would be answered with "yes."

- **PUB-1**: Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:
    a. Fire protection?
    b. Police protection?

Impact PUB-1. Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire or police protection?

Summary of 2009 San Pedro Waterfront Environmental Impact Statement/Environmental Impact Report Findings

The 2009 SPW EIS/EIR determined that temporary impacts associated with emergency access to portions of the Proposed Project area could occur during construction. Although the 2009 SPW EIS/EIR found that construction would not affect the response time to the area, the LAHD, in compliance with the *Los Angeles Port Police Policy Manual* (Port 2023), would establish emergency-vehicle access routes.

LAHD would coordinate with LAFD, which would review and comment on SPW Project features that could affect emergency access. The SPW Project would not increase the demand for fire services to a degree that would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. However, SPW Project construction might temporarily affect LAFD emergency access to portions of the SPW Project Site, which would be a significant impact. The impact would be mitigated to a less-than-significant level with implementation of **MM-PS-1**.

MM-PS-1: Coordinate with Law Enforcement Agencies.

LAHD will be required, pursuant to the *Los Angeles Port Police Policy Manual* (Port 2023), to coordinate with law-enforcement agencies during construction of all roadway improvements, establish emergency vehicular access, and ensure continuous law-enforcement access to surrounding areas.

Summary of 2016 Addendum Findings

The 2016 SPPM Addendum determined that the SPPM Project would not result in new significant impacts on public services. Existing public services were determined to be adequate and able to serve the entire project without the development of additional facilities. However, project construction could have temporary impacts on emergency access to portions of the project area, which would be a significant impact that would be mitigated to less-than-significant levels with **MM-PS-1**.

Impacts of the Proposed Project

Construction

Construction of the Proposed Project could result in significant impacts on emergency access to the Project Site. However, the Proposed Project would implement **MM**-**PS-1**, which would require proper coordination with law-enforcement agencies to ensure adequate access to and around the Project Site during construction. Therefore, with implementation of **MM-PS-1**, impacts during the construction phase would be less than significant.

Operation

Operation of the Proposed Project would result in up to 6,200 patrons and 175 staff members on site during concert events. The West Harbor team considered the security and safety of its property and prepared an emergency plan that details how the event space will prepare for emergency concerns. The safety of the performers, guests, and staff members are a major concern, and an organized and comprehensive emergency plan is essential to addressing this concern. The objective of the plan is to establish and define specific responsibilities, guidelines, and procedures that will facilitate an effective response by all persons connected with the facility and ensure proper protocol for any type of life-threatening incident at the Amphitheater.

Captain Kevin McCloskey of the Port Police provided a letter on July 7, 2023, which detailed what changes would be required to ensure adequate public services for the Project (McCloskey pers. comm.). The letter states that the Proposed Project would be required to implement the following.

MM-PS-7: Improvements to Be Implemented by the Developer.

- Utilize blue phones and cameras;
- Assign numbered lots and aisles for responding officers;
- To prevent a traffic backup on the street, install signage at the entrance that indicates the number of open stalls;
- Implement traffic-management procedures (refer to Appendix H, *Event Parking Management and Circulation Plan*, and Appendix I-1, *Parking Management Plan*, for detailed information);
- The Tenant will ensure that adequate closed circuit television cameras are positioned throughout the site. The footage will be available to the emergency logistics team. Footage will be recorded and copies made available on request to the police during the event and up to 28 days after the event, if required for evidential purposes. Images should be of such quality and size to be able to identify offenders;
- In addition, specific Amphitheater changes include the construction of escape lanes for concert crowds and a reduction in the amount of lighting in the harbor.

With the implementation of **MM-PS-7,** impacts during the operations phase would be less than significant.

3.11.7.2 Previous Mitigation Measures Applicable to the Project

Mitigation measure **MM-PS-1** from the 2009 SPW EIS/EIR would apply to the Proposed Project.

3.11.7.3 New Mitigation Measures Applicable to the Project

Impacts would be significant; however, **MM-PS-7**, as well as the continued implementation of **MM-PS-1,** would reduce impacts to a less-than-significant level.

3.11.7.4 Significance after Mitigation

The Proposed Project would result in impacts on public services similar to those already deemed significant in the 2009 SPW EIS/EIR, but would not substantially increase the severity of those impacts. Implementation of **MM-PS-1** from the 2009 SPW EIS/EIR, along with newly proposed **MM-PS-7**, would ensure that residual impacts would be reduced to a less-than-significant level.

3.11.8 Alternatives Impact Determination

3.11.8.1 Alternative 1 – No Project Alternative

As discussed in the 2009 SPW EIS/EIR and 2016 SPPM Addendum, construction of Alternative 1 could affect law enforcement's access to the Project Site and surrounding area. Therefore, **MM-PS-1** would be implemented to ensure that coordination with law enforcement is conducted during construction and that law enforcement has adequate access to and around the Project Site. The operation of Alternative 1 would not require expansion of public-service facilities nor require mitigation. Impacts would be less than significant—less than those of the Proposed Project.

3.11.8.2 Alternative 2 – Half-Capacity Amphitheater Alternative

Similar to Alternative 1, construction of Alternative 2 could affect law enforcement's access to the Project Site and surrounding area. Therefore, **MM-PS-1** would be implemented to ensure that coordination with law enforcement is conducted during construction and that law enforcement has adequate access to and around the Project Site. In addition, the Amphitheater would require additional safety measures to ensure its safe operation. As with the Proposed Project, **MM-PS-7** would be implemented to ensure that safety features, such as blue phones, cameras, signs, and lot/aisle identification numbers for responding officers, are installed. Therefore, impacts would be similar to those of the Proposed Project.

3.11.9 Impact Summary

Table 3.11-1 summarizes the Project's impacts with respect to public services, which are described in detail in Section 3.11.8, *Alternatives Impact Determination*, above. As shown in Table 3.11-1, the Proposed Project would result in no new significant or substantially more-severe impacts than previously analyzed.

For each type of potential impact, the table describes the impact, notes the impact determinations, describes any applicable mitigation measures, and notes the residual impacts (i.e., the impact remaining after mitigation). All impacts, whether significant or not, are included in Table 3.11-1.

Table 3.11-1. Summary of Potential Impacts on Public Services Associated with the Project

Environmental Impacts	Impact Determination	MM(s)	Impact after Mitigation
Impact PUB-1: Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire or police protection?	**Construction**: The 2009 SPW EIS/EIR finding of a significant impact during construction remains valid for the Proposed Project.	**Construction**: Mitigation measure **MM-PS-1** from the 2009 SPW EIS/EIR would apply to the Proposed Project.	**Construction**: No new or substantially more-severe significant impacts would occur during construction. Implementation of **MM-PS-1** would reduce impacts to less than significant.
	Operations: Impacts associated with the Proposed Project would be significant.	**Operations**: New mitigation measure **MM-PS-7** would apply to the Proposed Project.	**Operations**: Implementation of **MM-PS-7** would reduce impacts to less than significant.
Alternative 1 – No Project Alternative			
Impact PUB-1: Would the Proposed Project result in substantial adverse physical impacts associated with the	**Construction**: The 2009 SPW EIS/ EIR finding of a significant impact	**Construction**: Mitigation measure **MM-PS-1** from the 2009 SPW EIS/EIR	**Construction**: No new or substantially more-severe significant impacts would occur

Environmental Impacts	Impact Determination	MM(s)	Impact after Mitigation
provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire or police protection?	during construction remains valid for this alternative.	would apply to this alternative.	during construction. Implementation of **MM-PS-1** would reduce impacts to less than significant.
	Operations: The 2009 SPW EIS/ EIR finding of "no impact" during operations remains valid for this alternative.	**Operations**: No mitigation is required.	**Operations**: No new or substantially more severe significant impacts would occur during operations.
Alternative 2 – Half-Capacity Amphitheater Alternative			
Impact PUB-1: Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire or police protection?	**Construction**: The 2009 SPW EIS/ EIR finding of a significant impact during construction remains valid for this alternative.	**Construction**: Mitigation measure **MM-PS-1** from the 2009 SPW EIS/EIR would apply to this alternative.	**Construction**: No new or substantially more-severe significant impacts would occur during construction. Implementation of **MM-PS-1** would reduce impacts to less than significant.
	Operations: Impacts associated with this alternative would be significant.	**Operations**: New mitigation measure **MM-PS-7** would apply to this alternative.	**Operations**: Implementation of **MM-PS-7** would reduce impacts to less than significant.

EIR = Environmental Impact Report; EIS = Environmental Impact Statement; MM = mitigation measure; SPW = San Pedro Waterfront.

3.11.9.1 Mitigation Monitoring Program

The mitigation monitoring program outlined in Table 3.11-2 is applicable to the Project.

Table 3.11-2. Mitigation Monitoring Program

MM-PS-1: ***Coordinate with law enforcement agencies (Construction Phase).*** LAHD will be required, pursuant to the Los Angeles Port Police Policy Manual (Port 2023) to coordinate with law-enforcement agencies during construction of all roadway improvements to establish emergency vehicular access and ensure continuous law enforcement access to surrounding areas.	
Timing	Prior to construction.
Methodology	LAHD will coordinate with law enforcement agencies during construction of all roadway improvement. Any coordination plans will be incorporated into construction specifications. The contractor shall adhere to these specifications throughout construction phases. Enforcement will include oversight by the LAHD project/construction manager to ensure compliance with contract specifications.
MM-PS-5: ***Water Conservation and Wastewater Reduction.*** LAHD and Port Tenants will implement the following water-conservation and wastewater-reduction measures to further reduce impacts on water demand and wastewater flows. a. The landscape-irrigation system will be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler-head patterns will be adjusted to minimize overspray onto walkways and streets. Each zone (i.e., sprinkler valve) will water plants having similar watering needs (i.e., shrubs, flowers, and turf will not be in the same watering zone). Automatic irrigation timers will be set to water landscaping during early-morning or late-evening hours to reduce water loss from evaporation. Irrigation run times will be adjusted for all zones seasonally, reducing the length and frequency of watering in the cooler months (i.e., fall, winter, and spring). Sprinkler-timer run times will be adjusted to avoid water runoff, especially when irrigating sloped property. Sprinkler times will be reduced once drought-tolerant plants have been established. b. Drought-tolerant, low-water-consuming plant varieties will be used to reduce irrigation-water consumption. c. Recycled water will be used for irrigation and toilet-flushing (i.e., dual-flushing) on notification from LADWP that recycled water is available and on notification from Port Engineering that necessary connections are available prior to construction. d. Ultra-low-flush toilets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new and replacement construction. Low-flow faucet aerators will be installed on all sink faucets. e. Significant opportunities for water savings exist in air-conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). LADWP will be contacted for specific information on appropriate measures. f. Recirculating, or point-of-use, hot-water systems will be installed to reduce water waste in long piping systems where water must be run for a considerable period of time before heated water reaches the outlet. The 2009 SPW EIS/EIR MMRP specifies that this mitigation measure applies to the cruise-ship lines, the cruise terminal, the Catalina Express, and tug companies during operation. The 2016 SPPM Addendum MMRP revised this measure to apply to the SPPM developer.	
Timing	Throughout all operational years.
Methodology	This measure will be incorporated into the Cruise Line, Cruise Terminal, Catalina Express, Tug Company, and Ports O'Call Developer leases. If the Tenant proposes replacing any mitigation measures, then the Tenant must first make a formal request to the Port's Executive Director. The Executive Director will then consider the proposal. Annual staff reports will be made available to the Board and a regularly scheduled Board Meeting.

MM-PS-7: *Operational Safety Measures* The Proposed Project would be required to implement the following: a. Utilize blue phones and cameras; b. Assign numbered lots and aisles for responding officers; c. To prevent a traffic backup on the street, install signage at the entrance that indicates the number of open stalls; d. Implement traffic-management procedures (refer to Appendix H, Event Parking Management and Circulation Plan, and Appendix I-1, Parking Management Plan, for detailed information); and e. The Tenant will ensure that adequate closed circuit television cameras are positioned throughout the site. The footage will be available to the emergency logistics team. Footage will be recorded and copies made available on request to the police during the event and up to 28 days after the event, if required for evidential purposes. Images should be of such quality and size to be able to identify offenders; f. In addition, specific Amphitheater changes include the construction of escape lanes for concert crowds and a reduction in the amount of lighting in the harbor.	
Timing	Throughout all operational years.
Methodology	This measure will be incorporated into the Developer leases. If the Tenant proposes replacing any mitigation measure, then the Tenant must first make a formal request to the Port's Executive Director. The Executive Director will then consider the proposal. Annual staff reports will be made available to the Board at a regularly scheduled public Board Meeting.

EIR = Environmental Impact Report; EIS = Environmental Impact Statement; I- = Interstate; LADWP = Los Angeles Department of Water and Power; LAHD = Los Angeles Harbor Department; MM = mitigation measure; MMRP = Mitigation Monitoring and Reporting Program; SPPM = San Pedro Public Market; SPW = San Pedro Waterfront; SR- = State Route.

Chapter 4
Cumulative

Chapter Summary

This chapter evaluates the potential for the Proposed Project, together with other past, present, and reasonably foreseeable future projects in the geographic scope of each resource area, to make a cumulatively considerable contribution to a new or substantially more severe significant cumulative impact than those cumulative impacts considered in the *2009 San Pedro Waterfront* (SPW) *Project Environmental Impact Statement* (EIS)/*Environmental Impact Report* (EIR) (2009 SPW EIS/EIR) (Port 2009). Chapter 4, Cumulative Analysis, provides the following:

- A description of existing environmental setting in the Port area;
- A description of applicable local, state, and federal regulations and policies that apply to the cumulative impact analysis;
- A description of the past, present, and foreseeable future projects in the surrounding area;
- A discussion of the methodology used to determine whether the Proposed Project would make a cumulatively considerable contribution to a significant cumulative impact;
- An impact analysis of the cumulative impacts related to the Proposed Project; and
- A description of any mitigation measures proposed to reduce any potential impacts and residual cumulative impacts, as applicable.

Key Points

The Proposed Project would have cumulatively considerable contributions to cumulative impacts which would remain significant and unavoidable even after implementation of mitigation in the following resource areas:

- Air Quality; and
- GHG.

4.1 Introduction

This Chapter presents the California Environmental Quality Act (CEQA) requirements for a cumulative impact analysis and analyzes the potential for the Proposed Project to make a considerable contribution to a new or substantially more severe significant cumulative impact when combined with other past, present, and reasonably foreseeable future projects, compared to the cumulative impacts disclosed in the (2009 SPW EIS/EIR. Following the presentation of the requirements related to the cumulative impact analyses and a description of the related projects (Sections 4.1.1 and 4.1.2,

respectively), the analysis in Section 4.2 addresses each of the resource areas analyzed in this Draft Subsequent Environmental Impact Report (SEIR).

4.1.1 Requirements for Cumulative Impact Analysis

The CEQA Guidelines (14 California Code of Regulations [CCR] 15130) require a reasonable analysis of the cumulatively considerable impacts of a project. *Cumulative impacts* are defined by CEQA as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (State CEQA Guidelines § 15355).

Cumulative impacts are further described as follows (40 CFR § 1508.7 and State CEQA Guidelines § 15355(b)).

> (a) The individual effects may be changes resulting from a single project or a number of separate projects.
>
> (b) The cumulative impacts from several projects are the changes in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Furthermore, according to State CEQA Guidelines Section 15130(a)(1):

> As defined in Section 15355, a "cumulative impact" consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.

In addition, as stated in the State CEQA Guidelines, Section 15064(i)(5):

> The mere existence of significant cumulative impacts caused by other projects alone will not constitute substantial evidence that the Proposed Project's incremental effects are cumulatively considerable.

Therefore, the following cumulative impact analysis focuses on whether the impacts of the Proposed Project would have a cumulatively considerable contribution to a significant cumulative impact within the context of impacts caused by other past, present, or future projects. The cumulative impact scenario considers other projects proposed within the area defined for each resource that would have the potential to contribute to cumulatively considerable impacts.

The CEQA Guidelines set forth two methods, which may be used singly or in combination, for identifying related area projects with a potential to contribute, along with the Proposed Project, to cumulative impacts: (1) the *list of projects* methodology (based on a list of past, present, and probable future projects producing related impacts); or (2) the *summary of projections* methodology (based on a summary of projections in adopted state, regional, or local plans, a related planning document, or an environmental document that has been adopted or certified) (State CEQA Guidelines § 15130[b]). For this Draft SEIR, resource areas were analyzed using a projection or a combined list and projection approach, as described below.

4.1.2 Projects Considered in the Cumulative Analysis

4.1.2.1 Past, Current, and Reasonably Foreseeable Future Projects

A total of 42 recent, current, or reasonably foreseeable future projects (approved or proposed) were identified within the general vicinity of the Proposed Project that could contribute to cumulative impacts. The projects are listed in Table 4-1, which has been compiled from sources that include the Los Angeles Harbor Department (LAHD), the Port of Los Angeles (Port), the Port of Long Beach, Los Angeles Department of Transportation (LADOT), the City of Los Angeles (City), and other local jurisdictions. For the purposes of this Draft SEIR, the timeframe of current or reasonably anticipated projects extends from 2009–2032, and the *vicinity* is defined as the area over which effects of the Proposed Project could contribute to cumulative effects, which differs for each resource area. The physical location of each of the 42 cumulative projects is shown on Figure 4-1.

Table 4-1. Cumulative Project List

Number in Figure	Project Title and Location	Project Description	Project Status
Port of Los Angeles Projects			
1	Berth 163–164 (Nustar-Valero) Marine Oil Terminal Wharf Improvements Project	The proposed project involves demolishing the existing 19,000-square-foot timber wharf and constructing a new, steel-and-concrete loading platform, access trestles, mooring and berthing structures, and necessary utilities to comply with the Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS). The project also consists of a 30-year lease for the facility.	Initial Study (IS)/Mitigated Negative Declaration (MND) approved September 2021, construction pending.
2	Navy Way Seaside Interchange Project	Construction of roadway improvements at State Route (SR-) 47/Navy Way to eliminate traffic signal and movement conflicts. The project would augment an existing partial interchange at SR 47/Seaside Avenue/Navy Way by removing the last traffic signal and at-grade intersection between Interstate (I-) 710 and I-110, adding a new auxiliary lane and a new collector-distributor road, and implementing traffic channelization improvements.	Environmental review in process.
3	Cabrillo Way Marina Project	The proposed project includes developing, operating, and maintaining a marina, hotels, boater and visitor-serving club and meeting facilities, restaurants, retail buildings, and commercial areas at 2293 Miner Street. This project was evaluated in the *West Channel/Cabrillo Marina Phase II Development Project (Cabrillo Way Marina) Final Supplemental Environmental Impact Report* certified in December 2003.	Environmental review in process.
4	Berths 191–194 (Ecocem) Low-Carbon Cement Processing Facility	Construction and operation of a dry bulk terminal for vessel unloading, raw material milling, and storage and loading onto trucks of low-carbon construction binder.	Notice of Preparation (NOP) released in March 2022. Draft Environmental Impact Report (DEIR) released in October 2023. Final Environmental Impact Report (FEIR) in preparation.
5	SA Recycling Amendment to Permit No. 750 Project	The proposed project is located at 901 New Dock Street on Terminal Island, 90731. The proposed project seeks an amendment to Permit No. 750 to allow for an up to 10-year extension of existing operations, with up to 5 additional years for use of the site	Final Subsequent Environmental Impact Report (FSEIR) approved by the Board of Harbor Commissioners in April 2024.

Number in Figure	Project Title and Location	Project Description	Project Status
		as a non-operational restoration period for any necessary closure and remediation activities to restore the property.	
6	Westway Decommissioning	Decommissioning of the Westway Terminal along the Main Channel (Berths 70–71). Work includes decommissioning and removing 136 storage tanks with total capacity of 593,000 barrels and remediation of the site.	Decommissioning completed in 2013. Remediation planning underway.
7	Berths 97–109, China Shipping Development Project	Development of the China Shipping Terminal Phase I, II, and III including wharf construction, landfill and terminal construction, and back-land development, including operation under a revised project to modify certain mitigation measures.	Final Supplemental EIR completed in 2019. Impact levels assumed in this Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) are those disclosed in the Final Supplemental EIR.
8	Wilmington Waterfront Master Plan (Avalon Boulevard Corridor Project)	Planned development intended to provide waterfront access and promote development specifically along Avalon Boulevard. Project elements include a promenade, waterfront park, pedestrian bridge, location for the Wilmington Youth Sailing and Aquatic Center, public pier, and other visitor serving uses.	Construction underway in phases.
9	Berth 44 Boatyard Project	The proposed project includes redevelopment of the former San Pedro Boatworks site at 2945 Miner Street. Project components include demolition of existing structures and buildings on site, grading, paving, and constructing concrete pads, docks, gangways, slips, underground utilities, water treatment systems, storm drain, fencing, lighting, and buildings to support boatyard operations.	IS/NOP released in January 2024. DEIR in preparation.
10	Berths 206–209 Chassis Depot and Repair Facilities	Use of existing warehouses at 849 E. New Dock St and 921 E. New Dock St for chassis depot, storage, maintenance, and repair.	Final Negative Declaration (ND) approved July 2019. Addendum considered in 2023.
11	Berths 121–131 Container Terminal Improvements Project	Demolish existing wharf at Berths 126–129, construct a new wharf, install up to 10 new wharf cranes, reconstruct the shoreline, dredge and dispose of up to 310,000 cubic yards of sediments to deepen the berth, expand the existing on-dock railyard and install electric-powered rail-mounted gantry (RMG) cranes for railcar loading/unloading.	Notice of Intent (NOI)/NOP released in 2014. EIR/EIS in preparation.

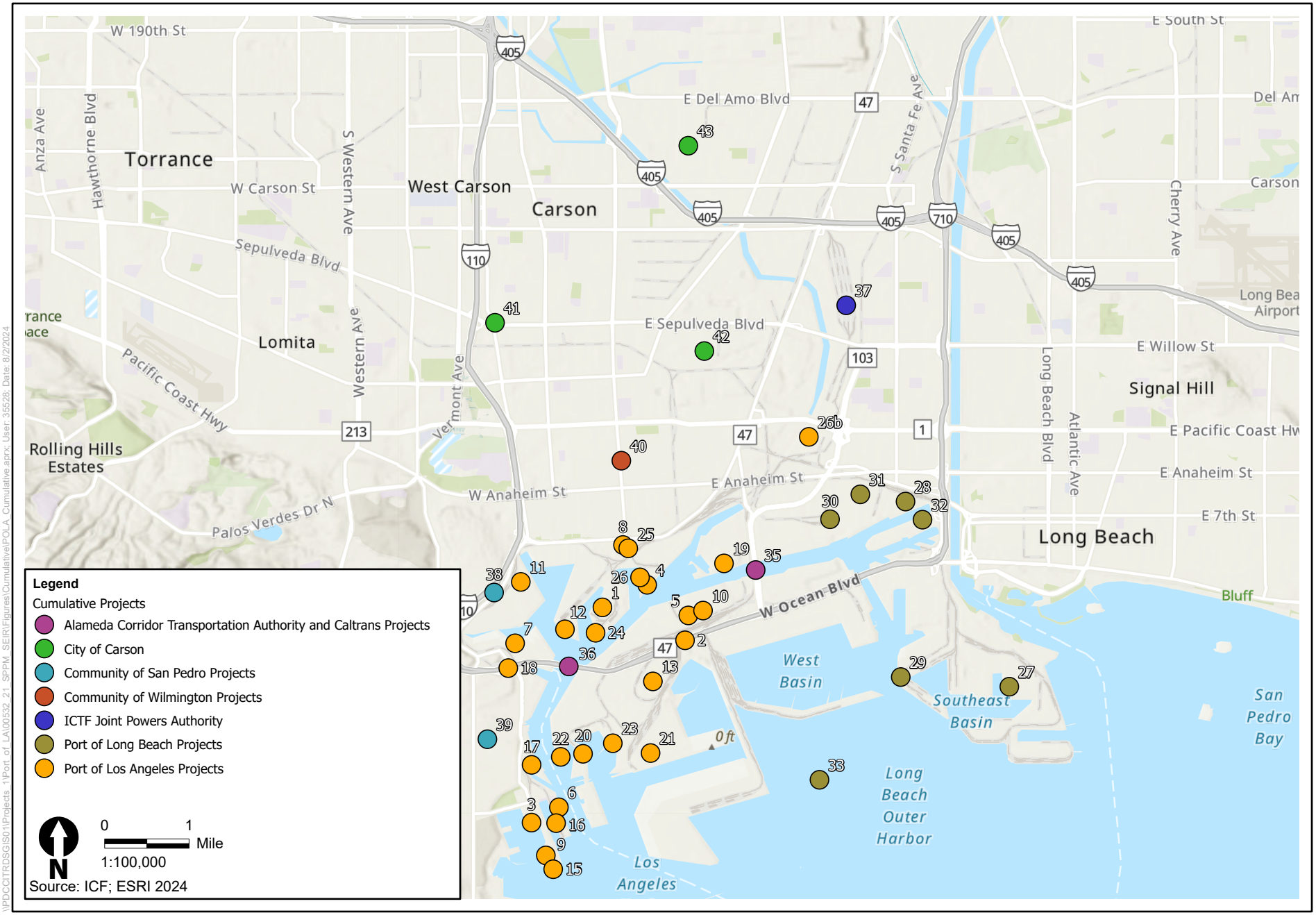
Number in Figure	Project Title and Location	Project Description	Project Status
12	Berths 148–151 (Phillips 66) Marine Oil Terminal Improvement Project	Various wharf and seismic ground improvements required to comply with MOTEMS and a new 20-year entitlement.	IS/NOP released in March 2022. DEIR in preparation.
13	Terminal Island Maritime Support Facility	Development and operation of a maritime support facility on an approximately 80-acre LAXT loop site on Terminal Island.	IS/NOP released in December 2023. DEIR in preparation.
14	Maintenance Dredging	Maintenance dredging is the routine removal of accumulated sediment from channel beds to maintain the design depths of navigation channels, harbors, marinas, boat launches, and port facilities. This is conducted regularly for navigational purposes (at least once every 5 years).	Continuous, but intermittent on average every 3–5 years.
15	Outer Harbor Cruise Terminal and Outer Harbor Park	Construction of two new, cruise terminals that would total up to 200,000 square feet (approximately 100,000 square feet each) and parking at Berths 45–47 and 49–50 in the Outer Harbor. The terminals would be designed to accommodate the berthing of a Freedom Class or equivalent cruise vessel (1,150 feet in length). A proposed Outer Harbor Park would encompass approximately 6 acres at the Outer Harbor. This project was evaluated in the 2009 San Pedro Waterfront (SPW) EIS/EIR.	Draft Request for Proposal for future development released January 2023.
16	City Dock No. 1 Marine Research Project (AltaSea)	This project includes development of a marine research center within a 28-acre area located between Berths 57–72. This project would change the break bulk areas east of East Channel (Berths 57–72) to institutional uses.	Phase I development in progress since 2017.
17	West Harbor Modification Project (formerly San Pedro Public Market (SPPM))	This project includes redevelopment of 42 acres, formerly known as the Ports O' Call Village, with up to 300,000 square feet of visitor-serving commercial uses and up to a 75,000-square-foot conference center. This project would involve changing the industrial uses along Harbor Boulevard to commercial. This project also includes a waterfront promenade and 3 acres of open space. This project was evaluated in the 2009 SPW EIS/EIR and subsequent 2016 SPPM Addendum. The revised project's environmental analysis involves development of a 108,000-square-foot outdoor Amphitheater, an entertainment venue 2.1 acres in	BHC certified the Final EIS/EIR and approved the project in 2009. Addendum 1 in May 2016 and Addendum 2 in November 2019. Construction of the 2016 Project is ongoing. NOP released in April 2022. Draft Subsequent Environmental Impact Report in preparation. Conceptual planning by private developer ongoing.

Number in Figure	Project Title and Location	Project Description	Project Status
		size, a 175-foot-diameter Ferris wheel, with additional amusement attractions, and other visitor-serving commercial uses. This project was evaluated in the 2009 SPW EIS/EIR.	
18	SR-47/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration	Reconfigure the existing interchange at SR-47/Vincent Thomas Bridge and Harbor Boulevard/Front Street to improve safety and operation for vehicles exiting the highway. Improvements also include modifications of the eastbound entrance ramps and modification of Harbor Boulevard and Front Street approaching and between the ramp termini.	Construction underway.
19	Port of Los Angeles and Port of Long Beach Workforce Training Facility	The proposed project includes development of an approximately 20-acre site at 1440 Anchorage Road for a goods movement workforce training facility.	IS/NOP released in February 2024. EIR in preparation.
20	Al Larson Boat Shop Improvement Project	Modernization of existing boat yard and 30-year lease extension. This project was evaluated in a Final EIR approved in 2009.	Project on hold.
21	Berths 302–306 (APL now known as Fenix Marine) Container Terminal Project	Improvements and expansion of the existing terminal, including the addition of cranes, modifications to the main gate, converting an existing dry container storage unit to a refrigerated unit, and the expansion of the terminal onto 41 acres adjacent to the existing terminal. Revised project includes continued operations with minor modifications to the terminal and a 15-year lease extension through 2043. This project was evaluated in a Final EIR in 2012 and Addendum in 2016.	Expansion project on hold, revised project ongoing.
22	Berths 238–239 (PBF Energy) Marine Oil Terminal Improvement Project	Demolition of the existing Berth 238 loading platform and construction of a new platform and associated mooring structures at Berth 238, and installation of landside improvements.	Construction pending.
23	Star-Kist Cannery Facility	Demolition of 14-acre site for future use as cargo support or container chassis storage.	BHC adopted MND February 2023; construction pending.
24	Berths 167–169 (Shell) Marine Oil Terminal Wharf Improvements Project	Various wharf and seismic ground improvements that are required to comply with MOTEMS, as well as other landside elements and a new 30-year lease. This project was evaluated in a Final EIR approved in 2018.	Construction is ongoing.

Number in Figure	Project Title and Location	Project Description	Project Status
25	Avalon and Fries Street Segments Closure Project	Physical closure of segments of Avalon Boulevard and Fries Avenue by installing street modifications that include cul-de-sacs, curbs and gutters, and fencing and signage.	Construction is pending.
26	Berths 187–191 (Vopak) Liquid Bulk Terminal Wharf Improvements and Cement Terminal Project	Various wharf and improvements that are required to comply with MOTEMS, improvements to an adjacent wharf to facilitate resumption of cement terminal operations on the site, and a new 30-year entitlement.	IS/NOP issued July 2022. DEIR in preparation.
Port of Long Beach Projects			
27	Piers G & J Terminal Redevelopment Project, Port of Long Beach	Redevelopment of two existing marine-container terminals into one terminal. The Piers G and J redevelopment project is in the Southeast Harbor Planning District area of the Port of Long Beach. The project will develop a marine terminal of up to 315 acres by consolidating two existing terminals on Piers G and J and several surrounding parcels. Construction will occur in four phases and will include approximately 53 acres of landfills, dredging, concrete wharves, rock dikes, and road and railway improvements.	Approved project. Construction ongoing.
28	Pier B Rail Yard Expansion (On-Dock Rail Support Facility)	Expansion of the existing Pier B Rail Yard in two phases, including realignment of the adjacent Pier B Street and utility relocation.	FEIR certified February 2018. Construction pending.
29	Mitsubishi Cement Corporation Facility Modifications	Facility modification, including the addition of a catalytic control system, construction of four additional cement storage silos, and upgrading existing cement unloading equipment on Pier F.	Project approved in April 2015. Construction commenced June 2021.
30	Southern California Edison Transmission Tower Replacement Project	Replace a series of transmission towers across the Cerritos Channel.	FEIR certified in 2017. Construction completed in August 2021. Demolition of old towers underway.
31	Toyota Facility Improvements Project	Construction of a new consolidated Vehicle Processing and Distribution Center, Hydrogen Call and Generator Facility, and Fueling Station. Demolition of some existing facilities.	MND adopted in 2018. Construction ongoing.
32	World Oil Tank Installation Project	Installation and operation of two 25,000-barrel petroleum storage tanks.	Environmental review underway.

Number in Figure	Project Title and Location	Project Description	Project Status
33	Pier Wind	Development of a 400-acre terminal to construct and assemble large offshore floating wind turbines and a 30-acre transport corridor to transport turbines for offshore wind projects in Northern and Central California coastal waters. The project will construct new land at the port and dredge approximately 50 million cubic yards for wharf construction, sinking basin, wet storage areas, and concrete piers adjacent to the transportation corridor.	IS/NOP issued January 2024. DEIR in preparation
Army Corps of Engineers			
34	Deep Draft Navigation and Main Channel Deepening Project	Dredge up to 10 million cubic yards of material to deepen channels, basins, and standby areas to improve waterborne transportation efficiencies and navigational safety for vessel operations. A new dredge substation may be constructed to provide electricity to dredge equipment.	FEIR/EIS underway.
Alameda Corridor Transportation Authority and Caltrans Projects			
35	Schuyler Heim Bridge Replacement and SR-47 Terminal Island Expressway	Alameda Corridor Transportation Authority (ACTA)/California Department of Transportation (Caltrans) project to replace the Schuyler Heim Bridge with a fixed structure and improve the SR-47/Henry Ford Avenue/Alameda Street transportation corridor by constructing an elevated expressway from the Heim Bridge to SR-1 (Pacific Coast Highway [PCH]).	Construction completed. Elevated expressway deferred indefinitely.
36	SR-47 Vincent Thomas Bridge Deck Replacement Project	Bridge repairs including replacement of bridge deck, median concrete barrier, and guardrails and upgrading of seismic sensors.	Draft EIR released February 2024
ICTF Joint Powers Authority			
37	Union Pacific Railroad ICTF Modernization and Expansion Project	Union Pacific proposal to modernize existing intermodal yard 4 miles from the Port.	Draft EIR on hold.
Community of San Pedro Projects			
38	John S. Gibson Truck and Chassis Parking Lot Project	Develop the 1599 John S. Gibson Boulevard 18.63-acre site with a short-term truck and chassis parking facility and related site improvements. The site is anticipated to be utilized for short-term parking, as chassis with or without containers are not anticipated to be parked on site over 24 hours. It includes paving of the site and	IS/NOP was released in October 2023. DEIR in preparation.

Number in Figure	Project Title and Location	Project Description	Project Status
		striping of approximately 393 truck and chassis stalls. The project would be implemented in one development phase and would require a *Port Master Plan* Amendment.	
39	Pacific Corridors Redevelopment Project, San Pedro	Development of commercial/retail, manufacturing, and residential components. Construction underway of four housing developments and Welcome Park.	Project underway. Estimated 2032 completion year according to City of Los Angeles Planning Department.
Community of Wilmington Projects			
40	Wilmington Redevelopment Plan Amendment/Expansion Project, Wilmington	The existing Wilmington Industrial Park would be expanded by an additional 2,487 acres, for a total of approximately 2,719 acres. Under the probable maximum level of development, the overall project area could support up approximately 7,326 residential units (primarily multifamily; zone changes under the Plan would permit multi-use and higher density residential development). In addition to the residential development, the project could accommodate up to approximately 207 acres (9 million square feet) of commercial development and up to 333 acres (14.5 million square feet) of industrial development.	NOP for Program EIR released for public review in August 2010. Currently on hold.
City of Carson			
41	Carson Stormwater and Runoff Capture Project	Excavation of 1.5-acre parcel at Sepulveda Boulevard and Figueroa Street and installation of an underground stormwater storage facility and associated infrastructure to store up to 17 acre-feet of water.	ND adopted 2017.
42	Shell Carson Facility Ethanol (E10) Project	Conversion of existing 69,000 barrels of gasoline storage tanks to ethanol service. The EIR for this project included the following project objectives: (1) increase the Carson Facility's ethanol storage capacity by approximately 75%; (2) increase ethanol tanker-truck loading capacity by at least 75%; (3) include modifications that would minimize impacts on its existing capacity to receive, store and deliver other petroleum products at current levels; and (4) maintain operational efficiency, safety and flexibility.	FEIR published December 2012.



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West Harbor Project - Cumulative List

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4.2 Cumulative Impact Analysis

The following sections analyze the cumulative impacts identified for each resource area relative to the Proposed Project and the list of related projects identified in Table 4-1. The discussion of the impacts of past, present, and reasonably foreseeable future projects refers to the list of projects and reference numbers as shown in Table 4-1. The alternatives listed below are analyzed under CEQA relative to the related projects:

- **Alternative 1 – No Project Alternative**. Conditions would remain based on the previously approved projects in both the 2009 SPW EIS/EIR and *2016 Addendum to the San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report for the San Pedro Public Market (SPPM) Project* (2016 SPPM Addendum) (ICF 2016)); and
- **Alternative 2 – Half-Capacity Amphitheater Alternative.** This alternative would include all improvements of the Proposed Project, except that the Amphitheater would have half the seating capacity (3,100 seats).

The cumulative impact analysis considers the resources analyzed in Chapter 3, *Environmental Analysis*, of this SEIR. The Initial Study (IS) determined that construction and operation of the Proposed Project could make substantial contributions to cumulatively considerable impacts related to air quality. The Proposed Project, Alternative 1, or Alternative 2 would not change the determination of significance for air quality made in the 2009 SPW EIS/EIR and 2016 SPPM Addendum, as discussed in Section 3.2. Residual impacts would remain significant and unavoidable. The Proposed Project would add to impacts, but would not create new impacts nor substantially increase the severity of impacts deemed significant and unavoidable in the 2009 SPW EIS/EIR and 2016 SPPM Addendum. The Proposed Project would therefore make a cumulatively considerable contribution to existing cumulatively significant impacts on air quality. Impacts deemed significant in the 2009 SPW EIS/EIR and 2016 SPPM Addendum would remain significant and unavoidable.

The No Project Alternative (Alternative 1) would not add to nor change impacts identified in the 2009 SPW EIS/EIR or the 2016 SPPM Addendum, and impacts deemed significant in the 2009 SPW EIS/ EIR and 2016 SPPM Addendum would remain significant and unavoidable.

Similar to the Proposed Project, the Half-Capacity Amphitheater Alternative (Alternative 2) would add to impacts, but would not create new impacts nor substantially increase the severity of impacts deemed significant in the 2009 SPW EIS/EIR and 2016 SPPM Addendum. Alternative 2 impacts would be less than those of the Proposed Project. Alternative 2 would therefore make a cumulatively considerable contribution to existing cumulatively significant impacts on air quality. Impacts deemed significant in the 2009 SPW EIS/EIR and 2016 SPPM Addendum would remain significant and unavoidable.

4.2.1 Aesthetics

4.2.1.1 Scope of Analysis

A cumulative analysis for aesthetic resources evaluates whether impacts of the Proposed Project and related projects, when taken as a whole, would have a significant environmental impact on aesthetic resources. The geographic area for cumulative analysis of aesthetic resources is the Port, which is located in San Pedro Bay within the County of Los Angeles. The Port is located in an urban setting, built out and featuring Berths and Port buildings. The Proposed Project would adhere to all applicable scenic quality regulations and impacts on scenic resources would be less than significant. As previously mentioned, City plans that contain applicable scenic quality regulations include the *L.A. Waterfront Design Guidelines* (Port 2011), the City's *General Plan 2035* (City of Los Angeles 2015), and the Los Angeles Planning and Zoning Code (Section 3.1.8.3).

4.2.1.2 Significance Criteria

In terms of light and glare, the Proposed Project was determined to have the potential to create a new source of substantial light or glare that could adversely affect daytime or nighttime views. The analytical framework for assessing impacts and their significance is the *Visual Modification Class Approach to Preparing National Environmental Policy Act (NEPA)- and CEQA-Compliant Visual Impact Assessments* (Headley 2008).

Steep bluffs to the northwest provide a natural physical edge between portions of the San Pedro community and the Project Site. As described in Section 3.1.9.2, light-sensitive residents would be located more than 40 feet above and approximately 500 feet or more away from the Project Site (formerly Ports O'Call Village) and would not be exposed to spill light. Furthermore, because this area is adjacent to downtown commercial and office buildings, night lighting would not affect light-sensitive areas. Additionally, the Proposed Project would follow applicable light and glare guidelines.

After further study, it was determined that the Proposed Project would have less-than-significant impacts for light and glare (Section 3.1.8.3).

Baseline for Cumulative Aesthetic Impacts

The CEQA baseline is discussed in detail in Chapter 2, *Project Description.* In summary, the CEQA baseline for the Proposed Project is conditions that existed at the time the 2009 SPW EIS/EIR was certified and that are identified in Section 3.8.1, *Environmental Setting*, of that document.

4.2.1.3 Impact Analysis

Cumulative Impact AES-1: Would the Proposed Project contribute to a substantial adverse effect on a scenic vista from a designated scenic resource due to obstruction of views?

The Project Site is not within or near any protected or designated scenic vistas. Because there would be no Proposed Project-specific impact, there would be no cumulatively considerable impacts under CEQA.

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

The surrounding area of the Proposed Project is not within or near any protected or designated scenic vistas. Any past, present, or any reasonably foreseeable future projects would not have any impacts that would be considered cumulatively considerable under CEQA.

Mitigation Measures and Residual Cumulative Impacts

The Proposed Project would not make a cumulatively considerable contribution to a significant cumulative impact regarding scenic vistas. Therefore, no mitigation measures would be required.

Cumulative Impact AES-2: Would the Proposed Project contribute to a new source of cumulatively substantial light or glare that would adversely affect day or nighttime views of the area?

Components of the Proposed Project, including the Amphitheater, would not create significant light and glare impacts on the surrounding developments. Therefore, the Proposed Project would not increase the severity of impacts compared to those identified in the 2009 EIS/EIR.

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Construction of projects identified in Table 4-1 would be cumulatively significant if they were to create a new source of light or glare that would adversely affect day or nighttime views of the area. All projects in the area would be required to follow City plans that contain applicable scenic quality regulations, including the *L.A. Waterfront Design Guidelines*, the City's *General Plan 2035*, and the Los Angeles Planning and Zoning Code (Section 3.1.8.3). Therefore, impacts would not be cumulatively considerable.

Contribution of the Proposed Project

The Proposed Project, including the 208 E. 22nd Street Parking Lot, would not lead to a new significant environmental effect or a substantial increase in the severity of previously identified significant effects. Proposed Project impacts would be less than significant, and no mitigation would be required; therefore, no residual impacts would occur.

Mitigation Measures and Residual Cumulative Impacts

Neither the Proposed Project nor its alternatives would make a cumulatively considerable contribution to a significant cumulative impact regarding light and glare. Therefore, no mitigation measures would be required.

4.2.2 Air Quality

4.2.2.1 Scope of Analysis

The region of analysis for cumulative effects on regional air quality (**Impacts AQ-1** and **AQ-3**) is the South Coast Air Basin (SCAB). For localized effects (**Impacts AQ-2** and **AQ-4**), the South Coast Air Quality Management District (SCAQMD) typically assesses cumulative projects within 1 mile of a

project site. For health effects (**Impact AQ-7**), the area of influence includes the cumulative projects within the Port complex and their effects on the surrounding communities of San Pedro, Wilmington, and Long Beach. **Impact AQ-5** (CO Hot Spots) and **AQ-6** (Odors) are not included in this section because the Proposed Project is not likely to make a significant contribution to a CO hotspot nor result in odors that would adversely affect a substantial number of people. **Impact AQ-8** (Consistency with Applicable Plans and Policies) is not included in this section because the Proposed Project would comply with rules and regulations developed as part of the SCAQMD Air Quality Management Plan (AQMP) and would not result in new significant impacts.

4.2.2.2 Significance Criteria

Criteria Pollutants

As described in Section 3.2, *Air Quality*, air quality within the SCAB has generally improved since the inception of air-pollutant monitoring in 1976. This improvement is mainly due to lower-polluting on-road motor vehicles, more-stringent regulation of industrial sources, and the implementation of emission-reduction strategies by the SCAQMD. This trend toward cleaner air has occurred despite continued population growth. Even so, stationary industrial and mobile emission sources and topographical/meteorological conditions that inhibit atmospheric dispersion combine to create adverse pollution effects in the SCAB.

The U.S. Environmental Protection Agency (EPA) currently classifies the SCAB as in "extreme" nonattainment of the National Ambient Air Quality Standard (NAAQS) for ozone (8-hour standard) and in "serious" nonattainment for particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) (24-hour standard) (CARB 2022). The SCAB is in attainment of the NAAQS for particulate matter less than 10 microns in diameter (PM_{10}), carbon monoxide (CO), sulfur dioxide (SO_2), and nitrogen dioxide (NO_2) (CARB 2022).

The California Air Resources Board (CARB) currently classifies the SCAB as in nonattainment of the California Ambient Air Quality Standards (CAAQS) for ozone, PM_{10}, and $PM_{2.5}$ (CARB 2022). The SCAB is in attainment of the CAAQS for NO_2, SO_2, CO, lead, and sulfates and is unclassified for hydrogen sulfide and visibility-reducing particles (CARB 2022). SCAQMD predicts that the SCAB will reach attainment of the 2015 ozone 8-hour standard by 2037, but only if substantial reductions in nitrogen-oxide (NO_X) emissions, especially from federally regulated sources such as heavy-duty trucks, trains, and oceangoing vessels, can be achieved (SCAQMD 2022).

Criteria-pollutant emissions were calculated using the methodology and significance thresholds presented in Section 3.2. The Proposed Project's contributions to cumulative impacts for criteria pollutants were assessed using SCAQMD's guidance, which states that projects that exceed SCAQMD's project-level significance thresholds are considered by the SCAQMD to be cumulatively considerable. Conversely, projects that do not exceed the project-level thresholds are not considered to be cumulatively considerable (SCAQMD 2003). Because SCAQMD guidance does not distinguish between attainment and nonattainment pollutants, this analysis assumes that for **Cumulative Impacts AQ-1**, **AQ-2**, **AQ-3**, **AQ-4**, and **AQ-7**, exceedance of any project-level threshold would also constitute a cumulatively considerable contribution.

Toxic Air Contaminants

According to SCAQMD's Multiple Air Toxics Exposure Study (MATES) V study, the cancer risk in 2018 from inhalation of toxic air contaminants (TAC) in the communities in the vicinity of the San Pedro Bay ports was estimated at 504 in one million (SCAQMD 2021). Although the MATES V results showed a 40-percent decrease in cancer risk from the MATES IV study in 2013 (SCAQMD 2015), and a basin-wide 84-percent decrease since the MATES II study in 1998 (SCAQMD 2000), health risk from air toxics in the Port area remains elevated above the risks in communities elsewhere in the basin.

To reduce Port-related cancer risks in adjacent communities, the Ports of Los Angeles and Long Beach approved Port-wide air pollution–control measures through implementation of the *San Pedro Bay Ports Clean Air Action Plan* (CAAP), designed to reduce diesel particulate-matter (DPM) emissions by 77 percent, compared to 2005 emissions, by 2023 (Ports of Los Angeles and Long Beach 2010, 2017). In developing the CAAP, the Port recognized the importance of ensuring that new projects are designed to be consistent with the CAAP and other applicable regulations, allowing the Port to meet long-term health risk and emissions-reduction goals. According to the latest report (Port 2023), the Port has met the CAAP's emission reduction goals for DPM.

Notwithstanding, given the existing elevated cancer risk in communities surrounding the Port, this analysis assumes that any increase in health impacts (e.g., individual cancer risk, chronic hazard index, acute hazard index, population cancer burden) above the CEQA baseline, resulting from the Proposed Project, would be cumulatively considerable. TAC emissions were calculated using the methodology and significance thresholds presented in Section 3.2.

Baseline for Cumulative Air Quality Impacts

The CEQA baseline is discussed in detail in Chapter 2, *Project Description.* In summary, the CEQA baseline for the Proposed Project is conditions that existed at the time the 2009 SPW EIS/EIR was certified and that are identified in Section 3.8.1, *Environmental Setting*, of that document.

4.2.2.3 Impact Analysis

Cumulative Impact AQ-1: Would construction of the Proposed Project result in regional construction emissions?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Construction of projects identified in Table 4-1 would be cumulatively significant if their combined emissions would exceed the SCAQMD daily emission thresholds for construction. Because this would almost certainly be the case for the majority of criteria pollutants and ozone precursors, these projects would result in a significant cumulative air quality impact for PM_{10}, $PM_{2.5}$, NO_X, SO_X, CO, and volatile organic compounds (VOCs).

Contribution of the Proposed Project (Prior to Mitigation)

Criteria-pollutant emissions associated with construction of the Proposed Project are presented in Table 3.2-9, which shows that emissions of all criteria pollutants would not exceed SCAQMD significance thresholds in any of the analyzed years.

Mitigation Measures and Residual Cumulative Impacts

As discussed in Section 3.2, mitigation measures (**MM-**) **AQ-3** through **MM-AQ-8**, although not quantified for the Proposed Project, would be implemented, and may reduce emissions. Nevertheless, the Proposed Project would not change the determination of significance made in the 2009 SPW EIS/EIR or 2016 SPPM Addendum under **Impact AQ-1**, and residual impacts would remain significant and unavoidable. The Proposed Project would therefore make a cumulatively considerable contribution to an existing cumulatively significant impact under **Cumulative Impact AQ-1**.

Cumulative Impact AQ-2: Would construction of the Proposed Project result in ambient air pollutant concentrations that would make a cumulatively considerable contribution to localized air quality?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Construction of projects identified in Table 4-1 would be cumulatively significant if their combined emissions would result in ambient pollutant concentrations that would exceed the NAAQS and CAAQS. Although there is no way to be certain if a cumulative exceedance of the thresholds would occur for any pollutant without performing dispersion modeling for each related project, cumulative air-quality impacts are likely to exceed thresholds for PM_{10}, $PM_{2.5}$, and NO_2. Cumulative impacts are unlikely to exceed the thresholds for CO and SO_2 because the SCAB is in attainment for CO and SO_2, and project-level modeling evaluations for other large Port projects have calculated levels well below CO and SO_2 thresholds. Consequently, construction of projects identified in Table 4-1 are assumed to result in a significant cumulative air quality impact for PM_{10}, $PM_{2.5}$, and NO_2.

Contribution of the Proposed Project (Prior to Mitigation)

The SCAQMD developed the Localized Significance Thresholds (LST) methodology to aid CEQA lead agencies in assessing localized air-quality impacts from proposed projects. This screening methodology, based on onsite emissions, emission area, ambient air quality, and distance to the nearest exposed individual, enables a determination of whether a project would cause or contribute to exceeding air-quality standards without the need for a dispersion-modeling analysis. The LST is presented in look-up tables for various pollutants, and, if onsite emissions were to fall below the specified levels, then the proposed activity would be considered compliant with ambient air quality standards.

Criteria-pollutant emissions from onsite construction activities of the Proposed Project are presented in Table 3.2-10, which shows that emissions would not exceed SCAQMD LST significance thresholds and would therefore not exceed ambient air-quality standards for construction of the Proposed Project.

Mitigation Measures and Residual Cumulative Impacts

As discussed in Section 3.2, **MM-AQ-3** through **MM-AQ-8**, although not quantified for the Proposed Project, would be implemented and may reduce emissions. Nevertheless, the Proposed Project would not change the determination of significance made in the 2009 SPW EIS/EIR or 2016 SPPM Addendum under **Impact AQ-2**, and residual impacts would remain significant and unavoidable. The Proposed Project would therefore make a cumulatively considerable contribution to an existing cumulatively significant impact under **Cumulative Impact AQ-2**.

Cumulative Impact AQ-3: Would operation of the Proposed Project result in emissions that would make a cumulatively considerable contribution to regional air quality?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Operation of projects identified in Table 4-1 would be cumulatively significant if their combined emissions were to exceed the SCAQMD daily-emission thresholds for operations. Because this would almost certainly be the case for the majority of criteria pollutants and ozone precursors, these projects would result in a significant cumulative air quality impact for PM_{10}, $PM_{2.5}$, NO_X, SOx, CO, and VOC.

Contribution of the Proposed Project (Prior to Mitigation)

Criteria-pollutant emissions associated with operation of the Proposed Project are presented in Table 3.2-11, which shows that emissions would not exceed SCAQMD significance thresholds.

Mitigation Measures and Residual Cumulative Impacts

As discussed in Section 3.2 and presented in Table 3.2-12, **MM-AQ-31** would be implemented and reduce emissions. Nevertheless, the Proposed Project would not change the determination of significance made in the 2009 SPW EIS/EIR or 2016 SPPM Addendum under **Impact AQ-3** and residual impacts would remain significant and unavoidable. The Proposed Project would therefore make a cumulatively considerable contribution to an existing cumulatively significant impact under **Cumulative Impact AQ-3**.

Cumulative Impact AQ-4: Would operation of the Proposed Project result in ambient air pollutant concentrations that would make a cumulatively considerable contribution to localized air quality?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Operation of projects identified in Table 4-1 would be cumulatively significant if their combined emissions were to result in ambient pollutant concentrations that would exceed the NAAQS and CAAQS. Although there is no way to be certain if a cumulative exceedance of the thresholds would occur for any pollutant without performing dispersion modeling for each related project, cumulative air-quality impacts are likely to exceed thresholds for PM_{10}, $PM_{2.5}$, and NO_2. Cumulative impacts are unlikely to exceed the thresholds for CO and SO_2 because the SCAB is in attainment for CO and SO_2, and project-level modeling evaluations for other large Port projects have calculated levels well below

CO and SO_2 thresholds. Consequently, operation of projects identified in Table 4-1 are assumed to result in a significant cumulative air-quality impact for PM_{10}, $PM_{2.5}$, and NO_2.

Contribution of the Proposed Project (Prior to Mitigation)

Criteria-pollutant emissions, from onsite operational activities of the Proposed Project are presented in Table 3.2-13. The table shows that emissions would not exceed SCAQMD LST significance thresholds and would therefore not exceed ambient air quality standards.

Mitigation Measures and Residual Cumulative Impacts

As discussed in Section 3.2 and presented in Table 3.2-14, **MM-AQ-31** would be implemented and reduce emissions. Nevertheless, the Proposed Project would not change the determination of significance made in the 2009 SPW EIS/EIR or 2016 SPPM Addendum under **Impact AQ-4**, and residual impacts would remain significant and unavoidable. The Proposed Project would therefore make a cumulatively considerable contribution to an existing cumulatively significant impact under **Cumulative Impact AQ-4**.

Cumulative Impact AQ-6: Would the Proposed Project result in exposure to odors that would make a cumulatively considerable contribution to adversely affecting a substantial number of people?

The *Cumulative* section of the 2009 SPW EIS/EIR found that this impact would be cumulatively significant. Although the Proposed Project would not result in exposure to odors, the Proposed Project would not change the determination of significance made in the 2009 SPW EIS/EIR or 2016 SPPM Addendum, and residual impacts would remain significant and unavoidable. The Proposed Project would therefore make a cumulatively considerable contribution to an existing cumulatively significant impact under this cumulative impact.

Cumulative Impact AQ-7: Would the Proposed Project result in exposure to TACs that would make a cumulatively considerable contribution to human health?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Although the SCAQMD MATES studies have documented substantial decreases in cancer risk to Port-area populations over the past 20 years, health risk from air toxics in the port area remains elevated compared to many other communities in the SCAB. Consequently, projects identified in Table 4-1 are assumed to result in a significant cumulative impact on cancer risk from TAC exposure. In addition, non-cancer chronic and acute impacts associated with these projects are also assumed to result in significant cumulative impacts from TAC exposure.

As described in Section 3.2, the Port has approved Port-wide air pollution control measures through its CAAP (Ports of Los Angeles and Long Beach 2010, 2017). Implementation of those measures would reduce the health-risk impacts from the Proposed Project and future projects at the Port. Existing regulations and future rules proposed by CARB and EPA (see Section 3.2) would also further reduce air emissions and associated cumulative health impacts from Port operations. However,

because future proposed measures (other than CAAP measures) and rules have not been adopted, they have not been accounted for in the emissions calculations or health-risk evaluation for the Proposed Project. Therefore, it is unknown at this time how those future measures would reduce cumulative health risk impacts within the Proposed Project area. Accordingly, airborne cancer and non-cancer impacts within the Proposed Project region are cumulatively significant.

Contribution of the Proposed Project (Prior to Mitigation)

As discussed in detail in Section 3.2, Proposed Project construction activities would result in emissions from engine exhaust in the form of DPM. Operation of the Proposed Project would be primarily recreational and would not involve heavy industrial processes associated with TACs or land uses associated with heavy-diesel transportation. Patron and worker vehicles would be mostly gasoline-fueled autos, and the use of electric vehicles is expected to increase in future years as California regulations drive the penetration of electric vehicles in the fleet mix.

Impacts associated with proposed firework displays and tugboats used to position firework barges are unique to the Proposed Project and presented in Table 3.2-15. The table shows that emissions associated with firework activities would not exceed SCAQMD thresholds of significance.

Mitigation Measures and Residual Cumulative Impacts

As discussed in Section 3.2, **MM-AQ-3** through **MM-AQ-8** and **MM-AQ-31** would be implemented and reduce emissions. Nevertheless, the Proposed Project would not change the determination of significance made in the 2009 SPW EIS/EIR or 2016 SPPM Addendum under **Impact AQ-7**, and residual impacts would remain significant and unavoidable. The Proposed Project would therefore make a cumulatively considerable contribution to an existing cumulatively significant impact under **Cumulative Impact AQ-7**.

4.2.3 Biological Resources

4.2.3.1 Scope of Analysis

Cumulative impacts on biological resources are primarily the result of urbanization, habitat fragmentation, water pollution, and conversion of natural land to other uses. The scope for considering cumulative impacts on biological resources for the Proposed Project includes cumulative projects that could have an adverse effect on special-status plant and wildlife species or Sensitive Natural Communities, as discussed in Section 3.3, *Biological Resources*. When considering the cumulative biological effects of a proposed project, the setting is based on a geographic area and not necessarily on a project-specific site because biological resources are not limited to one specific area, and changes in other areas may affect resources on the project site. The geographic extent for considering project-related cumulative impacts on biological resources for the Proposed Project includes the Ports of Los Angeles and Long Beach (including the Inner and Outer Harbor areas) because this distance encompasses a reasonable representative range for populations of the sensitive species, such as special-status species, identified in the individual impact analysis for the Proposed Project.

Baseline for Cumulative Biological Impacts

The CEQA baseline for biological resources includes the environmental conditions (e.g., vegetation communities/land cover types, plant and wildlife species present, aquatic resources) that existed in the plan area at the time that the 2009 SPW EIS/EIR was certified and that are identified in Section 3.3.2, *Environmental Setting*, of that document. The 2016 SPPM Addendum determined that the SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, nor require new mitigation measures that were not already addressed in the 2009 SPW EIS/EIR. The 2016 SPPM Addendum concluded that impacts on biological resources resulting from the SPPM Project would be less than significant, and there would be no substantial change from the findings in the 2009 SPW EIS/EIR.

4.2.3.2 Impact Analysis

Cumulative Impact BIO-1: Would the Proposed Project contribute to a cumulative substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

The Ports of Los Angeles and Long Beach are heavily developed urban areas. Extensive dredging of lagoons, marshes, and the ocean floor took place along most of the California coast during the early 1900s, including at San Pedro Bay within the Proposed Project region. Coastal areas were dredged and filled to construct land masses along the California coast for urban development, including ports, highways, industrial areas, and residential areas. Current land uses in the region include parking lots, wharves, paved roads, commercial (e.g., fish markets, cruises, whale watching, restaurants), and industrial (e.g., container storage yards, commercial fishing). Very little native habitat or open areas still exist. However, the Harbor still supports a variety of marine life, including fish, mammals, and water birds.

A total of 42 projects were reviewed for this cumulative analysis, as described in Section 4.1.2, above. The majority of the cumulative projects listed in Table 4-1 are planned to be constructed in heavily developed areas (see Figure 4-1) within the Ports of Los Angeles and Long Beach. Project work includes traffic and roadway improvements, construction of new facilities (e.g., terminal, cargo container storage), commercial and residential development, facility modifications and improvements, and construction of urban parks and a pedestrian bridge. Because these projects are located in developed, industrial areas with little to no native habitat or open areas, they are unlikely to result in cumulatively considerable impacts on any sensitive species or their suitable habitat. However, some of the projects are located along or within the Los Angeles and Long Beach Harbors, and could potentially affect sensitive species, particularly marine species and water birds. Some of the projects along the Harbor would involve construction of marine infrastructure that could require in-water construction, including in-water piling and/or disturbance of the ocean floor (e.g., wharfs, marinas, docks, rock dikes). Several projects also include dredging. All projects in the area would be required to assess the potential of each individual project site to support sensitive species, and to

implement avoidance and minimization measures to avoid or reduce both direct and indirect impacts, including avoidance of any sensitive species that may be present where feasible. Significant impacts on or take of any listed species would require mitigation and consultation with the wildlife agencies (i.e., U.S. Fish and Wildlife Department [USFWS], California Department of Fish and Wildlife [CDFW], and/or National Marine Fisheries Service [NMFS]). Cumulative impacts on sensitive species from construction of projects identified in Table 4-1 could range from not cumulatively considerable to cumulatively significant, depending on the extent of the impacts.

Contribution of the Proposed Project (Prior to Mitigation)

No candidate, sensitive, or special-status terrestrial species are known to occur within the Project Site, and no federally critical habitat exists within the Proposed Project area. All new Proposed Project features covered under this SEIR are located within upland areas in developed or disturbed areas that do not contain any suitable habitat to support special-status species, including listed species. Neither construction nor operation of the Amphitheater, 208 E. 22nd Street Parking Lot, or Ferris wheel and Amusement Attractions would involve any in-water or over-water work. Therefore, no direct impacts on special-status species or their suitable habitat or critical habitat is expected. However, special-status species do occur within the surrounding Harbor and could be indirectly affected by the Proposed Project, particularly marine mammals and water birds, as a result of noise and trash from concerts at the Amphitheater and firework shows during special events, as described in Section 3.3.8, *Impact BIO-1*. In addition, the 2009 SPW EIS/EIR concluded that tree-removal activities could have a significant impact if birds were roosting or nesting in the area. Therefore, the contribution of the Proposed Project, together with cumulative projects, could result in significant impacts on sensitive species, including disturbance and degradation of suitable habitat, and be cumulatively considerable.

Mitigation Measures and Residual Cumulative Impacts

As discussed in Section 3.3, for other issues that were not assessed in the 2009 SPW EIS/EIR, including impacts from Amphitheater events, fireworks shows, and the Amusement Attractions, implementation of the 2009 SPW EIS/EIR's **MM-BIO-2**, *Conduct Nesting Bird Surveys*, along with new **MM-BIO-7**, *Trash Management and Post-Event Cleanup*, **MM-BIO-10**, *Biodegradable Venue Products*, and **MM-BIO-11**, *Nest Clearance Must Avoid Breeding-Bird Season*, would reduce impacts on sensitive terrestrial and marine species as a result of debris and trash from Amphitheater events, fireworks shows, and the Amusement Attractions to less-than-significant levels. Lighting from Proposed Project features would not represent a substantial change from current ambient Port conditions; therefore, any impacts from night lighting would be less than significant. Noise impacts on marine mammals and nesting California least term would be reduced to less-than-significant levels with the implementation of **MM-BIO-8**, *Marine Mammal Monitoring during Fireworks Events*, and **MM-BIO-9**, *California Least Tern Nesting Colony Monitoring during Fireworks Events.* Therefore, the Proposed Project would not contribute considerably to cumulative impacts on sensitive species in the region.

Cumulative Impact BIO-2: Would the Proposed Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

The Ports of Los Angeles and Long Beach are heavily developed urban areas, as described under *Cumulative Impact BIO-2*, above. Very little native habitat or open areas still exist, although there are small patches of sensitive natural communities scattered throughout, including in upland areas along the Harbor's edge (e.g., mudflats, coastal salt marsh, freshwater marsh) and within the inner and outer harbors (e.g., eelgrass beds, kelp beds).

Construction of projects identified in Table 4-1 would be cumulatively significant if they were to result in a significant loss of the remaining sensitive natural communities in the region. The majority of the cumulative projects listed in Table 4-1 are planned to be constructed in heavily developed areas (see Figure 4-1) within the Ports of Los Angeles and Long Beach and are therefore unlikely to result in cumulatively considerable impacts on sensitive natural communities. However, some of the projects are located along or within the Los Angeles and Long Beach Harbors, and could potentially affect sensitive natural communities, particularly sensitive marine habitats. All projects in the area would be required to document sensitive natural communities within their respective project sites and implement avoidance and minimization measures to avoid or reduce both direct and indirect impacts, including avoidance of the natural community, where feasible. Removal of any protected communities (e.g., eelgrass beds) would require mitigation. Cumulative impacts on sensitive natural communities from construction of projects identified in Table 4-1 could range from not cumulatively considerable to cumulatively significant, depending on the extent of the impacts.

Contribution of the Proposed Project (Prior to Mitigation)

All new Proposed Project features covered under this SEIR are located within upland areas in developed or disturbed areas that do not contain any sensitive natural communities, including riparian habitats or sensitive marine habitats. Therefore, no direct impacts would occur. However, the Proposed Project has the potential to significantly affect sensitive natural communities and marine environments as a result of human-produced trash and debris from events at the Amphitheater and fireworks shows, as described in Section 3.3.9, *Impact BIO-2*. The contribution of the Proposed Project, together with cumulative projects, could degrade sensitive natural communities and be cumulatively considerable.

Mitigation Measures and Residual Cumulative Impacts

As discussed in Section 3.3, for other issues that were not assessed in the 2009 SPW EIS/EIR, including impacts from Amphitheater events, fireworks shows, and the Amusement Attractions, implementation of **MM-BIO-7**, *Trash Management and Post-Event Cleanup*, and **MM-BIO-10**, *Biodegradable Venue Products*, as well as compliance with the requirements specified in General NPDES Permit No. CAG994007 (Construction General Permit), would ensure that impacts on sensitive natural communities are reduced to less-than-significant levels. Therefore, the Proposed

Project would not contribute to cumulative impacts on sensitive natural communities in the region, including riparian habitats and sensitive marine habitats.

4.2.4 Cultural Resources

4.2.4.1 Scope of Analysis

This section discusses the potential of the Proposed Project, along with related cumulative projects (Table 4-1), to have a substantial adverse change in the significance of a historical or archaeological resource or a significant impact on a historical or archaeological resource by altering, directly or indirectly, any of the characteristics of an historic property that qualify the property for inclusion in the California Register of Historical Resources (CRHR) or National Register of Historic Places (NRHP).

Past projects within the cumulative settings including the Proposed Project area have involved demolition of architectural and built-environment resources—some that could be now considered historic had they not been demolished—most often without the benefit of their recordation (i.e., photographs and professional drawings) beforehand. Although each structure more than 50 years old is not necessarily unique, historic buildings and some buildings that were demolished before meeting the definition of *historic* could have contributed to understanding events that have made a significant contribution to the broad patterns of history, may have been associated with the lives of persons significant in the past, and/or may have been architecturally distinctive. Their demolition without previous recordation may have reduced the ability to fully describe the region's heritage. Cumulative impacts associated with past, present, and reasonably foreseeable future projects regarding historical resources could be cumulatively significant if they were to include the removal of significant or potentially significant historical architectural resources.

Similarly, for archaeological resources, past development prior to the enactment of federal, state, and local laws and regulations, has resulted in the loss of potentially significant scientific and cultural data. More-recent development has been carried out under federal, state, and local regulations, with mitigation of significant impacts on such resources. However, because archaeological resources are nonrenewable resources, the direct and indirect impacts of past, present, and future projects would be cumulatively significant.

As discussed in Section 3.4, the SEIR evaluated the addition of the 208 E. 22nd Street Parking Lot for historical resources and found that impacts would be less than significant, with no mitigation necessary. Impacts related to the inadvertent discovery of archaeological resources or human remains during grading activities were found to be less than significant with implementation of **MM CR-3**, *Stop Work if Cultural Resources Are Discovered During Ground-Disturbing Activities*. This is a commonly accepted method of avoiding significant impacts under CEQA, and it is assumed that cumulative projects would implement a similar approach should grading be proposed that could affect as-yet-undiscovered archaeological resources or human remains. Therefore, the Proposed Project would not make a significant contribution to a cumulative impact regarding archaeological resources.

Cumulative Impact CUL-1: Would the Proposed Project contribute to a substantial adverse effect in the significance of a historical resource pursuant to Section 15064.5?

Cumulative Impact CUL-1 represents the potential of the Proposed Project, along with other cumulative projects, to alter, damage, or destroy a historical resource's ability to convey its significance, thus resulting in a substantial adverse effect.

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Past projects within urban areas, including the Proposed Project vicinity, have involved the demolition of significant historical resources. Although each resource more than 45 years of age is not necessarily unique, historical resources, such as buildings, structures, districts, and objects, are capable of contributing to understanding events that have made significant contributions to events or patterns of events, may have been associated with significant contributions by persons important in our history, may have been important for their architecture or as the work of a master practitioner, or may have been important for their potential to yield information about our history. The loss of these resources affects the ability to identify and interpret the region's history.

Construction and operation of the projects identified in Table 4-1 would result in cumulatively significant impacts if they were to alter a historical resource such that it no longer retained character-defining features necessary to convey its significance or demolished a historical resource.

Contribution of the Proposed Project (Prior to Mitigation)

The 208 E. 22nd Street Parking Lot does not have historical resources present within the study area that qualify as CEQA historical resources. Therefore, the Proposed Project would have no new cumulative impacts on historical resources. The Proposed Project would not result in a cumulatively considerable contribution to a change in the significance of a historical resource, as defined in CEQA Guidelines 15064.5.

Mitigation Measures and Residual Cumulative Impacts

No mitigation measures are required because no historical resources are present within the 208 E. 22nd Street Parking Lot.

Cumulative Impact CUL-2: Would the Proposed Project contribute to a substantial adverse effect in the significance of an archaeological resource pursuant to Section 15064.5?

Cumulative Impact CUL-2 represents the potential of the Proposed Project, along with other cumulative projects, to alter, damage, or destroy a significant archaeological resource or a unique archaeological resource to a degree that reduces its ability to convey its significance, resulting in a substantial adverse effect.

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

For archaeological resources, previous historical urban development without proper professional assessment and systematic collection of data, prior to the enactment of federal, state, and local laws and regulations, has resulted in the loss of potentially significant scientific and cultural data. More-recent development has been carried out under federal, state, and local regulations, with mitigation of significant impacts on such resources. However, because archaeological resources, including archaeological historical resources and unique archaeological resources, are nonrenewable resources, the direct and indirect impacts of past, present, and future projects would be cumulatively significant.

Construction and operation of the projects identified in Table 4-1 would result in cumulatively significant impacts if they were to alter a significant archaeological resource or a unique archaeological resource through damage or destruction such that it no longer retained character-defining features to convey its significance.

Contribution of the Proposed Project (Prior to Mitigation)

The 208 E. 22nd Street Parking Lot does not have any known archaeological resources or unique archaeological resources present within the study area that qualify as CEQA historical resources. Therefore, the Proposed Project would have no new cumulative impacts on archaeological resources. The Proposed Project would not result in a cumulatively considerable contribution to a change in the significance of an archaeological resource or unique archaeological resource, as defined in CEQA Guidelines 15064.5.

Mitigation Measures and Residual Cumulative Impacts

Impacts related to the inadvertent discovery of archaeological resources or human remains during grading activities were found to be less than significant with implementation of **MM CR-3,** *Stop Work if Cultural Resources Are Discovered During Ground-Disturbing Activities*. Implementation of **MM CR-3** would help to avoid contributing to the loss or alteration of archaeological historical resources and unique archaeological resources. **MM-CR-3** would avoid or reduce cumulative impacts to less than significant.

Cumulative Impact CUL-3: Would the Proposed Project contribute to a substantial adverse effect on human remains, including those interred outside of dedicated cemeteries?

Cumulative Impact CUL-3 represents the potential of the Proposed Project, along with other cumulative projects, to disturb, damage, or destroy prehistoric or historic-period human remains.

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Development of the Proposed Project, in conjunction with buildout of the City and the region, has the potential to adversely affect human remains through their destruction or disturbance during ground-disturbing activities. Impacts on human remains tend to be site-specific and are assessed on a site-by-site basis. The significance of the impacts would depend largely on what, if any, human remains occur on or near the sites of related projects that are developed in the cumulative setting. Similar to

the Proposed Project, such determinations would be made on a case-by-case basis, and, if necessary, the applicants of the related projects would be required to comply with applicable state and local regulations and implement appropriate mitigation measures.

Contribution of the Proposed Project (Prior to Mitigation)

The 208 E. 22nd Street Parking Lot does not have any known human remains present within the study area. Development of the Proposed Project would comply with state laws protecting human remains. Implementation of **MM-CR-3**, identified above, would ensure that human remains, if discovered on the Project Site, would be handled appropriately. Thus, given that the Proposed Project's cultural resources impacts are less than significant with mitigation, the Proposed Project's impacts on human remains would not be cumulatively considerable. Therefore, cumulative impacts on human remains would be less than significant.

Mitigation Measures and Residual Cumulative Impacts

Impacts related to the inadvertent discovery of human remains during grading activities was found to be less than significant with implementation of **MM CR-3**, *Stop Work if Cultural Resources Are Discovered During Ground-Disturbing Activities*. Implementation of **MM CR-3** would help to avoid contributing to the damage or destruction of human remains. Implementation of **MM-CR-3** would ensure that residual impacts on human remains are not cumulatively considerable and would reduce cumulative impacts to less than significant.

4.2.5 Greenhouse Gas Emissions

4.2.5.1 Scope of Analysis

Scientific evidence indicates a trend of warming global surface temperatures over the past century, due largely to the generation of greenhouse-gas (GHG) emissions from anthropogenic sources, as further discussed in Section 3.5, *Greenhouse Gas Emissions*. GHG emissions contribute to global climate change and are in part attributed to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors.

The region of analysis for cumulative GHG effects (**Cumulative Impact GHG-1**) is the California state boundary.

The challenge in assessing the significance of an individual project's contribution to global GHG emissions and associated global climate-change impacts is to determine whether a project's GHG emissions, which are at a micro-scale relative to global emissions, make a cumulatively considerable incremental contribution to a macro-scale impact. The SCAQMD Governing Board developed a threshold of 3,000 metric tons per year for nonindustrial projects. However, because the SCAQMD did not formally adopt this threshold, this analysis does not rely on it for determination of significance. Therefore, GHG emissions were calculated based on the methodology presented in Section 3.5 for informational purposes, and the determination of significance was based on an analysis of the Proposed Project's consistency with applicable plans and policies established for the purpose of reducing GHG emissions.

Baseline for Cumulative Greenhouse Gas Impacts of Greenhouse-Gas Emissions

The CEQA baseline is discussed in detail in Chapter 2, *Project Description*. In summary, the CEQA baseline for the Proposed Project is the existing operation in Fiscal Year 2021/2022.

Cumulative Impact GHG-1: Would the Proposed Project result in GHG emissions that would make a cumulatively considerable contribution?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Past, present, and reasonably foreseeable future projects in the area (Table 4-1) have generated and will continue to generate GHGs from the combustion of fossil fuels and the use of coatings, solvents, refrigerants, and other products. Current and future projects will incorporate a variety of GHG-reduction measures in response to federal, state, and local mandates and initiatives, and these measures are expected to reduce GHG emissions from future projects. However, because of the long-lived nature of GHGs in the atmosphere and the global nature of GHG-emissions impacts, no specific quantitative thresholds of significance under CEQA for GHG emissions from related projects in the state or region have been identified. It is therefore conservatively assumed that GHG emissions related to past, present, and reasonably foreseeable future projects would represent a significant cumulative impact.

Contribution of the Proposed Project (Prior to Mitigation)

GHG emissions associated with the Proposed Project are presented in Table 3.5-1 for informational purposes. Table 3.5-2 compares the Proposed Project's actions to applicable plans, policies, and regulations developed to reduce GHG emissions. The table identifies plans, policies, and regulations, discusses their relevance to elements and actions of the Proposed Project, and assesses the Proposed Project's consistency with the specified plans, policies, and regulations. Table 3.5-1 shows that Proposed Project activities would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Nevertheless, the Proposed Project would not change the determination of significance made in the 2009 SPW EIS/EIR or 2016 SPPM Addendum, and residual impacts would remain significant and unavoidable.

Mitigation Measures and Residual Cumulative Impacts

As discussed in Section 3.5, **MM-AQ-3**, **MM-AQ-4**, **MM-AQ-6**, **MM-AQ-7**, and **MM-AQ-27**, although not quantified for the Proposed Project, would be implemented and may reduce emissions. In addition, **MM-AQ-31** was quantified and would reduce GHG emissions slightly, as shown in Table 3.5-3.

Nevertheless, the Proposed Project would not change the determination of significance made in the 2009 SPW EIS/EIR or 2016 SPPM Addendum, and residual impacts would remain significant and unavoidable. The Proposed Project would therefore make a cumulatively considerable contribution to an existing cumulatively significant impact under **Cumulative Impact GHG-1**.

4.2.6 Hazards and Hazardous Materials

4.2.6.1 Scope of Analysis

The cumulative geographic context for hazards and hazardous materials consists of sites within the Proposed Project area and nearby properties in the immediate vicinity. In general, only projects occurring in the immediate vicinity to the Proposed Project are considered due to the limited potential impact area associated with the release of hazardous materials into the environment. Similarly to the Proposed Project, reasonably foreseeable projects in the Proposed Project's surroundings could result in construction impacts related to the routine transport, disposal, or handling of hazardous materials, intermittent use and transport of petroleum-based lubricants, solvents, and fuels, and transport of affected soil to and from sites. However, hazardous waste generated during construction of any project would be collected, properly characterized for disposal, and transported in compliance with regulations, such as the ones described under Section 3.6.4, *Regulatory Setting*. In addition, affected sites under development would undergo remediation under oversight of applicable state and local agencies, effectively reducing the amount of contaminants found in the cumulative project area.

Hazardous materials are strictly regulated by federal, state, and local laws. Specifically, these laws are designed to ensure that hazardous materials do not result in a gradual increase in toxins in the environment. For each of the reasonably foreseeable projects under consideration, various project-specific measures (i.e., as identified for the Proposed Project) would be implemented as a condition of development approval to mitigate risks associated with exposure to hazardous materials. For these reasons, the Proposed Project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a significant cumulative hazards or hazardous-materials impacts. The Proposed Project's contribution to cumulative impacts would therefore not be significant.

Baseline for Cumulative Hazards and Hazardous Materials Impacts

The geographic scope for cumulative impacts associated with accidental spills or hazardous materials encompasses the overall Port Complex and Precautionary Area. Past, present, and reasonably foreseeable future projects that could contribute to these cumulative impacts include those projects that transport hazardous materials in the vicinity of the Port Complex.

The significance criteria for the cumulative analysis are the same as those used for the Proposed Project in Section 3.6, *Hazards*.

4.2.6.2 Impact Analysis

Cumulative Impact HAZ-1: Would the Proposed Project contribute to a cumulative substantial adverse effect by creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Some of the cumulative projects identified in Table 4-1 may also be included on government cleanup databases (e.g., Cortese List), and, as such, would be under regulatory oversight for cleanup of released hazardous materials to the environment. As with the Project Site, the cumulative projects' presence on this list does not necessarily result in a significant impact because ongoing remediation, as required by these regulatory agencies, would ultimately reduce impacts on the environment (i.e., remove hazardous materials from soil, soil vapor, and groundwater during remediation activities). Construction and operation of cumulative projects that are identified on Cortese List databases would not likely result in a cumulative significant impact.

Contribution of the Proposed Project (Prior to Mitigation)

The 2009 SPW EIS/EIR determined that affected soil and groundwater exist in limited areas of the Project Site due to releases associated with historic onsite industrial land uses. As such, the 2009 SPW EIS/EIR concluded that onsite disturbance, including grading and excavation activities, could expose construction personnel, existing personnel, and future site occupants to affected soil. In addition, grading conducted in the proposed park and open space areas as part of the Proposed Project could also expose construction personnel and future recreational users to affected soil. It was concluded that human-health and safety impacts would be significant, pursuant to exposure levels established by the California Environmental Protection Agency's Office of Environmental Health Hazard Assessment. The Proposed Project, including the 208 E. 22nd Street Parking Lot, would not lead to a new significant environmental effect or a substantial increase in the severity of previously identified effects.

Mitigation Measures and Residual Cumulative Impacts

No mitigation measures are required because cleanup and remediation are inherently required for contaminated sites that are under regulatory oversight. There would be no cumulatively considerable impacts.

Cumulative Impact HAZ-2: Would the Proposed Project contribute to a cumulative substantial adverse effect by being located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

As discussed above, concurrent cumulative projects within the Port Complex are not likely to have similar impacts because proposed operations are not similar. Cumulative projects do have the potential to release hazardous materials to the environment from accidental or upset conditions. Regulations in place that manage the handling of these hazardous materials require written and practicable release-prevention and -response procedures if reportable quantities of hazardous materials are used on site. Should contaminated media be present, similar to the Proposed Project Site, where construction would disturb and potentially release hazardous materials, then implementation of contaminated-media best management practices (BMPs)/protocols would mitigate such releases. These mitigation measures, similar to those proposed for the Proposed Project (see **MM-HAZ-1** in Section 3.6.9.5), would reduce potentially cumulative impacts to less-than-significant levels.

Contribution of the Proposed Project (Prior to Mitigation)

As discussed in Section 3.6.9.5, with the implementation of **MM-HAZ-1**, the Proposed Project would not result in a new foreseeable upset condition associated with the release of hazardous materials and would not result in a cumulatively considerable impact.

Mitigation Measures and Residual Cumulative Impacts

MM-HAZ-1 would be implemented to develop a soil management plan (SMP) for the 208 E. 22nd Street Parking Lot. The SMP would be designed to protect human health and the environment and would include protocols, measures, and techniques for the proper handling, management, and disposition of affected soils found on site and in any areas of offsite work during site-preparation and -grading activities. The SMP would also be designed to protect workers and offsite receptors during site activities and ensure the proper characterization, management, and/or disposal of contaminated environmental media that is above applicable environmental-screening levels. A commercial environmental-engineering firm with demonstrated expertise and experience in the preparation of SMPs would prepare the SMP, which would be stamped by an appropriately licensed professional. The SMP would be implemented throughout all ground-disturbing work. Implementation of **MM-HAZ-1** would ensure that residual impacts would be reduced to a less-than-significant level.

4.2.7 Hydrology and Water Quality

4.2.7.1 Scope of Analysis

The geographic scope of analysis for cumulative impacts on water and sediment quality is the Los Angeles and Long Beach Harbors (Inner and Outer Harbor areas) because these areas represent the

receiving waters for all cumulative projects considered. Water and sediment quality within the geographic scope are affected by activities within the Harbor (i.e., shipping, wastewater discharges from the Terminal Island Water Reclamation Plant, inputs from the watershed including aerial deposition of particulate pollutants, and effects from historical [i.e., legacy] inputs to the Harbor). As discussed in Section 3.11, portions of the Los Angeles and Long Beach Harbors are identified on the current Section 303(d) list as impaired for a variety of chemical and bacteriological stressors and effects on biological communities. Water quality in San Pedro Bay has improved greatly over the last 40 years, through compliance with federal and state regulations, better pollution-source control, and dredging that has removed accumulated contaminants in Harbor sediment.

Baseline for Hydrology and Water Quality Impacts

The CEQA baseline is discussed in detail in Chapter 2, *Project Description*. In summary, the CEQA hydrology and water quality baseline for the Proposed Project is conditions that existed at the time the 2009 SPW EIS/EIR was certified and that are identified in Section 3.6.2 and Section 3.14.2, *Environmental Setting*, of that document.

Cumulative Impact HYD-1: Would the Proposed Project contribute to a cumulative substantial adverse effect by violating any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Assuming concurrent implementation of other present and reasonably foreseeable future projects, adverse cumulative effects on hydrology and water quality could include construction impacts related to increases in stormwater runoff and pollutant loading to receiving water bodies. The cumulative geographic areas, inclusive of the Project Site, are fully developed. Buildout of cumulative projects would be anticipated primarily to involve redevelopment of existing developed sites that contain substantial impervious surfaces.

Impacts of past, present, and reasonably foreseeable future projects could degrade stormwater quality through an increase in impervious surface area and an increase in contaminated runoff. During operation, runoff may contain oil, grease, and metals that accumulated in streets and parking lots, as well as pesticides, nutrients, animal waste, and trash from landscaped areas. Other potential water-quality impacts, especially for in-water work, could include chemical spills if proper minimization measures were not implemented. Such potential impacts could ultimately violate water-quality standards, affect beneficial uses, and/or further impair 303(d)-listed waters within the watershed. The quality of stormwater runoff varies with surrounding land uses, topography, and the amount of impervious cover, as well as with the intensity (i.e., energy) and frequency of irrigation or rainfall. When the effects of the Proposed Project on water quality are considered in combination with the overall Proposed Project and potential effects of other cumulative projects, the potential for cumulative impacts on surface and groundwater quality would exist.

Cumulative projects would be required to comply with the Construction General Permit, regional, and local requirements regarding protection of water quality to control runoff and regulate water quality at

each development site. Additionally, development projects would be subject to an environmental-review process, which would identify potential site and/or project-specific water-quality impacts and mitigate for any potential significant impacts. Therefore, impacts of past, present, and reasonably foreseeable future projects would not contribute to a cumulative substantial adverse effect on water quality, and impacts would be less than significant.

Contribution of the Proposed Project (Prior to Mitigation)

The contribution of the Proposed Project, together with cumulative projects, could degrade stormwater quality during construction through land disturbance and during operation through an increase in impervious surface area and contaminated runoff.

During construction, dewatering in areas of shallow groundwater may be required during excavation activities, which could result in the exposure of pollutants from spills or contaminated soils, thereby contaminating groundwater. Additionally, existing concerns are associated with contaminated onsite soil that may be disturbed during construction and adversely affect water quality. However, the Storm Water Pollution Prevention Plan would include a dewatering plan, which would establish measures to prevent/minimize sediment and contaminant releases into groundwater during excavation. Compliance with dewatering requirements would prevents potential water-quality impacts on surface waters and ensure that proper treatment measures are implemented prior to discharge. Implementation of the 2009 SPW EIS/EIR's **MM-GW-1** and **MM-GW-2** would reduce potential impacts to less than significant.

During operations, the Proposed Project would result in an increase of impervious surface on the Project Site. Increased impervious areas result in increased runoff rates and volumes and associated pollutants. Impervious areas also reduce infiltration of stormwater and prevent pollutant filtration of stormwater that would otherwise occur in pervious areas. The Proposed Project would be required to comply with the City's Low-Impact Development (LID) ordinance, including site design, pollutant source control, stormwater treatment, and flow-control measures. Operations would also comply with the latest Municipal Separate Storm Sewer System (MS4) permit. In addition, standard Port permit conditions would require the provision of adequate onsite waste collection, contained trash enclosures, and minimization of waste from concessions through compliance with City ordinances for single-use items and food recycling. Standard BMPs would also be part of the permit conditions to ensure that trash is picked up, and the entire site would be cleaned after each event to minimize mobilization of pollutants from concert events. Furthermore, implementation of **MM-BIO-7**, *Trash Management and Post-Event Cleanup* and **MM-BIO-10**, *Biodegradable Venue Products*, would ensure that trash and other debris resulting from Amphitheater events and fireworks shows would be removed from the Harbor and that biodegradable products would be used to reduce impacts that could affect water quality on nearby marine environments.

In summary, the Proposed Project would result in similar hydrology and water-quality impacts as those already deemed significant (but mitigated) in the 2009 SPW EIS/EIR, but would not substantially increase the severity of those impacts. Implementation of the 2009 SPW EIS/EIR's **MM-GW-1** and **MM-GW-2**, **MM-HAZ-1**, along with new mitigation measure **MM-BIO-7** would ensure that impacts were reduced to less-than-significant levels. For each of the reasonably foreseeable projects under consideration, various project-specific measures (e.g., as identified for the Proposed Project) would be implemented as a condition of development approval to minimize or

mitigate issues related to hydrologic or water-quality conditions. For these reasons, the Proposed Project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a significant cumulative hydrology or water-quality impact. The Proposed Project's contribution to cumulative impacts would therefore not be significant.

The Proposed Project would be required to comply with the Construction General Permit to control runoff and regulate water quality, in addition to regional and local requirements regarding protection of water quality. Additionally, the Proposed Project would be subject to an environmental-review process, which would identify potential Project Site and/or Proposed Project-specific water-quality impacts and mitigate for any potential significant impacts. Therefore, the Proposed Project's contribution to cumulative impacts on hydrology and water quality would be less than cumulatively considerable**.**

Mitigation Measures and Residual Cumulative Impacts

Neither the Proposed Project nor either of its alternatives would have a cumulatively considerable contribution to a significant cumulative impact. Therefore, no additional mitigation measures would be required.

Cumulative Impact HYD-2: Would the Proposed Project contribute to a cumulative substantial adverse effect by substantially altering the existing drainage pattern of the site or area in a manner that would (1) result in substantial erosion or siltation; (2) substantially increase the rate or amount of surface runoff in a manner that would result in flooding; (3) create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems; and (4) impede or redirect flood flows?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Past, present, and reasonably foreseeable future projects within the vicinity of the Proposed Project could increase the volume and rate of stormwater runoff. Such increases could cause localized flooding if the storm drainage capacity were exceeded or conveyed excess flows to overbank areas, where flood storage may not be available. Generally, cumulative projects would occur in developed areas with existing impervious surfaces and would not be expected to substantially increase the amount of new impervious surfaces.

All new development would be required to address stormwater in a manner that ensures that flooding would not increase and flood flows would not be redirected to other areas that are not currently prone to flooding. All cumulative projects would be required to include stormwater-management features, such as LID measures into project designs that reduce flows to pre-project conditions. If improvements to storm drainage capacity were needed, then the City would ensure that the appropriate storm drainage improvements were identified. Therefore, impacts of past, present, and reasonably foreseeable future projects would not contribute to the cumulative exceedance of storm-drainage capacity, and there would be a less-than-significant cumulative impact.

Contribution of the Proposed Project (Prior to Mitigation)

The Proposed Project would result in an increase in impervious surfaces. However, LID compliance through infiltration would reduce runoff rates and volumes. Stormwater runoff at the Project Site would comply with applicable LID requirements, including the City's LID ordinance and MS4 permit. All drainage facilities would be designed to meet City standards and Port guidelines. To meet federal, state, and local requirements for water-quality treatment and flood control, stormwater-management facilities would be maintained. Implementation of postconstruction stormwater-management BMPs, including LID features, would allow stormwater infiltration and reduce impacts associated with impervious areas. The Proposed Project is required to address stormwater in a manner that ensures that flooding does not increase, and flood flows do not need to be redirected to other areas that are not currently prone to flooding. The Proposed Project includes stormwater-management features, such as LID measures, that must be implemented into Proposed Project designs to reduce flows to pre-project conditions. If improvements to storm drainage capacity were needed, then the City would ensure that the appropriate storm-drainage improvements were identified. Therefore, the Proposed Project would not contribute to the cumulative exceedance of storm-drainage capacity, and there would be a less-than-significant cumulative impact.

Mitigation Measures and Residual Cumulative Impacts

Neither the Proposed Project nor its alternatives would have a cumulatively considerable contribution to a significant cumulative impact. Therefore, no mitigation measures would be required.

4.2.8 Noise and Vibration

4.2.8.1 Scope of Analysis

Cumulative noise or vibration impacts can occur when two or more projects are under construction simultaneously or generate operational noise or vibration simultaneously. Because noise and vibration are localized effects that decrease with distance from the source, significant cumulative impacts typically do not occur unless two or more projects are located close to a single receiver. The presence of any natural or human-made barriers (e.g., hills, topography, walls, buildings) between a project site and a receiver increase the rate of noise reduction over distance and further reduce any cumulative noise levels. Related projects in the vicinity of the noise- and vibration-sensitive receivers considered in this analysis would include construction and/or operational activities that could occur simultaneously with the construction and/or operation of the Proposed Project, depending on project timing.

Baseline for Cumulative Noise Impacts

The baseline for the noise analysis is generally intended to match the 2007 baseline considered in the 2009 SPW EIS/EIR. Existing (2007) traffic noise levels were calculated as part of the 2009 SPW EIS/EIR. However, to facilitate a thorough analysis, it was necessary to develop additional baseline data using ambient noise measurements conducted after the 2009 SPW EIS/EIR was complete. Most of the ambient noise data gathered as part of the 2009 SPW EIS/EIR was taken from short-term (i.e., 20-minute) daytime-noise measurements. Therefore, new ambient noise data was gathered as part of this

SEIR that included long-term (i.e., 24 hours or more) measurements to characterize daytime-, evening-, and nighttime-noise levels separately. The new ambient noise data also represented receivers farther away from the Project Site, where no measurements were obtained for the 2009 SPW EIS/EIR.

Cumulative Impact NOI-1: Would the Proposed Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project that would result in a cumulatively considerable exceedance of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Development of most of the projects identified in Table 4-1 would include construction activities with heavy-construction equipment and, in some cases, pile driving. Many of the projects are located in industrial areas, away from noise-sensitive receptors, and, as such, would not generate any significant construction-noise impacts, either individually or when combined with other projects. Where projects are proposed near homes and other noise-sensitive uses, noise-abatement measures would be required to reduce construction-noise impacts to the extent feasible. Nonetheless, some individual, related projects may cause significant construction-noise impacts on nearby sensitive receptors, even with abatement measures implemented.

Table 4-1 identifies a range of project types that would introduce a variety of operational noise sources. Many of the projects are located in industrial areas, away from noise-sensitive receptors, and, as such, would not generate any significant operational-noise impacts, either individually or when combined with other projects. Many projects would replace existing infrastructure and operations with similar and upgraded infrastructure and operations. Consequently, these projects would produce noise levels similar to those already produced at the existing sites and would not substantially increase existing ambient noise levels. All projects would be subject to environmental review, including applicable noise standards and guidelines (federal, state, and/or local, depending on the project type and jurisdiction), and where any new or expanded noise sources are anticipated to exceed applicable thresholds, projects would be required to implement noise-mitigation or -abatement to reduce impacts. As a result of all these factors, it is anticipated that most projects would not generate significant noise impacts. Nonetheless, given the number of projects identified in Table 4-1 and the size and scope of those projects, it cannot be ruled out that one or more related projects may cause significant operational-noise impacts at nearby sensitive receptors, even with abatement measures implemented.

Contribution of the Proposed Project (Prior to Mitigation)

The direct noise impacts of the Proposed Project are detailed in Section 3.8.8.4. Because noise is a localized impact, Proposed Project construction and operation would not contribute to a cumulative noise impact unless another project were to be constructed or operated simultaneously nearby. Any projects listed in Table 4-1 that are not within 0.25 mile of noise-sensitive receivers affected by the Proposed Project were excluded from further consideration because only projects within 0.25 mile would be sufficiently close to have the potential to cause a significant change in total noise level.

Construction Noise

Significant construction-noise impacts from the Proposed Project are predicted at nearby residences to the west of the Project Site due heavy construction at the 208 E. 22nd Street Parking Lot. With three exceptions, all the projects listed in Table 4-1 are more than 0.25 mile from the affected residences. The three nearby projects are the Cabrillo Way Marina Project, Deep Draft Navigation and Main Channel Deepening Project, and Pacific Corridors Redevelopment Project.

The closest construction activity typically dominates noise levels at any single receiver. Incremental noise increases of up to 3 A-weighted decibels (dBA), relative to noise from a single construction site, could occur if two nearby construction sites were active simultaneously. This worst-case cumulative increase would be barely perceptible and would only occur at receivers that are exposed to identical noise levels from two construction sites simultaneously. At any location where noise levels from a single construction site were dominant, the incremental increase from noise from a second site would be less than 3 dB, due to the logarithmic nature of decibels (refer to Section 2.1.1, *Decibel Calculations*, for an explanation of decibels and how they are added). Therefore, most (and possibly all) significant construction-noise impacts would be due to the direct impact of a single project, and the incremental increase due to the cumulative effect of additional projects would be negligible. As a result, noise from the construction of the Proposed Project or either of its alternatives would not make a cumulatively considerable contribution to a significant cumulative impact.

Operational Noise

Significant operational-noise impacts from the Proposed Project are predicted at numerous nearby noise-sensitive receptors due to proposed Amphitheater operations and fireworks displays. After the implementation of Proposed Project mitigation measures, affected receptors would include Project Site liveaboard vessels in Al Larson Marina and Cabrillo Marina, employee housing at Reservation Point, and military housing at Fort MacArthur. Most of the projects listed in Table 4-1 are more than 0.25 mile from the affected residences. The exceptions are the Cabrillo Way Marina Project, Westway Decommissioning Project, Berth 44 Boatyard Project, Outer Harbor Cruise Terminal and Outer Harbor Park Project, City Dock No. 1 Marine Research (Alta Sea) Project, Al Larson Boat Shop Improvement Project, Berths 238–239 (PBF Energy) Marine Oil Terminal Improvement Project, Star-Kist Cannery Facility Project, Deep Draft Navigation and Main Channel Deepening Project, and Pacific Corridors Redevelopment Project. As discussed previously, all projects would be subject to environmental review and would be required to implement noise-mitigation or -abatement features to reduce any predicted noise impacts. The type of noise generated by these projects would be different from the short-term, event-specific music and fireworks noise from the Proposed Project and would not be expected to be concentrated around the same weekend and evening periods when worst-case noise from the Proposed Project would occur. As a result, worst-case noise levels from the Proposed Project would be rarely expected to overlap with worst-case noise levels from cumulative projects. The largest noise increases from the Proposed Project would occur at receivers closest to the Amphitheater or the fireworks-launch location. At these most-affected receivers, noise from the Proposed Project would dominate, and the cumulative effect of other projects would be minimal. At receivers farther from the Proposed Project and closer to other project(s), noise levels could be influenced by both, if they were to operate simultaneously. The largest cumulative increase in noise levels would be 3 dBA, which would occur at locations where the noise contribution from the

Proposed Project were equal to that of the simultaneous cumulative project(s) (refer to Section 2.1.1, *Decibel Calculations*, for an explanation of decibels and how they are added). At other locations, receivers would experience greater direct noise levels from either the Proposed Project or cumulative project(s), and the increase from combining the two would be smaller. The maximum cumulative increase of 3 dBA is generally considered to be a barely noticeable increase. As a result, noise from operation of the Proposed Project or either of its alternatives would not make a cumulatively considerable contribution to a significant cumulative impact.

Mitigation Measures and Residual Cumulative Impacts

Neither the Proposed Project nor either of its alternatives would make a cumulatively considerable contribution to a significant cumulative noise impact. Therefore, no new or additional mitigation measures would be required, and there would be no residual cumulative noise impacts from the Proposed Project.

The project feature (PF) and mitigation measures recommended in Section 3.8 to reduce direct impacts from Proposed Project construction noise (**MM NOI-1** and **MM NOI-2**), Amphitheater noise (**PF-1** and **MM NOI-3** through **MM NOI-10**), and fireworks noise (**MM NOI-11** through **MM NOI-14**) would reduce Proposed Project impacts to the extent feasible and, as such, would minimize any incremental contributions that the Proposed Project might have on cumulative noise levels.

Cumulative Impact NOI-2: Would the Proposed Project result in a considerable contribution to a cumulatively significant generation of excessive groundborne vibration or groundborne noise levels?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Development of most of the projects identified in Table 4-1 would include construction activities with heavy-construction equipment and, in some cases, pile driving that could generate perceptible levels of groundborne vibration. Many of the projects are located in industrial areas, away from sensitive receptors, and, as such, would not generate any significant construction-vibration impacts, either individually or when combined with other projects. Where projects are proposed near homes and other sensitive uses, groundborne vibration may be perceptible, but would typically be less than significant because of the rapid reduction of vibration levels over distance. Any significant impacts would typically be limited to locations within approximately 100 feet of heavy construction.

Table 4-1 identifies a range of project types. Once operational, most projects would not include any substantial sources of groundborne vibration. Project activities that might generate perceptible groundborne vibration beyond their respective project boundaries generally would be limited to railroad operations and very heavy industrial activities. No projects with these activities are located near the Proposed Project.

Contribution of the Proposed Project (Prior to Mitigation)

Groundborne vibration is a highly localized phenomenon. Therefore, the worst-case vibration levels experienced at any single receiver location would typically be dominated by the closest vibration source, and the incremental increase caused by any secondary source(s) would be minimal. As

described in Section 3.8.9.4, the direct vibration impacts of the Proposed Project would be less than significant. Groundborne vibration from the construction of the Proposed Project would not be perceptible at offsite sensitive receptors and would pose no risk of building damage. The Proposed Project would not utilize any notable sources of groundborne vibration during project operation. None of the projects identified in Table 4-1 would be close enough to the Proposed Project to generate substantial combined groundborne-vibration levels. As a result, groundborne vibration from the operation of the Proposed Project and either of its alternatives would not make a cumulatively considerable contribution to a significant cumulative impact.

Mitigation Measures and Residual Cumulative Impacts

Neither the Proposed Project nor either of its alternatives would make a cumulatively considerable contribution to a significant cumulative impact. Therefore, no mitigation measures would be required.

Cumulative Impact NOI-3: Would the Proposed Project result in a considerable contribution to a cumulatively significant impact by being located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

None of the projects identified in Table 4-1 propose changes to the operations of any public airport or public-use airport. Because the nearest airport to the Project Site (i.e., Torrance Municipal Airport) is more than 4 miles away, new noise-sensitive receptors, if any, developed by cumulative projects in the vicinity of an airport would be far from the Project Site and would not contribute to any cumulative impacts.

Contribution of the Proposed Project (Prior to Mitigation)

The Proposed Project would not cause any changes to the operation of any public airport or public-use airport. As described in Section 3.8.10.4, the Proposed Project would not result in any significant airport-noise impacts and would be more than 4 miles from the nearest airport (i.e., Torrance Municipal Airport). As a result, the operation of the Proposed Project or either of its alternatives would not make a cumulatively considerable contribution to a significant cumulative impact related to airport noise.

Mitigation Measures and Residual Cumulative Impacts

Neither the Proposed Project nor either of its alternatives would make a cumulatively considerable contribution to a significant cumulative impact. Therefore, no mitigation measures would be required.

4.2.9 Transportation/Traffic

4.2.9.1 Scope of Analysis

As a regional-serving use, other development or nonregional transportation projects would have an unsubstantial effect on vehicle miles traveled (VMT) associated with the Proposed Project. Some cumulative transportation project types could support a substantial decrease in VMT to a regional-serving use, such as the construction of a light-rail line with direct, walkable access to the land use; however, no such transportation projects are anticipated near the Proposed Project.

Table 4-1 includes a list of related and cumulative projects near the Proposed Project, provided by the Port. None of the projects listed in Table 4-1 are anticipated to result in a substantial increase or decrease in the Proposed Project's VMT or a change in the Proposed Project's significant and unavoidable transportation impact determinations.

Baseline for Cumulative Transportation Impacts

The baseline condition for transportation impacts is defined as the date of the IS/Notice of Preparation (NOP) (Appendix A). As of April 2022, there were no active, trip-generating uses at the proposed site of the Amphitheater, as defined on the Overall Site Plan included in the IS/NOP. Although there were trip-generating uses adjacent to the Amusement Attractions and Ferris Wheel, including the San Pedro Fish Market & Restaurant and Crusty Crab Restaurant in April 2022, neither the Amphitheater nor the Amusement Attractions and Ferris Wheel are proposed to directly replace these uses.

Cumulative Impact TRANS-1: Would the Proposed Project make a cumulatively considerable contribution to a significant cumulative conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Table 4-1 presents a list of related and cumulative projects near the Proposed Project, provided by the Port. The projects listed in Table 4-1 are included for informational purposes only and are not expected to substantially affect the Proposed Project's less-than-significant impact on circulation-system policies, including transit, roadways, and bicycle and pedestrian facilities, as discussed in Section 3.9.7.3. This determination is further described below.

Contribution of the Proposed Project (Prior to Mitigation)

Per the LADOT Transportation Assessment Guidelines (TAG), cumulative analyses for conflicts with plans, programs, ordinances, or policies should consider whether there would be a significant impact to which both the Proposed Project and other projects contribute (LADOT TAG 2022).

A cumulative impact could occur if the Proposed Project, as well as related projects located within the vicinity, were to preclude the City's ability to implement relevant plans, programs, ordinances, and policies. The Proposed Project's mobility access points are buffered from adjacent development by North Park to the north and Fisherman's Slip to the south, even though the development does not

occupy its own block. As such, the Proposed Project's access is relatively isolated and would not contribute to the impediment of transportation access along with nearby projects, thus resulting in a less-than-significant impact for **Cumulative Impact TRAN-1**.

Detailed documentation of the Proposed Project's consistency with programs, plans, ordinances, and polices included in LADOT TAG Attachment D.1 and the 2024 SCAG Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) is included in Appendix G to this report.

Mitigation Measures and Residual Cumulative Impacts

No significant impact related to **Cumulative Impact TRAN-1** was identified; thus, no mitigation measures would be required.

Cumulative Impact TRANS-2: Would the Proposed Project make a cumulatively considerable contribution to a significant cumulative conflict or inconsistency with CEQA Guidelines Section 15064.3, subdivision (b)?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Given the emphasis on VMT, rather than Level of Service, as analyzed for significant impacts under CEQA prior to 2020, the inclusion of cumulatively relevant projects is less applicable. As a regionally serving use, other development or nonregional transportation projects would have an unsubstantial effect on the VMT associated with the Proposed Project. Some cumulative transportation project types could support a substantial decrease in VMT to a regionally serving use, such as the construction of a light-rail line with direct, walkable access to the land use; however, no such transportation projects are anticipated near the Proposed Project.

Table 4-1 includes a list of related and cumulative projects near the Proposed Project, provided by the Port. The projects listed in Table 4-1 are included for informational purposes, and none are anticipated to result in a substantial increase or decrease in the Proposed Project's VMT or a change in the Proposed Project's transportation-impact determinations.

Contribution of the Proposed Project (Prior to Mitigation)

In addition to the project-level VMT analysis, which addresses the short-term VMT impacts of the Proposed Project, the LADOT also defines cumulative impacts to VMT, which are based on a project's consistency with development location and intensity described in the 2024 SCAG RTP/SCS.

The 2024 SCAG RTP/SCS defines four types of Priority Development Areas (PDAs), which are areas within the region where growth can be strategically located to support 2024 SCAG RTP/SCS goals related to sustainability. The four types of PDAs defined in the 2024 SCAG RTP/SCS are Neighborhood Mobility Areas (NMAs), Livable Corridors, Transit Priority Areas (TPAs), and Spheres of Influence (SOIs). The 2024 SCAG RTP/SCS includes a regional map, with all NMAs, Livable Corridors, TPAs, and SOIs shown. Although the central portion of San Pedro is defined as an NMA, the Proposed Project itself is not located within a PDA. However, whether a project is located within a PDA does not necessarily constitute a significant cumulative impact per the LADOT TAG. The Port incorporated the expected employment of the Proposed Project into its employment

forecasts provided to SCAG for inclusion in the 2024 SCAG RTP model. Therefore, the VMT forecasts for the 2024 SCAG RTP/SCS included employment that would be generated by the Proposed Project. The LADOT TAG indicates that entertainment venues should provide an analysis of cumulative VMT with the project compared with a cumulative no-project scenario using the SCAG model. This analysis is not needed because the Proposed Project is already incorporated. Thus, although the Proposed Project would result in a significant impact related to **TRAN-2** by causing a net increase in regional VMT, it would not result in a cumulative VMT impact.

Mitigation Measures and Residual Cumulative Impacts

As discussed in Section 3.9.7.4, the Proposed Project would have a less-than-significant cumulative impact related to **TRAN-2**. Therefore, no mitigation measures would be required.

4.2.10 Tribal Cultural Resources

4.2.10.1 Scope of Analysis

Similar to what was discussed in Section 4.2.4, above, for cultural resources, impacts related to the inadvertent discovery of tribal cultural resources during grading activities were found to be less than significant with implementation of **MM CR-3**, *Stop Work if Cultural Resources Are Discovered During Ground-Disturbing Activities*. This is a commonly accepted method of avoiding significant impacts under CEQA, and it is assumed that cumulative projects would implement a similar approach should grading be proposed that could affect as-yet-undiscovered tribal cultural resources. Therefore, the Proposed Project would not make a significant contribution to a cumulative impact under CEQA.

Cumulative Impact TCR-1: Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources, as defined in Public Resources Code Section 4020.1(k)?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Impacts on tribal cultural resources were not analyzed in the 2009 SWP EIS/EIR because tribal cultural resources were not defined as a CEQA resource category until Assembly Bill (AB) 52 became law on July 1, 2015. Ongoing development and growth in the broader Proposed Project area may result in a cumulatively significant impact on tribal cultural resources from the continuing disturbance of undeveloped areas, which could potentially contain significant buried archaeological or tribal cultural resources, or transform an area related to tribal cultural history.

Contribution of the Proposed Project (Prior to Mitigation)

The 208 E. 22nd Street Parking Lot does not have any known tribal cultural resources present within the study area. Therefore, the Proposed Project would have no new cumulative impacts on archaeological resources. The Proposed Project would not result in a cumulatively considerable contribution to a change in the significance of a tribal cultural resource as defined in CEQA.

Mitigation Measures and Residual Cumulative Impacts

Impacts related to the inadvertent discovery of tribal cultural resources during grading activities were found to be less than significant with implementation of **MM CR-3**, *Stop Work if Cultural Resources Are Discovered During Ground-Disturbing Activities*. Implementation of **MM CR-3** would help to avoid contributing to the loss or alteration of tribal cultural resources. **MM-CR-3** would avoid or reduce cumulative impacts to less than significant.

Cumulative Impact TCR-2: Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency will consider the significance of the resource to a California Native American Tribe?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

Impacts on tribal cultural resources were not analyzed in the 2009 SWP EIS/EIR because tribal cultural resources were not defined as a CEQA resource category until AB 52 became law on July 1, 2015. Ongoing development and growth in the broader Proposed Project area may result in the identification of future tribal cultural resources through AB 52 tribal consultation, resulting in a cumulatively significant impact on tribal cultural resources from the continuing disturbance of undeveloped areas, which could potentially contain significant buried archaeological or tribal cultural resources, or transform an area related to tribal cultural history.

Contribution of the Proposed Project (Prior to Mitigation)

No tribal cultural resources were identified by the Port through outreach to the Native American Heritage Council or AB 52 consultation with local Native American Tribes. Construction and operation of the 208 E. 22nd Street Parking Lot would not result in a substantial adverse change in a resource determined by the Port, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 4024.1(c). As such, the Proposed Project would not result in a cumulative contribution to a change in the significance of a tribal cultural resource, as defined in CEQA.

Mitigation Measures and Residual Cumulative Impacts

Impacts related to the inadvertent discovery of tribal cultural resources during grading activities was found to be less than significant with implementation of **MM CR-3**, *Stop Work if Cultural Resources Are Discovered During Ground-Disturbing Activities*. Implementation of **MM CR-3** would help to avoid contributing to the loss or alteration of tribal cultural resources. **MM-CR-3** would avoid or reduce cumulative impacts to less than significant. Therefore, no additional mitigation measures would be required.

4.2.11 Public Services

4.2.11.1 Scope of Analysis

This section analyzes whether implementation of the Proposed Project would result in cumulative impacts on public services in the Proposed Project area, including fire and police access, available equipment, and station locations.

The 2009 SPW EIS/ EIR determined that there could be temporary impacts on public services associated with emergency access to portions of the Proposed Project area during construction. The 2009 SPW EIS/EIR also found that construction would not affect response times to the area. However, the LAHD, in compliance with the *Los Angeles Port Police Policy Manual* (Port 2023) (formerly known as the *Watch Manual*), would establish emergency-vehicle access routes.

Consequently, the 2009 SPW EIS/EIR identified **MM-PS-1** requiring coordination with law enforcement agencies.

> As discussed, the Proposed Project would implement **MM-PS-1** in order to reduce response-time impacts in the area to less than significant during construction. During the operations phase, the Proposed Project would be required to implement measures required by Port Police that are specific to the Project Site and the uses and activities proposed as part of the Proposed Project. It is assumed that cumulative projects would similarly be required to implement safety measures, as applicable. For these reasons, the Proposed Project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a significant cumulative public-safety impact. The Proposed Project's contribution to cumulative impacts would therefore not be significant.

Baseline for Cumulative Impacts to Public Services

The CEQA baseline is discussed in detail in Chapter 2, *Project Description.* In summary, the CEQA baseline for the Proposed Project is conditions that existed at the time the 2009 SPW EIS/EIR was certified and that are identified in Section 3.8.1, *Environmental Setting*, of that document.

Cumulative Impact PS-1: Would the Proposed Project substantially reduce public services such as law enforcement, emergency services, and park services during construction?

Impacts of Past, Present, and Reasonably Foreseeable Future Projects

LAPD is not the primary police service provider in the Port area, but primarily provides support to the Port Police under special circumstances. LAPD would have a presence on the Project Site because a portion of the area is within City limits. However, Port Police would be the first responders. Specifically, Port Police officers are responsible for patrol operations and surveillance within the Port's boundaries, including Port-owned properties in the communities of Wilmington, San Pedro, and Harbor City. Port Police officers maintain 24-hour land and water patrols and enforce federal, state, and local public-safety statutes, Port tariff regulations, and environmental and maritime-safety regulations. Many of the present and reasonably foreseeable projects described in Table 4-1 involve the relocation of existing facilities within the Port and its vicinity and do not otherwise involve expansion of facilities; therefore, these projects would not result in an increase in demand for public resources. However, several of the related projects would utilize or increase the demand for local police services by increasing the amount of Port land used for operations. Those projects would be required to implement Maritime Transportation Security Act-mandated security features, including terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, and camera systems that would reduce the demand for law-enforcement personnel. Additionally, the Port Police would continue to assess the needs of the Port, including the Proposed Project area, and would make adjustments to its operations as appropriate, and increase staffing, as needed, in conjunction with future development in order to ensure that adequate services would be provided to all future project sites.

Construction and operation of past projects has created an existing demand for fire protection that would be accommodated by Los Angeles Fire Department (LAFD) before emergency-response times to the Port area were considered affected. Many of the present and reasonably foreseeable projects described in Table 4-1 involve the relocation of existing facilities within the Port and vicinity and do not otherwise involve expansion of facilities; therefore, these projects would not result in an increased need for fire-protection services.

LAFD emergency-response times would only be affected by land-use changes and removal of site access routes; intensification of existing uses would not affect response time. Several of the related projects would increase the demand for local fire-protection services by increasing the amount of Port land used for operations. However, these related projects would be designed and constructed to meet all applicable state and local codes and ordinances to ensure adequate fire prevention, which would be subject to LAFD review and approval. As a standard practice, LAFD would be notified in advance of any construction activities and would review plans to ensure that adequate fire-prevention measures were incorporated into the projects, including emergency-access provisions. Codes and ordinances to be complied with would include measures such as requiring fire-protection infrastructure and ensuring that LAFD is given the opportunity to review and approve any changes to Project Site access. Furthermore, fire stations in the area are generally distributed to facilitate quick emergency response throughout the Proposed Project area. As a consequence, past, present, and reasonable

foreseeable future related projects would not be expected to result in significant cumulative impacts on fire-protection services.

Contribution of the Proposed Project (Prior to Mitigation)

The Proposed Project would result in impacts on public services similar to those already deemed significant in the 2009 SPW EIS/EIR, but would not substantially increase the severity of those impacts.

Mitigation Measures and Residual Cumulative Impacts

For the Proposed Project, **MM-PS-1** would be implemented, which would require proper coordination with law enforcement agencies to ensure adequate access to and around the Project Site during construction. Operation of the Proposed Project would implement **MM-PS-2**, which would ensure the presence of adequate public services on site. Implementation of these mitigation measures would ensure that the Proposed Project would not result in a cumulative contribution to a change in the significance of the ability for the Port to provide public services, as defined in CEQA. Therefore, no additional mitigation measures would be required.

4.3 Summary of Cumulatively Considerable Impacts

The following is a summary of the resource areas in which the Proposed Project and its alternatives would have a cumulatively considerable and unavoidable contribution to a significant cumulative impact after mitigation, as based on the discussions in Section 4.2, above.

4.3.1 Proposed Project

The Proposed Project would have cumulatively considerable and unavoidable contributions to significant cumulative impacts after mitigation (when applicable) in the following resource areas.

- Air Quality
    - Emissions from the construction and operation of combined projects and the Proposed Project would make a cumulatively considerable contribution to an existing cumulatively significant impact on regional air quality for PM_{10}, $PM_{2.5}$, NO_X, SOx, CO, and VOC emissions.
    - Emissions from construction and operations of combined projects and the Proposed Project would have a cumulatively considerable and unavoidable contribution to a significant cumulative impact for offsite ambient pollutant concentrations of PM_{10}, $PM_{2.5}$, and NO_2
    - The Proposed Project would not change the determination of significance made in the 2009 SPW EIS/EIR or 2016 SPPM Addendum under **Impact AQ-6**, and residual impacts would remain significant and unavoidable. The Proposed Project would not change the determination of significance made in the 2009 SPW EIS/EIR or 2016 SPPM Addendum under **Impact AQ-7**, and residual impacts would remain significant and unavoidable.

- GHG
    - For **Impact GHG-1**, the Proposed Project would not change the determination of significance made in the 2009 SPW EIS/EIR and 2016 SPPM Addendum, and residual impacts would remain significant and unavoidable.

Chapter 5
Alternatives

5.1 Introduction

This chapter compares the West Harbor Modification Project (Proposed Project) with its alternatives. Various alternatives were considered during preparation of this Draft Subsequent Environmental Impact Report (SEIR). The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) present a range of reasonable alternatives to the Proposed Project. Accordingly, the Proposed Project and two alternatives–including a No Project Alternative and a half-capacity Amphitheater alternative–meet most of the Proposed Project objectives and purpose and need statement, as required by CEQA, and they have been analyzed in this Draft SEIR to provide sufficient information and meaningful detail about the environmental effects of each alternative to allow informed decision-making regarding the Proposed Project. The two alternatives that were carried through the analysis of impacts are:

- **Alternative 1 – No Project Alternative**: Based on the approved *2009 San Pedro Waterfront* (SPW) *Environmental Impact Statement* (EIS)*/EIR*) (2009 SPW EIS/EIR) (Port 2009), as updated in the *2016 Addendum to the San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report for the San Pedro Public Market* (SPPM) *Project* (2016 SPPM Addendum) (ICF 2016), and the *2019 Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project* (2019 SPPM Addendum) (ICF 2019), as applicable; and
- **Alternative 2 – Half-Capacity Amphitheater Alternative:** This alternative would include the improvements of the Proposed Project, except that the Amphitheater would have half the seating capacity.

5.2 Project Alternatives

5.2.1 Requirements for Alternatives Analysis

Section 15126.6(a) of the CEQA Guidelines requires that the discussion of alternatives in an EIR present a range of reasonable alternatives to a project, or to the location of the project, that could feasibly attain most of the basic project objectives, but would avoid or substantially lessen any of the significant effects of the project. The range of alternatives required in an EIR is governed by a "rule of reason" that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice. An EIR need not consider every conceivable alternative to a project. Rather, the alternatives must be limited to ones that meet the project objectives, are ostensibly feasible, and would avoid or substantially lessen at least one of the significant environmental effects of the project (CEQA Guidelines § 15126.6[f]). The EIR must also identify the environmentally superior alternative, which cannot be the No Project Alternative. Alternatives may be eliminated from detailed consideration in

the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid or substantially lessen any significant environmental effects (State CEQA Guidelines § 15126.6[c]).

5.2.2 Project Objectives

Proposed Project objectives include the following:

1. Enhance and revitalize the existing SPW area by including a substantially larger outdoor concert Amphitheater and entertainment lawn venue and additional attractions to draw visitors to the SPW area, thereby increasing the public visibility of San Pedro in general and the waterfront specifically;
2. Update previously adopted mitigation measures to reflect changes since their consideration, including the addition of the 208 E. 22nd Street Parking Lot improvements;
3. Provide public access to the SPW through increased parking amenities and pedestrian walkways;
4. Provide for a variety of waterfront uses, including berthing for visiting vessels and harbor service craft, as well as other recreational, commercial, and Port-related waterfront uses; and
5. Provide for enhanced visitor-serving commercial opportunities within the former site of Ports O'Call Village (now the *Project Site*), complementary to those found in downtown San Pedro.

5.2.3 Alternatives Considered

This document presents a reasonable range of alternatives pursuant to CEQA. The Los Angeles Harbor Department (LAHD) defines a reasonable range of alternatives in light of its legal mandates under the Port of Los Angeles (Port) Tidelands Trust (Los Angeles City Charter, Article VI § 601), the California Coastal Act (20 PEC 30700, et seq.) and LAHD's leasing policy (LAHD 2006). The Port is one of only five locations in the state identified in the California Coastal Act for the purposes of international maritime commerce (California Public Resources Code [PRC] §§ 30700–30701). These mandates identify the Port and its facilities as a primary economic/coastal resource of the state and an essential element of the national maritime industry for promotion of commerce, navigation, fisheries, environmental preservation, and public recreation.

In developing an appropriate range of alternatives, the starting point is the Proposed Project's objectives. As described in Chapter 2, *Project Description*, the Proposed Project's objectives are as follows:

- Enhance and revitalize the existing SPW area by including an outdoor concert Amphitheater and entertainment lawn venue and Amusement Attractions to attract visitors to the SPW area, as well as additional parking, thereby increasing the positive public visibility of San Pedro in general and the waterfront specifically; and
- Update previously adopted mitigation measures to reflect changes since their consideration in the 2009 SPW EIS/EIR and 2016/2019 SPPM Addenda.

Each of the alternatives selected for evaluation in this SEIR meets at least one of these objectives. The alternatives to the Proposed Project are discussed briefly below. Additionally, the alternatives eliminated from further consideration are identified, and the rationale to support these decisions is provided.

5.2.3.1 Alternative 1 – No Project Alternative

This alternative considers what would reasonably be expected to occur on the site if the Proposed Project were not implemented. In this case, Alternative 1 would not allow implementation of the Proposed Project or other physical improvements associated with the Proposed Project. Without the development of the Proposed Project, the area would still be developed under the approved 2009 SPW EIS/EIR and 2016/2019 SPPM Addenda, as applicable, for the Proposed Project Site. As described in Table 2-2 of the Project Description, the development allowed under the 2009 SPW EIS/EIR, as amended by the 2016/2019 SPPM Addenda, would include:

- **City Park:** Within the Ports O'Call, this area was formerly Fisherman's Park, with 3 acres of lawn space, and a 500-seat Amphitheater. This was amended in 2016 to be a 4.3-acre multipurpose plaza with landscaping, hardscaping, outdoor furniture, and lighting.
- **Discovery Sea Amusement Area:** This was introduced to the Ports O'Call area in 2016 and included a 6.4-acre amusement area with playground facilities, 100-foot-diameter Ferris wheel, carousel, entertainment attractions, gardens, and a 500-seat Amphitheater.

5.2.3.2 Alternative 2 – Half-Capacity Amphitheater Alternative

This alternative would include the improvements of the Proposed Project, except that the Amphitheater would have half the seating capacity. The Proposed Project would have 6,200 seats, whereas Alternative 2 would have 3,100 seats. This alternative would include the Amusement Attractions and the 208 E. 22nd Street Parking Lot component.

5.2.4 Alternatives Considered but Rejected

Also considered was a true No Project – No Build Alternative, which would not allow any development to occur within the Project Site. However, absent the Proposed Project's approval, the Project Site is under the previously approved 2009 SPW EIS/EIR and 2016/2019 SPPM Addenda, which would allow the development of the Project Site in the future, pursuant to the approved plans and as accompanied by the certified 2009 SPW EIS/EIR. Therefore, this alternative was considered, but rejected.

5.3 Analysis of Alternatives

5.3.1 Aesthetics

5.3.1.1 Alternative 1 – No Project Alternative

As discussed in the 2009 SPW EIS/EIR and 2016/2019 SPPM Addenda, Alternative 1 would be built to be consistent with the *L.A. Waterfront Design Guidelines* (Port 2014) (previously known as the *San Pedro Waterfront and Promenade Design Guidelines*) and enhance the views in the area with high-quality development, as compared to the existing underutilized area. Additionally, Alternative 1 would remove existing tall light standards and floodlights and ensure that no significant light or glare

spillover would occur with implementation. Therefore, Alternative 1 would have less-than-significant impacts regarding aesthetics, and impacts would be similar to those of the Proposed Project.

5.3.1.2 Alternative 2 – Half-Capacity Amphitheater Alternative

Alternative 2 would be built to be consistent with the *L.A. Waterfront Design Guidelines*. Although Alternative 2 would reduce the amount of seating in the Amphitheater, Alternative 2 would result in similar light and glare impacts at the Port, as compared to the Proposed Project. Alternative 2 would have less-than-significant impacts regarding aesthetics, and impacts would be similar to those of the Proposed Project.

5.3.2 Air Quality

5.3.2.1 Alternative 1 – No Project Alternative

The 2009 SPW EIS/EIR and 2016/2019 SPPM Addenda determined that construction of Alternative 1 would exceed South Coast Air Quality Management District (SCAQMD), National Ambient Air Quality Standards (NAAQS), California Ambient Air Quality Standards (CAAQS), and 1-hour and 8-hour carbon monoxide (CO) standards and result in significant and unavoidable impacts during construction and operations phases, even with implementation of mitigation measures. Additionally, because Alternative 1 would allow the development of the project defined by the 2009 SPW EIS/EIR (and as amended by the 2016 SPPM Addendum), development under Alternative 1 would expose sensitive receptors to toxic air contaminants (TACs), the impacts of which cannot be fully mitigated. These impacts would be similar to those of the Proposed Project.

5.3.2.2 Alternative 2 – Half-Capacity Amphitheater Alternative

Similar to Alternative 1, development under Alternative 2 would exceed thresholds for NAAQS and CAAQS during construction and operational phases. In addition, sensitive receptors would be exposed to TACs. As such, this alternative would add to impacts already deemed significant and unavoidable in the 2009 SPW EIS/EIR and 2016/2019 SPPM Addenda. However, impacts would be less than under the Proposed Project, and Alternative 2 would not substantially increase the severity of impacts identified in the 2009 SPW EIS/EIR and the 2016/2019 SPPM Addenda. Alternative 2 would not change the determination of significance made in the 2009 SPW EIS/EIR or the 2016/2019 SPPM Addenda.

5.3.3 Biological Resources

5.3.3.1 Alternative 1 – No Project Alternative

As discussed in the 2009 SPW EIS/EIR and 2016/2019 SPPM Addenda, Alternative 1 would potentially affect nesting-bird trees and marine mammals during construction. Therefore, Alternative 1 would require **MM-BIO-1**, *Monitor and Manage Turbidity*, and **MM-BIO-2**, *Conduct Nesting Bird Surveys*, to ensure that bird surveys would take place and sound-abatement techniques implemented, thus reducing impacts to animals that may reside within or surrounding the Project Site to less than significant with implementation of mitigation. Impacts would be similar to those of the Proposed Project.

5.3.3.2 Alternative 2 – Half-Capacity Amphitheater Alternative

Alternative 2 would also incorporate **MM-BIO-2** and incorporate **MM-BIO-7**, *Trash Management and Post-Event Cleanup*, **MM-BIO-8**, *Marine Mammal Monitoring During Fireworks Events*, **MM-BIO-9**, *California Least Tern Nesting Colony Monitoring During Fireworks Events*, **MM-BIO-10**, *Biodegradable Venue Products*, and **MM-BIO-11**, *Abandoned Nest Clearance Must Avoid Breeding Bird Season*, which would ensure that Amphitheater operations would not significantly affect animals, riparian habitat, or other sensitive natural communities within or surrounding the Project Site. Alternative 2 would have less-than-significant impacts regarding biological resources, and impacts would be similar to those of the Proposed Project.

5.3.4 Cultural Resources

5.3.4.1 Alternative 1 – No Project Alternative

The 2009 SPW EIS/EIR and 2016/2019 SPPM Addenda did not identify any significant cultural resources within the Proposed Project footprint. However, in the case of unanticipated discovery during construction, **MM-CR-3**, *Stop Work if Cultural Resources Are Discovered during Ground-Disturbing Activities*, would be implemented, thus requiring cultural monitors to be present during construction and to follow proper procedures in the case of the unanticipated discovery of cultural resources. Therefore, Alternative 1 would have less-than-significant impacts with implementation of mitigation. Alternative 1 does not propose any grading or development at 208 E. 22nd Street, so impacts would be slightly reduced when compared to the Proposed Project.

5.3.4.2 Alternative 2 – Half-Capacity Amphitheater Alternative

Alternative 2 did not identify any significant cultural resources within the Proposed Project footprint. Similarly, Alternative 2 would implement **MM CR-3**, which would require work to stop in the case of an unanticipated discovery. Therefore, Alternative 2 would have less-than-significant impacts with implementation of mitigation, and impacts would be similar to those of the Proposed Project.

5.3.5 Greenhouse Gas Emissions

5.3.5.1 Alternative 1 – No Project Alternative

Greenhouse gas (GHG) emissions thresholds of significance had not yet been developed at the time of the 2009 SPW EIS/EIR; thus, any GHG emissions exceeding the CEQA baseline were deemed significant. The 2009 SPW EIS/EIR determined that, following mitigation, impacts would remain significant and unavoidable for GHG emissions. This conclusion is similar to the conclusion for the Proposed Project.

5.3.5.2 Alternative 2 – Half-Capacity Amphitheater Alternative

Because Alternative 2 involves the same footprint and components as the Proposed Project, Alternative 2 would have significant and unavoidable impacts regarding GHG emissions during operations. This impact would be similar to the Proposed Project, where residual impacts identified in the 2009 EIS/EIR and 2016/2019 SPPM Addenda would remain significant and unavoidable.

5.3.6 Hazards and Hazardous Materials

5.3.6.1 Alternative 1 and Alternative 2

As discussed in the 2009 SPW EIS/EIR and 2016/2019 SPPM Addenda, neither demolition, construction, nor operational activities for both alternatives would involve the handling of a significant amount of hazardous materials. Implementation of construction and operational standards, including best management practices (BMPs), and compliance with the federal and state requirements for the transport, handling, and storage of any hazardous materials during demolition and construction phases would minimize the potential for an accidental release of petroleum products and/or hazardous materials and/or accidental explosion during the construction and demolition activities. However, given that the Project Site is located on a port and has a history of industrial activity, **MM-HAZ-1**, *Develop a Soil Management Plan (SMP) for the 208 E. 22nd Street Parking Lot Site*, **MM-GW-1**, *Complete Site Remediation*, and **MM-GW-2**, *Create a Contamination Contingency Plan*, would be implemented to remediate the Project Site and create a contamination contingency plan that would ensure that construction and operational impacts would be less than significant with implementation of mitigation. Impacts would be similar to those of the Proposed Project.

5.3.7 Hydrology and Water Quality

5.3.7.1 Alternative 1 – No Project Alternative

As discussed in the 2009 SPW EIS/EIR and 2016/2019 SPPM Addenda, Alternative 1 would implement a Stormwater Pollution Prevention Plan (SWPPP) and incorporate BMPs to ensure that all erosion, runoff, and drainage impacts during construction and operation would be less than significant. The 2009 SPW EIS/EIR determined that copper from anti-fouling paint from boats in the harbor could result in a significant and unavoidable water quality impact; however, this impact would only occur for waterside components of the project, which are not applicable to this comparison. Therefore, impacts would be similar to those of the Proposed Project.

5.3.7.2 Alternative 2 – Half-Capacity Amphitheater Alternative

Alternative 2 would implement a SWPPP and incorporate BMPs to ensure that all erosion, runoff, and drainage impacts during construction and operation would be less than significant. Impacts would be less than significant, and no mitigation would be required. Reducing the seating by half would not substantially affect hydrologic or water quality conditions, and this impact would be similar to those of the Proposed Project.

5.3.8 Noise

5.3.8.1 Alternative 1 – No Project Alternative

The 2009 SPW EIS/EIR and 2016/2019 SPPM Addenda determined that construction noise, primarily associated with pile driving, would exceed 5 decibels (dB) and cause significant and unavoidable impacts, even with implementation of mitigation measures. Additionally, there would be significant operational traffic noise along Miner Street, for which there are no feasible mitigation measures that would reduce impacts to less than significant. Therefore, Alternative 1 would have

significant and unavoidable impacts, similar to the Proposed Project. However, a more apt analysis would be to base the comparison upon the difference between the 500-seat Amphitheater as allowed under Alternative 1 versus the 6,200-seat Amphitheater allowed for the Proposed Project. Qualitatively, the larger Amphitheater of the Proposed Project would create both more event noise and also traffic noise due to the larger venue and the larger number of potential attendees. As such, while the CEQA conclusions are the same, Alternative 1 would have less magnitude of noise impacts as compared to the Proposed Project.

5.3.8.2 Alternative 2 – Half-Capacity Amphitheater Alternative

Alternative 2 would also have significant and unavoidable impacts regarding construction noise. Additionally, operation of the Amphitheater would cause significant and unavoidable impacts even with implementation of mitigation because reduction of the seating capacity would not significantly affect the amount of concert noise produced. Specifically, **PF-NOI-1**, Incorporate Sound-Focusing Design into the Amphitheater Sound System, **MM-NOI-3**, *Limit Noise Levels within the Amphitheater during all Tier 1 Events*, **MM-NOI-4**, *Require all Tier 1 Events to Utilize the House Public Address/Sound Reinforcement System*, **MM-NOI-5**, *Monitor Amphitheater Event Noise*, **MM-NOI-6**, *Noise Reporting Requirements Following Amphitheater Events*, **MM-NOI-7**, *Establish a Noise Complaint Hotline and/or Website*, **MM-NOI-8**, *Enforce a Curfew and Restrict the Hours of Use and Duration for the Amphitheater Amplified Sound System*, **MM-NOI-9**, *Fines for Non-compliance*, **MM-NOI-10**, *Restrict the Total Number of Tier 1 Event Performance Days to 100 per Year*, **MM-NOI-11**, *Restrict the Total Number of Firework Displays to 25 per Year*, **MM-NOI-12**, *Limit the Duration of All Firework Displays*, **MM-NOI-13**, *Limit the Use of "Salute" Fireworks*, and **MM-NOI-14**, *Replace Fireworks Displays with Drone Displays*, would drastically reduce the number of residences in San Pedro, west of the Proposed Project site, that would be affected by Amphitheater noise levels in excess of ambient levels. However, even with implementation of mitigation, Amphitheater noise levels would continue to exceed ambient noise levels by more than 5 A-weighted decibels (dBA) of hourly equivalent continuous sound level ($L_{eq(h)}$) at multiple noise-sensitive receivers, including liveaboard vessels in Al Larson Marina, residences at Reservation Point, and liveaboard vessels in Cabrillo Marina. Therefore, Alternative 2 would have similar (i.e., significant and unavoidable) impacts to those of the Proposed Project.

5.3.9 Public Services

5.3.9.1 Alternative 1 – No Project Alternative

As discussed in the 2009 SPW EIS/EIR and 2016/2019 SPPM Addenda, construction of Alternative 1 could potentially affect law enforcement access to the Project Site and surrounding area during construction. Therefore, **MM-PS-1**, *Coordinate with Law Enforcement Agencies*, would be implemented to ensure coordination with law enforcement during construction, thereby ensuring that law enforcement has adequate access to and around the Project Site. Operation of Alternative 1 would not require expansion of public service facilities nor require mitigation. As with the Proposed Project, Alternative 1 would have less-than-significant impacts with mitigation. However, with the decreased seating capacity and potential maximum attendees capped at 500, public safety impacts would be incrementally less than for the Proposed Project, which would have seating capacity for 6,200.

5.3.9.2 Alternative 2 – Half-Capacity Amphitheater Alternative

Similar to Alternative 1, construction of Alternative 2 could potentially affect law enforcement access to the Project Site and surrounding area during construction. Therefore, **MM-PS-1** would be implemented to ensure coordination with law enforcement during construction, thereby ensuring that law enforcement has adequate access to and around the Project Site. Additionally, construction of the Amphitheater would require additional safety measures to ensure safe operation of the Amphitheater. As with the Proposed Project, **MM-PS-2**, *Operational Safety Measures*, would be implemented to ensure that safety features (e.g., blue phones, cameras, signs, identification) for responding officers are installed. Therefore, impacts would be less than significant with mitigation, and similar to those of the Proposed Project.

5.3.10 Transportation/Traffic

5.3.10.1 Alternative 1 – No Project Alternative

As discussed in the 2009 SPW EIS/EIR and 2016/2019 SPPM Addenda, Alternative 1 would not cause significant traffic impacts during the construction phase with implementation of **MM-TC-1**, *Develop and implement a Traffic Control Plan throughout Proposed Project Construction*. Furthermore, Alternative 1 would not affect any applicable traffic plans or regulations during operations and would follow design guidelines to ensure safe design and emergency access. The 2009 SPW EIS/EIR did find significant and unavoidable operational impacts under the Level of Service (LOS) methodology, which is no longer used when evaluating impacts to transportation systems. Therefore, Alternative 1 would have less-than-significant operational impacts regarding transportation. With a 500-seat Amphitheater instead of 6,200 seats, impacts associated with Alternative 1 would be reduced as compared to the Proposed Project.

5.3.10.2 Alternative 2 – Half-Capacity Amphitheater Alternative

Alternative 2 would not affect any applicable traffic plans or regulations and would follow design guidelines to ensure safe design and emergency access. Alternative 2 involves construction of the Amphitheater with a similar build to the Proposed Project, but with a reduced anticipated maximum capacity of 3,100 patrons per event. However, similar to the Proposed Project, Alternative 2 would result in significant and unavoidable impacts regarding vehicle miles traveled (VMT), even with the implementation of mitigation. Therefore, while the CEQA conclusion would be similar to that of the Proposed Project, impacts would be incrementally reduced because the Amphitheater would have half the capacity.

5.3.11 Tribal Cultural Resources

5.3.11.1 Alternative 1 and Alternative 2

Impacts on tribal cultural resources were not analyzed at the time that the 2009 SPW EIS/EIR was approved because Assembly Bill (AB) 52 was not in effect until July 2015. For both alternatives, cultural resources analysis did not identify any archaeological sites nor sacred sites that might be presently interpreted as tribal cultural resources. However, **MM-CR-3**, *Stop Work if Cultural Resources Are Discovered during Ground-Disturbing Activities*, would be implemented, which would

stop work in the event of unanticipated discovery of cultural resources. Therefore, both alternatives would have less-than-significant impacts with implementation of mitigation, similar to the Proposed Project.

5.4 Environmentally Superior Alternative

CEQA requires a lead agency to identify the "environmentally superior alternative" and, in cases where the "No Project" Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. Both alternatives have similar environmental impacts when compared to the Proposed Project, except for air quality, cultural resources, noise, public services, and transportation. Because Alternative 1 would allow development consistent with the 2009 SPW EIS/EIR (and as amended by the 2016 SPPM Addendum), Alternative 1 would only be able to build a 500-seat Amphitheater instead of the 6,200-seat Amphitheater proposed by the project. In addition, Alternative 1 does not include development of the 208 E. 22nd Street parking lot and the associated cultural impacts. As such, Alternative 1 would have reduced impacts for cultural resources, noise, public services, and transportation as compared to the Proposed Project. Alternative 1 would not meet project objective 2 and would meet objectives 1, 4, and 5 to a lesser extent as compared to the Proposed Project. Alternative 2 would implement a half-capacity (3,100-seat) Amphitheater and, as such, would have reduced impacts associated with air quality and transportation. Alternative 2 would meet all of the project objectives, but to a lesser extent as compared to the Proposed Project. The ability to meet the project objectives to a lesser extent would be due to the fact that the reduced venue size would limit the type and quality of performances the venue would be able to entice. Alternative 2 would not support the types of shows that would be attracted to the larger amphitheater. For example, the Greek Theater has a seating capacity of 5,900, which is similar to the size of the Proposed Project's Amphitheater and which allows the Greek Theater to attract shows with top talent (The Greek Theater 2024). As another example, the new Rady Shell at Jacobs Park has seating for up to 10,000 guests (Port of San Diego 2024). The proposed 6,200-seat amphitheater would allow the West Harbor Project to compete for the acts attracted to these larger-sized venues.

Therefore, Alternative 1, the No Project Alternative, has been identified as the environmentally superior alternative. However, according to CEQA guidance, because Alternative 1 is considered the No Project Alternative, Alternative 2 would be considered the most environmentally superior option among the remaining alternative options. CEQA does not require the lead agency to choose the environmentally superior alternative. Instead, CEQA requires the Port to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the Proposed Project, and make findings that the benefits of those considerations outweigh the harm. "Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts" (CEQA Guidelines § 15126.6[c]).

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Chapter 6
Growth-Inducing Impacts

6.1 Introduction

California Environmental Quality Act (CEQA) Guidelines require an Environmental Impact Report (EIR) to discuss the ways in which a project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. This includes ways in which a project would remove obstacles to population growth or trigger the construction of new community-services facilities that could cause significant effects (CEQA Guidelines § 15126.2).

To address this issue, potential growth-inducing effects are examined through the following considerations:

- Removal of obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in a project area or through changes in existing regulations pertaining to land development);
- Expansion requirements for one or more public services to maintain desired levels of service as a result of a project or alternatives;
- Facilitation of economic effects that could result in other activities that could significantly affect the environment; or
- Setting a precedent that could encourage and facilitate other activities that could significantly affect the environment.

Growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information about ways in which the West Harbor Modification Project (Proposed Project) could contribute to significant changes in the environment, beyond the direct consequences of developing the Amphitheater, Ferris Wheel, Amusement Attractions, and the 208 E. 22nd Street Parking Lot that were examined in the preceding sections of this Subsequent EIR (SEIR).

The analysis presented below focuses on whether the Proposed Project would directly or indirectly stimulate or accommodate growth in the surrounding area.

6.2 Growth-Inducing Impacts

As stated in Chapter 2, *Project Description*, the overall purpose of the Proposed Project is to enhance and revitalize the existing San Pedro waterfront area by including an outdoor concert Amphitheater, a 175-foot diameter Ferris Wheel and Amusement Attractions for patrons to enjoy, thereby increasing the positive public visibility of San Pedro in general and the waterfront specifically. In addition, the Proposed Project has an objective to update previously adopted mitigation measures to reflect changes made since their consideration, including the addition of the 208 E. 22nd Street parking lot improvements.

Given this overall purpose, the Proposed Project would be designed to not only improve the Port of Los Angeles (POLA) itself, but also foster private-sector economic investment and growth by making the waterfront more attractive and user-friendly for residents of the area and visitors. Due to the desirability of being located near the improved waterfront, a more attractive and user-friendly waterfront could encourage the development of residential and commercial properties in the nearby community. The Proposed Project would also introduce new employment opportunities in the short term from construction activities and in the long term from operation of the Proposed Project. It is anticipated that the majority of new employees would come from the diverse worker population already residing within Southern California; the Proposed Project would not require a substantial influx of new residents into the area to fill new jobs. The Proposed Project would not include the development of new housing nor infrastructure that would directly induce population growth. As such, the Proposed Project would not adversely affect the existing housing stock in the surrounding area.

The Proposed Project could indirectly result in economic growth by increasing the number of patrons along the waterfront and in downtown San Pedro. Sales would be generated by businesses that would be engaged in supplying services and materials to the visiting patrons attending Amphitheater events, as well as businesses in the San Pedro area that would supply services to the Amphitheater for hosting events. Amphitheater attendees eating at a local restaurant and/or shopping at a local store would create direct economic benefits for those businesses. This could, in turn, lead to more investment and growth in the waterfront and downtown area, the impacts of which were analyzed and addressed in the *2009 San Pedro Waterfront (SPW) Environmental Impact Statement (EIS)/EIR* (2009 SPW EIS/EIR) and *2016 Addendum to the 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report for the San Pedro Public Market Project* (2016 SPPM Addendum).

The other impacts of growth associated with the Proposed Project, such as those related to air quality, traffic, noise, public services, and utility consumption, were addressed throughout this SEIR and the Initial Study (IS)/Notice of Preparation (NOP) provided in Appendix A.

Chapter 7
Significant and Irreversible Changes

7.1 Introduction

Pursuant to Section 15126.2(d) of the California Environmental Quality Act (CEQA) Guidelines, an Environmental Impact Report (EIR) must consider any significant irreversible environmental changes that would be caused by a project should it be implemented. CEQA Guidelines Section 15126.2(d) states:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and particularly, secondary impacts (such as a highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

7.2 Significant and Irreversible Changes

Construction of the West Harbor Modification Project (Proposed Project) would require the use of non-renewable resources, such as fossil fuels and non-renewable construction materials. Operation of the Proposed Project would also result in an irreversible commitment of non-renewable resources, including fossil fuels and natural gas. Use of these resources, however, would not substantially deplete existing supplies.

Fossil fuels and energy would be consumed during construction and operational activities. Fossil fuels, in the form of diesel oil and gasoline, would be used for construction equipment and vehicles. During operations, diesel oil and gasoline would be used by vehicles servicing and attending events. Electrical energy and natural gas would also be consumed during construction and operation. These energy resources would be irretrievable and irreversible.

Non-recoverable materials and energy would be used during construction and operational activities, but the amounts needed would be accommodated by existing supplies. Although the increase in the amount of materials and energy used would be minimal, they would nevertheless be unavailable for other uses.

Construction activities that result in physical changes to the environment have the most potential to result in irreversible changes. Improvements to the 208 E. 22nd Street Parking Lot would require the removal of an existing Red Car maintenance facility, existing Red Car loading platform, existing rails, and the 3,500-square-foot Pacific Performance Racing building located at 264 E. 22nd Street, and then paving the majority of the 18-acre site. Demolition of the Red Car maintenance facility, Red Car loading platform, and the building at 264 E. 22nd Street, as well as removal of the rails, would be considered an irreversible change. However, none of the Proposed Project elements would result in irreversible environmental damage. For example, the Proposed Project would not have a significant impact on aesthetic resources, historical resources, or sensitive biological species or communities that could not be mitigated to less-than-significant levels. The Proposed Project would not result in a loss of significant environmental resources or irreversible changes, with the exception of demolition of the

Red Car maintenance facility, Red Car loading platform and rails, and the Pacific Performance Racing building at 264 E 22nd Street, which could not be returned to pre-Project conditions. However, these are not historical resources under CEQA.

Impacts associated with operation of the Proposed Project would occur as described in Chapter 3, *Environmental Impact Analysis*. However, such impacts would cease or would change in some fashion should the Proposed Project, or portions thereof, cease to operate, change operations, or otherwise be redeveloped and reused. For example:

- Potential impacts related to aesthetics would change should the Proposed Project be demolished and/or the area redeveloped in the future;
- Potential impacts on air quality related to increased pollutants and emissions would be reduced or eliminated should the area not be occupied in the future;
- Potential impacts related to sensitive biological species or communities would be eliminated should the Amphitheater cease to operate;
- Potential impacts related to energy would be reduced or eliminated should Amphitheater activities be reduced or eliminated;
- Potential impacts related to noise would be reduced or eliminated should the Amphitheater or commercial activities be reduced or eliminated. Significant and unavoidable impacts related to ambient noise levels in the vicinity of the Proposed Project would remain even with mitigation and features due to both construction and operation; and
- Significant and unavoidable Transportation impacts related to VMT would be eliminated or reduced with operational changes or physical changes that may occur in the future or if the project approved under the 2009 SPW EIS/EIR were to be implemented.

Therefore, the Proposed Project and Alternative 2 could result in significant irreversible changes due to the use of energy resources and fossil fuels during construction and operation. However, construction and operation of the Proposed Project would not result in significant irreversible impacts on other environmental resources, as described above. Alternative 1 could result in the significant irreversible changes that were discussed in the 2009 SPW EIS/EIR.

Chapter 8
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Chapter 9
Acronyms and Abbreviations

Acronym	Definition
°F	Fahrenheit
µg/m3	micrograms per cubic meter
2008 Scoping Plan	AB 32 Climate Change Scoping Plan
2009 SPW EIS/EIR	*2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report*
2014 Scoping Plan Update	*2014 Update to the CARB 2008 Scoping Plan*
2016 SPPM Addendum	*2016 Addendum to the 2009 San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report for the San Pedro Public Market Project*
2016/2019 SPPM Addenda	2016 *and 2019 Addenda to San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project*
2017 Scoping Plan Update	Scoping Plan for Achieving California's 2030 Greenhouse Gas Target
2018 CCC Guidance	*2018 Sea Level Rise Policy Guidance*
2018 OPC Guidance	*2018 State of California Sea Level Rise Guidance Update*
2018 Port SLR Adaption Study	*Port of Los Angeles Sea Level Rise Adaptation Study*
2019 SPPM Addendum	*2019 Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market Project*
2022 Scoping Plan Update	*2022 Scoping Plan for Achieving Carbon Neutrality*
2023 Work Plan	*2023 Site Conceptual Model Update and Data Gap Investigation Work Plan, Former Warehouse #12, San Pedro, California*
2024 CCC Guidance Update	*2024 Sea Level Rise Policy Guidance*
2024 OPC Guidance	*The State of California Sea Level Rise Guidance: 2024 Science and Policy Update*
AB	Assembly Bill
AC	alternating current
ADT	average daily traffic
Amphitheater	6,200-seat outdoor Amphitheater and entertainment lawn venue
AQ	air quality mitigation measure
AQMP	Air Quality Management Plan
ATCM	Air Toxic Control Measure
AVO	Average Vehicle Occupancy
B.C.E.	before the common era
BACT	best available control technology
BenMAP	Benefits Mapping and Analysis Program

Acronym	Definition
bgs	ground surface
BMP	best management practice
Board	Board of Harbor Commissioners
BP	before present
C&D	Construction and Demolition
CAA	Clean Air Act
CAAP	Clean Air Action Plan
CAAQS	state ambient air quality standards
CAFE	Corporate Average Fuel Economy
Cal/EPA	California Department of Environmental Protection
Cal/OSHA	California Division of Occupational Safety and Health
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCAA	California Clean Air Act of 1988
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEPAM	California Emissions Projection Analysis Model
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CH_4	methane
City	City of Los Angeles
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalents
COHb	carboxyhemoglobin
Construction General Permit	General Permit for Stormwater Discharges Associated with Construction Activity Order No. 2022-0057-DWQ
County	County of Los Angeles
CRHR	California Register of Historical Resources
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-Weighted Sound Level
DOGGR	Division of Oil, Gas, and Geothermal Resources

Acronym	Definition
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
DPW	Department of Public Works
DTSC	Department of Toxic Substances Control
EB	eastbound
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMD	Environmental Management Division
EMFAC	Emission Modeling for Air Quality Compliance
Environmental Checklist	Appendix G of the CEQA Guidelines
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
Fireworks Display EIR	San Diego Bay and Imperial Beach Oceanfront Fireworks Display Events Project EIR
FTA	Federal Transit Administration
General Plan	City of Los Angeles's *General Plan 2035*
GHG	greenhouse gas
GMD	Goods Movement Division
GVWR	gross vehicle weight rating
GWP	warming potential
HAZWOPER	Hazardous Waste Operations and Emergency Response
HCM	Historic-Cultural Monument
HFCs	hydrofluorocarbons
HHRA	Human Health Risk Assessment
HP	horsepower
HPOZ	Historic Preservation Overlay Zone
HRA	Health Risk Assessment
I-	Interstate
IDA	International Dark-Sky Association
IESNA	Illuminating Engineering Society of North America
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
K/m	Kelvin/meter
kHz	kilohertz
LA Metro	Los Angeles County Metropolitan Transportation Authority
LACFD	County of Los Angeles Fire Department
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power

Acronym	Definition
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAMC	Los Angeles Municipal Code
LAPD	City of Los Angeles Police Department
LASAN	Los Angeles Sanitation District
LBS	Location-Based Services
LCFS	Low Carbon Fuel Standard
L_{dn}	Day/Night Noise Level
LED	light-emitting-diode
LEED	Leadership in Energy and Environmental Design
L_{eq}	Equivalent Noise Level
$L_{eq(h)}$	hourly equivalent continuous sound level
LID	low-impact development
L_{max}	maximum noise level
LOS	level of service
LST	Localized Significance Thresholds
LTCP	Low-Threat Closure Policy
LUST	Leaking Underground Storage Tank
MATES	Multiple Air Toxics Exposure Study
MM-	mitigation measure
MMRP	Mitigation Monitoring and Reporting Program
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MS4	municipal separate storm sewer system
MTBE	methyl tert-butyl ether
mty	metric tons per year
MW	megawatts
N_2O	nitrous oxide
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NB	northbound
NEPA	National Environmental Policy Act
NHTSA	National Highway Traffic Safety Administration
NMA	Neighborhood Mobility Area
NMFS	National Marine Fisheries Service
NO_2	nitrogen dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places

Acronym	Definition
OAL	Office of Administrative Law
OEHHA	Office of Environmental Health Hazard Assessment
OPC	Ocean Protection Council
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PDA	Priority Development Area
PERP	Portable Equipment Registration Program
PF	Project Features
PFAS	polyfluoroalkyl substances
PFC	perfluorocarbons
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PMP	Port Master Plan
POLA	Port of Los Angeles
Port	Port of Los Angeles
Porter-Cologne	Porter-Cologne Water Quality Control Act
ppb	parts per billion
ppm	parts per million
PPOP	Program, Plan, Ordinance, or Policy
PRC	Public Resources Code
Project	West Harbor Modification Project
Proposed Project	West Harbor Modification Project
PS	public services mitigation measure
RAP	Remedial Action Plan
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act
ROW	right of way
RPS	Renewable Portfolio Standards
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
S.P. Slip	Southern Pacific Slip
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Government
SCAG 2024 RTP/SCS	*Southern California Association of Government's 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy Connect SoCal*
SCAQMD	South Coast Air Quality Management District
SCG	Sustainable Construction Guidelines
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
SDS	Safety Data Sheet

Acronym	Definition
SEIR	Subsequent EIR
SF_6	sulfur hexafluoride
SFM	State Fire Marshal
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLF	Sacred Lands File
SLM	sound- level meter
SLR	sea level rise
SMP	Soil Management Plan
SO_2	sulfur dioxide
SOI	Sphere of Influence
SOP	Standard Operating Procedure
SP	Southern Pacific
SPL	Sound Pressure Level
SPPM	San Pedro Public Market
SPRR	Southern Pacific Railroad
SPW	San Pedro Waterfront
SPW EIS/EIR	*2009 Pedro Waterfront Environmental Impact Statement/Environmental Impact Report*
SPWP	San Pedro Waterfront Project
SR-	State Route
SRA	source receptor area
state	State of California
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TAG	Transportation Assessment Guidelines
TBA	tertiary butyl alcohol
TCR	The Climate Registry
TDM	Transportation Demand Management
TMDL	total daily maximum load
TNC	transportation network company
TPA	transit priority area
TPH	total petroleum hydrocarbons
TRPH	total recoverable petroleum hydrocarbons
U.S.C.	United States Code
UFP	ultrafine particles
Unified Program	Unified Hazardous Waste and Hazardous Materials Management Regulatory Program
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Department

Acronym	Definition
USGS	U.S. Geological Survey
UST	Underground Storage Tank
VMT	vehicle miles traveled
VOC	volatile organic compounds
WB	westbound
ZEV	zero-emission vehicle

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Chapter 10
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10.6 Chapter 6, Growth-Inducing Impacts

No references were cited in this chapter.

10.7 Chapter 7, Significant and Irreversible Changes

No references were cited in this chapter.

10.8 Chapter 8, List Preparers

No references were cited in this chapter.

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Appendix A

NOP

WEST HARBOR MODIFICATION PROJECT
INITIAL STUDY/ NOTICE OF PREPARATION

APP#190529-080
SCH No: 2005061041

PREPARED FOR:

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

WITH ASSISTANCE FROM:

ICF
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Irvine, CA 92618

April 2022

THE PORT OF LOS ANGELES

Contents

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Figures

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Acronyms and Abbreviations

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

1.0 Project Overview and Background

1.1 Project Overview

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

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

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

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

1.2 Background and Previous Environmental Documentation

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

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

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

1.2.1 Previous Environmental Documents Incorporated by Reference

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

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

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

1.3 Purpose and Use of a Supplemental EIR

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

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

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

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

2.0 Project Description

2.1 Project Objectives

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

2.2 Project Location

2.2.1 Regional Setting

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

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

2.2.2 Surrounding and Nearby Land Uses

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

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

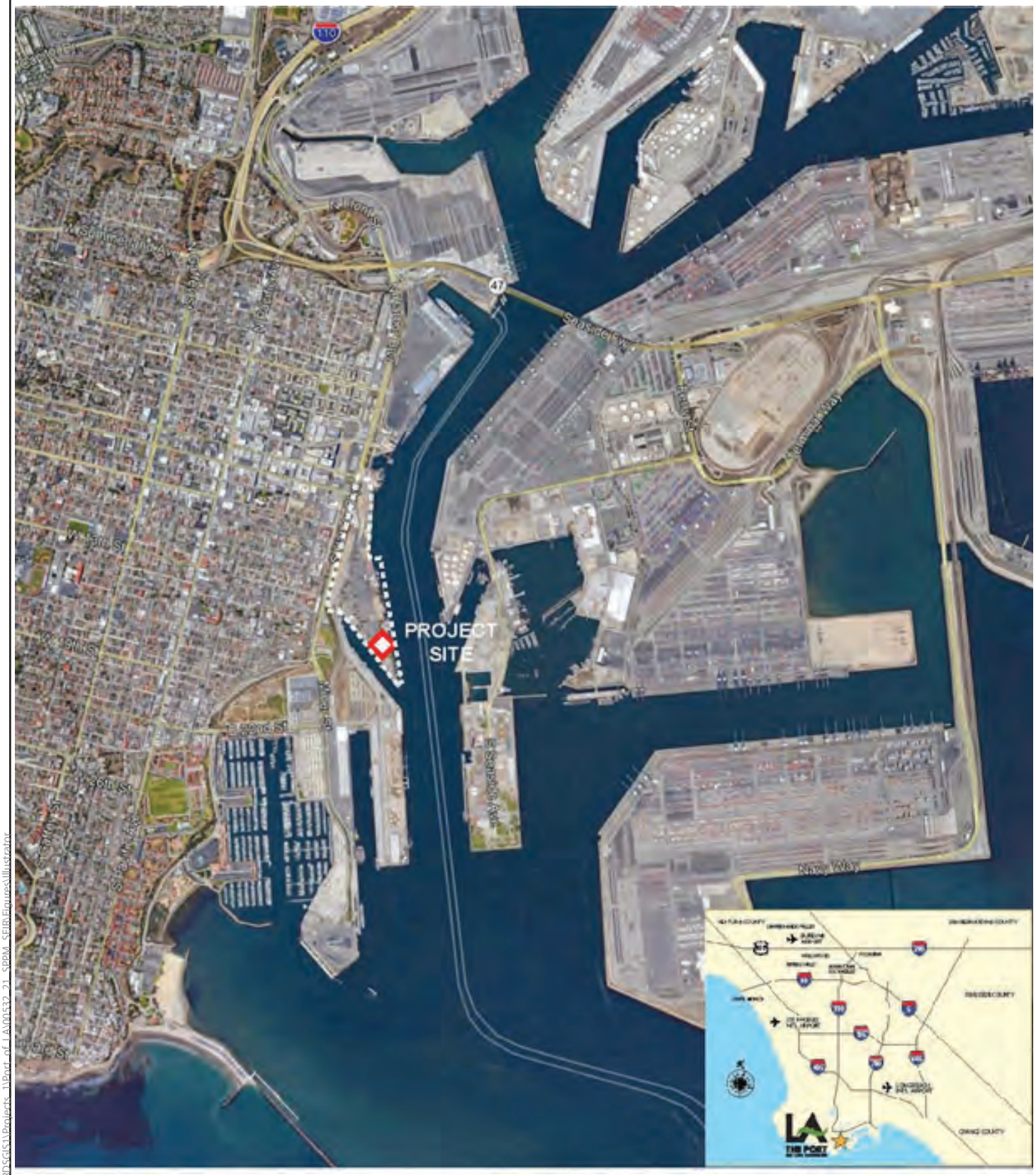

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Figure 1
Regional and Project Vicinity
West Harbor Modification Project

2.2.3 Existing General Plan Designation

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

2.2.4 Port of Los Angeles Master Plan

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

2.2.5 Existing Zoning Designations

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

2.3 Proposed Modifications

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

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

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

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

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

Table 1. Comparison of Project Features

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

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

2.3.1 Amphitheater Changes

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

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

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

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

Back-of-House and Stage Facilities

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

Entertainment Lawn/Amphitheater Seating Area

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

Concession/Storage Area with Patron Restrooms

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

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

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

Figure 2
Overall Site Plan
West Harbor Modification Project

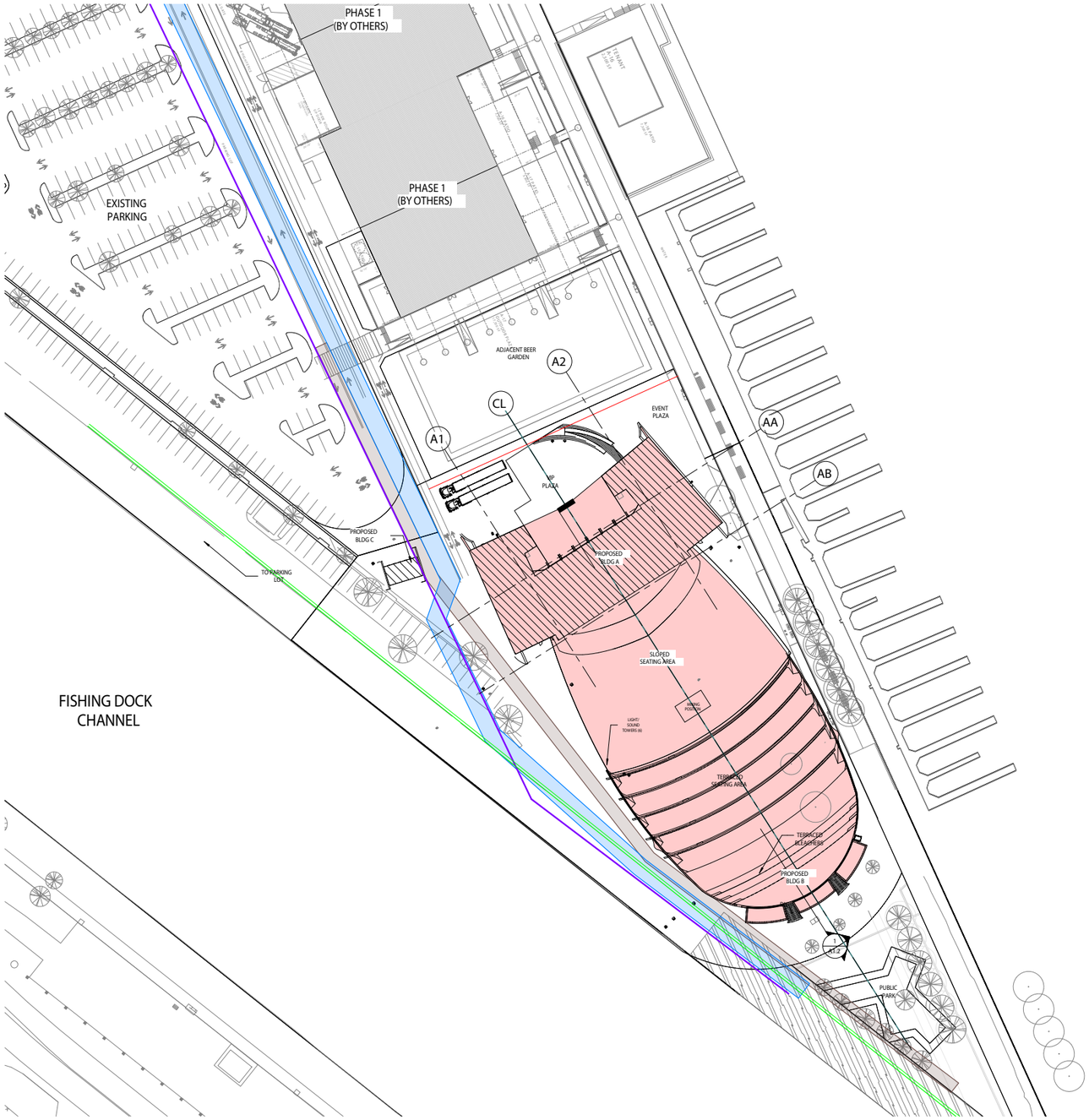


Figure 3
Amphitheater Layout
West Harbor Modification Project

Figure 4A
Project Rendering of Amphitheater
West Harbor Modification Project

Figure 4B
Project Rendering of Amphitheater
West Harbor Modification Project

Figure 4C
Project Rendering of Amphitheater
West Harbor Modification Project

2.3.2 Construction

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

2.3.3 Operations

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

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

Tower Attraction

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

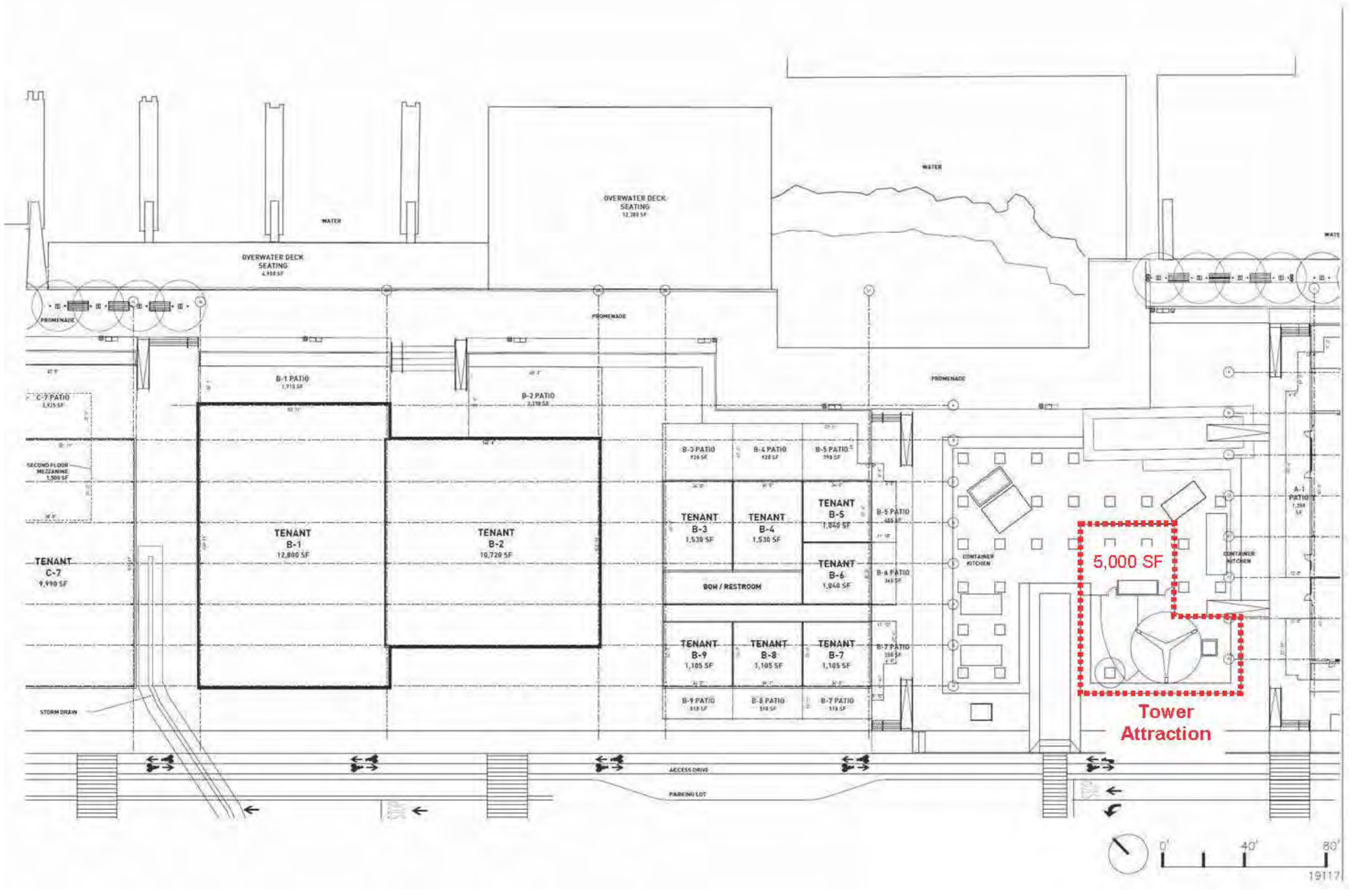


Figure 5
Project Rendering of Amphitheater
West Harbor Modification Project

Figure 6
Example Tower Attraction Renderings
West Harbor Modification Project

Tower Attraction Construction

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

Tower Attraction Operations

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

2.3.4 Mitigation Measure Changes

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

Air Quality

MM AQ-25: Recycling.

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

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

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

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

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

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

MM AQ-27: Compact Fluorescent Light Bulbs.

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

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

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

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

MM AQ-28: Energy Audit.

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

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

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

~~MM AQ-28: Energy Audit~~

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

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

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

Utilities and Public Services

MM PS-4: Comply with AB 939.

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

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

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

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

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

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

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

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

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

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

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

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

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

MM PS-5: Water Conservation and Wastewater Reduction.

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

MM PS-5: Water Conservation and Wastewater Reduction.

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

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

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

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

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

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

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

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

MM PS-6: Employ Energy Conservation Measures.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.0 Anticipated Project Approvals and Permits

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

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

4.0 Environmental Checklist – Initial Study

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

8. **Description of Project:**

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

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

The West Harbor Modification Project is within the Port, which is in San Pedro Bay within the city of Los Angeles, approximately 20 miles south of downtown Los Angeles. The Port is adjacent to the community of San Pedro to the west, the Wilmington community to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south. In total, the Port encompasses approximately 7,300

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

10. Other Public Agencies Whose Approval Is Required:

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

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

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

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

Environmental Factors Potentially Affected

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

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

Determination

On the basis of this initial evaluation:

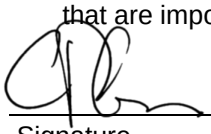
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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

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

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



Signature

04-07-2022

Date

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

Evaluation of Environmental Impacts

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

I. Aesthetics

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

Discussion

Would the project:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

II. Agricultural and Forestry Resources

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

Discussion

Would the project:

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

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

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

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

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

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

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

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

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

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

III. Air Quality

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

Discussion

Would the project:

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

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

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

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

c. Expose sensitive receptors to substantial pollutant concentrations?

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

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

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

IV. Biological Resources

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

Discussion

Would the project:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

V. Cultural Resources

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

Discussion

Would the project:

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

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

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

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

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

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

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

VI. Energy

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

Discussion

Would the project:

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

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

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

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

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

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

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

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

VII. Geology and Soils

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

Discussion

Would the project:

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

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

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

2. Strong seismic ground shaking?

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

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

3. Seismic-related ground failure, including liquefaction?

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

4. Landslides?

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

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

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

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

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

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

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

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

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

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

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

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

VIII. Greenhouse Gas Emissions

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

Discussion

Would the project:

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

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

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

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

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

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

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

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

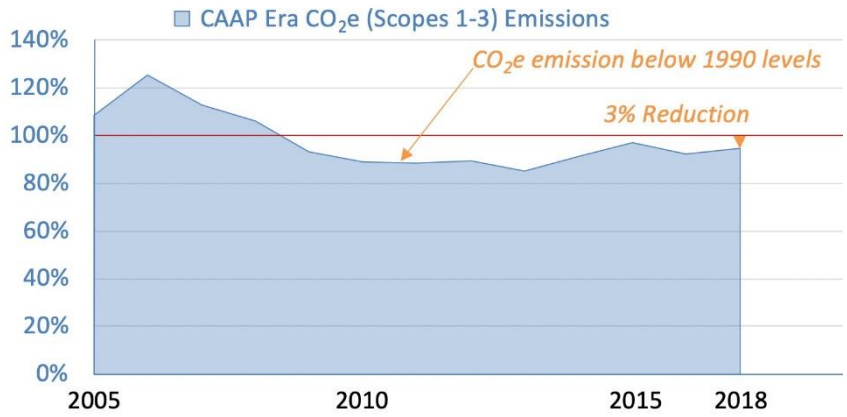


Figure 7 GHG Emissions, 2005–2018

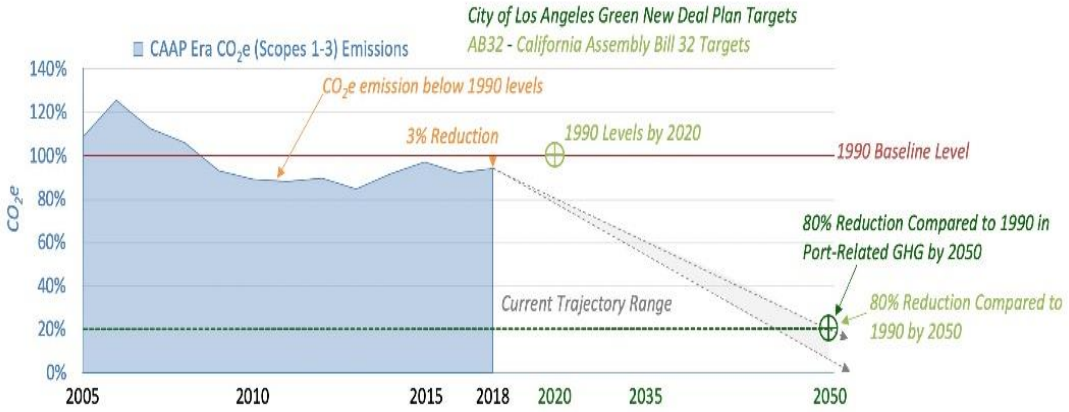


Figure 8 Actual GHG Emissions, 2005–2018 and 2018 GHG Compliance Trajectory

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

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

IX. Hazards and Hazardous Materials

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

Discussion

Would the project:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

X. Hydrology and Water Quality

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

Discussion

Would the project:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. Impede or redirect flood flows?

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

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

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

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

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

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

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

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

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

XI. Land Use and Planning

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

Discussion

Would the project:

a. Physically divide an established community?

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

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

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

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

XII. Mineral Resources

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

Discussion

Would the project:

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

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

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

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

XIII. Noise

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

Discussion

Would the project:

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

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

b. Generate excessive groundborne vibration or groundborne noise levels?

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

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

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

XIV. Population and Housing

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

Discussion

Would the project:

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

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

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

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

XV. Public Services

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

Discussion

Would the project:

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

Fire protection?

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

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

Police protection?

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

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

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

Schools?

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

Parks?

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

Other public facilities?

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

XVI. Recreation

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

Discussion

Would the project:

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

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

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

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

XVII. Transportation

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

Discussion

Would the project:

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

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

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

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

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

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

d. Result in inadequate emergency access?

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

XVIII. Tribal Cultural Resources

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

Discussion

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

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

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

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

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

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

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

XIX. Utilities and Service Systems

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

Discussion

Would the project:

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

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

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

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

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

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

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

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

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

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

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

XX. Wildfire

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

Discussion

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

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

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

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

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

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

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

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

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

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

XXI. Mandatory Findings of Significance

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

Discussion

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

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

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

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

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

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

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Appendix B

Photometric

JK Design Group

Lighting for Entertainment and Architecture

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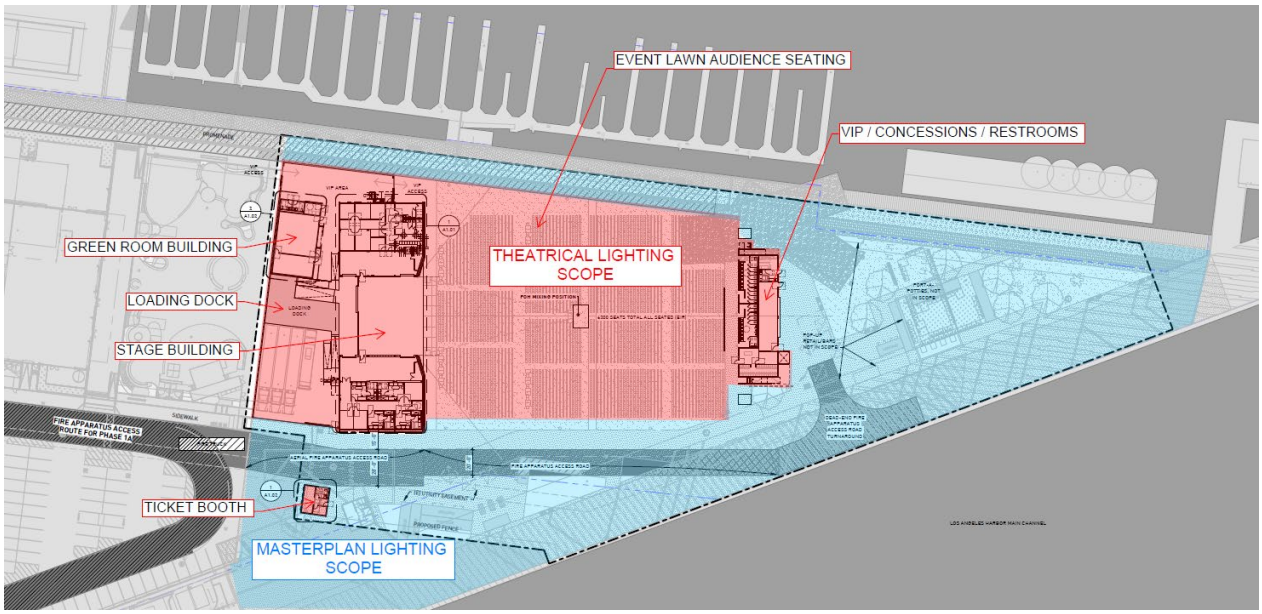
Northridge, California 91324
818 895-7000 VOICE
www.jkdesigngroup.com

West Harbor Amphitheater Theatrical Lighting Photometric Narrative DRAFT

JK Design Group has been contracted to provide Theatrical Lighting/Systems Design for the West Harbor Amphitheater Project which covers approximately 71,000 SF including the Stage Building with Loading Dock Area, and Event Lawn/Audience Seating Area including the VIP/Concessions/Restrooms, Ticket Booth and Green Room Buildings. The following Narrative includes information that is documented on Drawings PH-01, PH-02 & PH-03 (attached).

The Photometric Calculations that accompany this Narrative cover the combined Scope of both the Theatrical Areas by JK Design Group and the Masterplan Areas by Oculus Light Studio.



Loading Dock Area

This area will be illuminated through various layers of lighting. There will be wall lighting fixtures recessed along the wall adjacent to the Truck and Bus parking spots. There will also be building mounted light fixtures on the back wall of the Stage Building to provide general area lighting. The primary area of lighting concentration will be the Loading Platform area between the Truck Dock and Ramp into the Stage Building. Building mounted lighting continues the illumination between the Stage and Catering Buildings.

Stage Building

The Stage Building itself will be wrapped on three sides with LED Video Screens which are represented in the attached Photometric Studies. The Stage Area will also include permanent work lighting mounted above the primary Lighting Grid. The permanent work lighting will have the ability to be programmed to various static colors for use during community events that will take place at the venue beyond a typical concert event. The Lighting Grid will be used to support the appropriate lighting that will be brought into the venue for each individual touring performance.

Event Lawn/Audience Seating Area

The Event Lawn/Audience Seating Area will be illuminated from a layout of eight, sixty foot tall poles located at the sides of the seating/lawn area, four poles on each side. Each pole will include eight fixtures, at the top of the pole, in two rows of four units to cover the general illumination of the Event Lawn/Audience Seating Area. These fixtures will have the capability of various colors with the intent of white lighting being used for pre-event, intermission and post event lighting, with the option of using a blue hue of lighting during events to enhance audience visibility and security. These poles will also support lighting fixtures mounted lower on the poles to cover pedestrian level lighting at the walkway/perimeter of the Amphitheater Seating Area. The fixtures mounted lower on the poles will direct the lighting more specifically to the pedestrian pathways, limiting the lighting at the adjacent water ways. The Audience Lighting Poles can also support Audio Speakers and WiFi connectivity. The lighting in this area will be controllable and programmable for the specific seasonal events and usage of the space. It is important to understand the various uses of the space, be it the limited concert event season or the community events that can take place in this venue, the lighting will be infinitely controllable to meet the various requirements of the space.

VIP/Concessions/Restroom Building, Ticket Booth and Green Room Building

These various Buildings will have surface mounted lighting fixtures highlighting the architecture and enhancing the texture of the building surfaces. The Ticket Booth and Concession windows will have associated downlighting to highlight the transaction areas.

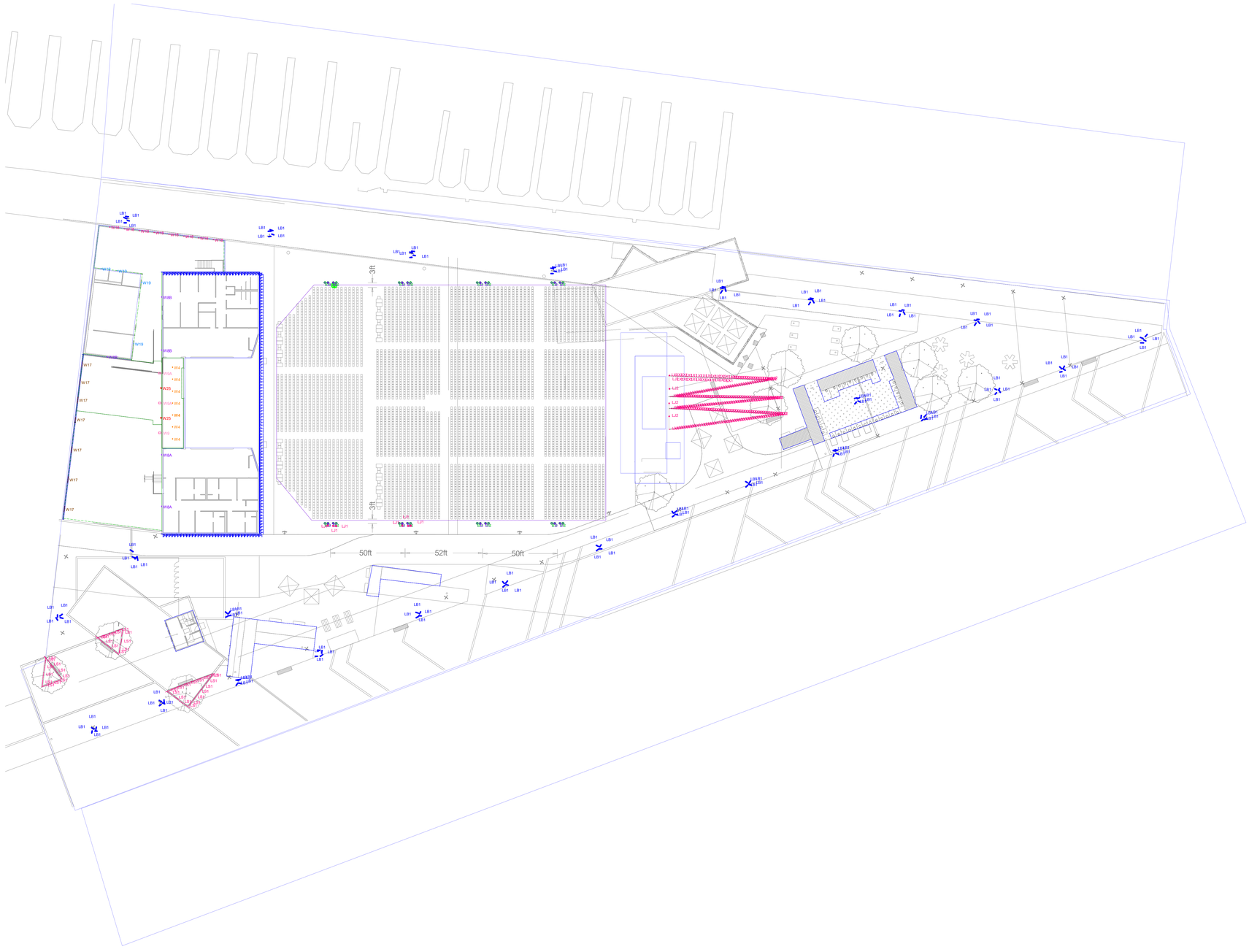
The 2nd Level VIP Area is a trellis covered exterior area with specialty seating opportunities, bar/lounge area and restrooms. Lighting in this area will be layered to create a Lounge environment with pendant and indirect lighting sources.

Drawing Index/Description

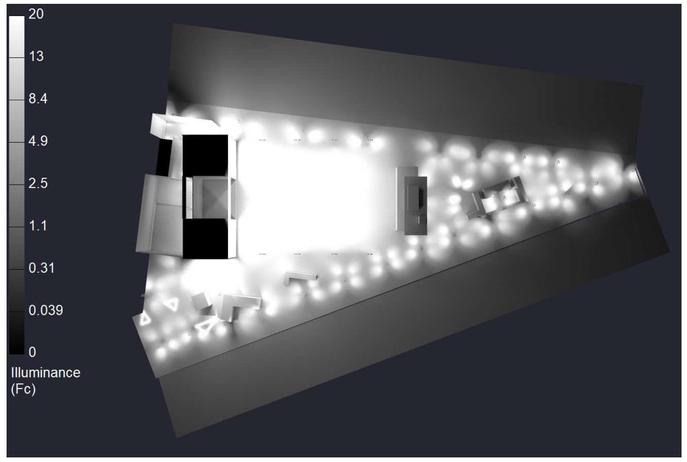
PH-01	Overall Lighting Plan indicating locations of fixtures throughout the combined Theatrical and Masterplan Areas of the Project with associated Study Results
PH-02	Photometric Point to Point Foot Candle Levels calculated at the ground/water plane.
PH-03	Grayscale and Pseudocolor Illuminance Renderings of Lighting Photometric Output

Conclusions

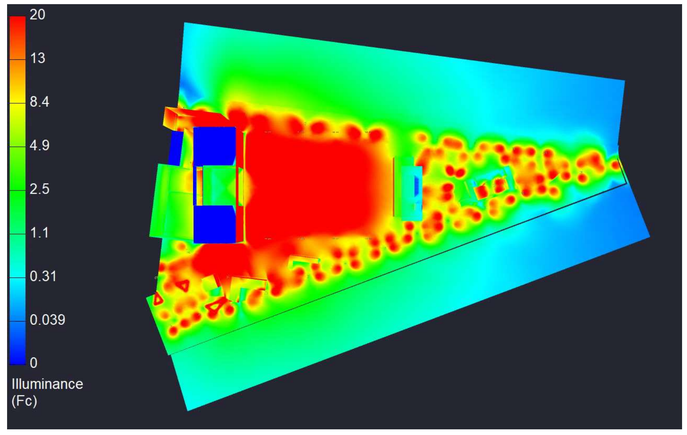
- All Photometric Calculations presented are shown at the ground/water plane, per industry standards.
- All Lighting Fixtures include LED sources. Either white lighting at 3000K (warm white) Color Temperature or Programmable Color Changing.
- Refer to Sheet PH-01 and PH-02 for Photometric Calculation Analysis per individual areas.
- All Fixtures and their associated outputs will be either under Dimmer or DMX Control, so brightness is infinitely adjustable.
- The number of events/concerts will vary on a seasonal basis.
- There is a significant decrease in light levels at the Water Way Areas adjacent to the Amphitheater Site.



LIGHTING PLAN
Scale: 1 inch= 30 Ft.



GRAYSCALE ILLUMINANCE SITE PLAN



PSEUDOCOLOR ILLUMINANCE SITE PLAN

Calculation Summary
Scene:

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
GRID ADJACENT WATER SURFACE	Illuminance	Fc	0.81	7.7	0.0	N.A.	N.A.
GRID AREA OF AMPHITHEATER	Illuminance	Fc	26.34	51.8	8.2	3.21	6.32
Loading Dock - High_Top	Illuminance	Fc	8.89	16	0	N.A.	N.A.
Loading Dock - Low_Area	Illuminance	Fc	5.45	12	0	N.A.	N.A.
OCULUS SITE	Illuminance	Fc	9.32	45.7	0.0	N.A.	N.A.
POLA PROMENADE	Illuminance	Fc	9.89	35.4	0.1	98.90	354.00
Stage Area_Top	Illuminance	Fc	21.28	30	11	1.93	2.73
VIP AREA	Illuminance	Fc	26.58	66	0	N.A.	N.A.
SEATING AREA	Illuminance	Fc	27.14	50.4	9.8	2.77	5.14

Luminaire Schedule
Scene:

Symbol	Qty	Label	Arrangement	LLF	Description	Tag	Luminaire Lumens
	104	LJ2-Iguzzini Maxi Woody I_WMX_3	Single	0.900	I_WMXS-BO-830-FL_I_LW72	LB1	6724
	8	LJ2-Iguzzini Maxi Woody I_WMX3	Single	0.900	I_WMXS-BO-830-FL_I_LW72	LJ2	6724
	39	KBM-F-H-30K-24V_2	Single	0.900	KBM-F-H-30K-24V	LS1	566
	6	Lumenbeam Grande LBG-120-27K-_2	Single	0.900	LBG-120-27K-FL-XX-XX	LJ1	9226
	276	LX1-ML2000-CW-27K-GSFL-3W_2	Single	0.900	ML2000-CW-27K-GSFL-3W	LX1	246
	2	GWM-A14-830-T4M	Single	0.900	Gardco	W8A	10669
	7	PAR38-NARROW-FLOOD-LM79-1	Single	0.900	Clarte	W4	4267
	1236	P1	Single	0.865	0A-2074-8010 _ 0P-2074-0010300 NITS = 1027 LUMENS - PANEL 6.34 FT X 1.94 FT	P1	2376
	3	GWM-A14-830-T2M	Single	0.900	Gardco	W8B	10782
	3	P26-196L-2100-WW-G2-3-UNV	Single	0.900	Gardco	W9A	9905
	7	24108	Single	0.900	Bega	W17	2392
	8	24085	Single	0.900	Bega	W18	768
	4	24502	Single	0.900	Bega	W19	1217
	2	84223	Single	0.900	Bega	W25	6860
	32	B	Single	0.950	LBX RO-277-30K-FL-SI-DMX/RDM-CRC-UL-60FT-BK-LSLA-SI	B	13391
	32	C	Single	0.950	LBX RO-277-30K-M-SI-DMX/RDM-CRC-UL-60FT-BK-LSLA-SI	C	13678
	16	D	Single	0.950	LQL-277-30K-3BLS-CONTROL-MOUNTING-FINISH	D	2961

Filename: PHOTOMETRIC MASTER SITE - WHA_11.3.AGI

SITE PLAN PHOTOMETRIC STUDY

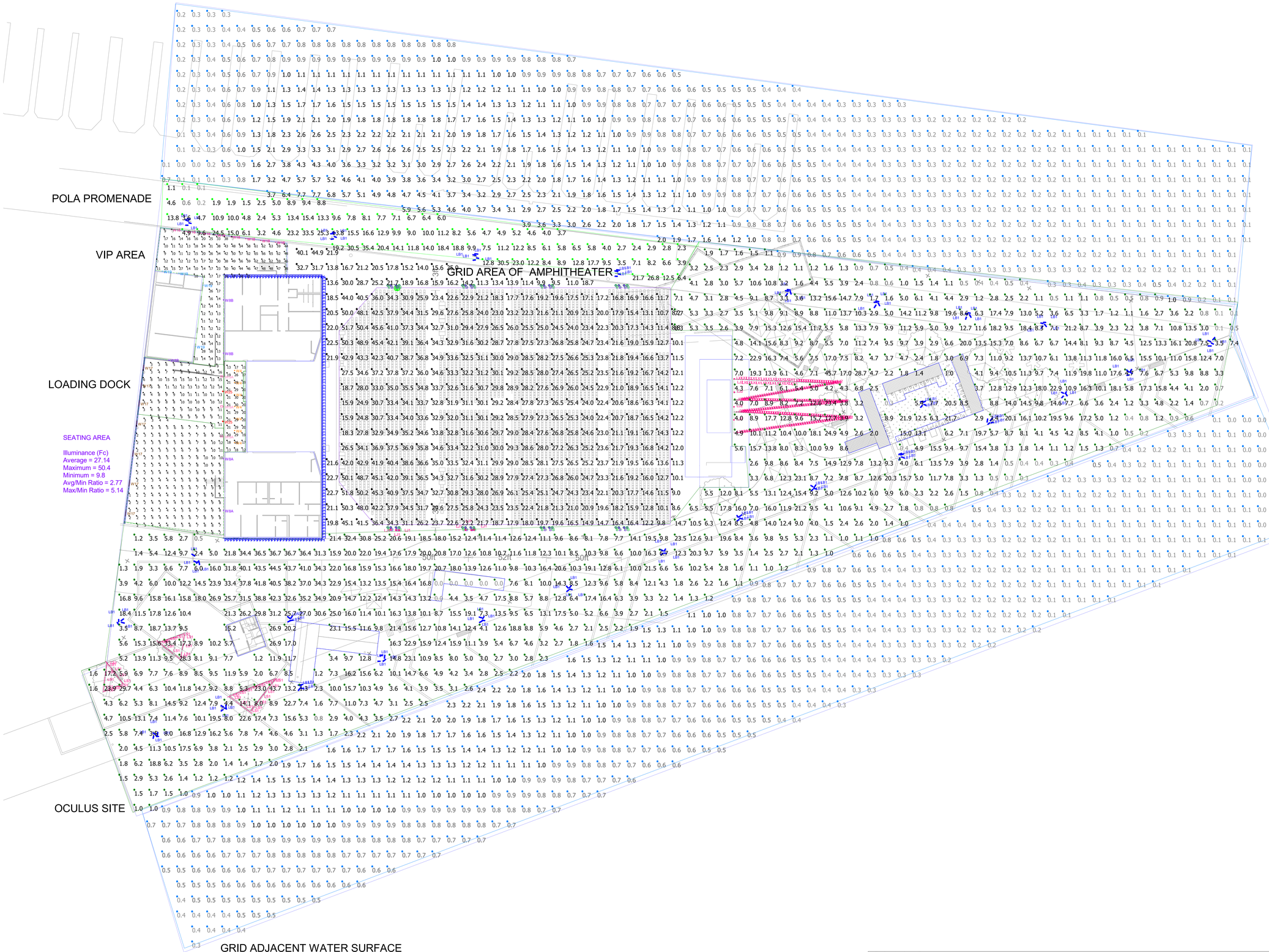
#	Date	Comments

Revisions

Drawn By: CL
Checked By:
Date: 11/3/2023
Scale: 1/4" = 1'-0"

AMPHITHEATER
WEST HARBOR

PH-01
Page 1 of 3



MASTER SITE PHOTOMETRIC PLAN
Scale: 1 inch= 25 Ft.

Calculation Summary							
Scene:							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
GRID ADJACENT WATER SURFACE	Illuminance	Fc	0.81	7.7	0.0	N.A.	N.A.
GRID AREA OF AMPHITHEATER	Illuminance	Fc	26.34	51.8	8.2	3.21	6.32
Loading Dock - High_Top	Illuminance	Fc	8.89	16	0	N.A.	N.A.
Loading Dock - Low_Area	Illuminance	Fc	5.45	12	0	N.A.	N.A.
OCULUS SITE	Illuminance	Fc	9.32	45.7	0.0	N.A.	N.A.
POLA PROMENADE	Illuminance	Fc	9.89	35.4	0.1	98.90	354.00
Stage Area_Top	Illuminance	Fc	21.28	30	11	1.93	2.73
VIP AREA	Illuminance	Fc	26.58	66	0	N.A.	N.A.
SEATING AREA	Illuminance	Fc	27.14	50.4	9.8	2.77	5.14

Filename: PHOTOMETRIC MASTER SITE - WHA_11.3.AGI

JK Design Group

SITE PLAN PHOTOMETRIC STUDY

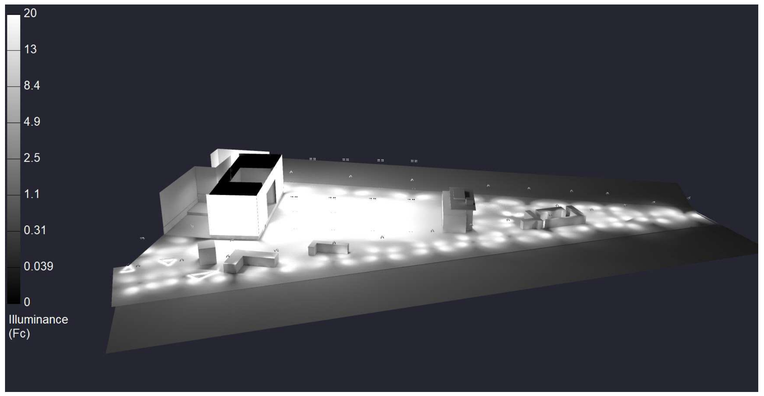
#	Date	Comments

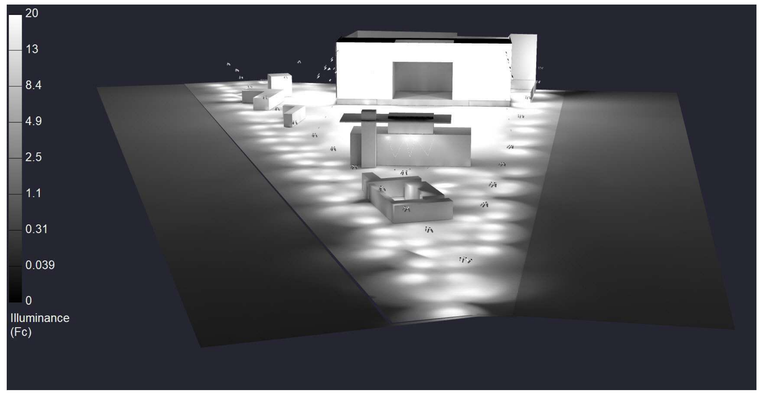
Revisions

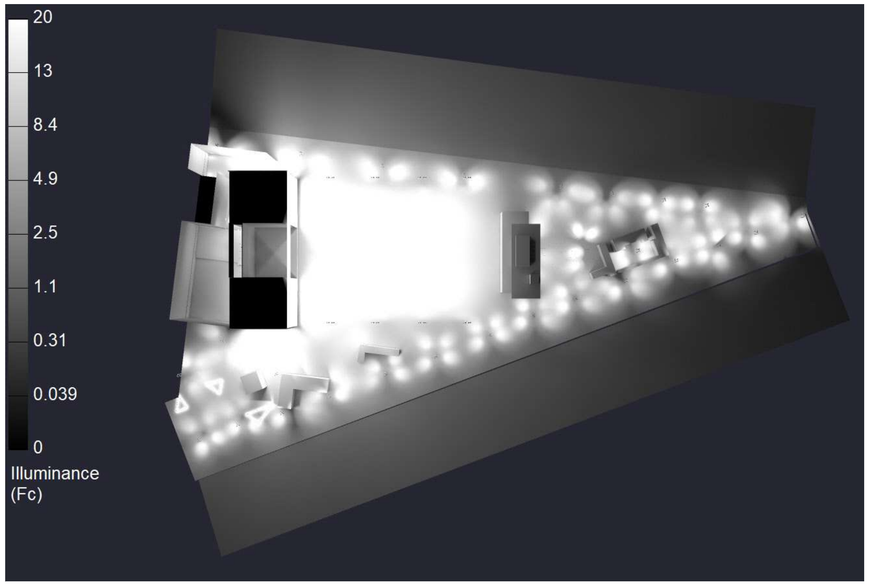
Drawn By: CL
Checked By:
Date: 11/3/2023
Scale: 1/4" = 1'-0"

AMPHITHEATER
WEST HARBOR

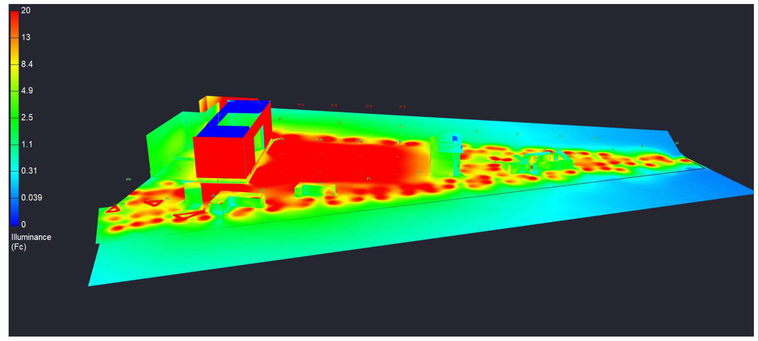
PH-01

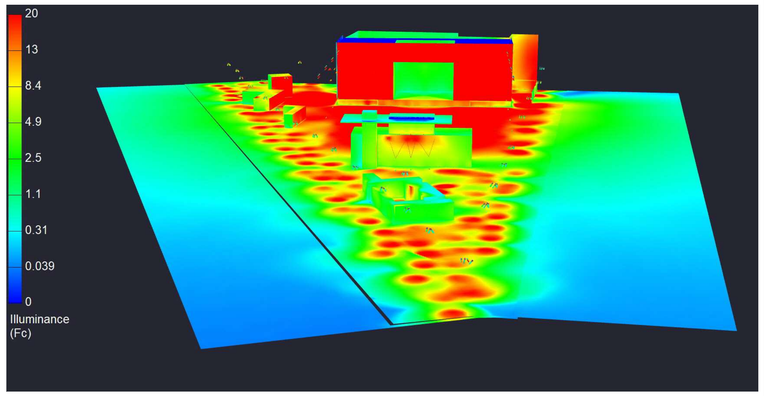


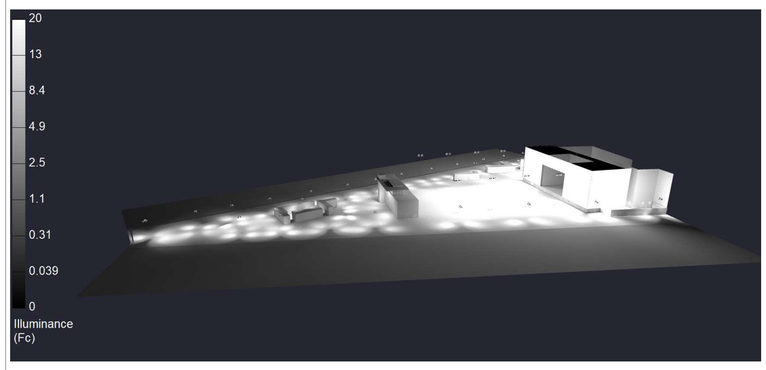


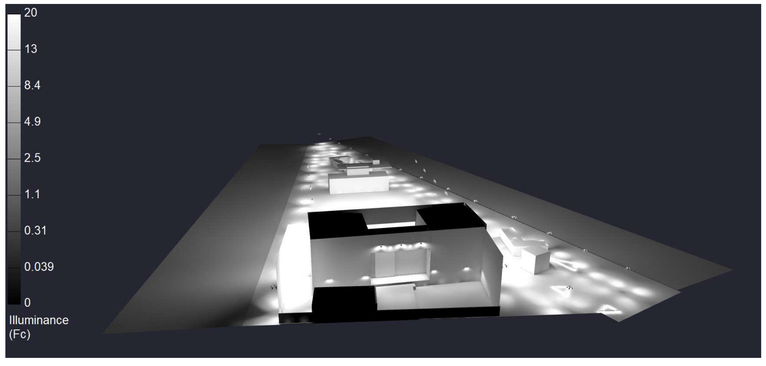


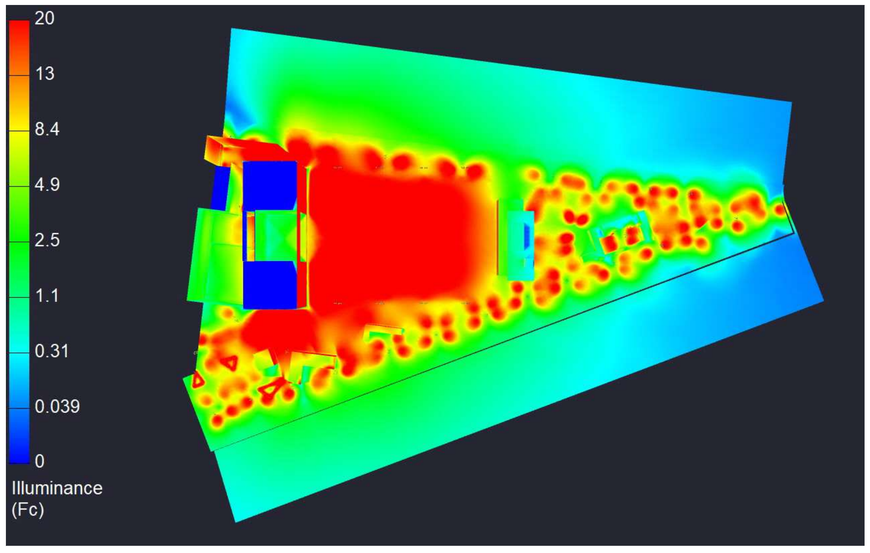
GRAYSCALE ILLUMINANCE SITE PLAN



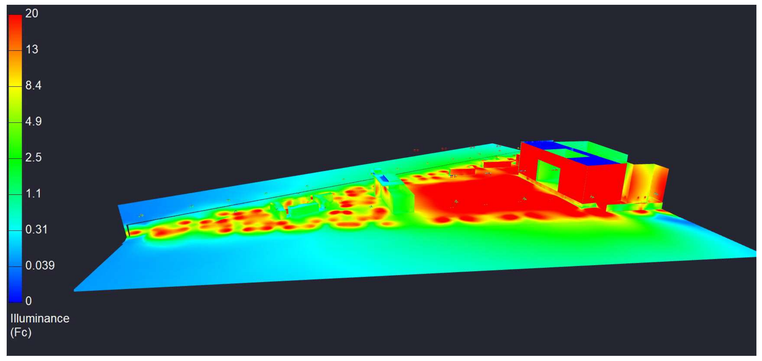


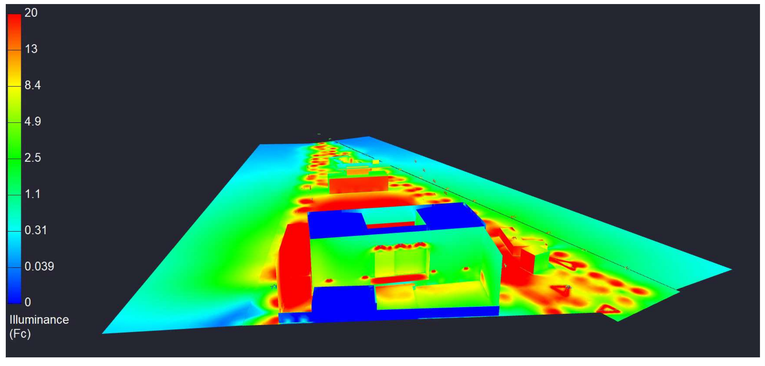






PSEUDOCOLOR ILLUMINANCE SITE PLAN





Filename: PHOTOMETRIC MASTER SITE - WHA_11.3.AGI

SITE PLAN PHOTOMETRIC STUDY

Revisions

#	Date	Comments

Drawn By: CL
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AMPHITHEATER
WEST HARBOR

PH-01

Appendix C

Air Quality

Appendix B Air Quality and GHG Supporting Tables and Model Output

Table B1
CalEEMod Construction Output: Amphitheater Venue, Attraction, Lot 22

West Harbor Construction - Venue Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	West Harbor Construction - Venue
Construction Start Date	1/1/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	7.20
Location	33.7309468486894, -118.27636210216771
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4614
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
User Defined Recreational	1.00	User Defined Unit	2.50	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.26	9.39	13.3	0.02	0.34	0.56	0.86	0.31	0.14	0.43	—	2,427	2,427	0.10	0.11	3.26	2,442
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.92	19.8	19.6	0.05	0.73	4.05	4.78	0.68	1.67	2.35	—	6,383	6,383	0.31	0.55	0.24	6,555
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.93	7.16	9.40	0.02	0.25	0.84	1.09	0.23	0.25	0.48	—	2,127	2,127	0.09	0.10	1.11	2,159
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.17	1.31	1.72	< 0.005	0.05	0.15	0.20	0.04	0.04	0.09	—	352	352	0.02	0.02	0.18	357

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.26	9.39	13.3	0.02	0.34	0.56	0.86	0.31	0.14	0.43	—	2,427	2,427	0.10	0.11	3.26	2,442

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.92	19.8	19.6	0.05	0.73	4.05	4.78	0.68	1.67	2.35	—	6,383	6,383	0.31	0.55	0.24	6,555
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.93	7.16	9.40	0.02	0.25	0.84	1.09	0.23	0.25	0.48	—	2,127	2,127	0.09	0.10	1.11	2,159
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.17	1.31	1.72	< 0.005	0.05	0.15	0.20	0.04	0.04	0.09	—	352	352	0.02	0.02	0.18	357

3. Construction Emissions Details

3.1. Demolition Venue (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	1.93	2.92	< 0.005	0.07	—	0.07	0.06	—	0.06	—	432	432	0.02	< 0.005	—	434
Demolition	—	—	—	—	—	1.43	1.43	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.23	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	34.3	34.3	< 0.005	< 0.005	—	34.4

Demoliti	—	—	—	—	—	0.11	0.11	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.68	5.68	< 0.005	< 0.005	—	5.70
Demolition	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.14	1.77	0.00	0.00	0.39	0.39	0.00	0.09	0.09	—	393	393	0.02	0.01	0.04	398
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	2.21	0.84	0.01	0.02	0.46	0.49	0.02	0.13	0.15	—	1,737	1,737	0.09	0.27	0.10	1,821
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	31.7	31.7	< 0.005	< 0.005	0.05	32.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.18	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	138	138	0.01	0.02	0.14	145
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.25	5.25	< 0.005	< 0.005	0.01	5.32
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	22.8	22.8	< 0.005	< 0.005	0.02	24.0

3.3. Grading Venue (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.67	15.4	16.2	0.03	0.69	—	0.69	0.63	—	0.63	—	2,703	2,703	0.11	0.02	—	2,713
Dust From Material Movement	—	—	—	—	—	2.77	2.77	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.23	1.29	< 0.005	0.05	—	0.05	0.05	—	0.05	—	215	215	0.01	< 0.005	—	216
Dust From Material Movement	—	—	—	—	—	0.22	0.22	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.24	< 0.005	0.01	—	0.01	0.01	—	0.01	—	35.6	35.6	< 0.005	< 0.005	—	35.7
Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.14	1.77	0.00	0.00	0.39	0.39	0.00	0.09	0.09	—	393	393	0.02	0.01	0.04	398
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.05	4.19	1.58	0.02	0.04	0.88	0.92	0.04	0.24	0.28	—	3,286	3,286	0.18	0.52	0.20	3,444
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	31.7	31.7	< 0.005	< 0.005	0.05	32.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.34	0.13	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	261	261	0.01	0.04	0.26	274
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.25	5.25	< 0.005	< 0.005	0.01	5.32
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	43.2	43.2	< 0.005	0.01	0.04	45.3

3.5. Utilities Venue (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	1.10	1.91	< 0.005	0.04	—	0.04	0.04	—	0.04	—	290	290	0.01	< 0.005	—	291
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	1.10	1.91	< 0.005	0.04	—	0.04	0.04	—	0.04	—	290	290	0.01	< 0.005	—	291
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.09	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.9	23.9	< 0.005	< 0.005	—	24.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.95	3.95	< 0.005	< 0.005	—	3.97
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	1.39	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	277	277	0.01	0.01	1.01	281
Vendor	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	127	127	0.01	0.02	0.35	133
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.18	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	262	262	0.01	0.01	0.03	265
Vendor	< 0.005	0.15	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	127	127	0.01	0.02	0.01	132
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	21.9	21.9	< 0.005	< 0.005	0.04	22.2

Vendor	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.62	3.62	< 0.005	< 0.005	0.01	3.67
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.73	1.73	< 0.005	< 0.005	< 0.005	1.80
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Concrete Paving Venue (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	3.22	4.08	0.01	0.12	—	0.12	0.11	—	0.11	—	619	619	0.03	0.01	—	621
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	0.33	< 0.005	0.01	—	0.01	0.01	—	0.01	—	50.9	50.9	< 0.005	< 0.005	—	51.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.42	8.42	< 0.005	< 0.005	—	8.45
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.13	2.09	0.00	0.00	0.39	0.39	0.00	0.09	0.09	—	415	415	0.02	0.01	1.52	421
Vendor	0.02	0.72	0.35	< 0.005	0.01	0.17	0.18	< 0.005	0.05	0.05	—	635	635	0.03	0.09	1.74	663
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	32.8	32.8	< 0.005	< 0.005	0.05	33.2
Vendor	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	52.2	52.2	< 0.005	0.01	0.06	54.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.43	5.43	< 0.005	< 0.005	0.01	5.50
Vendor	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.64	8.64	< 0.005	< 0.005	0.01	9.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Construction Venue (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	9.22	10.5	0.02	0.34	—	0.34	0.31	—	0.31	—	1,874	1,874	0.08	0.02	—	1,880
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	9.22	10.5	0.02	0.34	—	0.34	0.31	—	0.31	—	1,874	1,874	0.08	0.02	—	1,880
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.55	4.67	5.33	0.01	0.17	—	0.17	0.16	—	0.16	—	950	950	0.04	0.01	—	953
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.85	0.97	< 0.005	0.03	—	0.03	0.03	—	0.03	—	157	157	0.01	< 0.005	—	158
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.17	2.78	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	553	553	0.02	0.02	2.02	561
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.19	2.36	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	524	524	0.02	0.02	0.05	531
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.11	1.26	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	270	270	0.01	0.01	0.44	273

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.23	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	44.6	44.6	< 0.005	< 0.005	0.07	45.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating Venue (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	1.18	1.52	< 0.005	0.04	—	0.04	0.03	—	0.03	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	3.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.44	2.44	< 0.005	< 0.005	—	2.45
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.40	0.40	< 0.005	< 0.005	—	0.41
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	0.01	< 0.005	0.01	133
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.82	1.82	< 0.005	< 0.005	< 0.005	1.85
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.30	0.30	< 0.005	< 0.005	< 0.005	0.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition Venue	Demolition	1/1/2025	2/3/2025	6.00	29.0	—
Grading Venue	Grading	2/4/2025	3/9/2025	6.00	29.0	—
Utilities Venue	Grading	3/10/2025	4/13/2025	6.00	30.0	—
Concrete Paving Venue	Building Construction	4/14/2025	5/18/2025	6.00	30.0	—
Construction Venue	Building Construction	5/19/2025	12/19/2025	6.00	185	—
Architectural Coating Venue	Architectural Coating	12/20/2025	12/25/2025	6.00	5.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition Venue	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Demolition Venue	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading Venue	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading Venue	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading Venue	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading Venue	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading Venue	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43

Utilities Venue	Tractors/Loaders/Back	Diesel	Average	1.00	8.00	84.0	0.37
Concrete Paving Venue	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Concrete Paving Venue	Tractors/Loaders/Backhoes	Diesel	Average	2.00	5.00	84.0	0.37
Concrete Paving Venue	Air Compressors	Diesel	Average	1.00	5.00	37.0	0.48
Concrete Paving Venue	Pumps	Diesel	Average	1.00	4.00	11.0	0.74
Construction Venue	Cranes	Diesel	Average	1.00	6.00	367	0.29
Construction Venue	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Construction Venue	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Construction Venue	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Construction Venue	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Architectural Coating Venue	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition Venue	—	—	—	—
Demolition Venue	Worker	30.0	18.5	LDA,LDT1,LDT2
Demolition Venue	Vendor	—	10.2	HHDT,MHDT
Demolition Venue	Hauling	25.1	20.0	HHDT
Demolition Venue	Onsite truck	—	—	HHDT
Grading Venue	—	—	—	—
Grading Venue	Worker	30.0	18.5	LDA,LDT1,LDT2
Grading Venue	Vendor	—	10.2	HHDT,MHDT

Grading Venue	Hauling	47.4	20.0	HHDT
Grading Venue	Onsite truck	—	—	HHDT
Utilities Venue	—	—	—	—
Utilities Venue	Worker	20.0	18.5	LDA,LDT1,LDT2
Utilities Venue	Vendor	4.00	10.2	HHDT,MHDT
Utilities Venue	Hauling	0.00	20.0	HHDT
Utilities Venue	Onsite truck	—	—	HHDT
Concrete Paving Venue	—	—	—	—
Concrete Paving Venue	Worker	30.0	18.5	LDA,LDT1,LDT2
Concrete Paving Venue	Vendor	20.0	10.2	HHDT,MHDT
Concrete Paving Venue	Hauling	0.00	20.0	HHDT
Concrete Paving Venue	Onsite truck	—	—	HHDT
Construction Venue	—	—	—	—
Construction Venue	Worker	40.0	18.5	LDA,LDT1,LDT2
Construction Venue	Vendor	0.00	10.2	HHDT,MHDT
Construction Venue	Hauling	0.00	20.0	HHDT
Construction Venue	Onsite truck	—	—	HHDT
Architectural Coating Venue	—	—	—	—
Architectural Coating Venue	Worker	10.0	18.5	LDA,LDT1,LDT2
Architectural Coating Venue	Vendor	—	10.2	HHDT,MHDT
Architectural Coating Venue	Hauling	0.00	20.0	HHDT
Architectural Coating Venue	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating Venue	0.00	0.00	0.00	4,000	0.00

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition Venue	0.00	0.00	0.00	63,180	—
Grading Venue	11,000	—	30.0	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
User Defined Recreational	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	690	0.05	0.01

West Harbor Construction - Attraction Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	West Harbor Construction - Attraction
Construction Start Date	1/1/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	7.20
Location	33.7309468486894, -118.27636210216771
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4614
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
User Defined Recreational	1.00	User Defined Unit	0.50	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.92	14.8	19.7	0.03	0.52	0.79	1.22	0.48	0.19	0.64	—	3,803	3,803	0.16	0.11	3.92	3,832
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.74	14.8	19.2	0.03	0.52	0.70	1.22	0.48	0.17	0.64	—	3,767	3,767	0.16	0.17	0.09	3,794
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.45	3.44	5.23	0.01	0.12	0.27	0.39	0.11	0.06	0.17	—	1,076	1,076	0.05	0.03	0.54	1,088
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.08	0.63	0.95	< 0.005	0.02	0.05	0.07	0.02	0.01	0.03	—	178	178	0.01	0.01	0.09	180

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.92	14.8	19.7	0.03	0.52	0.79	1.22	0.48	0.19	0.64	—	3,803	3,803	0.16	0.11	3.92	3,832

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.74	14.8	19.2	0.03	0.52	0.70	1.22	0.48	0.17	0.64	—	3,767	3,767	0.16	0.17	0.09	3,794
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.45	3.44	5.23	0.01	0.12	0.27	0.39	0.11	0.06	0.17	—	1,076	1,076	0.05	0.03	0.54	1,088
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.08	0.63	0.95	< 0.005	0.02	0.05	0.07	0.02	0.01	0.03	—	178	178	0.01	0.01	0.09	180

3. Construction Emissions Details

3.1. Utilities Attraction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	1.10	1.91	< 0.005	0.04	—	0.04	0.04	—	0.04	—	290	290	0.01	< 0.005	—	291
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.09	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.1	23.1	< 0.005	< 0.005	—	23.2
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.82	3.82	< 0.005	< 0.005	—	3.83
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.18	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	262	262	0.01	0.01	0.03	265
Vendor	< 0.005	0.15	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	127	127	0.01	0.02	0.01	132
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	21.1	21.1	< 0.005	< 0.005	0.03	21.4
Vendor	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.1	10.1	< 0.005	< 0.005	0.01	10.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.50	3.50	< 0.005	< 0.005	0.01	3.55
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.67	1.67	< 0.005	< 0.005	< 0.005	1.74
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading Attraction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	2.45	4.03	0.01	0.09	—	0.09	0.09	—	0.09	—	615	615	0.02	< 0.005	—	617
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.10	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	25.3	25.3	< 0.005	< 0.005	—	25.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.19	4.19	< 0.005	< 0.005	—	4.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.14	1.77	0.00	0.00	0.39	0.39	0.00	0.09	0.09	—	393	393	0.02	0.01	0.04	398
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16.4	16.4	< 0.005	< 0.005	0.03	16.6

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.71	2.71	< 0.005	< 0.005	< 0.005	2.75
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Pile Driving Attraction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.96	1.78	< 0.005	0.03	—	0.03	0.03	—	0.03	—	287	287	0.01	< 0.005	—	288
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.05	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.9	14.9	< 0.005	< 0.005	—	15.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.47	2.47	< 0.005	< 0.005	—	2.48
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.18	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	262	262	0.01	0.01	0.03	265
Vendor	0.01	1.19	0.40	0.01	0.01	0.28	0.29	0.01	0.08	0.09	—	1,024	1,024	0.05	0.16	0.06	1,073
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.8	13.8	< 0.005	< 0.005	0.02	14.0
Vendor	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	53.3	53.3	< 0.005	0.01	0.05	55.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.29	2.29	< 0.005	< 0.005	< 0.005	2.32
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.82	8.82	< 0.005	< 0.005	0.01	9.26
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Parts Delivery Attraction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	4.38	5.45	0.01	0.13	—	0.13	0.12	—	0.12	—	900	900	0.04	0.01	—	903
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	4.38	5.45	0.01	0.13	—	0.13	0.12	—	0.12	—	900	900	0.04	0.01	—	903
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	1.08	1.34	< 0.005	0.03	—	0.03	0.03	—	0.03	—	222	222	0.01	< 0.005	—	223
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.20	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	36.7	36.7	< 0.005	< 0.005	—	36.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	1.39	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	277	277	0.01	0.01	1.01	281
Vendor	0.01	0.22	0.11	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	190	190	0.01	0.03	0.52	199
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.18	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	262	262	0.01	0.01	0.03	265
Vendor	0.01	0.23	0.11	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	190	190	0.01	0.03	0.01	199
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.31	0.00	0.00	0.06	0.06	0.00	0.02	0.02	—	65.6	65.6	< 0.005	< 0.005	0.11	66.5

Vendor	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	46.9	46.9	< 0.005	0.01	0.06	49.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.9	10.9	< 0.005	< 0.005	0.02	11.0
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.77	7.77	< 0.005	< 0.005	0.01	8.11
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Support Construction Attraction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	9.96	10.7	0.02	0.38	—	0.38	0.35	—	0.35	—	2,022	2,022	0.08	0.02	—	2,028
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	9.96	10.7	0.02	0.38	—	0.38	0.35	—	0.35	—	2,022	2,022	0.08	0.02	—	2,028
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.82	0.88	< 0.005	0.03	—	0.03	0.03	—	0.03	—	166	166	0.01	< 0.005	—	167
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.15	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.5	27.5	< 0.005	< 0.005	—	27.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.13	2.09	0.00	0.00	0.39	0.39	0.00	0.09	0.09	—	415	415	0.02	0.01	1.52	421
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.14	1.77	0.00	0.00	0.39	0.39	0.00	0.09	0.09	—	393	393	0.02	0.01	0.04	398
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	32.8	32.8	< 0.005	< 0.005	0.05	33.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.43	5.43	< 0.005	< 0.005	0.01	5.50
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Concrete Paving Attraction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	3.22	4.08	0.01	0.12	—	0.12	0.11	—	0.11	—	619	619	0.03	0.01	—	621
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.19	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.3	37.3	< 0.005	< 0.005	—	37.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.18	6.18	< 0.005	< 0.005	—	6.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.13	2.09	0.00	0.00	0.39	0.39	0.00	0.09	0.09	—	415	415	0.02	0.01	1.52	421
Vendor	0.01	0.36	0.18	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	317	317	0.01	0.04	0.87	332
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.0	24.0	< 0.005	< 0.005	0.04	24.4

Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.1	19.1	< 0.005	< 0.005	0.02	20.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.98	3.98	< 0.005	< 0.005	0.01	4.04
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.17	3.17	< 0.005	< 0.005	< 0.005	3.31
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Construction Attraction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.84	1.14	< 0.005	0.04	—	0.04	0.03	—	0.03	—	214	214	0.01	< 0.005	—	215
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	35.5	35.5	< 0.005	< 0.005	—	35.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.13	2.09	0.00	0.00	0.39	0.39	0.00	0.09	0.09	—	415	415	0.02	0.01	1.52	421
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.31	0.00	0.00	0.06	0.06	0.00	0.02	0.02	—	65.6	65.6	< 0.005	< 0.005	0.11	66.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.9	10.9	< 0.005	< 0.005	0.02	11.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Architectural Coating Attraction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	1.18	1.52	< 0.005	0.04	—	0.04	0.03	—	0.03	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	3.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.44	2.44	< 0.005	< 0.005	—	2.45
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.40	0.40	< 0.005	< 0.005	—	0.41
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	138	138	0.01	< 0.005	0.51	140
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.82	1.82	< 0.005	< 0.005	< 0.005	1.85

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.30	0.30	< 0.005	< 0.005	< 0.005	0.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Utilities Attraction	Grading	1/1/2025	2/3/2025	6.00	29.0	—
Grading Attraction	Grading	2/26/2025	3/14/2025	6.00	15.0	—
Pile Driving Attraction	Building Construction	2/4/2025	2/25/2025	6.00	19.0	—
Parts Delivery Attraction	Building Construction	2/26/2025	6/10/2025	6.00	90.0	—
Support Construction Attraction	Building Construction	3/15/2025	4/18/2025	6.00	30.0	—
Concrete Paving Attraction	Building Construction	4/19/2025	5/14/2025	6.00	22.0	—

Construction Attraction	Building Construction	5/15/2025	7/23/2025	6.00	60.0	—
Architectural Coating Attraction	Architectural Coating	7/24/2025	7/29/2025	6.00	5.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Utilities Attraction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading Attraction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading Attraction	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Pile Driving Attraction	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Parts Delivery Attraction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Parts Delivery Attraction	Aerial Lifts	Diesel	Average	3.00	8.00	46.0	0.31
Support Construction Attraction	Cranes	Diesel	Average	1.00	8.00	367	0.29
Support Construction Attraction	Forklifts	Diesel	Average	2.00	8.00	82.0	0.20
Support Construction Attraction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Support Construction Attraction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Concrete Paving Attraction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Concrete Paving Attraction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	5.00	84.0	0.37
Concrete Paving Attraction	Air Compressors	Diesel	Average	1.00	5.00	37.0	0.48

Concrete Paving Attraction	Pumps	Diesel	Average	1.00	4.00	11.0	0.74
Construction Attraction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Construction Attraction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Construction Attraction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating Attraction	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Utilities Attraction	—	—	—	—
Utilities Attraction	Worker	20.0	18.5	LDA,LDT1,LDT2
Utilities Attraction	Vendor	4.00	10.2	HHDT,MHDT
Utilities Attraction	Hauling	0.00	20.0	HHDT
Utilities Attraction	Onsite truck	—	—	HHDT
Grading Attraction	—	—	—	—
Grading Attraction	Worker	30.0	18.5	LDA,LDT1,LDT2
Grading Attraction	Vendor	—	10.2	HHDT,MHDT
Grading Attraction	Hauling	0.00	20.0	HHDT
Grading Attraction	Onsite truck	—	—	HHDT
Pile Driving Attraction	—	—	—	—
Pile Driving Attraction	Worker	20.0	18.5	LDA,LDT1,LDT2
Pile Driving Attraction	Vendor	6.00	50.0	HHDT
Pile Driving Attraction	Hauling	0.00	20.0	HHDT
Pile Driving Attraction	Onsite truck	—	—	HHDT

Parts Delivery Attraction	—	—	—	—
Parts Delivery Attraction	Worker	20.0	18.5	LDA,LDT1,LDT2
Parts Delivery Attraction	Vendor	6.00	10.2	HHDT,MHDT
Parts Delivery Attraction	Hauling	0.00	20.0	HHDT
Parts Delivery Attraction	Onsite truck	—	—	HHDT
Support Construction Attraction	—	—	—	—
Support Construction Attraction	Worker	30.0	18.5	LDA,LDT1,LDT2
Support Construction Attraction	Vendor	0.00	10.2	HHDT,MHDT
Support Construction Attraction	Hauling	0.00	20.0	HHDT
Support Construction Attraction	Onsite truck	—	—	HHDT
Concrete Paving Attraction	—	—	—	—
Concrete Paving Attraction	Worker	30.0	18.5	LDA,LDT1,LDT2
Concrete Paving Attraction	Vendor	10.0	10.2	HHDT,MHDT
Concrete Paving Attraction	Hauling	0.00	20.0	HHDT
Concrete Paving Attraction	Onsite truck	—	—	HHDT
Construction Attraction	—	—	—	—
Construction Attraction	Worker	30.0	18.5	LDA,LDT1,LDT2
Construction Attraction	Vendor	0.00	10.2	HHDT,MHDT
Construction Attraction	Hauling	0.00	20.0	HHDT
Construction Attraction	Onsite truck	—	—	HHDT
Architectural Coating Attraction	—	—	—	—
Architectural Coating Attraction	Worker	10.0	18.5	LDA,LDT1,LDT2
Architectural Coating Attraction	Vendor	—	10.2	HHDT,MHDT
Architectural Coating Attraction	Hauling	0.00	20.0	HHDT
Architectural Coating Attraction	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating Attraction	0.00	0.00	0.00	4,000	0.00

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
User Defined Recreational	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	690	0.05	0.01

8. User Changes to Default Data

Screen	Justification
Land Use	Provided by project proponent and LAHD Engineering.
Construction: Construction Phases	Provided by project proponent and LAHD Engineering.
Construction: Off-Road Equipment	Provided by project proponent and LAHD Engineering.
Construction: Dust From Material Movement	Provided by project proponent and LAHD Engineering.
Construction: Trips and VMT	Provided by project proponent and LAHD Engineering.
Construction: Architectural Coatings	Assumed minimal coating of railings, small structures for Venue and Attraction.
Construction: Paving	Parking acreage provided by LAHD Engineering Division.

West Harbor Construction - Lot 22 St Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	West Harbor Construction - Lot 22 St
Construction Start Date	1/1/2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	7.20
Location	33.7309468486894, -118.27636210216771
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4614
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	2,600	Space	18.1	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.50	47.2	36.5	0.16	1.42	7.70	9.11	1.32	2.53	3.85	—	21,046	21,046	1.05	2.29	33.9	21,787
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.76	7.25	6.37	0.02	0.25	0.77	1.02	0.23	0.25	0.48	—	2,515	2,515	0.12	0.23	1.51	2,588
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.14	1.32	1.16	< 0.005	0.05	0.14	0.19	0.04	0.05	0.09	—	416	416	0.02	0.04	0.25	428

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.50	47.2	36.5	0.16	1.42	7.70	9.11	1.32	2.53	3.85	—	21,046	21,046	1.05	2.29	33.9	21,787
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2025	0.76	7.25	6.37	0.02	0.25	0.77	1.02	0.23	0.25	0.48	—	2,515	2,515	0.12	0.23	1.51	2,588
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.14	1.32	1.16	< 0.005	0.05	0.14	0.19	0.04	0.05	0.09	—	416	416	0.02	0.04	0.25	428

3. Construction Emissions Details

3.1. Demolition 22Lot Buildings (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.40	22.2	19.9	0.03	0.92	—	0.92	0.84	—	0.84	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	0.13	0.13	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	1.95	1.75	< 0.005	0.08	—	0.08	0.07	—	0.07	—	300	300	0.01	< 0.005	—	301
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.04	0.36	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01	—	49.7	49.7	< 0.005	< 0.005	—	49.9
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	1.04	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	207	207	0.01	0.01	0.76	210
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.20	0.08	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	162	162	0.01	0.03	0.38	171
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	17.5	17.5	< 0.005	< 0.005	0.03	17.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	14.2	14.2	< 0.005	< 0.005	0.01	14.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.90	2.90	< 0.005	< 0.005	< 0.005	2.93
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.36	2.36	< 0.005	< 0.005	< 0.005	2.47

3.3. Grading 22Lot (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movement	—	—	—	—	—	3.64	3.64	—	1.43	1.43	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	2.68	2.56	0.01	0.11	—	0.11	0.10	—	0.10	—	597	597	0.02	< 0.005	—	599
Dust From Material Movement	—	—	—	—	—	0.33	0.33	—	0.13	0.13	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.49	0.47	< 0.005	0.02	—	0.02	0.02	—	0.02	—	98.8	98.8	< 0.005	< 0.005	—	99.1
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.09	0.09	1.39	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	277	277	0.01	0.01	1.01	281
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.22	17.4	6.76	0.09	0.18	3.79	3.97	0.18	1.04	1.22	—	14,170	14,170	0.77	2.22	32.9	14,885
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.0	24.0	< 0.005	< 0.005	0.04	24.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	1.65	0.61	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,281	1,281	0.07	0.20	1.28	1,344
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.98	3.98	< 0.005	< 0.005	0.01	4.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.30	0.11	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02	—	212	212	0.01	0.03	0.21	223

3.5. Paving 22st Lot (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	1.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.82	1.09	< 0.005	0.04	—	0.04	0.04	—	0.04	—	166	166	0.01	< 0.005	—	166
Paving	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.4	27.4	< 0.005	< 0.005	—	27.5
Paving	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	1.04	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	207	207	0.01	0.01	0.76	210
Vendor	0.03	0.97	0.48	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	857	857	0.04	0.12	2.34	896
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	21.9	21.9	< 0.005	< 0.005	0.04	22.2
Vendor	< 0.005	0.11	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	93.9	93.9	< 0.005	0.01	0.11	98.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.62	3.62	< 0.005	< 0.005	0.01	3.67
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.5	15.5	< 0.005	< 0.005	0.02	16.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition 22Lot Buildings	Demolition	4/1/2025	5/7/2025	6.00	32.0	—
Grading 22Lot	Grading	5/8/2025	6/15/2025	6.00	33.0	—
Paving 22st Lot	Paving	6/16/2025	7/31/2025	6.00	40.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition 22Lot Buildings	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition 22Lot Buildings	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition 22Lot Buildings	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Grading 22Lot	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading 22Lot	Graders	Diesel	Average	1.00	8.00	148	0.41

Grading 22Lot	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading 22Lot	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading 22Lot	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving 22st Lot	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving 22st Lot	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving 22st Lot	Rollers	Diesel	Average	2.00	8.00	36.0	0.38

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading 22Lot	—	—	—	—
Grading 22Lot	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading 22Lot	Vendor	—	10.2	HHDT,MHDT
Grading 22Lot	Hauling	205	20.0	HHDT
Grading 22Lot	Onsite truck	—	—	HHDT
Paving 22st Lot	—	—	—	—
Paving 22st Lot	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving 22st Lot	Vendor	27.0	10.2	HHDT,MHDT
Paving 22st Lot	Hauling	0.00	20.0	HHDT
Paving 22st Lot	Onsite truck	—	—	HHDT
Demolition 22Lot Buildings	—	—	—	—
Demolition 22Lot Buildings	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition 22Lot Buildings	Vendor	—	10.2	HHDT,MHDT
Demolition 22Lot Buildings	Hauling	2.34	20.0	HHDT
Demolition 22Lot Buildings	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition 22Lot Buildings	0.00	0.00	0.00	6,500	—
Grading 22Lot	49,000	5,000	99.0	0.00	—
Paving 22st Lot	0.00	0.00	0.00	0.00	18.1

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	18.1	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	690	0.05	0.01

8. User Changes to Default Data

Screen	Justification
Land Use	Provided by project proponent and LAHD Engineering.
Construction: Construction Phases	Provided by project proponent and LAHD Engineering.
Construction: Off-Road Equipment	Provided by project proponent and LAHD Engineering.
Construction: Dust From Material Movement	Provided by project proponent and LAHD Engineering.
Construction: Trips and VMT	Provided by project proponent and LAHD Engineering.
Construction: Architectural Coatings	Assumed minimal coating of railings, small structures for Venue and Attraction.
Construction: Paving	Parking acreage provided by LAHD Engineering Division.

Table B2
Vehicle Emissions

	Vehicle Activity				Peak Day Engine Exhaust Emissions										Peak Day Dust Emissions						Indirect Emissions from Electricity C			Annual Emissions									
	Vehicle Trips (1-way)	Transit Distance (miles, 1-way)	Offsite/Onsite	Operating Days	PM10	PM2.5	DPM	NOx	SOx	CO	VOC	CO2	CH4	N2O	PM10 Tire and Brake Wear	PM2.5 Tire and Brake Wear	PM10 Road Dust	PM2.5 Road Dust	PM10 Dust Total	PM2.5 Dust Total	CO2	CH4	N2O	PM10	PM2.5	DPM	NOx	SOx	CO	VOC	PM10 Road Dust	PM2.5 Road Dust	CO2	CH4	N2O	CO2e
Year 2025					(lb/day)	(lb/day)	(lb/day)	(lb/day)	(lb/day)	(lb/day)	(lb/day)	(mton/day)	(mton/day)	(mton/day)	(lb/day)	(lb/day)	(lb/day)	(lb/day)	(lb/day)	(lb/day)	(mton/day)	(mton/day)	(mton/day)	(lb/yr)	(lb/yr)	(lb/yr)	(lb/yr)	(lb/yr)	(lb/yr)	(lb/yr)	(lb/yr)	(lb/yr)	(mty)	(mty)	(mty)	(mty)
Amphitheater																																			
Vehicles - Patrons	4,512	16.9	offsite	100	0.29	0.27	0.01	13.60	0.49	194.73	20.09	21.24	0.00	0.00	2.86	0.87	11.27	1.70	14.14	2.56	0.38	0.00	0.00	29.13	26.80	0.60	1,360.22	49.13	19,472.55	2,009.36	1,127.39	169.51	2,161.76	0.08	0.06	2,182.49
Vehicles - Employees	350	9.3	offsite	100	0.01	0.01	0.00	0.58	0.02	8.35	0.86	0.91	0.00	0.00	0.12	0.04	0.48	0.07	0.61	0.11	0.02	0.00	0.00	1.25	1.15	0.03	58.31	2.11	834.80	86.14	48.33	7.27	92.68	0.00	0.00	93.56
Shuttle Buses - Fleet Mix	300	3	offsite	100	0.00	0.00	0.00	1.09	0.00	73.31	0.08	2.10	0.00	0.00	0.28	0.09	0.13	0.02	0.41	0.11	0.01	0.00	0.00	0.11	0.10	0.00	109.45	0.25	7,330.93	8.27	13.31	2.00	211.39	0.23	0.04	229.23
Shuttle Buses - Mitigated - Electric	300	3	offsite	100	0	0	0	0	0	0	0	0	0	0	0.28	0.09	0.13	0.02	0.41	0.11	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.31	2.00	44.06	0.00	0.00	44.23
Tractor/Trailers	6	25	offsite	100	0.00	0.00	0.00	0.44	0.00	0.09	0.00	0.17	0.00	0.00	0.02	0.01	0.02	0.00	0.04	0.01	0.00	0.00	0.00	0.19	0.18	0.19	43.62	0.34	8.76	0.39	2.22	0.33	16.61	0.00	0.00	17.40
Food Trucks	24	20	offsite	100	0.02	0.02	0.02	1.99	0.01	0.36	0.05	0.54	0.00	0.00	0.06	0.02	0.07	0.01	0.13	0.03	0.00	0.00	0.00	2.25	2.15	2.25	198.82	1.13	35.63	4.55	7.10	1.07	53.85	0.00	0.01	56.38
Vehicles - Patrons	4,512	0.25	onsite	100	0.01	0.01	0.00	0.14	0.01	2.46	0.08	0.32	0.00	0.00																						0.00
Vehicles - Employees	350	0.25	onsite	100	0.00	0.00	0.00	0.01	0.00	0.19	0.01	0.02	0.00	0.00																						0.00
Shuttle Buses - Fleet Mix	300	0.25	onsite	100	0.00	0.00	0.00	0.26	0.00	10.21	0.01	0.47	0.00	0.00																						0.00
Shuttle Buses - Mitigated - Electric	300	0.25	onsite	100	0	0	0	0	0	0	0	0	0	0																						0.00
Tractor/Trailers	6	0.25	onsite	100	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00																						0.00
Food Trucks	24	0.25	onsite	100	0.00	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00																						0.00
Tower Attraction																																			
Vehicles - Employees	38	9.3	offsite	365	0.00	0.00	0.00	0.06	0.00	0.91	0.09	0.10	0.00	0.00	0.01	0.00	0.05	0.01	0.07	0.01	0.00	0.00	0.00	0.49	0.46	0.01	23.11	0.83	330.82	34.14	19.15	2.88	36.73	0.00	0.00	37.08
Vehicles - Employees	38	0.25	onsite	365	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00																						0.00
Unmitigated - Onsite and Offsite																																			
Patron and Employee Vehicles					0.32	0.29	0.01	14.40	0.53	206.65	21.13	22.59	0.00	0.00	3.00	0.91	11.81	1.78	14.81	2.68	0.40	0.00	0.00	30.87	28.41	0.63	1,441.64	52.07	20,638.17	2,129.64	1,194.88	179.66	2,291.16	0.08	0.07	2,313.13
Other Vehicles					0.03	0.03	0.03	3.83	0.02	83.97	0.15	3.29	0.00	0.00	0.35	0.12	0.23	0.03	0.58	0.15	0.02	0.00	0.00	2.54	2.43	2.44	351.89	1.72	7,375.32	13.21	22.62	3.40	281.85	0.23	0.05	303.01
Total Unmitigated					*0.34*	*0.32*	*0.03*	*18.23*	*0.54*	*290.62*	*21.28*	*25.88*	*0.00*	*0.00*	*3.35*	*1.03*	*12.04*	*1.81*	*15.39*	*2.83*	*0.41*	*0.00*	*0.00*	*33.41*	*30.84*	*3.07*	*1,793.53*	*53.79*	*28,013.48*	*2,142.86*	*1,217.50*	*183.06*	*2,573.01*	*0.31*	*0.12*	*2,616.14*
Mitigated - Onsite and Offsite																																			0.00
Patron and Employee Vehicles					0.32	0.29	0.01	14.40	0.53	206.65	21.13	22.59	0.00	0.00	3.00	0.91	11.81	1.78	14.81	2.68	0.40	0.00	0.00	30.87	28.41	0.63	1,441.64	52.07	20,638.17	2,129.64	1,194.88	179.66	2,291.16	0.08	0.07	2,313.13
Other Vehicles					0.03	0.02	0.03	2.47	0.01	0.45	0.05	0.72	0.00	0.00	0.35	0.12	0.23	0.03	0.58	0.15	0.44	0.00	0.00	2.44	2.33	2.44	242.44	1.47	44.38	4.94	22.62	3.40	114.52	0.00	0.01	118.01
Total Mitigated					*0.34*	*0.32*	*0.03*	*16.88*	*0.54*	*207.11*	*21.19*	*23.31*	*0.00*	*0.00*	*3.35*	*1.03*	*12.04*	*1.81*	*15.39*	*2.83*	*0.84*	*0.00*	*0.00*	*33.31*	*30.74*	*3.07*	*1,684.08*	*53.54*	*20,682.55*	*2,134.58*	*1,217.50*	*183.06*	*2,405.68*	*0.29*	*0.08*	*2,431.14*
Unmitigated Onsite																																			
Patron and Employee Vehicles					0.01	0.01	0.00	0.16	0.01	2.67	0.09	0.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Vehicles					0.00	0.00	0.00	0.31	0.00	10.22	0.01	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Unmitigated Onsite					*0.01*	*0.01*	*0.00*	*0.46*	*0.01*	*12.89*	*0.10*	*0.83*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*
Mitigated Onsite																																			
Patron and Employee Vehicles					0.01	0.01	0.00	0.16	0.01	2.67	0.09	0.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Vehicles					0.00	0.00	0.00	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Mitigated Onsite					*0.01*	*0.01*	*0.00*	*0.20*	*0.01*	*2.68*	*0.09*	*0.36*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*

Notes:
Patron and employee vehicle trips and transit distance were provided by ICF in Traffic Section 8/8/23 03.8_Transportation_FP.docx. Amusement attraction patron trips are incorporated into overall patron trips
Onsite transit distance was obtained from GoogleEarth: 0.25 mi 1-way
Mitigated scenario includes AQ MM: Electric shuttle busses.

Table B3
Vehicle Emission Factors

	Engine Exhaust Emission Factors										Dust Emission Factors								Indirect GHG Emission Factors from Electricity Use			Electricity Consumption Rate (kW-hr/mi)	Conventional Fuel VMT / Total VMT	Electric VMT / Total VMT
	PM10	PM2.5	DPM	NOx	SOx	CO	VOC	CO2	CH4	N2O	PM10 Tire Wear	PM10 Brake Wear	PM2.5 Tire Wear	PM2.5 Brake Wear	PM10 Road Dust (Offsite)	PM2.5 Road Dust (Offsite)			CO2	CH4	N2O			
	(grams/mile)										(grams/mile)								(lb/MW-hr)					
Offsite Transit																								
Vehicles - Autos	0.00173	0.00159	0.00004	0.08091	0.00292	1.15833	0.11953	295.64346	0.01070	0.00872	0.00800	0.00904	0.00200	0.00316	0.07	0.01			513.50	0.03	0.00	0.37	0.94	0.06
Shuttle Bus	0.00053	0.00050	0.00001	0.55161	0.00128	36.94724	0.04170	2413.43787	2.62967	0.46754	0.03197	0.10769	0.00799	0.03769	0.07	0.01			513.50	0.03	0.00	2.10	0.97	0.03
Tractor Trailer	0.00566	0.00541	0.00563	1.31904	0.01025	0.26487	0.01172	1109.82705	0.02315	0.17611	0.01200	0.04371	0.00300	0.01530	0.07	0.01			513.50	0.03	0.00	1.05	1.00	0.00
Food Truck	0.02128	0.02036	0.02128	1.87879	0.01068	0.33666	0.04303	1131.09170	0.00535	0.17838	0.01200	0.04342	0.00300	0.01520	0.07	0.01			513.50	0.03	0.00	1.05	0.99	0.01
Onsite Transit																								
Vehicles - Autos	0.00416	0.00382	0.00006	0.05754	0.00397	0.99047	0.03194	401.66037	0.00818	0.00575		0.00652		0.00228	0.39	0.06			513.50	0.03	0.00	0.44	0.70	0.30
Shuttle Bus	0.00082	0.00077	0.00001	1.57127	0.00192	61.73124	0.06453	6500.91926	4.31219	1.28804		0.10838		0.03793	0.39	0.06			513.50	0.03	0.00	2.80	0.97	0.03
Tractor Trailer	0.00446	0.00426	0.00439	2.57605	0.01839	0.48452	0.04606	2000.92565	0.07434	0.31797		0.06140		0.02149	0.39	0.06			513.50	0.03	0.00	1.67	1.00	0.00
Food Truck	0.07046	0.06741	0.07045	2.95258	0.01874	0.53373	0.27061	1985.93693	0.02173	0.31323		0.06119		0.02142	0.39	0.06			513.50	0.03	0.00	1.67	0.99	0.01

Source:
Composite emission factors reflect composite of diesel, natural gas, plug-in hybrid, and electric vehicles.
Exhaust emission factors were obtained from EMFAC 2021.

PM brake wear emission factors were obtained from EMFAC 2021.

PM entrained road dust emission factors are from CARB Miscellaneous Process Methodology 7.9, Entrained Road Travel, Paved Road Dust. Revised and Updated March 2021.
GHG indirect emission factors from the use of electricity were obtained from The Climate Registry 2022 Emission Factors. Table 3.1 for CAMX eGrid Subregion. May 2022.

Source:
EMFAC 2021

Table B4

Vehicle Emission Factors - Transit - EMFAC Output

Offsite Transit

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2025
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	Energy Consumpti	NOx_RUNEX	NOx_IDLEX	NOx_STREX	NOx_TOTEX	PM2.5_RUNEX	PM2.5_IDLEX	PM2.5_STREX	PM2.5_TOTEX	PM2.5_PMTW	PM2.5_PMBW	PM2.5_TOTAL	PM10_RUNEX	PM10_IDLEX	PM10_STREX	PM10_TOTEX	PM10_PMTW	PM10_PMBW	PM10_TOTAL	CO2_RUNEX	CO2_IDLEX	CO2_STREX	CO2_TOTEX	CH4_RUNEX	CH4_IDLEX	CH4_STREX	CH4_TOTEX	N2O_RUNEX	N2O_IDLEX	N2O_STREX	N2O_TOTEX	ROG_RUNEX	ROG_IDLEX	ROG_STREX	ROG_TOTEX	ROG_DIURN	ROG_HOTSOAK	ROG_RUNLOSS	ROG_TOTAL	TOG_RUNEX	TOG_IDLEX	TOG_STREX	TOG_TOTEX	TOG_DIURN	TOG_HOTSOAK	TOG_RUNLOSS	TOG_TOTAL	CO_RUNEX	CO_IDLEX	CO_STREX	CO_TOTEX	SOx_RUNEX	SOx_IDLEX	SOx_STREX	SOx_TOTEX	NH3_RUNEX	Fuel Consum	DPM_TOTEX
Los Angeles (SC)	2025	LDA	Aggregate	Aggregate	Gasoline	3261717.88	128067964.6	128067964.6	0	15146578.41	0	5.588314671	0	3.912765066	9.501079736	0.19344687	0	0.031838926	0.225285796	0.282341532	0.433756655	0.941383984	0.210391122	0	0.034627737	0.245018859	1.129366128	1.239304729	2.613689716	39897.18324	0	1135.060588	41032.24383	0.370180645	0	1.079430316	1.449610962	0.642482474	0	0.522443274	1.164925748	1.397086857	0	4.845494859	6.242581716	5.294908011	1.518608725	3.834557845	16.8906563	2.038625862	0	5.305206957	7.343832819	5.294908011	1.518608725	3.834557845	17.9919074	109.8812228	0	47.57339034	157.4546132	0.394424275	0	0.011221229	0.405645504	5.030187699	4326.7988	0
Los Angeles (SC)	2025	LDA	Aggregate	Aggregate	Diesel	8115.47098	234266.2649	234266.2649	0	33198.01165	0	0.056281023	0	0	0.056281023	0.006443624	0	0	0.006443624	0.000516469	0.000809782	0.007769875	0.006734977	0	0	0.006734977	0.002065875	0.002313662	0.011114514	64.6489101	0	0	64.6489101	0.000496641	0	0	0.000496641	0.010185462	0	0	0.010185462	0.010692394	0	0	0.010692394	0	0	0	0.010692394	0.01217258	0	0	0.01217258	0	0	0	0.01217258	0.116509801	0	0	0.116509801	0.000612581	0	0	0.000612581	0.000800526	5.7750615	0.006734977
Los Angeles (SC)	2025	LDA	Aggregate	Aggregate	Electricity	193284.342	9414235.572	0	9414235.572	962630.9064	3634671.93	0	0	0	0	0	0	0	0	0.020754837	0.015872494	0.03662733	0	0	0	0	0.083019347	0.045349981	0.128369328	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2025	LDA	Aggregate	Aggregate	Plug-in Hybr	98452.1923	4526938.566	2173660.688	2353277.878	407099.8154	710760.0582	0.016609894	0	0.05002917	0.066639064	0.003293844	0	0.000867213	0.004161056	0.009980191	0.007242579	0.021383827	0.003582356	0	0.000943173	0.004525528	0.039920765	0.020693084	0.065139377	724.4496634	0	28.45921346	752.9088768	0.002582995	0	0.018005241	0.020588236	0.003007451	0	0.009052043	0.012059494	0.008157112	0	0.073078479	0.081235591	0.05046383	0.018724464	0.01656878	0.166992665	0.011902838	0	0.080011736	0.091914574	0.05046383	0.018724464	0.01656878	0.177671649	1.182405926	0	0.555852887	1.738258813	0.007161922	0	0.000281348	0.007443271	0.094792145	79.3933	0
Los Angeles (SC)	2025	LDT1	Aggregate	Aggregate	Gasoline	307303.616	11174163.84	11174163.84	0	1354474.758	0	2.001102899	0	0.580351117	2.581454016	0.027715292	0	0.004195489	0.031910781	0.024634814	0.046673508	0.103219103	0.030142909	0	0.004562977	0.034705886	0.098539258	0.13335288	0.266598023	4166.897281	0	127.2494458	4294.146727	0.11155099	0	0.157382803	0.268933793	0.139783099	0	0.057349005	0.197132104	0.497923013	0	0.810666325	1.308589339	1.053420778	0.281059952	0.791469342	3.434539411	0.726568092	0	0.887577586	1.614145678	1.053420778	0.281059952	0.791469342	3.740095751	22.43996091	0	7.810969639	30.25093055	0.041194022	0	0.00125799	0.042452012	0.470420562	452.81241	0
Los Angeles (SC)	2025	LDT1	Aggregate	Aggregate	Diesel	107.136004	2101.61697	2101.61697	0	300.6545051	0	0.003488566	0	0	0.003488566	0.00058848	0	0	0.00058848	4.63327E-06	1.00545E-05	0.000603168	0.000615088	0	0	0.000615088	1.85331E-05	2.87272E-05	0.000662348	1.021311364	0	0	1.021311364	3.50698E-05	0	0	3.50698E-05	0.000160908	0	0	0.000160908	0.000755033	0	0	0.000755033	0	0	0	0.000755033	0.000859555	0	0	0.000859555	0	0	0	0.000859555	0.004118206	0	0	0.004118206	9.67744E-06	0	0	9.67744E-06	7.18157E-06	0.0912333	0.000615088
Los Angeles (SC)	2025	LDT1	Aggregate	Aggregate	Electricity	1046.87555	45556.73451	0	45556.73451	4989.349211	17588.65952	0	0	0	0	0	0	0	0	0.000100435	7.69527E-05	0.000177388	0	0	0	0	0.000401742	0.000219865	0.000621606	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2025	LDT1	Aggregate	Aggregate	Plug-in Hybr	677.134296	34223.91571	14817.78225	19406.13347	2799.950315	5861.230703	0.000113229	0	0.000344091	0.00045732	1.56768E-05	0	4.19803E-06	1.98748E-05	7.54508E-05	5.48993E-05	0.000150225	1.705E-05	0	4.56574E-06	2.16157E-05	0.000301803	0.000156855	0.000480274	4.943204868	0	0.208114233	5.151319101	1.75868E-05	0	0.000123726	0.000141313	2.04541E-05	0	6.21524E-05	8.26066E-05	5.56068E-05	0	0.000502619	0.000558226	0.000217014	7.51332E-05	6.28328E-05	0.000913206	8.11413E-05	0	0.000550305	0.000631446	0.000217014	7.51332E-05	6.28328E-05	0.000986426	0.008085051	0	0.003823044	0.011908095	4.88686E-05	0	2.05742E-06	5.0926E-05	0.00068602	0.5432002	0
Los Angeles (SC)	2025	LDT2	Aggregate	Aggregate	Gasoline	1598846.9	65845213.92	65845213.92	0	7529127.141	0	5.002759071	0	2.465404979	7.46816405	0.102150299	0	0.015812421	0.11796272	0.145163848	0.262715798	0.525842366	0.111097771	0	0.01719745	0.128295221	0.580655393	0.750616564	1.459567178	24933.37001	0	691.9724852	25625.34249	0.248091931	0	0.612909486	0.861001418	0.434453575	0	0.288793649	0.723247224	0.971910943	0	2.779682612	3.751593554	2.421145033	0.650420943	1.745577468	8.568736999	1.418210166	0	3.043402575	4.461612741	2.421145033	0.650420943	1.745577468	9.278756185	65.50135862	0	26.6030556	92.10441422	0.246491747	0	0.006840852	0.253332599	2.753769098	2702.1603	0
Los Angeles (SC)	2025	LDT2	Aggregate	Aggregate	Diesel	5200.08586	223595.1163	223595.1163	0	25066.83445	0	0.010799118	0	0	0.010799118	0.001226847	0	0	0.001226847	0.000492943	0.000878769	0.002598559	0.001282319	0	0	0.001282319	0.001971771	0.00251077	0.00576486	77.7858257	0	0	77.7858257	0.000207029	0	0	0.000207029	0.012255189	0	0	0.012255189	0.004457211	0	0	0.004457211	0	0	0	0.004457211	0.005074238	0	0	0.005074238	0	0	0	0.005074238	0.042618056	0	0	0.042618056	0.00073706	0	0	0.00073706	0.000764061	6.948577	0.001282319
Los Angeles (SC)	2025	LDT2	Aggregate	Aggregate	Electricity	14017.6954	505882.2277	0	505882.2277	71409.26545	195312.2926	0	0	0	0	0	0	0	0	0.001115279	0.000851052	0.001966332	0	0	0	0	0.004461118	0.002431578	0.006892696	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2025	LDT2	Aggregate	Aggregate	Plug-in Hybr	16355.8529	792451.7915	359033.7273	433418.0641	67631.45183	130905.1733	0.002743534	0	0.008311341	0.011054875	0.000439936	0	0.000117057	0.000556992	0.001747057	0.001269655	0.003573704	0.00047847	0	0.00012731	0.00060578	0.006988229	0.003627585	0.011221594	119.7314958	0	5.478689564	125.2101854	0.000426296	0	0.002989586	0.003415882	0.000495977	0	0.001502255	0.001998232	0.001347348	0	0.01214052	0.013487869	0.005739992	0.001953773	0.001710437	0.022892072	0.001966048	0	0.013292342	0.015258389	0.005739992	0.001953773	0.001710437	0.024662593	0.195677982	0	0.092343785	0.288021767	0.001183668	0	5.41624E-05	0.00123783	0.016606685	13.203258	0
Los Angeles (SC)	2025	T6 Instate Delivery Class 7	Aggregate	Aggregate	Diesel	3045.50821	166109.7043	166109.7043	0	43459.40214	0	0.140006711	0.032519696	0.075554538	0.248080945	0.001002798	1.59102E-05	0	0.001018708	0.000549314	0.002805684	0.004373706	0.00104814	1.66296E-05	0	0.00106477	0.002197255	0.008016239	0.011278264	197.7171832	6.98544996	0	204.7026331	7.28888E-05	2.71796E-05	0	0.000100068	0.031150423	0.00110056	0	0.032250983	0.001569275	0.000585169	0	0.002154444	0	0	0	0.002154444	0.0017865	0.000666171	0	0.002452671	0	0	0	0.002452671	0.010787215	0.023542365	0	0.03432958	0.001872263	6.6148E-05	0	0.001938412	0.040278421	18.286005	0.00106477
Los Angeles (SC)	2025	T6 Instate Delivery Class 7	Aggregate	Aggregate	Electricity	11.3148646	540.869077	0	540.869077	161.4631178	565.2097315	0	0	0	0	0	0	0	0	1.78862E-06	4.56779E-06	6.35641E-06	0	0	0	0	7.15447E-06	1.30508E-05	2.02053E-05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2025	T6 Instate Delivery Class 7	Aggregate	Aggregate	Natural Gas	88.6155946	4861.964162	4861.964162	0	1264.544535	0	0.000785157	0.000512394	0	0.001297551	3.78117E-06	1.14561E-06	0	4.92678E-06	1.60782E-05	8.21212E-05	0.000103126	4.11237E-06	1.24596E-06	0	5.35833E-06	6.43128E-05	0.000234632	0.000304303	4.721686326	0.39980222	0	5.121488546	0.002808089	0.001468026	0	0.004276116	0.000962547	8.15023E-05	0	0.001044049	4.01221E-05	2.09752E-05	0	6.10973E-05	0	0	0	6.10973E-05	0.002865861	0.001498228	0	0.00436409	0	0	0	0.00436409	0.013637152	0.002109063	0	0.015746215	0	0	0	0	0.00568096	0.591966	0
Los Angeles (SC)	2025	T6 Instate Other Class 4	Aggregate	Aggregate	Diesel	4793.94054	197687.3174	197687.3174	0	55417.95262	0	0.245611535	0.067295374	0.102209848	0.415116757	0.004239297	0.00026052	0	0.004499817	0.000653739	0.00332902	0.008482576	0.004430979	0.0002723	0	0.004703279	0.002614956	0.009511487	0.016829721	237.4637713	11.7533971	0	249.2171684	0.000367073	7.42245E-05	0	0.000441298	0.037412514	0.001851752	0	0.039264266	0.007902985	0.001598034	0	0.009501018	0	0	0	0.009501018	0.008996946	0.00181924	0	0.010816186	0	0	0	0.010816186	0.029278336	0.042570094	0	0.07184843	0.00224864	0.000111298	0	0.002359938	0.04591	22.262471	0.004703279
Los Angeles (SC)	2025	T6 Instate Other Class 4	Aggregate	Aggregate	Electricity	44.1737849	2089.691847	0	2089.691847	510.6489534	2183.784756	0	0	0	0	0	0	0	0	6.91047E-06	1.7595E-05	2.45055E-05	0	0	0	0	2.76419E-05	5.02715E-05	7.79134E-05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2025	T6 Instate Other Class 4	Aggregate	Aggregate	Natural Gas	17.4336753	762.1095311	762.1095311	0	201.533286	0	9.55954E-05	0.000106303	0	0.000201899	7.16516E-07	2.91316E-07	0	1.00783E-06	2.52025E-06	1.28338E-05	1.63619E-05	7.79276E-07	3.16833E-07	0	1.09611E-06	1.0081E-05	3.6668E-05	4.78451E-05	0.729968716	0.08806319	0	0.818031901	0.000455744	0.000285067	0	0.000740811	0.000148809	1.79523E-05	0	0.000166761	6.51168E-06	4.07304E-06	0	1.05847E-05	0	0	0	1.05847E-05	0.00046512	0.000290932	0	0.000756052	0	0	0	0.000756052	0.002015765	0.0005566	0	0.002572365	0	0	0	0	0.000890487	0.094552	0
Los Angeles (SC)	2025	UBUS	Aggregate	Aggregate	Gasoline	434.388786	30651.97854	30651.97854	0	1737.555145	0	0.005566772	0	0.001421075	0.006987848	6.03556E-05	0	1.42923E-06	6.17848E-05	9.23974E-05	0.001241211	0.001395393	6.56422E-05	0	1.55442E-06	6.71966E-05	0.00036959	0.003546316	0.003983102	62.82421918	0	0.180566473	63.00478565	0.000172032	0	0.000184303	0.000356335	0.000544071	0	0.000138617	0.000682687	0.000561595	0	0.000778296	0.001339891	0.000206649	6.17432E-05	0.000180112	0.001788396	0.000819478	0	0.000852136	0.001671615	0.000206649	6.17432E-05	0.000180112	0.002120119	0.011943899	0	0.016123407	0.028067306	0.000621081	0	1.78508E-06	0.000622866	0.001520461	6.6437759	0
Los Angeles (SC)	2025	UBUS	Aggregate	Aggregate	Diesel	6.35643167	939.4744674	939.4744674	0	25.42572667	0	0.000812775	0	0	0.000812775	6.21296E-06	0	0	6.21296E-06	9.19713E-06	3.98699E-05	5.528E-05	6.49389E-06	0	0	6.49389E-06	3.67885E-05	0.000113914	0.000157196	1.807545015	0	0	1.807545015	4.86536E-06	0	0	4.86536E-06	0.000284779	0	0	0.000284779	0.00010475	0	0	0.00010475	0	0	0	0.00010475	0.00011925	0	0	0.00011925	0	0	0	0.00011925	0.000136277	0	0	0.000136277	1.71274E-05	0	0	1.71274E-05	0.00022783	0.1614673	6.49389E-06
Los Angeles (SC)	2025	UBUS	Aggregate	Aggregate	Electricity	152.244373	15265.9648	0	15265.9648	608.977491	32087.93491	0	0	0	0	0	0	0	0	0.00013164	0.000323478	0.000455118	0	0	0	0	0.000526559	0.000924223	0.001450782	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2025	UBUS	Aggregate	Aggregate	Natural Gas	3807.33633	407436.691	407436.691	0	15229.34531	0	0.268432921	0	0	0.268432921	0.000183666	0	0	0.000183666	0.003769495	0.017270943	0.021224103	0.00019197	0	0	0.00019197	0.015077978	0.049345552	0.064615501	1143.773404	0	0	1143.773404	1.316506816	0	0	1.316506816	0.233165691	0	0	0.233165691	0.01898763	0	0	0.01898763	0	0	0	0.01898763	1.343785385	0	0	1.343785385	0	0	0	1.343785385	18.47399555	0	0	18.47399555	0	0	0	0	0.435648286	132.20276	0

Composite Emission Factors				Plug-In Hybrid	Plug-In Hybrid	Electricity	VMT Ratio		kW-hr/mi				g/mi				g/mi	g/mi	g/mi					g/mi	g/mi	g/mi					g/mi				g/mi				g/mi				g/mi																g/mi				g/mi		gal/mi	g/mi
	Gasoline	Diesel	Natural Gas	(conventional fuel)	(electricity)	Electric	Conventional Fuel	Electric	Energy Consumption	NOx_RUNEX	NOx_IDLEX	NOx_STREX	NOx_TOTEX	PM2.5_RUNEX	PM2.5_IDLEX	PM2.5_STREX	PM2.5_TOTEX	PM2.5_PMTW	PM2.5_PMBW	PM2.5_TOTAL	PM10_RUNEX	PM10_IDLEX	PM10_STREX	PM10_TOTEX	PM10_PMTW	PM10_PMBW	PM10_TOTAL	CO2_RUNEX	CO2_IDLEX	CO2_STREX	CO2_TOTEX	CH4_RUNEX	CH4_IDLEX	CH4_STREX	CH4_TOTEX	N2O_RUNEX	N2O_IDLEX	N2O_STREX	N2O_TOTEX	ROG_RUNEX	ROG_IDLEX	ROG_STREX	ROG_TOTEX	ROG_DIURN	ROG_HOTSOAK	ROG_RUNLOSS	ROG_TOTAL	TOG_RUNEX	TOG_IDLEX	TOG_STREX	TOG_TOTEX	TOG_DIURN	TOG_HOTSOAK	TOG_RUNLOSS	TOG_TOTAL	CO_RUNEX	CO_IDLEX	CO_STREX	CO_TOTEX	SOx_RUNEX	SOx_IDLEX	SOx_STREX	SOx_TOTEX	NH3_RUNEX	Fuel Consumption	DPM_TOTEX
	VMT (% of conventional fuel)	VMT (% of conventional fuel)	VMT (% of conventional fuel)	VMT (% of conventional fuel)	VMT (% of electricity)	VMT (% of electricity)	VMT (% of Total VMT)	VMT (% of Total VMT)																																																										
2025 Vehicles Offsite	98.55%	0.22%	0.00%	1.22%	21.97%	78.03%	94%	6%	0.367615				0.080913				0.001594	0.002000	0.003164	0.006758				0.001733	0.008000	0.009039	0.018771				295.643461				0.010697				0.008716				0.046882				0.119528												1.158330				0.002922		0.034354	0.000035
2025 Shuttle Bus Offsite	6.98%	0.21%	92.80%	0.00%	0.00%	100.00%	97%	3%	2.101926				0.551614				0.000503	0.007993	0.037693	0.046188				0.000531	0.031972	0.107693	0.140196				2413.437873				2.629668				0.467543				0.040801				0.041697												36.947241				0.001278		0.305987	0.000013
2025 Tractor Trailer Offsite	0.00%	97.16%	2.84%	0.00%	0.00%	100.00%	100%	0.3%	1.045003				1.319043				0.005414	0.003000	0.015299	0.023713				0.005660	0.012000	0.043711	0.061371				1109.827052				0.023147				0.176108				0.011719				0.011719												0.264867				0.010253		0.110068	0.005632
2025 Food Truck Offsite	0.00%	99.62%	0.38%	0.00%	0.00%	100.00%	99%	1.0%	1.045027				1.878789				0.020361	0.003000	0.015197	0.038558				0.021281	0.012000	0.043421	0.076702				1131.091702				0.005348				0.178375				0.043028				0.043028												0.336660				0.010676		0.111485	0.021276

Notes:
EMFAC emissions, fuel use and energy consumption were converted to g/mi, gal/mi, and kW-hr/mi using VMT.
Ran EMFAC Emissions, not Emission Rates, because Emissions provides fuel use and energy consumption.
EMFAC outputs natural gas use as DGE. To calculate gallons of natural gas, it is necessary to convert DGE to natural gas.

lb LNG/gal diesel (DGE):	6.06	Source:	Alternative Fuels Data Center: Gasoline and Diesel Gallon Equivalency Methodology (energy.gov)
LNG compressed density (lb/gal):	1.615	Source:	1-lng_basics_82809_final_hq.pdf (kosancrisplant.com)

Onsite Transit

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Air District
Region: South Coast AQMD
Calendar Year: 2025
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, tons/day for Emissions, 1000 gallons/day for Fuel Consumption, mph for Speed, kWh/day for Energy Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Total VMT	CVMT	EVMT	NOx_RUNEX	PM2.5_RUNEX	PM10_RUNEX	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	ROG_RUNEX	TOG_RUNEX	CO_RUNEX	SOx_RUNEX	NH3_RUNEX	PM10_PMBW	PM2.5_PMBW	Fuel Consumptio	Energy Consumptio	DPM_RUNEX
South Coast AQMD	2025	LDA	Aggregate	10	Gasoline	1315812.72	1315812.716	0	0.086070456	0.007576606	0.00824025	774.444898	0.014203945	0.010002046	0.052978671	0.077306352	1.829781519	0.007656176	0.051770859	0.010672463	0.003735362	81.66424685	0	0
South Coast AQMD	2025	LDA	Aggregate	10	Diesel	2506.68134	2506.681336	0	0.000650231	0.00015595	0.000163002	1.376985056	2.76262E-05	0.000216945	0.000594777	0.000677114	0.009215308	1.30476E-05	8.56574E-06	2.07523E-05	7.2633E-06	0.12300553	0	0.000163002
South Coast AQMD	2025	LDA	Aggregate	10	Electricity	637539.233	0	637539.2327	0	0	0	0	0	0	0	0	0	0	0	0.001649148	0.000577202	0	298805.8168	0
South Coast AQMD	2025	LDA	Aggregate	10	Plug-in Hybr	238108.862	22511.43423	215597.4277	0.000392398	0.00013095	0.00014242	14.54961657	0.000100696	7.12864E-05	0.000317498	0.000463293	0.031294413	0.000143838	0.000982496	0.000616656	0.000215829	1.534238888	79681.81144	0
South Coast AQMD	2025	LDT1	Aggregate	10	Gasoline	112579.088	112579.0879	0	0.03040715	0.001009967	0.001098432	79.30146949	0.003925503	0.002134808	0.017359935	0.025331576	0.373502874	0.000783976	0.004717993	0.001310636	0.000458723	8.362240873	0	0
South Coast AQMD	2025	LDT1	Aggregate	10	Diesel	20.005486	20.00548598	0	2.48395E-05	1.48504E-05	1.55219E-05	0.01936244	8.88717E-07	3.05056E-06	1.91336E-05	2.17823E-05	7.70067E-05	1.83469E-07	6.8362E-08	2.66833E-07	9.33916E-08	0.001729639	0	1.55219E-05
South Coast AQMD	2025	LDT1	Aggregate	10	Electricity	2783.82176	0	2783.821756	0	0	0	0	0	0	0	0	0	0	0	7.20998E-06	2.52349E-06	0	1304.738738	0
South Coast AQMD	2025	LDT1	Aggregate	10	Plug-in Hybr	1817.8564	149.0863703	1668.770025	2.59858E-06	6.06957E-07	6.60121E-07	0.096438317	6.66137E-07	4.7113E-07	2.10252E-06	3.06799E-06	0.000207782	9.53391E-07	6.90226E-06	4.6903E-06	1.6416E-06	0.0101693	616.7541974	0
South Coast AQMD	2025	LDT2	Aggregate	10	Gasoline	670268.785	670268.7849	0	0.075979981	0.003958203	0.004304907	479.9815904	0.009265879	0.006673589	0.035806062	0.052248122	1.084202552	0.004745107	0.027929687	0.007462284	0.002611799	50.61345898	0	0
South Coast AQMD	2025	LDT2	Aggregate	10	Diesel	2348.29695	2348.296954	0	0.000343057	2.70003E-05	2.82211E-05	1.63462226	2.36411E-05	0.000257535	0.000508978	0.000579438	0.004947529	1.54889E-05	8.02452E-06	2.58218E-05	9.03763E-06	0.146020159	0	2.82211E-05
South Coast AQMD	2025	LDT2	Aggregate	10	Electricity	32477.2106	0	32477.21059	0	0	0	0	0	0	0	0	0	0	0	8.38237E-05	2.93383E-05	0	15221.61922	0
South Coast AQMD	2025	LDT2	Aggregate	10	Plug-in Hybr	41292.3367	3621.681665	37670.655	6.31294E-05	1.70768E-05	1.85725E-05	2.341951712	1.61875E-05	1.14525E-05	5.10764E-05	7.45306E-05	0.00504241	2.31526E-05	0.000167506	0.000106704	3.73465E-05	0.246955882	13922.55028	0
South Coast AQMD	2025	T6 Instate Delivery Class 7	Aggregate	10	Diesel	1213.987	1213.986998	0	0.003532297	5.79663E-06	6.05873E-06	2.682766352	2.88917E-06	0.000422671	6.2203E-05	7.08133E-05	0.000419295	2.54042E-05	0.00029437	8.22932E-05	2.88026E-05	0.239650456	0	6.05873E-06
South Coast AQMD	2025	T6 Instate Delivery Class 7	Aggregate	10	Electricity	4.00827117	0	4.008271175	0	0	0	0	0	0	0	0	0	0	0	1.35856E-07	4.75494E-08	0	6.674261094	0
South Coast AQMD	2025	T6 Instate Delivery Class 7	Aggregate	10	Natural Gas	35.219598	35.21959796	0	2.63387E-05	9.51358E-08	1.03469E-07	0.08137804	9.98063E-05	1.65894E-05	1.42604E-06	0.00010186	0.000250041	0	4.11523E-05	2.38745E-06	8.35608E-07	0.00940606	0	0
South Coast AQMD	2025	T6 Instate Other Class 4	Aggregate	10	Diesel	1626.6881	1626.688104	0	0.005362953	0.000122506	0.000128045	3.596024847	2.28343E-05	0.000566555	0.000491616	0.000559667	0.000925056	3.40522E-05	0.000379988	0.000110269	3.85942E-05	0.321231475	0	0.000128045
South Coast AQMD	2025	T6 Instate Other Class 4	Aggregate	10	Electricity	16.2637771	0	16.26377707	0	0	0	0	0	0	0	0	0	0	0	5.51241E-07	1.92934E-07	0	27.08117535	0
South Coast AQMD	2025	T6 Instate Other Class 4	Aggregate	10	Natural Gas	5.91405369	5.914053694	0	3.55499E-06	1.91586E-08	2.08368E-08	0.013541529	1.66626E-05	2.76053E-06	2.38076E-07	1.70054E-05	4.50374E-05	0	6.91027E-06	4.00899E-07	1.40315E-07	0.001565194	0	0
South Coast AQMD	2025	UBUS	Aggregate	10	Gasoline	1612.127	1612.127001	0	0.000504409	7.02533E-06	7.64068E-06	5.616889841	2.38304E-05	4.92348E-05	7.52458E-05	0.000109798	0.000901432	5.55287E-05	7.99679E-05	0.00019126	6.6941E-05	0.592294016	0	0
South Coast AQMD	2025	UBUS	Aggregate	10	Diesel	55.9352888	55.93528882	0	8.57227E-05	3.09454E-07	3.23446E-07	0.140479779	4.36877E-07	2.21326E-05	9.40583E-06	1.07078E-05	1.40176E-05	1.33112E-06	1.35648E-05	6.78239E-06	2.37384E-06	0.012549003	0	3.23446E-07
South Coast AQMD	2025	UBUS	Aggregate	10	Electricity	715.955506	0	715.9555058	0	0	0	0	0	0	0	0	0	0	0	4.34014E-05	1.51905E-05	0	2003.881926	0
South Coast AQMD	2025	UBUS	Aggregate	10	Natural Gas	24484.4097	24484.40966	0	0.045946631	1.55862E-05	1.6291E-05	186.7827584	0.127691335	0.038076887	0.001826492	0.130320595	1.82740136	0	0.026179751	0.002968562	0.001038997	21.58923807	0	0

Composite Emission Factors				Plug-In Hybrid	Plug-In Hybrid	Electricity	VMT Ratio		g/mi	g/mi	g/mi	g/mi	g/mi	g/mi	g/mi		g/mi	g/mi		g/mi	g/mi	gal/mi	kW-hr/mi	g/mi
	Gasoline	Diesel	Natural Gas	(conventional fuel)	(electricity)	Electric	Conventional Fuel	Electric	NOx_RUNEX	PM2.5_RUNEX	PM10_RUNEX	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	ROG_RUNEX		CO_RUNEX	SOx_RUNEX		PM10_PMBW	PM2.5_PMBW	Fuel Consumption	Energy Consumption	DPM_RUNEX
	VMT (% of conventional fuel)	VMT (% of conventional fuel)	VMT (% of conventional fuel)	VMT (% of conventional fuel)	VMT (% of electricity)	VMT (% of electricity)	VMT (% of Total VMT)	VMT (% of Total VMT)																
2025 Vehicles Onsite	98.55%	0.22%	0.00%	1.22%	21.97%	78.03%	70%	30%	0.057541	0.003825	0.004157	401.660374	0.008179	0.005747	0.031937		0.990474	0.003970		0.006516	0.002281	0.067002	0.441454	0.000061
2025 Shuttle Bus Onsite	6.98%	0.21%	92.80%	0.00%	0.00%	100.00%	97%	3%	1.571266	0.000774	0.000819	6500.919260	4.312186	1.288037	0.064528		61.731235	0.001920		0.108383	0.037934	0.848642	2.798892	0.000011
2025 Tractor Trailer Onsite	0.00%	97.16%	2.84%	0.00%	0.00%	100.00%	100%	0%	2.576047	0.004265	0.004461	2000.925654	0.074340	0.317974	0.046060		0.484523	0.018390		0.061398	0.021489	0.199372	1.665122	0.004386
2025 Food Truck Onsite	0.00%	99.62%	0.38%	0.00%	0.00%	100.00%	99%	1%	2.952583	0.067412	0.070460	1985.936929	0.021731	0.313230	0.270612		0.533733	0.018735		0.061193	0.021417	0.197719	1.665122	0.070449

Notes:
EMFAC emissions, fuel use and energy consumption were converted to g/mi, gal/mi, and kW-hr/mi using VMT.
Ran EMFAC Emissions, not Emission Rates, because Emissions provides fuel use and energy consumption.
EMFAC outputs natural gas use as DGE. To calculate gallons of natural gas, it is necessary to convert DGE to natural gas.

lb LNG/gal diesel (DGE):	6.06	Source:	Alternative Fuels Data Center: Gasoline and Diesel Gallon Equivalency Methodology (energy.gov)
LNG compressed density (lb/gal):	1.615	Source:	1-lng_basics_82809_final_hq.pdf (kosancrisplant.com)

Table B5

Paved Road Dust Emission Factors

Emission Source	(sL) Silt Loading (g/m2)[2]	(k) Particle Size Multiplier - PM10 (g/VMT)[3]	(k) Particle Size Multiplier - PM2.5 (g/VMT)[3]	(W) Average Vehicle Weight on Road (tons)[4]	Fraction of Travel by Roadway Type[5]	(E) Uncontrolled PM10 Emission Factor (g/VMT)	(E) Uncontrolled PM2.5 Emission Factor (g/VMT)
Freeway	0.015	1.00	0.15	2.4	0.44	0.05	0.01
Major	0.013	1.00	0.15	2.4	0.44	0.05	0.01
Collector	0.013	1.00	0.15	2.4	0.07	0.05	0.01
Local	0.135	1.00	0.15	2.4	0.05	0.39	0.06
Composite EF for Offsite Transit - all vehicles						0.07	0.01

Notes:

1. Emission factors were calculated using: 1) EPA AP-42, Chapter 13.2; and 2) CARB Miscellaneous Process Methodology 7.9, Entrained Road Travel, Paved Road Dust, Revised and Updated March 2021. Conservatively, downward adjustment due to annual precipitation was omitted.
The equation is: E = k (sL)^0.91 x (W)^1.02
2. Silt loading was obtained from CARB Miscellaneous Process Methodology 7.9, Tables 3a, 3c.1, and 3c.3.
3. Particle size multiplier (k) for PM10 is the same in EPA AP42 and CARB methodologies. Particle size multiplier for PM2.5 is based on CARB methodology which reflects a more appropriate PM2.5/PM10 fraction to California than AP42.
4. Average vehicle weight on road was obtained from CARB Miscellaneous Process Methodology 7.9.
5. Fraction of travel by roadway type was obtaned from CARB Miscellaneous Process Methodology 7.9, Table 2.

Table B6

Operational Electricity and Natural Gas Use, Stationary Source Emissions

		GHG Emission Factors			GHG Emissions (mty)				Criteria Pollutant Emission Factors (lb/mmscf) [5]					Criteria Pollutant Emissions (lb/yr)					Criteria Pollutant Emissions (lb/day)				
	Activity[1] (GW-hour/yr)	CO2 [2,3] (lb/MWhr)	CH4 [2,4] (lb/GWhr)	N2O [2,4] (lb/GWhr)	CO2	CH4	N2O	CO2e	PM10	NOx	SOx	CO	VOC	PM10	NOx	SOx	CO	VOC	PM10	NOx	SOx	CO	VOC
Electricity Use	1	513.5	32	4	233	0.01	0.00	234															
	(cft/yr)	(kg/scf)	(g/MMBtu)	(g/MMBtu)																			
Natural Gas Use	750,000	0.0544	4.7	0.1	41	0.00	0.00	41	7.5	130	0.6	35	7	5.6	97.5	0.5	26.3	5.3	0.06	0.98	0.00	0.26	0.05
Total					274	0.02	0.00	275	7.5	130	0.6	35	7	5.6	97.5	0.5	26.3	5.3	0.06	0.98	0.00	0.26	0.05

Source:

1. Activity: Electricity and natural gas use were provided by the project proponent.

2. Electricity: 2022 Climate Registry Default Emission Factors, *Table 3.1, Default Factors for Calculating Emissions from Grid Electricity by eGrid Subregion. CAMX subregion.* May 2022.

3. Natural Gas CO2 emission factors: 2022 Climate Registry Default Emission Factors, *Table 1.1, U.S. Default Factors for Calculating CO2 Emissions from Combustion of Fossil Fuel and Biomass.* May 2022.

4. Natural Gas CH4 and N2O emission factors: 2022 Climate Registry Default Emission Factors, *Table 1.10, Default Factors for Calculating CH4 and N2O Emissionsby Fuel Type for the Residential and Commercial Sector.* May 2022.

Average heating value of natural gas (Btu/scf): 1026

5. Natural gas criteria pollutant emissions factors: SCAQMD Annual Emission Report Guidance, Default Combustion Emission Factors, External Combustion Equipment, Other Equipment. January 2022. Last accessed March 2023 at: http://www.aqmd.gov/home/rules-compliance/compliance/annual-emission-reporting

Annual events: 100

Table B7
Operational Diesel Use, Stationary Source Emissions

			Activity [2]			Emission Factors (g/bhp-hr) [4,5,6]										Peak Day Emissions (lb/day)							Annual Emissions (mty)			
Equipment	Fuel	Power (hp) [1]	hr/day	hr/yr	Load Factor [3]	PM10	DPM	PM2.5	NOx	SOx	CO	VOC	CO2	CH4	N20	PM10	DPM	PM2.5	NOx	SOx	CO	VOC	CO2	CH4	N20	CO2e
Emergency Generator	diesel	500	0.5	200	0.74	0.15	0.15	0.15	4.56	0.005	2.6	0.25	521.64	0.021	0.004	0.06	0.06	0.06	1.86	0.00	1.06	0.10	38.60	0.00	0.00	38.73

Notes:

1. Engine rating was provided by the project proponents.

2. Activity reflects the SCAQMD Rule 1470 limit for maintenance testing of emergency generators (50 hr/yr) and Rule 1110.2 Rule limit of 200 hr/yr for operation.

3. Load Factor for diesel generators is from *CalEEMod 2022, Appendix G, Table G-12. Last accessed in April 2023 at: https://caleemod.com/user-guide.*

accessed in June 2023 at: http://www.aqmd.gov/docs/default-source/bact/bact-guidelines/part-d---bact-guidelines-for-non-major-polluting-facilities.pdf.

Standard is reported as NOx+NMHC. 5% is HC per Carl Moyer Program guidelines. 95% is NOx.

VOC/HC ratio is: 1.053 *EPA 2010. Conversion Factors for Hydrocarbon Emission Components. EPA-420-R-10-015. NR-002d. July.*

5. PM2.5 conservatively assumed to equal PM10.

6. SOx was calculated below.

SOx Emission Factor

Diesel Engine	0.005	g/hp-hr
SOx (g/hp-hr) = (S content in X/1,000,000) x (MW SO2/ MW S) x BSFC / heating value =		
Where:		
X = S content in parts per million (ppm)	15	ppm
S MW = Molecular Weight	32	
SO2 MW = Molecular Weight	64	
Diesel heating value	19300	Btu/lb
BSFC for emergency generator = Brake Specific Fuel Consumption (*per AP42, Table 3.3-1*)	7000	Btu/hp-hr

CO2, CH4, and N2O emission factors are from CalEEMod 2021, Appendix G, Table G-40. *Last accessed in April 2023 at: https://caleemod.com/user-guide.*

Table B8
Operational Tugboat Data and Emissions

HC Characteristics							Activity				HC Energy Demand		Unmitigated Emission Factors (g/kW-hr)										Unmitigated Emissions Peak Day (lb/day)							Average Annual (lb/yr) (mty)										
HC Type	Engine Type	Engine Count per HC	Average MY	Average HP per Engine	Average kW per Engine	Load Factor	Number of HC per Barge	HC Operation (hr/day)	Annual Events	HC Operation (hr/yr)	Peak Day (kW-hr/day)	Annual (kW-hr/yr)	Engine Tier	PM10	PM2.5	DPM	NOX	SOX	CO	VOC	CO2	CH4	N2O	PM10	PM2.5	DPM	NOX	SOX	CO	VOC	PM10	PM2.5	DPM	NOX	SOX	CO	VOC	CO2	CH4	N2O	CO2e
Tugboat	Propulsion	2	2011	1,154	861	0.16	2	2	25	100	1,102	27,548	Tier 3	0.26	0.23	0.26	8.08	0.007	5	0.45	709	0.026	0.031	0.62	0.55	0.62	19.62	0.02	12.15	1.09	15	14	15	490	0	304	27	20	0	0	20
	Auxiliary	2	2011	139	104	0.34	2	3	25	150	423	10,577	Tier 3	0.11	0.10	0.11	5.32	0.007	5	0.29	709	0.018	0.031	0.10	0.09	0.10	4.96	0.01	4.66	0.27	3	2	3	124	0	117	7	7	0	0	8
Total																								0.72	0.64	0.72	24.58	0.02	16.81	1.36	18.08	16.09	18.05	614.47	0.62	420.25	34.05	27.03	0.00	0.00	27.41

Source:
Engine count, model year, and horsepower were obtained from the 2021 Port Emissions Inventory, Tables 4.1 and 4.2.
Engine load factors were obtained from 2022 San Pedro Bay Emissions Inventory Methodology 3a, Table 3.1.
Activity reflects 1 fireworks event on a peak day.
Activity reflects 1 barge per fireworks event.
Tugboat activity was provided by LAHD.
Engine Tiers and associated emission factors and compliance dates are based on CARB's 2011 HC Rule. Last accessed May 2023: *https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft/chc-regulatory-documents* .

DPM	(lb/hr)
propulsion	0.31
auxiliary	0.03
Total	**0.34**

Table B9

Harbor Craft Emission Factors - EPA Standards (g/kW-hr)

Engine Displacen	(kW)	EPA Tier	MY	NMHC+NOx	g/kw-hr PM10	PM2.5	DPM	NOx	SOX	CO	HC	VOC
Category 1 - Aux	HC auxiliary engines											
<0.9	≥37	Tier 2	2005	**7.50**	**0.40**	0.36	0.40	7.1	0.007	**5.00**	0.38	0.39
0.9 < displ < 1.2	all	Tier 2	2004	**7.20**	**0.30**	0.27	0.30	6.8	0.007	**5.00**	0.36	0.38
1.2 < displ < 2.5	all	Tier 2	2004	**7.20**	**0.20**	0.18	0.20	6.8	0.007	**5.00**	0.36	0.38
2.5 < displ < 5	all	Tier 2	2007	**7.20**	**0.20**	0.18	0.20	6.8	0.007	**5.00**	0.36	0.38
<0.9	<19	Tier 3	2009	**7.5**	**0.40**	0.36	0.40	7.1	0.007	**6.60**	0.38	0.39
<0.9	19-75	Tier 3	2009-2013	**7.5**	**0.30**	0.27	0.30	7.1	0.007	**5.50**	0.38	0.39
<0.9	19-75	Tier 3	2014+	**4.7**	**0.30**	0.27	0.30	4.5	0.007	**5.00**	0.24	0.25
<0.9	>75	Tier 3	2012+	**5.4**	**0.14**	0.12	0.14	5.1	0.007	**5.00**	0.27	0.28
0.9 < displ < 1.2	all	Tier 3	2013+	**5.4**	**0.12**	0.11	0.12	5.1	0.007	**5.00**	0.27	0.28
1.2 < displ < 2.5	<600	Tier 3	2014-2017	**5.6**	**0.11**	0.10	0.11	5.3	0.007	**5.00**	0.28	0.29
1.2 < displ < 2.5	<600	Tier 3	2018+	**5.6**	**0.10**	0.09	0.10	5.3	0.007	**5.00**	0.28	0.29
1.2 < displ < 2.5	≥600	Tier 3	2014+	**5.6**	**0.11**	0.10	0.11	5.3	0.007	**5.00**	0.28	0.29
2.5 < displ < 3.5	<600	Tier 3	2013-2017	**5.6**	**0.11**	0.10	0.11	5.3	0.007	**5.00**	0.28	0.29
2.5 < displ < 3.5	<600	Tier 3	2018+	**5.6**	**0.10**	0.09	0.10	5.3	0.007	**5.00**	0.28	0.29
2.5 < displ < 3.5	≥600	Tier 3	2013+	**5.6**	**0.11**	0.10	0.11	5.3	0.007	**5.00**	0.28	0.29
3.5 ≤ D < 7	<600	Tier 3	2012-2017	**5.8**	**0.11**	0.10	0.11	5.5	0.007	**5.00**	0.29	0.31
3.5 ≤ D < 7	<600	Tier 3	2018+	**5.8**	**0.10**	0.09	0.10	5.5	0.007	**5.00**	0.29	0.31
3.5 ≤ D < 7	≥600	Tier 3	2012+	**5.8**	**0.11**	0.10	0.11	5.5	0.007	**5.00**	0.29	0.31
	600-1400	Tier 4	2017+		**0.04**	0.04	0.04	**1.8**	0.007	**5.00**	**0.19**	0.20
	1400-2000	Tier 4	2016+		**0.04**	0.04	0.04	**1.8**	0.007	**5.00**	**0.19**	0.20
	2000-3700	Tier 4	2014+		**0.04**	0.04	0.04	**1.8**	0.007	**5.00**	**0.19**	0.20
	>3700	Tier 4	2014-2015		**0.12**	0.11	0.12	**1.8**	0.007	**5.00**	**0.19**	0.20
	>3700	Tier 4	2016+		**0.06**	0.05	0.06	**1.8**	0.007	**5.00**	**0.19**	0.20
Category 2 - Pro	HC propulsion engines											
			MY									
5.0 ≤ D < 15	all	Tier 2	2007	**7.8**	**0.27**	0.24	0.27	7.4	0.007	**5.00**	0.39	0.41
15 ≤ D < 20	< 3300 kW	Tier 2	2007	**8.7**	**0.50**	0.45	0.50	8.3	0.007	**5.00**	0.44	0.46
15 ≤ D < 20	≥ 3300 kW	Tier 2	2007	**9.8**	**0.50**	0.45	0.50	9.3	0.007	**5.00**	0.49	0.52
20 ≤ D < 25	all	Tier 2	2007	**9.8**	**0.50**	0.45	0.50	9.3	0.007	**5.00**	0.49	0.52
25 ≤ D < 30	all	Tier 2	2007	**11.0**	**0.50**	0.45	0.50	10.5	0.007	**5.00**	0.55	0.58
7 ≤ D < 15	<2000	Tier 3	2013+	**6.2**	**0.14**	0.12	0.14	5.9	0.007	**5.00**	0.31	0.33
7 ≤ D < 15	2000-3700	Tier 3	2013+	**7.8**	**0.14**	0.12	0.14	7.4	0.007	**5.00**	0.39	0.41
15 ≤ D < 20	<2000	Tier 3	2014+	**7.0**	**0.34**	0.30	0.34	6.7	0.007	**5.00**	0.35	0.37
20 ≤ D < 25	<2000	Tier 3	2014+	**9.8**	**0.27**	0.24	0.27	9.3	0.007	**5.00**	0.49	0.52
25 ≤ D < 30	<2000	Tier 3	2014+	**11.0**	**0.27**	0.24	0.27	10.5	0.007	**5.00**	0.55	0.58
all	2000-3700	Tier 4	2014		**0.04**	0.04	0.04	**1.8**	0.007	**5.00**	**0.19**	0.20
<15	>3700	Tier 4	2014		**0.12**	0.11	0.12	**1.8**	0.007	**5.00**	**0.19**	0.20
15 ≤ D < 30	>3700	Tier 4	2014		**0.25**	0.22	0.25	**1.8**	0.007	**5.00**	**0.19**	0.20
all	>3700	Tier 4	2016		**0.06**	0.05	0.06	**1.8**	0.007	**5.00**	**0.19**	0.20
all	1400-2000	Tier 4	2016		**0.04**	0.04	0.04	**1.8**	0.007	**5.00**	**0.19**	0.20
all	600-1400	Tier 4	2017		**0.04**	0.04	0.04	**1.8**	0.007	**5.00**	**0.19**	0.20

Source:

Federal Marine Compression-Ignition Engines - Exhaust Emission Standards Reference Guide. Last accessed March 2022 at:

Tier 1 and Tier 2 standards: 40CFR Part 94.8

Tier 3 and Tier 4 standards: 40CFR Part 1042.101

EPA Tier 1 emissions standards for marine engines do not specify restrictions to PM, SOx, CO, or VOC. NOx reflects Marpol Annex VI (17 g/kW-hr). PM10, SOX, CO and VOC emissions factors were obtained from EPA offroad emission engine standards for Tier 1 engines.

EPA Tier 2 and Tier 3 emission standards are reported as NOx+THC. 5% is HC per Carl Moyer Program guidelines. 95% is NOx.

SOx emission factor is based on 15 ppm fuel sulfur content.

Bold numbers represent actual emission standards.

Table B10

Harbor Craft GHG Emission Factors

Engine Type	Year		Power		Zero-Hour Emission Factors (g/kw-hr)		
	Min	Max	Min	Max	CO2	CH4	N2O
Propulsion	0	1988	597	74,569	709	0.146	0.031
	1988	2000	597	74,569	709	0.102	0.031
	2000	2004	597	74,569	709	0.102	0.031
	2004	2007	597	74,569	709	0.026	0.031
	2007	2013	597	74,569	709	0.026	0.031
	2013	2017	597	74,569	686	0.025	0.03
	2017	2051	597	74,569	662	0.005	0.029
Auxiliary	0	1988	75	130	709	0.153	0.031
	1988	2000	75	130	709	0.095	0.031
	2000	2004	75	130	709	0.024	0.031
	2004	2007	75	130	709	0.021	0.031
	2007	2013	75	130	709	0.018	0.031
	2013	2051	75	130	738	0.017	0.033

Source:

CO2, CH4 and N2O emission factors are zero-hour factors from the Port's 2022 Emissions Inventory Methodology Document, Version 3, Appendix A. Last accessed in April 2023 at: *https://kentico.portoflosangeles.org/getmedia/ad5ec383-8dc6-4652-ae0d-81b6ea4c7819/SPBP_Emissions_Inventory_Methodology_v3a.* Zero-hour factors are appropriate because engine deterioration does not significantly affect GHG emission factors (per Emissions Inventory Methodology Report Table 3.2).

Table B11

SOx Emission Factor, Harbor Craft

Harbor Craft	0.00552 g/hp-hr	0.00740 g/kw-hr	
Dredging Equipm use OFFROAD BSCF and convert to g SOx /hp-hr			
SOx (gms/hp-hr) = (S content in X/1,000,000) x (MW SO2/ MW S) x BSFC =			
Where:			
X = S content in parts per million (ppm)			15 ppm
S MW = Molecular Weight			32
SO2 MW = Molecular Weight			64
BSFC for harbor craft = Brake Specific Fuel Consumption (per CARB 2007 Harbor Craft Methodology and			184 (g/hp-hr)

Table B12

Firework Display Emissions

	Net Explosive Weight		Emissions - Summer Pops (100 lbs)			
	Basis (lbs) [1]	Basis (lbs) [2]				
	5,342	100	Peak Hour	Peak Day	Annual [3]	Annual [3]
	Big Bay Boom	Summer Pops	(lb/hr)	(lb/day)	(lb/yr)	(mty)
	Peak Day (lbs)	Peak Day (lbs)				
Criteria Pollutants						
PM10	476.60	17.84		17.84		
PM2.5	328.80	12.31		12.31		
SO2	157.60	5.90		5.90		
NOx	8.56	0.32		0.32		
CO	0.75	0.03		0.03		
Toxic Pollutants						
Copper	23.70	0.89	0.89	0.89	22.18	
Hexavalent Chromium	0.04	0.00	0.00	0.00	0.04	
Lead	0.05	0.00	0.00	0.00	0.05	
Formaldehyde	0.07	0.00	0.00	0.00	0.07	
Acetaldehyde	0.26	0.01	0.01	0.01	0.24	
Acrolein	0.06	0.00	0.00	0.00	0.05	
Naphthalene	0.42	0.02	0.02	0.02	0.39	
GHG (kg)						
CO2	896.50	33.56				0.84

Notes:

1. Big Bay Boom emissions were obtained from Port of San Diego, Draft Environmental Impact Report Technical Appendices, San Diego Bay and Imperial Beach Oceanfront Fireworks Display Events Project. Volume I, Table 2-2; and Volume II, Table 2-1. March 2017.

Basis display duration: 10 min

2. Summer Pops are similar to Proposed Project fireworks. Scaled based on net explosive weight and display duration.

Display for Proposed Project: 20 min Source: CEQA 20221205 WHM Data Needs Matrix.12.12.22.xlsx.

3. Annual emissions reflect annual displays: 25

Fireworks barge would be located 1,000 feet from site.

Distance to sensitive receptor: 780 receptor in the Cabrillo Marina.

Distance to off-site worker receptor: 304.8 nearest land receptor.

Table B13
SCAQMD Risk Tool Output, Fireworks

EMISSIONS ARE ENTERED ON THE EMISSIONS WORKSHEET OR ON ONE OF EQUIPMENT WORKSHEETS

INPUT PARAMETERS ENTERED ON THE EMISSIONS SHEET ARE USED FOR TIERS 1 AND TIER 2 ANALYSES

TIER 2 SCREENING RISK ASSESSMENT REPORT
(Procedure Version 8.1 & Package N, September 1, 2017) - Risk Tool V1.105

A/N: 1 **Fac:** Fireworks **Application deemed complete date:** 10/13/2023

1. Stack Data

Equipment Type	Other	0
		0
		0
Combustion Eff	0.0	0
	No T-BACT	
Operation Schedule	0.333 hrs/day	
	1 days/week	
	25 weeks/year	
Stack Height	14 ft	
Building Area	3000 ft²	
Distance to Residential	780 m	
Distance to Commercial	308 m	
Meteorological Station	Long Beach Airport	

2. Tier 2 Data

Dispersion Factors tables	Volume Source
For Chronic X/Q	Table 7
For Acute X/Q max	Table 7.7

Dilution Factors

Receptor	X/Q (µg/m³)/(tons/yr)	X/Qmax (µg/m³)/(lbs/hr)
Residential	0.04	6.17
Commercial - Worker	0.19	22.61

Intake and Adjustment Factors

	Residential	Worker
Year of Exposure	30	
Combined Exposure Factor (CEF) - Table 4	677.40	55.86
Worker Adjustment Factor (WAF) - Table 5	1	4.20

A/N: 1 **Application deemed complete date:** 10/13/23

3. Rule 1401 Compound Data

Code	Compound	R1 - Uncontrolled (lbs/hr)	R2 - Controlled (lbs/hr)	CP (mg/kg-day)-1	MP MICR Resident	MP MICR Worker	MP Chronic Resident	MP Chronic Worker	REL Chronic (µg/m³)	REL 8-hr Chronic (µg/m³)	REL Acute (µg/m³)	MWAF
C23	Copper and Compounds	8.87E-01	8.87E-01	0.00E+00	1.00	1.00	1.00	1.00	0.00E+00	0.00E+00	1.00E+02	1
C16	Chromium 6+	1.40E-03	1.40E-03	5.10E+02	1.60	1.02	2.44	1.00	2.00E-01	0.00E+00	0.00E+00	1
L1	Lead and Compounds (Inorganic)	1.98E-03	1.98E-03	4.20E-02	11.41	5.83	1.00	1.00	0.00E+00	0.00E+00	0.00E+00	1
F2	Formaldehyde	2.64E-03	2.64E-03	2.10E-02	1.00	1.00	1.00	1.00	9.00E+00	9.00E+00	5.50E+01	1
A1	Acetaldehyde	9.74E-03	9.74E-03	1.00E-02	1.00	1.00	1.00	1.00	1.40E+02	3.00E+02	4.70E+02	1
A3	Acrolein	2.17E-03	2.17E-03	0.00E+00	1.00	1.00	1.00	1.00	3.50E-01	7.00E-01	2.50E+00	1
P62	Naphthalene	1.57E-02	1.57E-02	1.20E-01	1.00	1.00	1.00	1.00	9.00E+00	0.00E+00	0.00E+00	1

A/N: 1

Application deemed complete date: 10/13/23

4. Emission Calculations

Compound	R1 (lbs/hr)	R2 (lbs/hr)	R1 (lbs/day)	R2 (lbs/day)	R2 (lbs/yr)	R2 (tons/yr)
Copper and Compounds	8.87E-01	8.87E-01	2.95E-01	2.95E-01	7.39E+00	3.69E-03
Chromium 6+	1.40E-03	1.40E-03	4.67E-04	4.67E-04	1.17E-02	5.84E-06
Lead and Compounds (Inorganic)	1.98E-03	1.98E-03	6.60E-04	6.60E-04	1.65E-02	8.25E-06
Formaldehyde	2.64E-03	2.64E-03	8.80E-04	8.80E-04	2.20E-02	1.10E-05
Acetaldehyde	9.74E-03	9.74E-03	3.24E-03	3.24E-03	8.11E-02	4.05E-05
Acrolein	2.17E-03	2.17E-03	7.23E-04	7.23E-04	1.81E-02	9.04E-06
Naphthalene	1.57E-02	1.57E-02	5.24E-03	5.24E-03	1.31E-01	6.55E-05
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
Total	**9.21E-01**	**9.21E-01**	**3.07E-01**	**3.07E-01**	**7.67E+00**	**3.83E-03**

TIER 2 RESULTS

A/N: 1

Application deemed complete date: 10/13/23

5a. MICR

MICR Resident = CP (mg/(kg-day))^-1 * Q (ton/yr) * (X/Q) Resident * CEF Resident * MP Resident * 1e-6 * MWAF

MICR Worker = CP (mg/(kg-day))^-1 * Q (ton/yr) * (X/Q) Worker * CEF Worker* MP Worker* WAF Worker* 1e-6 * MWAF

Compound	Residential	Commercial
Copper and Compounds	0.00E+00	0.00E+00
Chromium 6+	1.35E-07	1.32E-07
Lead and Compounds (Inorganic)	1.12E-10	8.77E-11
Formaldehyde	6.57E-12	1.00E-11
Acetaldehyde	1.15E-11	1.76E-11
Acrolein	0.00E+00	0.00E+00
Naphthalene	2.23E-10	3.41E-10
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	FALSE	0.00E+00
	0.00E+00	0.00E+00
Total	**1.36E-07**	**1.33E-07**
	PASS	**PASS**

5b. Is Cancer Burden Calculation Needed (MICR >1E-6)? **NO**

New X/Q at which MICR70yr is one-in-a-million [(μg/m³)/(tons/yr)]: 0.00E+00

New Distance, interpolated from X/Q table using New X/Q (meter):

Zone Impact Area (km²): 0.00E+00

Zone of Impact Population (7000 person/km²): 0.00E+00

Cancer Burden: **0.00E+00**

6. Hazard Index Summary

HIA = [Q(lb/hr) * (X/Q)max * MWAF]/ Acute REL

HIC = [Q(ton/yr) * (X/Q) * MP * MWAF] / Chronic REL

HIC 8-hr= [Q(ton/yr) * (X/Q) * WAF * MWAF] / 8-hr Chronic REL

A/N: 1

Application deemed complete date: 10/13/23

Target Organs	Acute	Chronic	8-hr Chronic	Acute Pass/Fail	Chronic Pass/Fail	8-hr Chronic Pass/Fail
Alimentary system (liver) - AL	0.00E+00	0.00E+00	N/A	Pass	Pass	Pass
Bones and teeth - BN		0.00E+00	N/A	Pass	Pass	Pass
Cardiovascular system - CV	0.00E+00	0.00E+00	N/A	Pass	Pass	Pass
Developmental - DEV	0.00E+00	0.00E+00	N/A	Pass	Pass	Pass
Endocrine system - END		0.00E+00	N/A	Pass	Pass	Pass
Eye	2.12E-02	0.00E+00	N/A	Pass	Pass	Pass
Hematopoietic system - HEM	0.00E+00	5.41E-06	N/A	Pass	Pass	Pass
Immune system - IMM	0.00E+00	0.00E+00	N/A	Pass	Pass	Pass
Kidney - KID		0.00E+00	N/A	Pass	Pass	Pass
Nervous system - NS	0.00E+00	0.00E+00	N/A	Pass	Pass	Pass
Reproductive system - REP	0.00E+00	0.00E+00	N/A	Pass	Pass	Pass
Respiratory system - RESP	2.21E-01	1.18E-05	N/A	Pass	Pass	Pass
Skin	0.00E+00	0.00E+00	N/A	Pass	Pass	Pass

A/N: 1 Application deemed complete date: 10/13/23

6a. Hazard Index Acute - Resident

HIA = [Q(lb/hr) * (X/Q)max resident * MWAF] / Acute REL

	HIA - Residential									
Compound	AL	CV	DEV	EYE	HEM	IMM	NS	REP	RESP	SKIN
Copper and Compounds									5.47E-02	
Chromium 6+										
Lead and Compounds (Inorganic)										
Formaldehyde				2.96E-04						
Acetaldehyde				1.28E-04					1.28E-04	
Acrolein				5.36E-03					5.36E-03	
Naphthalene										
Total	0.00E+00	0.00E+00	0.00E+00	5.78E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	6.02E-02	0.00E+00

6a. Hazard Index Acute - Worker

A/N: 1 Application deemed complete date: 10/13/23

HIA = [Q(lb/hr) * (X/Q)max Worker * MWAF] / Acute REL

	HIA - Commercial									
Compound	AL	CV	DEV	EYE	HEM	IMM	NS	REP	RESP	SKIN
Copper and Compounds									2.01E-01	
Chromium 6+										
Lead and Compounds (Inorganic)										
Formaldehyde				1.09E-03						
Acetaldehyde				4.69E-04					4.69E-04	
Acrolein				1.96E-02					1.96E-02	
Naphthalene										
Total	0.00E+00	0.00E+00	0.00E+00	2.12E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.21E-01	0.00E+00

6b. Hazard Index Chronic - Resident

HIC = [Q(ton/yr) * (X/Q) Resident * MP Chronic Resident * MWAF] / Chronic REL

	HIC - Residential												
Compound	AL	BN	CV	DEV	END	EYE	HEM	IMM	KID	NS	REP	RESP	SKIN
Copper and Compounds													
Chromium 6+							2.99E-06					2.99E-06	
Lead and Compounds (Inorganic)													
Formaldehyde												5.13E-08	
Acetaldehyde												1.22E-08	
Acrolein												1.08E-06	
Naphthalene												3.05E-07	
Total	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.99E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.44E-06	0.00E+00

A/N: 1 **Application deemed complete date:** 10/13/23

6b. Hazard Index Chronic - Worker

HIC = [Q(ton/yr) * (X/Q) * MP Chronic Worker * MWAF] / Chronic REL

	HIC - Commercial												
Compound	AL	BN	CV	DEV	END	EYE	HEM	IMM	KID	NS	REP	RESP	SKIN
Copper and Compounds													
Chromium 6+							5.41E-06					5.41E-06	
Lead and Compounds (Inorganic)													
Formaldehyde												2.26E-07	
Acetaldehyde												5.36E-08	
Acrolein												4.78E-06	
Naphthalene												1.35E-06	
Total	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5.41E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.18E-05	0.00E+00

6c. 8-hour Hazard Index Chronic - Resident

A/N: 1

Application deemed complete date: 10/13/23

HIC 8-hr = [Q(ton/yr) * (X/Q) Resident * WAF Resident * MWAF] / 8-hr Chronic REL

	HIC - Residential												
Compound	AL	BN	CV	DEV	END	EYE	HEM	IMM	KID	NS	REP	RESP	SKIN
Copper and Compounds													
Chromium 6+													
Lead and Compounds (Inorganic)													
Formaldehyde												5.13E-08	
Acetaldehyde												5.68E-09	
Acrolein												5.42E-07	
Naphthalene													
Total	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5.99E-07	0.00E+00

6c. 8-hour Hazard Index Chronic - Worker

A/N: 1

Application deemed complete date: 10/13/23

HIC 8-hr = [Q(ton/yr) * (X/Q) Worker * WAF Worker * MWAF] / 8-hr Chronic REL

	HIC - Commercial												
Compound	AL	BN	CV	DEV	END	EYE	HEM	IMM	KID	NS	REP	RESP	SKIN
Copper and Compounds													
Chromium 6+													
Lead and Compounds (Inorganic)													
Formaldehyde												9.50E-07	
Acetaldehyde												1.05E-07	
Acrolein												1.00E-05	
Naphthalene													
Total	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.11E-05	0.00E+00

Table B14
SCAQMD Risk Tool Output, Tugboats

EMISSIONS ARE ENTERED ON THE EMISSIONS WORKSHEET OR ON ONE OF EQUIPMENT WORKSHEETS
INPUT PARAMETERS ENTERED ON THE EMISSIONS SHEET ARE USED FOR TIERS 1 AND TIER 2 ANALYSES

TIER 2 SCREENING RISK ASSESSMENT REPORT
(Procedure Version 8.1 & Package N, September 1, 2017) - Risk Tool V1.105

A/N: 1 **Fac:** Tugboats **Application deemed complete date:** 10/13/2023

1. Stack Data

Equipment Type	Other		0
			0
			0
Combustion Eff	0.0		0
	No T-BACT		
Operation Schedule	2	hrs/day	
	1	days/week	
	25	weeks/year	
Stack Height	14	ft	
Building Area	3000	ft²	
Distance to Residential	780	m	
Distance to Commercial	308	m	
Meteorological Station	Long Beach Airport		

2. Tier 2 Data

Dispersion Factors tables

	Volume Source
For Chronic X/Q	Table 7
For Acute X/Q max	Table 7.7

Dilution Factors

Receptor	X/Q (µg/m³)/(tons/yr)	X/Qmax (µg/m³)/(lbs/hr)
Residential	0.04	6.17
Commercial - Worker	0.19	22.61

Intake and Adjustment Factors

	Residential	Worker
Year of Exposure	30	
Combined Exposure Factor (CEF) - Table 4	677.40	55.86
Worker Adjustment Factor (WAF) - Table 5	1	4.20

A/N: 1 **Application deemed complete date:** 10/13/23

3. Rule 1401 Compound Data

Code	Compound	R1 - Uncontrolled (lbs/hr)	R2 - Controlled (lbs/hr)	CP (mg/kg-day)-1	MP MICR Resident	MP MICR Worker	MP Chronic Resident	MP Chronic Worker	REL Chronic (µg/m³)	REL 8-hr Chronic (µg/m³)	REL Acute (µg/m³)	MWAF
P1	Particulate Emissions from Diesel-Fueled Engines	3.40E-01	3.40E-01	1.10E+00	1.00	1.00	1.00	1.00	5.00E+00	0.00E+00	0.00E+00	1

A/N: 1

Application deemed complete date: 10/13/23

4. Emission Calculations

Compound	R1 (lbs/hr)	R2 (lbs/hr)	R1 (lbs/day)	R2 (lbs/day)	R2 (lbs/yr)	R2 (tons/yr)
Particulate Emissions from Diesel-Fueled Engines	3.40E-01	3.40E-01	6.80E-01	6.80E-01	1.70E+01	8.50E-03
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
			0.00E+00	0.00E+00	0.00E+00	0.00E+00
Total	**3.40E-01**	**3.40E-01**	**6.80E-01**	**6.80E-01**	**1.70E+01**	**8.50E-03**

TIER 2 RESULTS **A/N:** 1 **Application deemed complete date:** 10/13/23

5a. MICR

MICR Resident = CP (mg/(kg-day))^-1 * Q (ton/yr) * (X/Q) Resident * CEF Resident * MP Resident * 1e-6 * MWAF

MICR Worker = CP (mg/(kg-day))^-1 * Q (ton/yr) * (X/Q) Worker * CEF Worker* MP Worker* WAF Worker* 1e-6 * MWAF

Compound	Residential	Commercial
Particulate Emissions from Diesel-Fueled Engines	2.66E-07	4.06E-07
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	0.00E+00	0.00E+00
	FALSE	0.00E+00
	0.00E+00	0.00E+00
Total	**2.66E-07**	**4.06E-07**
	PASS	**PASS**

5b. Is Cancer Burden Calculation Needed (MICR >1E-6)? **NO**

New X/Q at which MICR70yr is one-in-a-million [(µg/m³)/(tons/yr)]:	0.00E+00
New Distance, interpolated from X/Q table using New X/Q (meter):	
Zone Impact Area (km²):	0.00E+00
Zone of Impact Population (7000 person/km²):	0.00E+00
Cancer Burden:	**0.00E+00**

A/N: 1 **Application deemed complete date:** 10/13/23

6. Hazard Index Summary

HIA = [Q(lb/hr) * (X/Q)max * MWAF]/ Acute REL

HIC = [Q(ton/yr) * (X/Q) * MP * MWAF] / Chronic REL

HIC 8-hr= [Q(ton/yr) * (X/Q) * WAF * MWAF] / 8-hr Chronic REL

Target Organs	**Acute**	**Chronic**	**8-hr Chronic**	**Acute Pass/Fail**	**Chronic Pass/Fail**	**8-hr Chronic Pass/Fail**
Alimentary system (liver) - AL	0.00E+00	0.00E+00	N/A	Pass	Pass	Pass
Bones and teeth - BN		0.00E+00	N/A	Pass	Pass	Pass
Cardiovascular system - CV	0.00E+00	0.00E+00	N/A	Pass	Pass	Pass
Developmental - DEV	0.00E+00	0.00E+00	N/A	Pass	Pass	Pass
Endocrine system - END		0.00E+00	N/A	Pass	Pass	Pass
Eye	0.00E+00	0.00E+00	N/A	Pass	Pass	Pass
Hematopoietic system - HEM	0.00E+00	0.00E+00	N/A	Pass	Pass	Pass
Immune system - IMM	0.00E+00	0.00E+00	N/A	Pass	Pass	Pass
Kidney - KID		0.00E+00	N/A	Pass	Pass	Pass
Nervous system - NS	0.00E+00	0.00E+00	N/A	Pass	Pass	Pass
Reproductive system - REP	0.00E+00	0.00E+00	N/A	Pass	Pass	Pass
Respiratory system - RESP	0.00E+00	3.15E-04	N/A	Pass	Pass	Pass
Skin	0.00E+00	0.00E+00	N/A	Pass	Pass	Pass

A/N: 1 Application deemed complete date: 10/13/23

6a. Hazard Index Acute - Resident

HIA = [Q(lb/hr) * (X/Q)max resident * MWAF] / Acute REL

	HIA - Residential									
Compound	AL	CV	DEV	EYE	HEM	IMM	NS	REP	RESP	SKIN
Particulate Emissions from Diesel-Fueled Engines										
Total	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

6a. Hazard Index Acute - Worker **A/N:** 1 **Application deemed complete date:** 10/13/23

HIA = [Q(lb/hr) * (X/Q)max Worker * MWAF] / Acute REL

	HIA - Commercial									
Compound	AL	CV	DEV	EYE	HEM	IMM	NS	REP	RESP	SKIN
Particulate Emissions from Diesel-Fueled Engines										
Total	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

A/N: 1 Application deemed complete date: 10/13/23

6b. Hazard Index Chronic - Resident

HIC = [Q(ton/yr) * (X/Q) Resident * MP Chronic Resident * MWAF] / Chronic REL

	HIC - Residential												
Compound	AL	BN	CV	DEV	END	EYE	HEM	IMM	KID	NS	REP	RESP	SKIN
Particulate Emissions from Diesel-Fueled Engines												7.14E-05	
Total	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7.14E-05	0.00E+00

A/N: 1 Application deemed complete date: 10/13/23

6b. Hazard Index Chronic - Worker

HIC = [Q(ton/yr) * (X/Q) * MP Chronic Worker * MWAF] / Chronic REL

	HIC - Commercial												
Compound	AL	BN	CV	DEV	END	EYE	HEM	IMM	KID	NS	REP	RESP	SKIN
Particulate Emissions from Diesel-Fueled Engines												3.15E-04	
Total	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.15E-04	0.00E+00

6c. 8-hour Hazard Index Chronic - Resident **A/N:** 1 **Application deemed complete date:** 10/13/23

HIC 8-hr = [Q(ton/yr) * (X/Q) Resident * WAF Resident * MWAF] / 8-hr Chronic REL

	HIC - Residential												
Compound	AL	BN	CV	DEV	END	EYE	HEM	IMM	KID	NS	REP	RESP	SKIN
Particulate Emissions from Diesel-Fueled Engines													
Total	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

6c. 8-hour Hazard Index Chronic - Worker **A/N:** 1 **Application deemed complete date:** 10/13/23

HIC 8-hr = [Q(ton/yr) * (X/Q) Worker * WAF Worker * MWAF] / 8-hr Chronic REL

	HIC - Commercial												
Compound	AL	BN	CV	DEV	END	EYE	HEM	IMM	KID	NS	REP	RESP	SKIN
Particulate Emissions from Diesel-Fueled Engines													
Total	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Table B15

Global Warming Potentials (GWP)

CO2	CH4	N2O
1	25	298

IPCC 2007. Intergovernmental Panel on Climate Change. 4*th Assessment Report, Climate Change 2007: The Physical Science Basis, Chapter 2, Table 2.14. June, 2007.*

GWP values used in this analysis reflect the Intergovernmental Panel on Climate Change (IPCC) 2007 Fourth Assessment Report. Although the Assessment Report has been revised several times since 2007, most recently in 2021, EPA will continue using the 2007 Fourth Assessment Report for reporting the GHG inventory until 2024 at which point the 2013 Fifth Assessment Report will be used (EPA 2023b).

Table B16

EPA AVERT Output

Solar Distributed Roof Top Capacity (MW)	1.4
This load profile will displace 3 **GWh** of regional fossil fuel generation over the course of a year. For reference, this equals the annual electricity consumed by 232 average homes in the United States.	
Original (MWh)	81,596,320
Post Change (MWh)	81,593,510
Change (MWh)	-2,810
Original CO2 (ton/yr)	40,443,900
Post Change CO2 (ton/yr)	40,442,570
Change CO2 (ton/yr)	-1,320
AVERT-derived Emission Rates	
CO2 (tons/MWh)	0.496

Source:

EPA's AVoided Emissions and geneRation Tool (AVERT) Calculator, v4.3

https://www.epa.gov/avert/avert-web-edition

Web-based calculator

Last accessed October 2024

Basic Equation:

Capacity (MW) * 8760 hr/yr * capacity factor (%) * avoided emission rate (lb/MW-hr)

Capacity Factor	20.95%
Avoided Emission Rate CO2 (lb/MW-hr)	1068

Source:

https://www.epa.gov/avert/avoided-emission-rates-generated-avert

avert_emission_rates_04-11-24_0.xlsx

Appendix D

Biological Resources

Appendix D1

Bio Noise Study

Music Performance Community Noise Level Estimation and Assessment

Pantelis Vassilakis, Ph.D. @ AcousticsLab
Acoustics and Noise Mitigation Consulting for Art & Entertainment Events

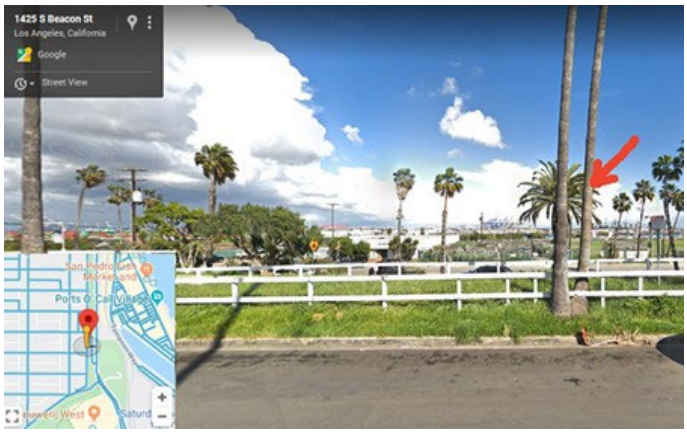
This section

A. Establishes average ambient community sound pressure levels (SPLs) with measurements obtained from two representative locations near the venue, under average environmental conditions.
B. Models maximum SPLs expected within and at the perimeter of the proposed West Harbor LA Amphitheater (hereafter "the Venue"), due to music performance events.
C. Models maximum SPLs anticipated to reach the community due to music performance events at the Venue, and their expected dissipation with distance from the source.
D. Assesses modeled noise levels against average ambient community noise measurements.

A. Ambient SPL Measurements

Data was collected using Piccolo II Professional Class 2 Sound Level Meters by Soft dB[1] over a five-day period (2/26/2020, 2:00 p.m. – 3/2/2020, 12:00 p.m.) from two measurement locations, chosen for their: a) relative placement between the Venue and residences and b) representative traffic noise conditions.

Location 1 (low-to-medium traffic[2]) - 33°43'51.4"N 118°16'49.5"W - https://goo.gl/maps/nMwovzCiRKywUCtH7
1498-1400 S Beacon St, San Pedro, CA 90731 (~1,400 ft E of the stage; palm tree, W side of the street)



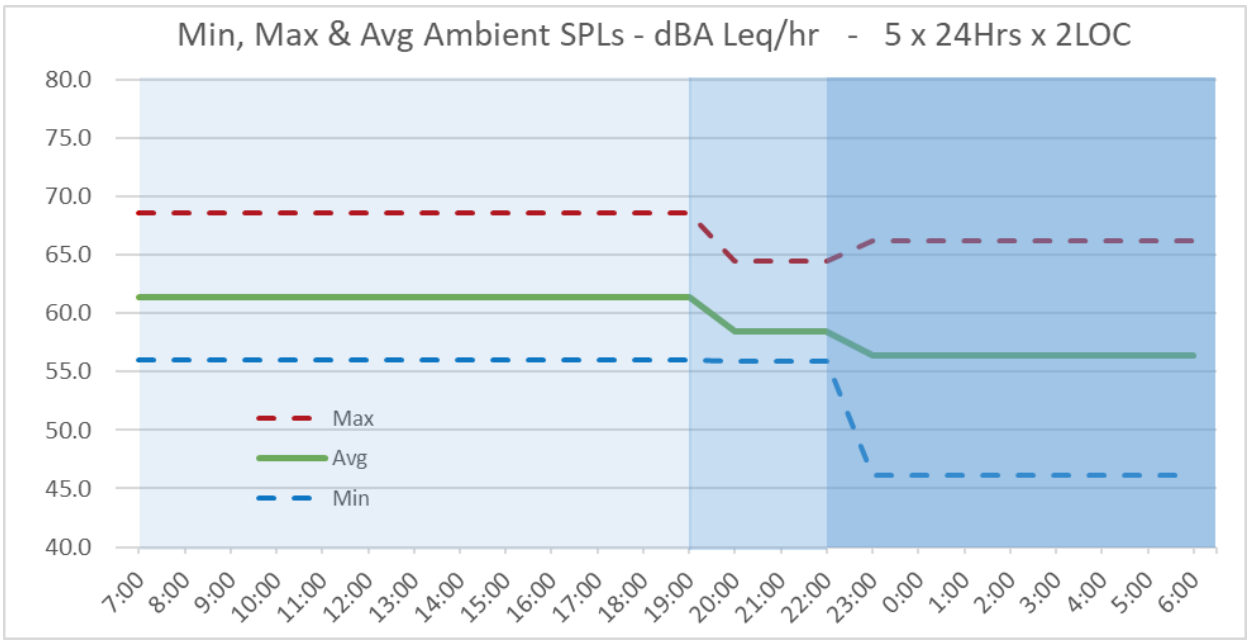
[1] https://www.softdb.com/products/piccolo2
[2] Traffic movement was assessed qualitatively. Descriptors (*e.g.* low; medium) reflect qualitative comparisons relative to the general area and are not based on quantitative analysis of measured vehicle flow, speed, and density.

System Tuning 1 (for favorable weather conditions)

Location 2 (medium traffic) - 33°43'34.1"N 118°17'05.0"W - https://goo.gl/maps/k1PKXeWtLznrNe928
1901-1999 S Crescent Ave, San Pedro, CA 90731 (~3,200,ft SE of the stage, pole, W side of the street)

Minimum and maximum hourly dBA Leq[3] data is reported per location, along with average dBA Leq values, over three periods: Day: 7:00 A.M.-7:00 P.M.; Evening: 7:00 P.M.- 10:00 P.M.; Night: 10:00 P.M.-7:00 A.M.

dBA Leq / Time Period	*Minimum*			*Average*			*Maximum*		
	Loc 1	Loc 2	Avg	Loc 1	Loc 2	Avg	Loc 1	Loc 2	Avg
Day	54.7	57	**56**	59.3	62.7	**61.3**	65.5	70.3	**68.5**
Evening	54.1	57.1	**55.9**	58.1	58.8	**58.5**	66.3	61	**64.4**
Night	44.8	47.2	**46.2**	54.1	57.9	**56.4**	63.7	67.8	**66.2**



[3] dBA Leq: time-averaged A-weighted SPLs of continuous signals matching in total energy the measured time-variant signals, over a given period of time. All measured SPL values are subject to ~ +-1dB uncertainty level, standard for Class 1 measurement instruments.

System Tuning 1 (for favorable weather conditions)

B. Music Performance SPLs Modeled at the Venue

SPLs within the Venue's perimeter were obtained via sound propagation modeling that

a) assumed the maximum music performance SPL target values provided by the Venue's developer team:
   i) ~106dBA SPL 5minLeq[4]: audience area nearest to the stage
   ii) ~110dBA SPL 5minLeq: mixing, or "front of house" position (hereafter "FOH") ~95ft from the stage
   iii) ~103dBA SPL 5minLeq: furthest audience locations at the Venue's perimeter

b) incorporated loudspeaker system design and software processing with sound focusing capabilities that aims at the developer-defined SPL limits within the Venue while reducing the amount of sonic energy spillage outside the venue.

Levels at the Venue were modeled using *d&b audiotechnik* products, compatible with the far-field SPL modeling software[5] used to estimate community noise levels. Several manufacturers[6] offer hardware, software, and expertise capable of addressing the project's requirements through permanent or removable installations, with *L-Acoustics* having historically led the way in sound wave propagation management.

d&b audiotechnik system used for sound source & SPL distribution modeling[7]

- L-R Flown Arrays: 12 x GSL8[8] & 4 x GSL12[9] per side
- L-R Flown Subs: 6 x SL-SUB[10] per side
- SUB Arc / Ground Subs: 8 x SL-SUB
- Front Fills 6 x Y10P[11] (@90^0)

Two sets of system tuning parameters were defined, aimed at reducing community SPLs at different environmental conditions,[12] within the prescribed onsite SPLs. Both involve extensive software processing that introduces spectral artifacts.

System Tuning 1: appropriate to favorable weather conditions, where refraction would direct sonic energy aiming outside the Venue upwards, and wind-flow would direct it towards the ocean. This permits the aiming of sonic energy outside the venue, helping increase SPL dissipation with distance through wave interference. A 40m-wide area was defined, surrounding the Venue, 30m off its perimeter. The system was tuned for reduced SPLs reaching that area.

System Tuning 2: appropriate to unfavorable weather conditions, where refraction would redirect any sonic energy exiting the Venue downwards, and wind flow would redirect it towards the community. The system was tuned for reduced SPLs exiting the venue, within the prescribed onsite SPLs.

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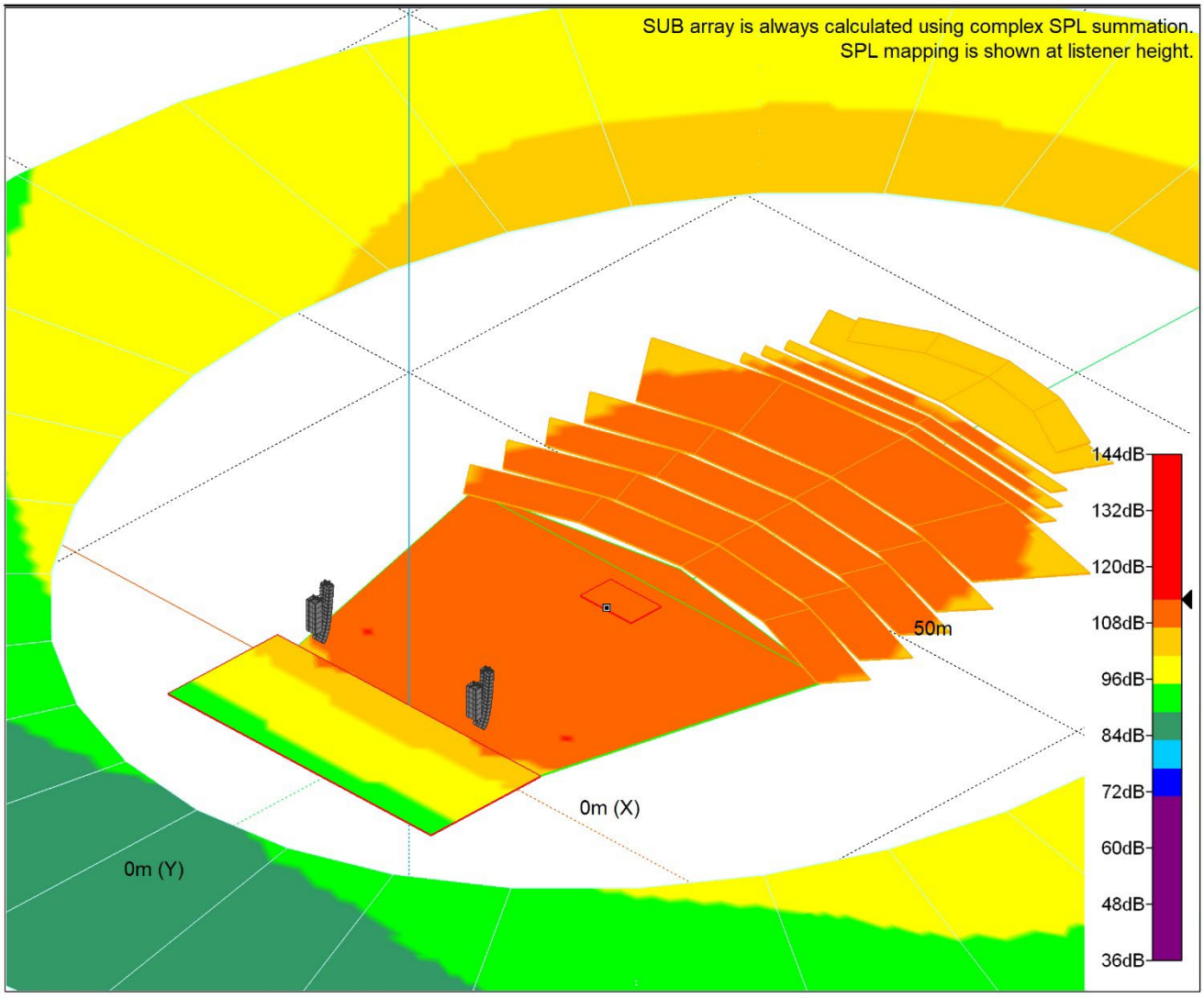
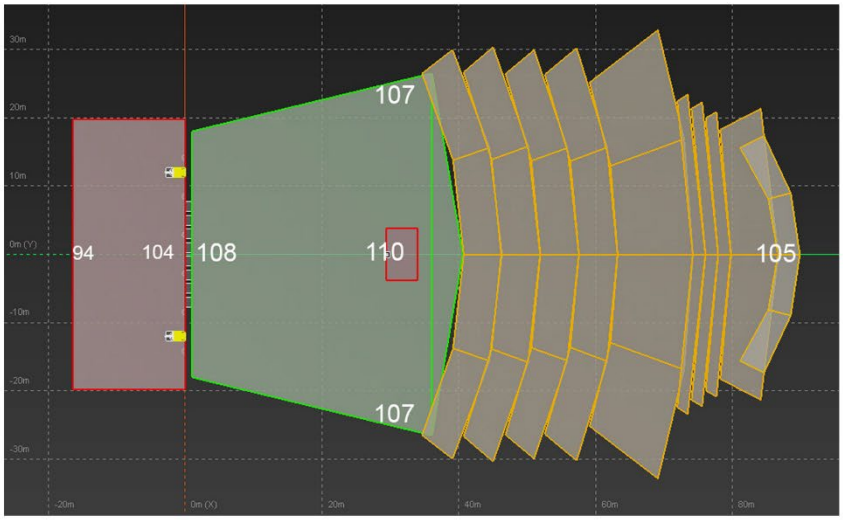
[4] *i.e.* A-weighted energy-equivalent SPLs, averaged over 5 minutes.
[5] : NoizCalc https://www.dbaudio.com/global/en/products/software/noizcalc. Created with SoundPLAN https://www.soundplan.eu/en, a specialist software developer for environmental noise prediction.
[6] L-Acoustics: https://www.l-acoustics.com - d&b Audiotechnik: https://www.dbaudio.com/global/en - Meyer Sound: https://meyersound.com
[7] Onsite SPLs were modeled with d&b audiotechnik's ArrayCalc https://www.dbaudio.com/global/en/products/software/arraycalc
[8] https://www.dbaudio.com/global/en/products/series/sl-series/gsl8
[9] https://www.dbaudio.com/global/en/products/series/sl-series/gsl12
[10] https://www.dbaudio.com/global/en/products/series/sl-series/sl-sub
[11] https://www.dbaudio.com/global/en/products/series/y-series/y10p
[12] See the next section.

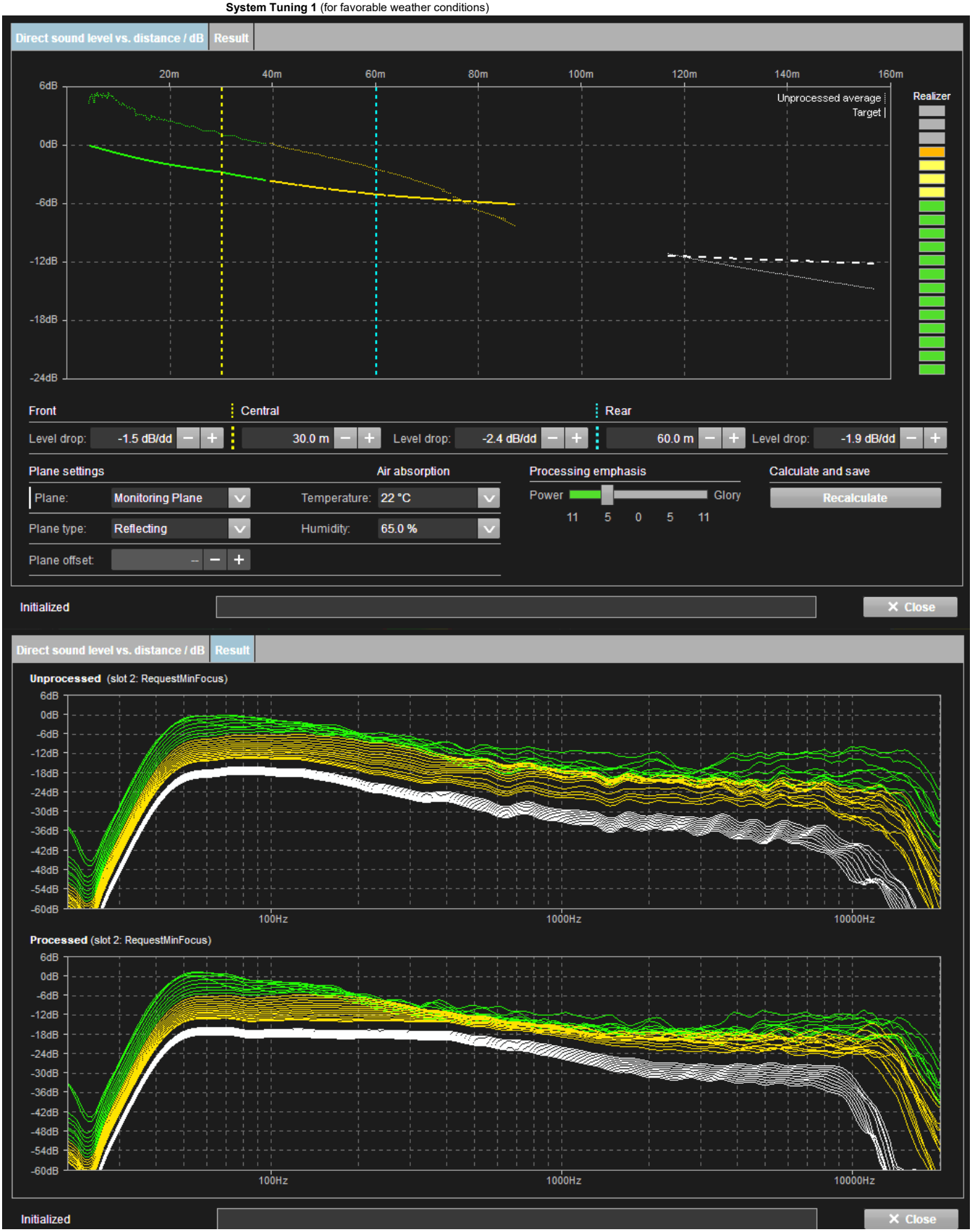
System Tuning 1 (for favorable weather conditions)



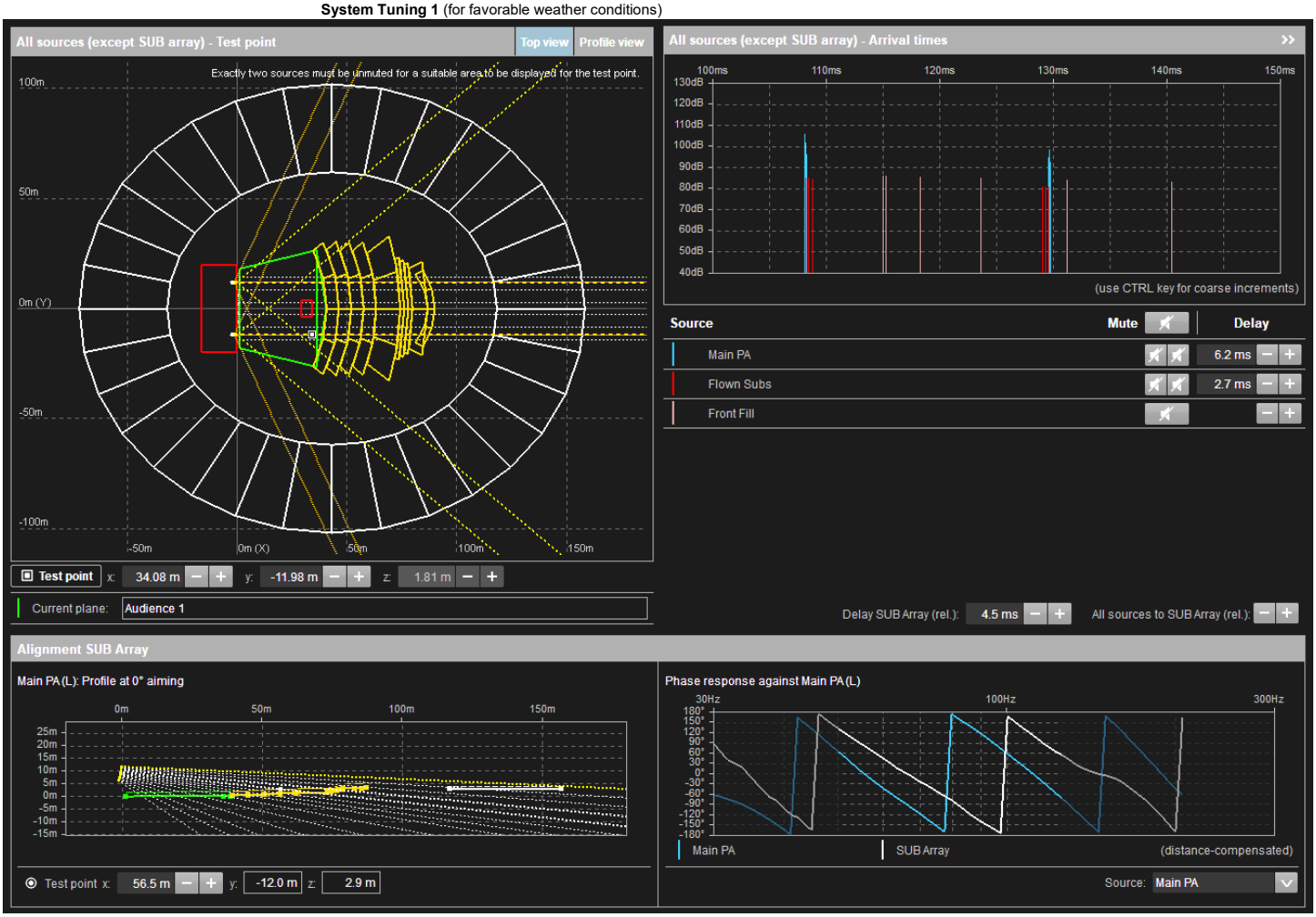
SPL calculation	
Resolution:	Mid (2m)
Highest SPL:	113.1 dB
Simulated signal	
Level:	3.4 dBu
Signal:	BB pink (A)
Show interferences:	Off
Air absorption	
On/Off:	On
Temperature:	22 °C
Humidity:	65.0 %
NoizCalc reference point	
x:	29.6 m
y:	0.0 m
z:	2.0 m
SPL:	110.0 dB



System Tuning 1 (for favorable weather conditions)

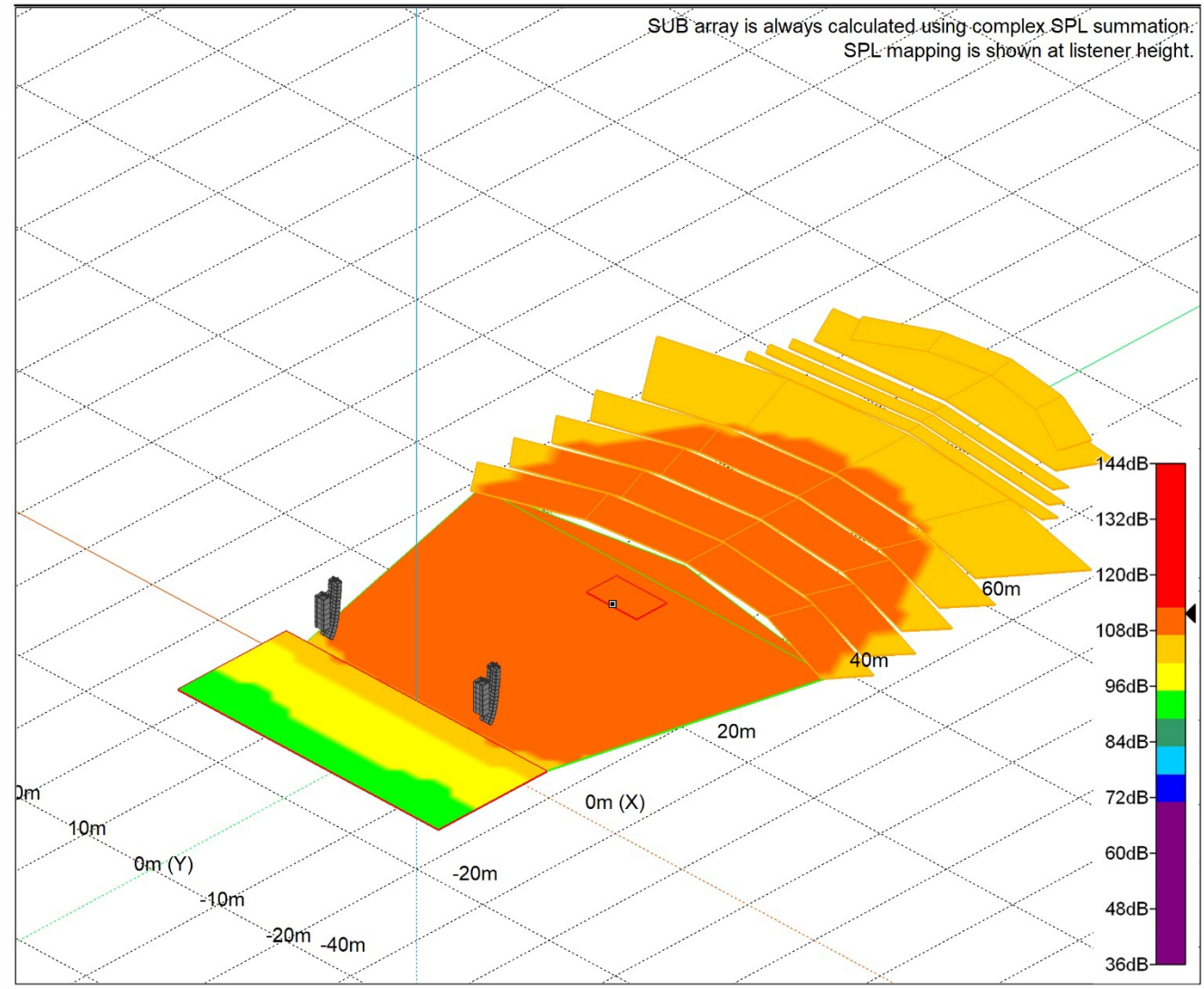


System Tuning 1 (for favorable weather conditions)

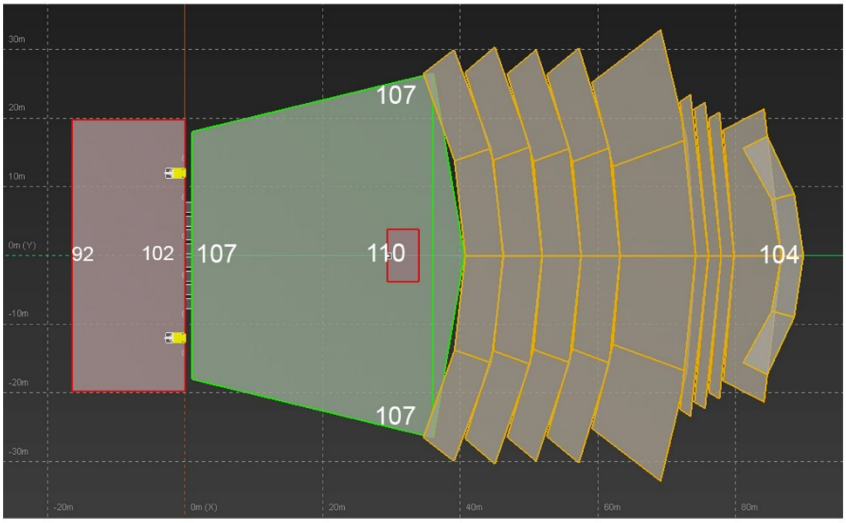


System Tuning 1 (for favorable weather conditions)

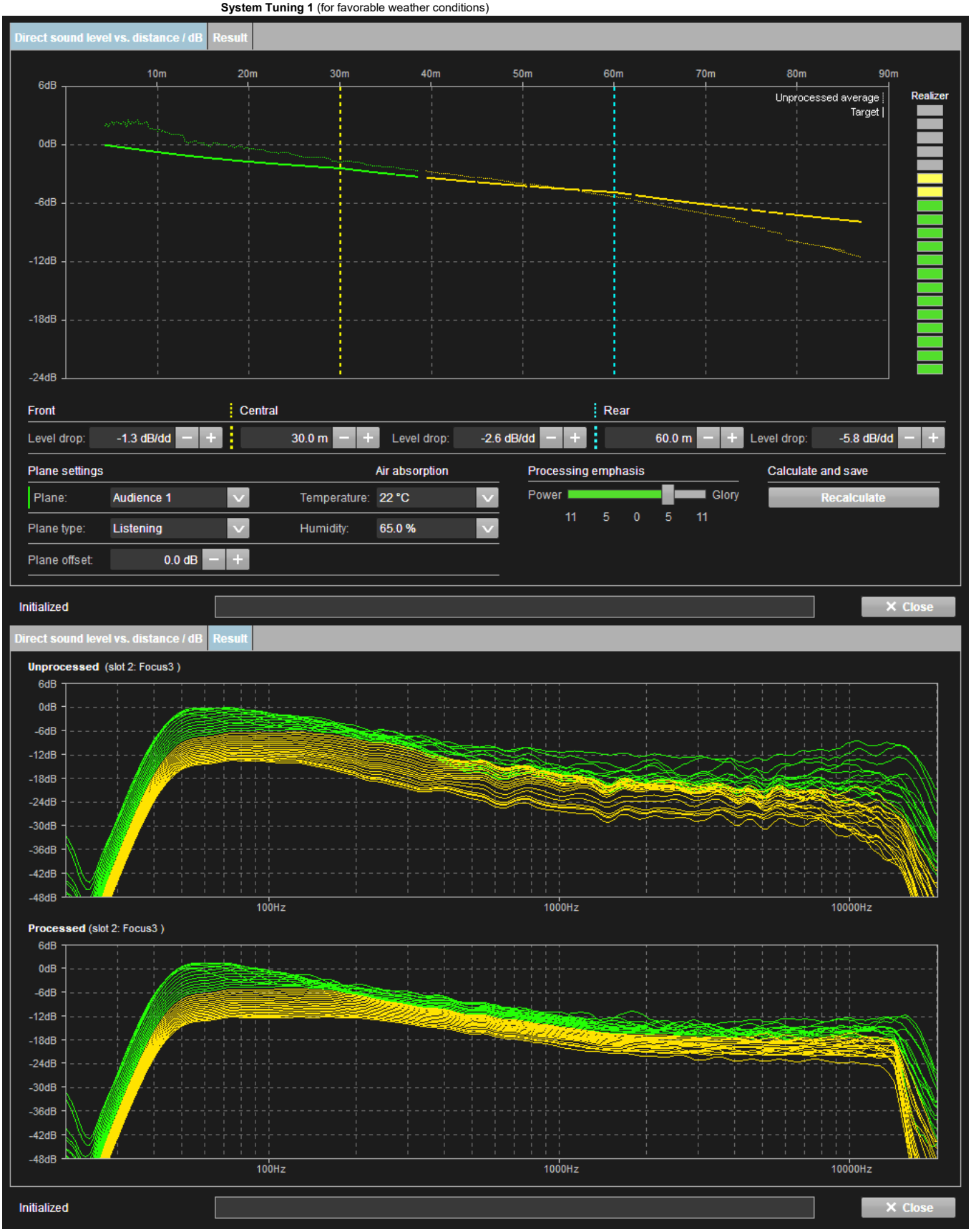
System Tuning 2 (for unfavorable weather conditions)



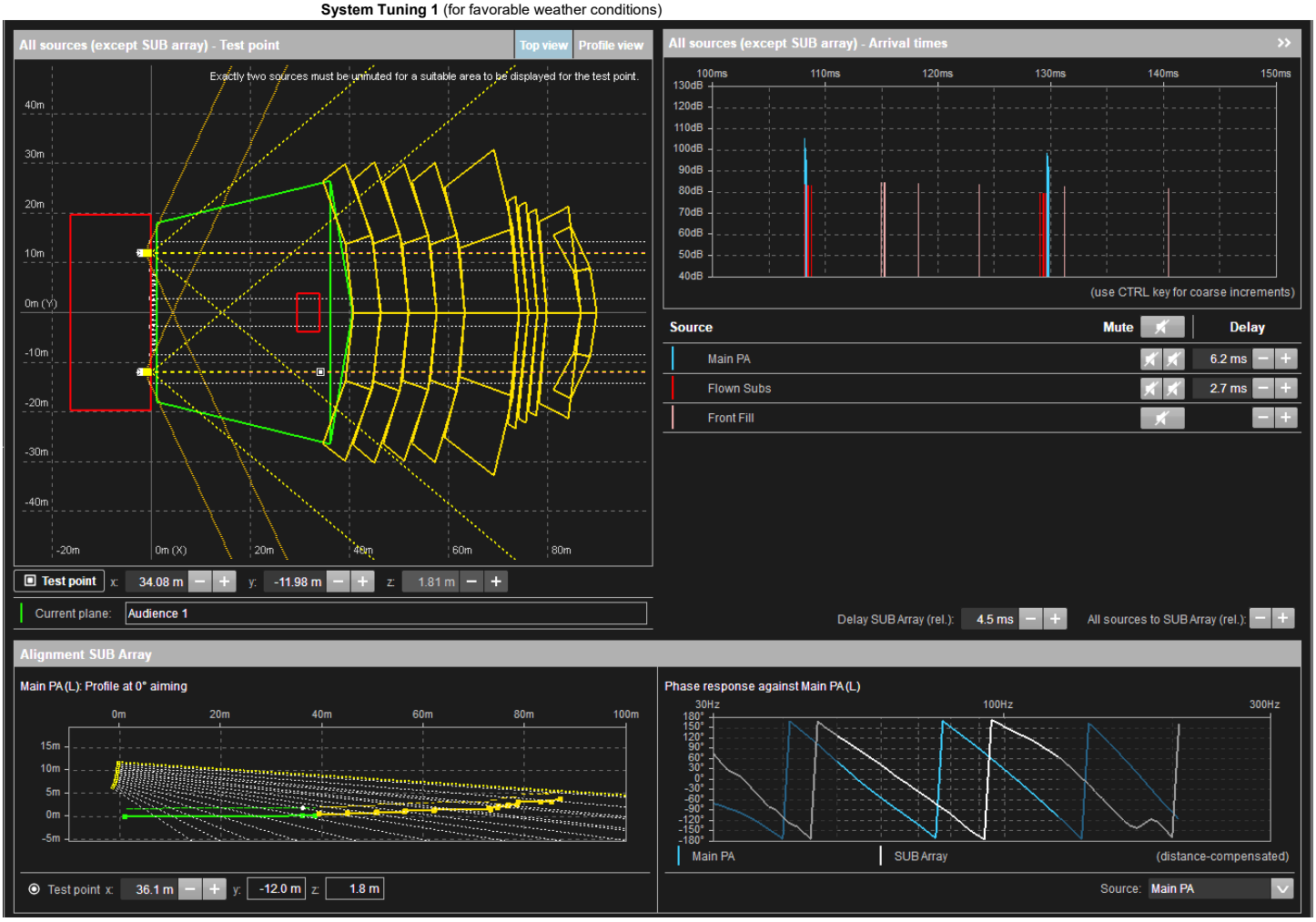
SPL calculation	
Resolution:	Mid (2m)
Highest SPL:	111.7 dB
Simulated signal	
Level:	1.9 dBu
Signal:	BB pink (A)
Show interferences:	Off
Air absorption	
On/Off:	On
Temperature:	22 °C
Humidity:	65.0 %
NoizCalc reference point	
x:	29.6 m
y:	0.0 m
z:	2.0 m
SPL:	110.0 dB



System Tuning 1 (for favorable weather conditions)



System Tuning 1 (for favorable weather conditions)



SPL at the Source & Weather	Key SPL Values @ the Venue					
	Audience				Stage	
	Front	**FOH**	Back	Left / Right	Front	Back
Requested Favorable Weather	108	**110**	105	107	104	94
Requested Unfavorable Weather	107	**110**	104	107	102	92

System Tuning 1 (for favorable weather conditions)

C. Music Performance SPLs Modeled at the Community

Four noise maps are included, based on the sound source design and SPL levels described above, modeling the spread of A-Weighted SPLs[13] away from the venue in 20m (~66ft) increments, under:

2 x Environmental Conditions[14]

1) Favorable Weather
   Wind direction: 285^0 (from W-N/W) - *away from residences;*
   Temperature gradient: -0.09K/m - *temperature dropping with elevation, directing upward-bound sonic energy away from the ground (common daytime condition)*
2) Unfavorable Weather
   Wind direction: 85^0 (from E-N/E) - *towards residences*;
   Temperature gradient:+0.09K/m - *temperature rising with elevation, directing upward-bound sonic energy back towards the ground (ground temperature inversion[15])*

System Tuning Profiles (*each performing best under different conditions*)

1) System tuning appropriate under Favorable Weather conditions: refraction will direct sonic energy that aims outside the Venue upwards and wind-flow will direct it towards the ocean.
2) System tuning appropriate under Unfavorable Weather conditions: refraction will direct sonic energy exiting the Venue downwards (temperature inversion condition), and wind flow will direct it towards the community.

2 x Measurement Heights

1) 5.5ft (1.70m) *(i.e. street level)*
2) 16ft (4.9m) *(i.e. building level)*

The summary table, below, compares average ambient SPL's to average maximum SPLs predicted by the sound source and sound propagation models to reach the residence blocks nearest to the venue, extending North-to-South between S. Beacon St. @ W. 8th St. (USPS) and Quartermaster Rd. @ Meyler Rd. (Fort MacArthur Inn).

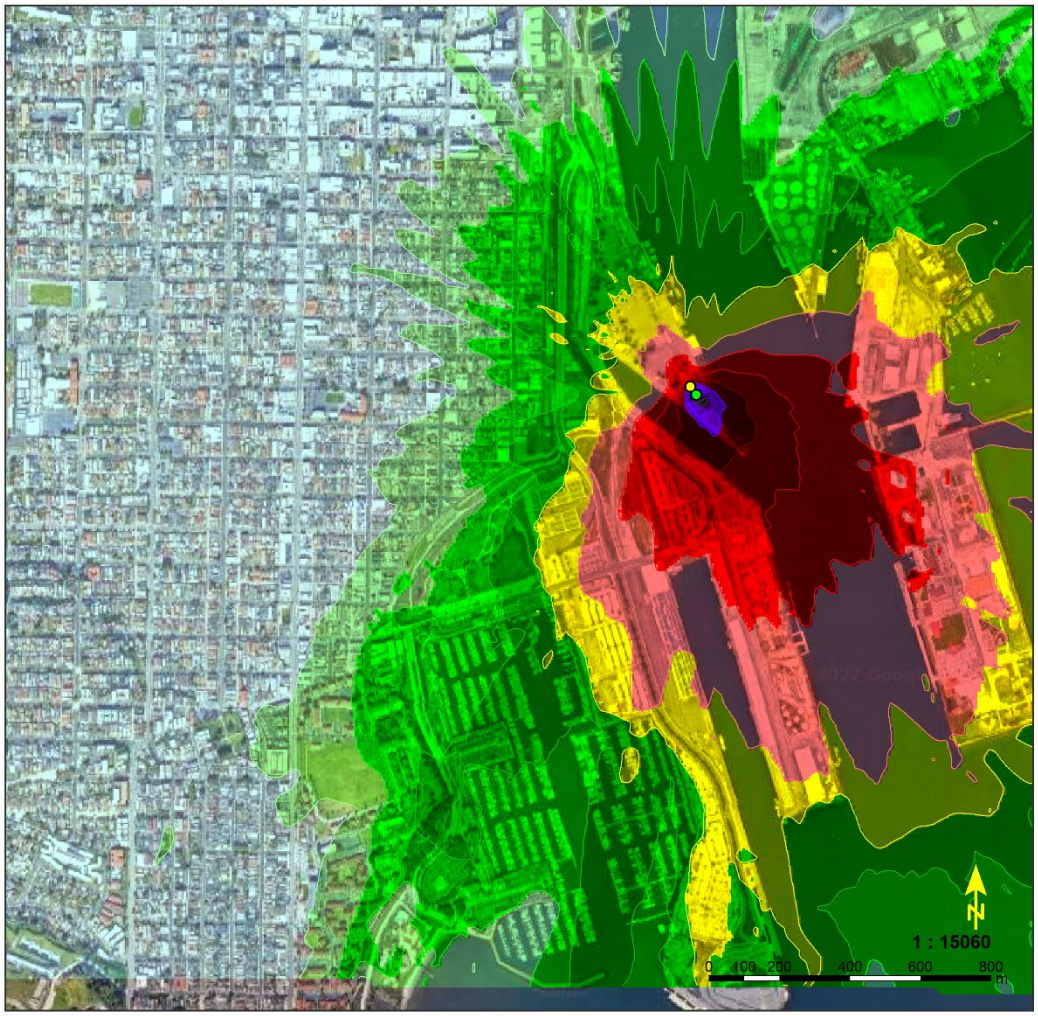
Ambient Vs Noise dBA SPL		**System Tuning 1** (best for favorable weather conditions)				**System Tuning 2** (best for unfavorable weather conditions)			
		5.5ft. Elev.		16ft Elev.		5.5ft. Elev.		16ft Elev.	
Time Period	***Ambient***	*Noise*	*Overage*	*Noise*	*Overage*	*Noise*	*Overage*	*Noise*	*Overage*
Day	**61.3**	67	>5	69	>7	69	>7	68	>6
Evening	**58.5**	67	>8	69	>10	69	>10	68	>9
Night	**56.4**	67	>10	69	>12	69	>12	68	>11

[13] Noise maps model A-Weighted SPLs (measured in dBA). They bias middle frequencies, are representative of hearing response at moderate SPLs, and are consistent with standard noise level measurement and assessment.
[14] Both conditions assume 22^0C; 65% RH; 1014mbar P; gentle breeze 4.3m/s - based on April/September historical data from https://www.timeanddate.com/weather
[15] Temperature inversion occurs more frequently after sundown and its effects are enhanced under more humid, overcast conditions.

System Tuning 1 (for favorable weather conditions)

NoizCalc 3.0 **Project:** SPPM Amphitheater - Favorable Weather @5.5ft - System Configuration 1 **Author:** Pantelis Vassilakis

Calculation standard: Nord2000 **Height** above ground: 1.7 m **Meteorology:** 22°C, Humidity 65%, Wind 3 Bft (Gentle breeze) 285.0°, Temp.grad. -0.090 K/



San Pedro Amphitheater
Spectrum: All Live bands
SPL at reference point: 110.0 dB(A)

Signs and symbols
- Stage origin
- Reference point

System Configuration 1
Front: ~106 dBA
FOH: ~110 dBA
Back: ~102 dBA
Moderate Focusing

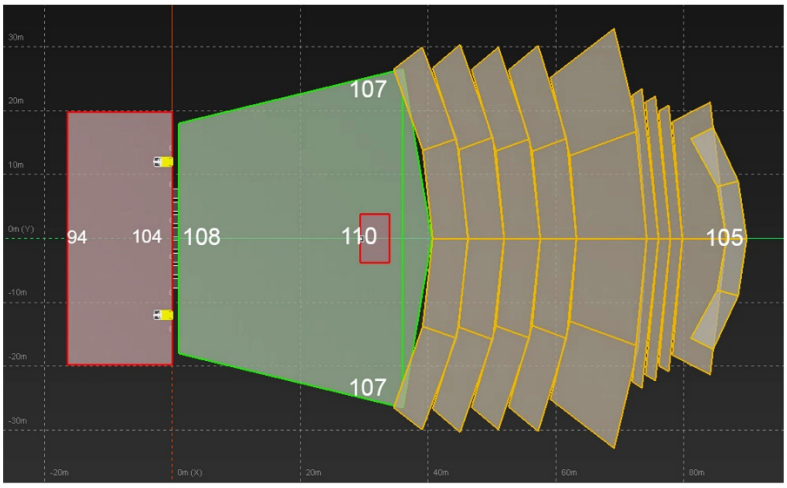
Favorable Weather
Wind away from homes
Temp. drop with elev.

Elevation: 5.5ft

Levels in dB(A)

> 110	
104 - 110	
98 - 104	
92 - 98	
86 - 92	
80 - 86	
74 - 80	
68 - 74	
62 - 68	
56 - 62	
< 56	

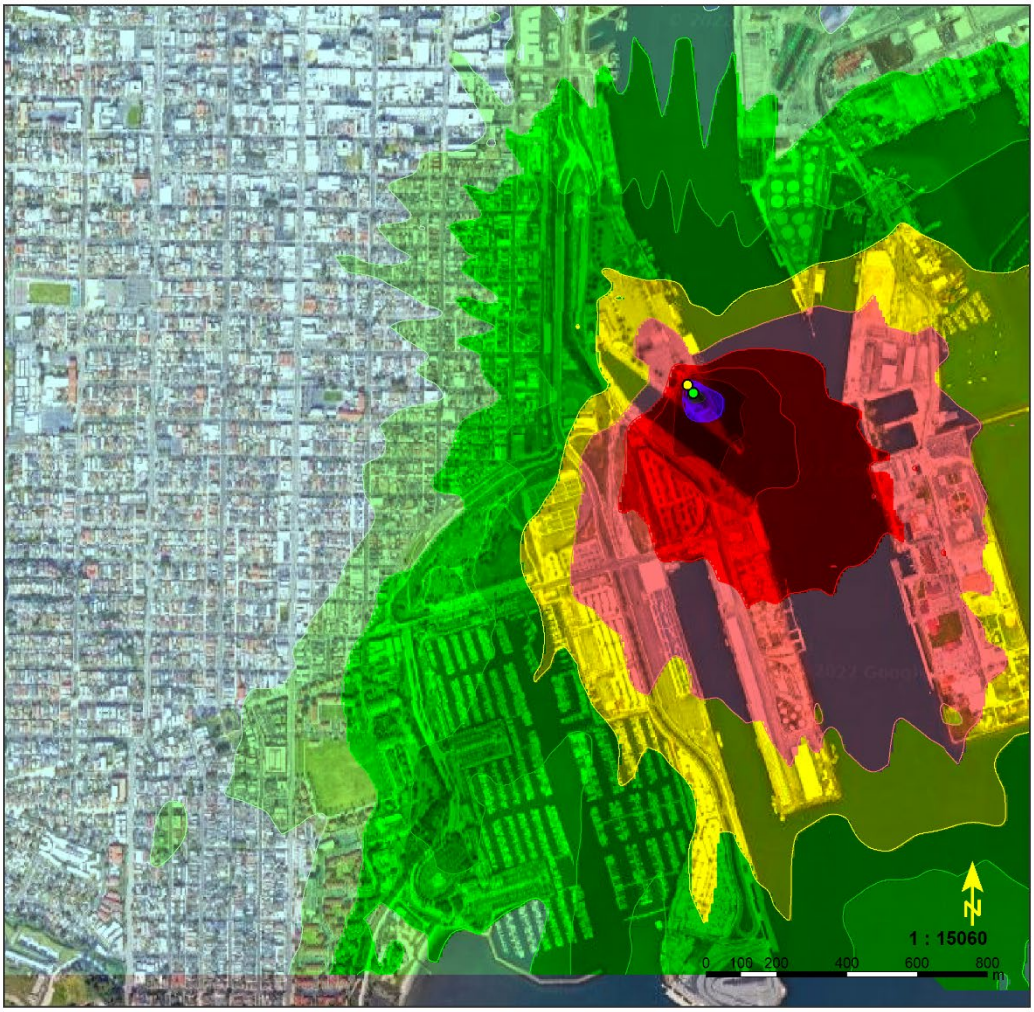
SPL calculation	
Resolution:	Mid (2m)
Highest SPL:	113.1 dB
Simulated signal	
Level:	3.4 dBu
Signal:	BB pink (A)
Show interferences:	Off
Air absorption	
On/Off:	On
Temperature:	22 °C
Humidity:	65.0 %
NoizCalc reference point	
x:	29.6 m
y:	0.0 m
z:	2.0 m
SPL:	110.0 dB



System Tuning 1 (for favorable weather conditions)

NoizCalc 3.0 **Project:** SPPM Amphitheater - Favorable Weather @16ft - System Configuration 1 **Author:** Pantelis Vassilakis

Calculation standard: Nord2000 **Height** above ground: 4.9 m **Meteorology:** 22°C, Humidity 65%, Wind 3 Bft (Gentle breeze) 285.0°, Temp.grad. -0.090 K/



San Pedro Amphitheater
Spectrum: All Live bands
SPL at reference point: 110.0 dB(A)

Signs and symbols
- Stage origin
- Reference point

System Configuration 1
Front: ~106 dBA
FOH: ~110 dBA
Back: ~102 dBA
Moderate Focusing

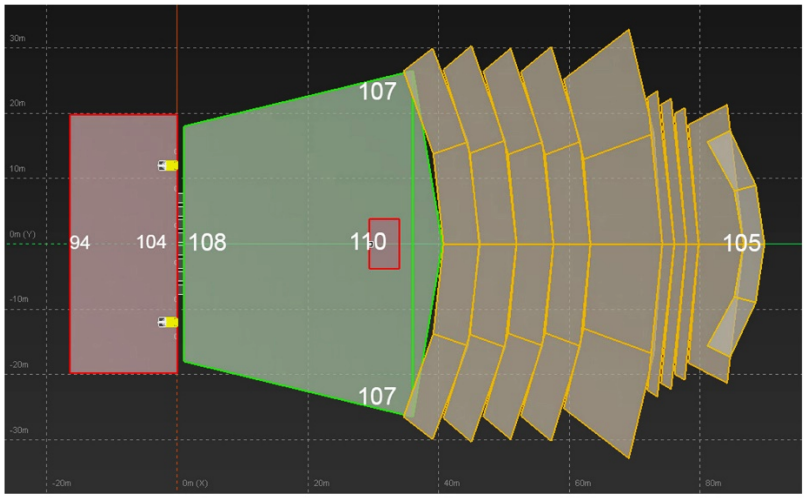
Favorable Weather
Wind away from homes
Temp. drop with elev.

Elevation: 16ft

Levels in dB(A)

>	110
104 -	110
98 -	104
92 -	98
86 -	92
80 -	86
74 -	80
68 -	74
62 -	68
56 -	62
<	56

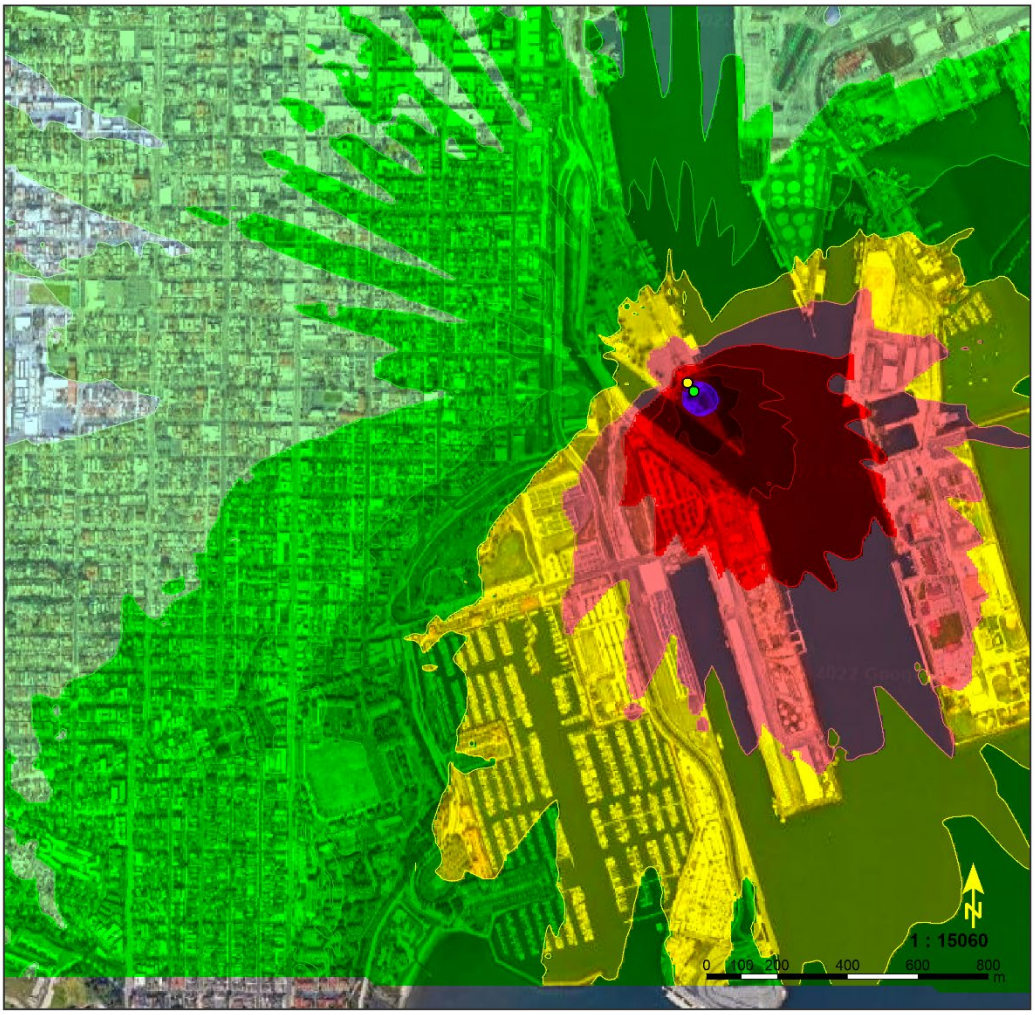
SPL calculation	
Resolution:	Mid (2m)
Highest SPL:	113.1 dB
Simulated signal	
Level:	3.4 dBu
Signal:	BB pink (A)
Show interferences:	Off
Air absorption	
On/Off:	On
Temperature:	22 °C
Humidity:	65.0 %
NoizCalc reference point	
x:	29.6 m
y:	0.0 m
z:	2.0 m
SPL:	110.0 dB



System Tuning 1 (for favorable weather conditions)

NoizCalc 3.0 **Project:** SPPM Amphitheater - Unfavorable Weather @5.5ft - System Configuration 2 **Author:** Pantelis Vassilakis

Calculation standard: Nord2000 **Height** above ground: 1.7 m **Meteorology:** 22°C, Humidity 65%, Wind 3 Bft (Gentle breeze) 85.0°, Temp.grad. 0.090 K/m



San Pedro Amphitheater
Spectrum: Live bands
SPL at reference point: 110.0 dB(A)

Signs and symbols
- Stage origin
- Reference point

System Configuration 2
Front: ~106 dBA
FOH: ~110 dBA
Back: ~102 dBA
Array Tilt
Moderate Processing

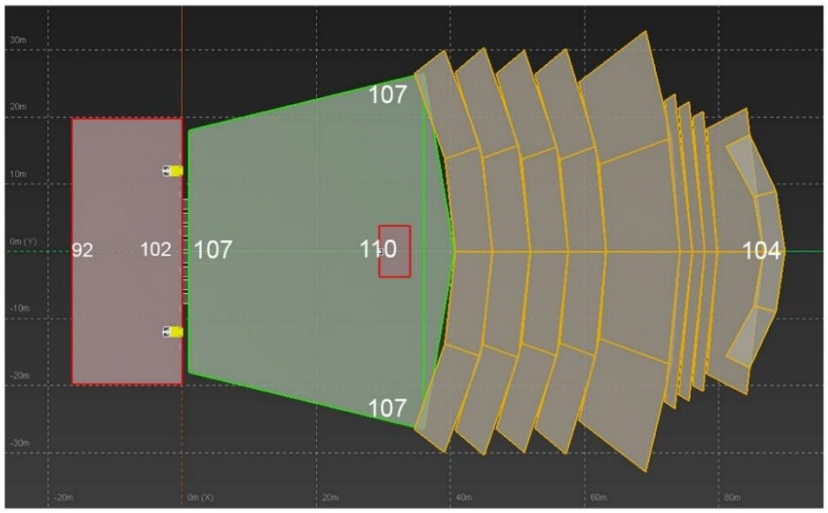
Unfavorable Weather
Wind towards homes
Temp. rise with elev.

Elevation: 5.5ft

Levels in dB(A)

> 110
104 - 110
98 - 104
92 - 98
86 - 92
80 - 86
74 - 80
68 - 74
62 - 68
56 - 62
< 56

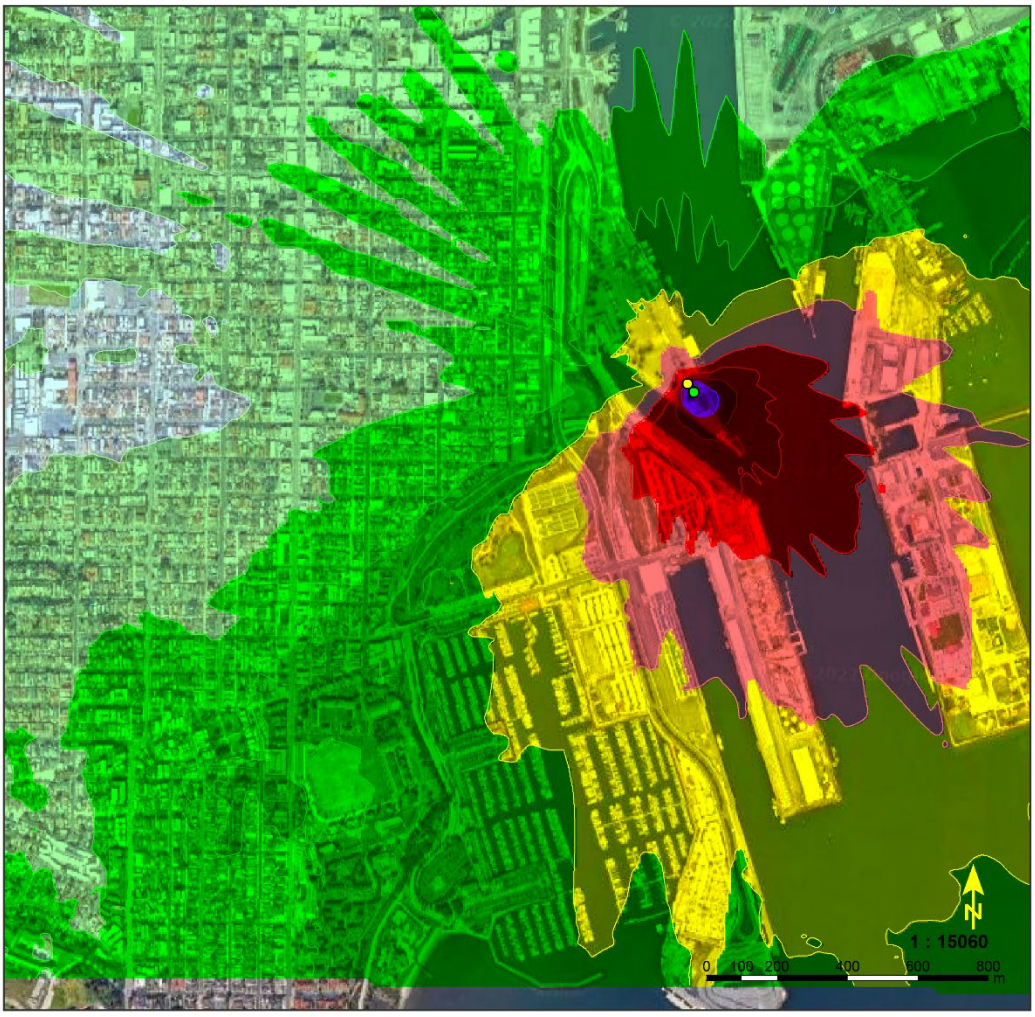
SPL calculation	
Resolution:	Mid (2m)
Highest SPL:	111.7 dB
Simulated signal	
Level:	1.9 dBu
Signal:	BB pink (A)
Show interferences:	Off
Air absorption	
On/Off:	On
Temperature:	22 °C
Humidity:	65.0 %
NoizCalc reference point	
x:	29.6 m
y:	0.0 m
z:	2.0 m
SPL:	110.0 dB



System Tuning 1 (for favorable weather conditions)

NoizCalc 3.0 **Project:** SPPM Amphitheater - Unfavorable Weather @16ft - System Configuration 2 **Author:** Pantelis Vassilakis

Calculation standard: Nord2000 **Height** above ground: 4.9 m **Meteorology:** 22°C, Humidity 65%, Wind 3 Bft (Gentle breeze) 85.0°, Temp.grad. 0.090 K/m



San Pedro Amphitheater
Spectrum: Live bands
SPL at reference point: 110.0 dB(A)

Signs and symbols
- Stage origin
- Reference point

System Configuration :
Front: ~106 dBA
FOH: ~110 dBA
Back: ~102 dBA
Array Tilt
Moderate Processing

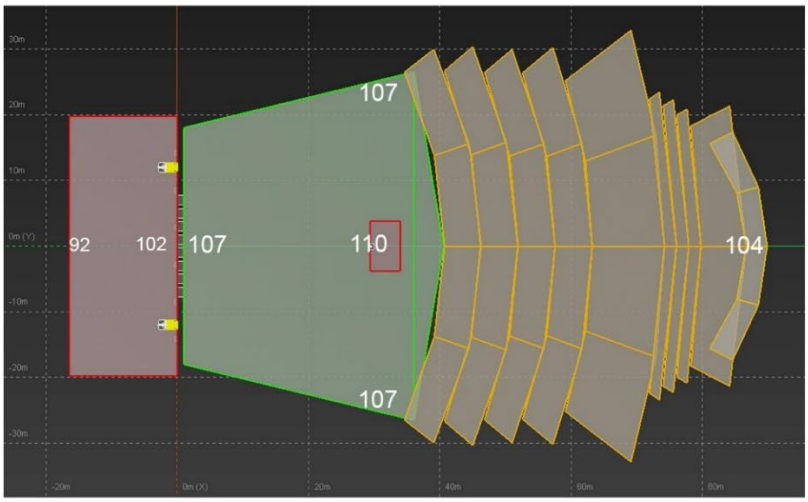
Unfavorable Weather
Wind towards homes
Temp. rise with elev.

Elevation: 16ft

Levels in dB(A)

> 110
104 - 110
98 - 104
92 - 98
86 - 92
80 - 86
74 - 80
68 - 74
62 - 68
56 - 62
< 56

SPL calculation	
Resolution:	Mid (2m)
Highest SPL:	111.7 dB
Simulated signal	
Level:	1.9 dBu
Signal:	BB pink (A)
Show interferences:	Off
Air absorption	
On/Off:	On
Temperature:	22 °C
Humidity:	65.0 %
NoizCalc reference point	
x:	29.6 m
y:	0.0 m
z:	2.0 m
SPL:	110.0 dB



System Tuning 1 (for favorable weather conditions)

D. Modeled Noise Level Assessment & Suggestions

Based on the sound system design and noise modeling presented, the max SPLs expected at the Venue would generate community noise levels that are projected to exceed evening average ambient noise levels by >8dBA, under favorable weather conditions, and >10dBA, under unfavorable weather conditions.

+3dB: *Noticeable*. 3dB increase corresponds to ~2-fold increase in power.
+5dB: *Increasingly Noticeable*. 5dB increase corresponds to ~3-fold increase in power.
+10dB *Likely Complaints*. 10dB increase corresponds to ~10-fold increase in power and ~2-fold increase in perceived loudness. [16]

Community noise salience and associated annoyance/complaint potential increase with:

- signal time-variance (*i.e.* music versus steady noise signals)[17] and
- low frequency content (low frequencies cut through ambient noise easier than high frequencies)[18]

At the same time, the max SPLs expected onsite would likely inhibit the intended effect of sustained, intense loudness at the Venue. 110dBA can trigger the audience's automatic hearing protection mechanism within 6 minutes of exposure, reducing the apparent loudness by the equivalent of ~6dB and up to ~10dB, as exposure continues, in an effect that outlasts most music events. This short-term decrease in hearing sensitivity (temporary threshold shift or TTS) [19,20] degrades loudness, timbre, and sonic clarity perception,[21] and is likely to initiate upward sound level and downward loudness spirals.

An effective and efficient way to reduce the sonic impact of onsite events to the community, while also significantly improving the audience experience at the Venue is to drop the max SPL at FOH to ~100dBA 5minLeq. The sound at the Venue will appear to the audience louder, fuller, and clearer for longer, while the associated ~10dB drop relative to average peak values modeled at the Venue will be barely noticeable onsite but clearly noticeable in the far field,[22] bringing the Venue's contributions to community noise levels down to +2dBA from or even under average ambient noise levels, depending on environmental conditions.

Note that time variant, patterned signals (such as music signals) are perceptible at levels as low as 10dB below steady, broadband background noise.

The Appendix, below, provides an example of the impact a 100dBA max limit at FOH would have on SPLs at the community.

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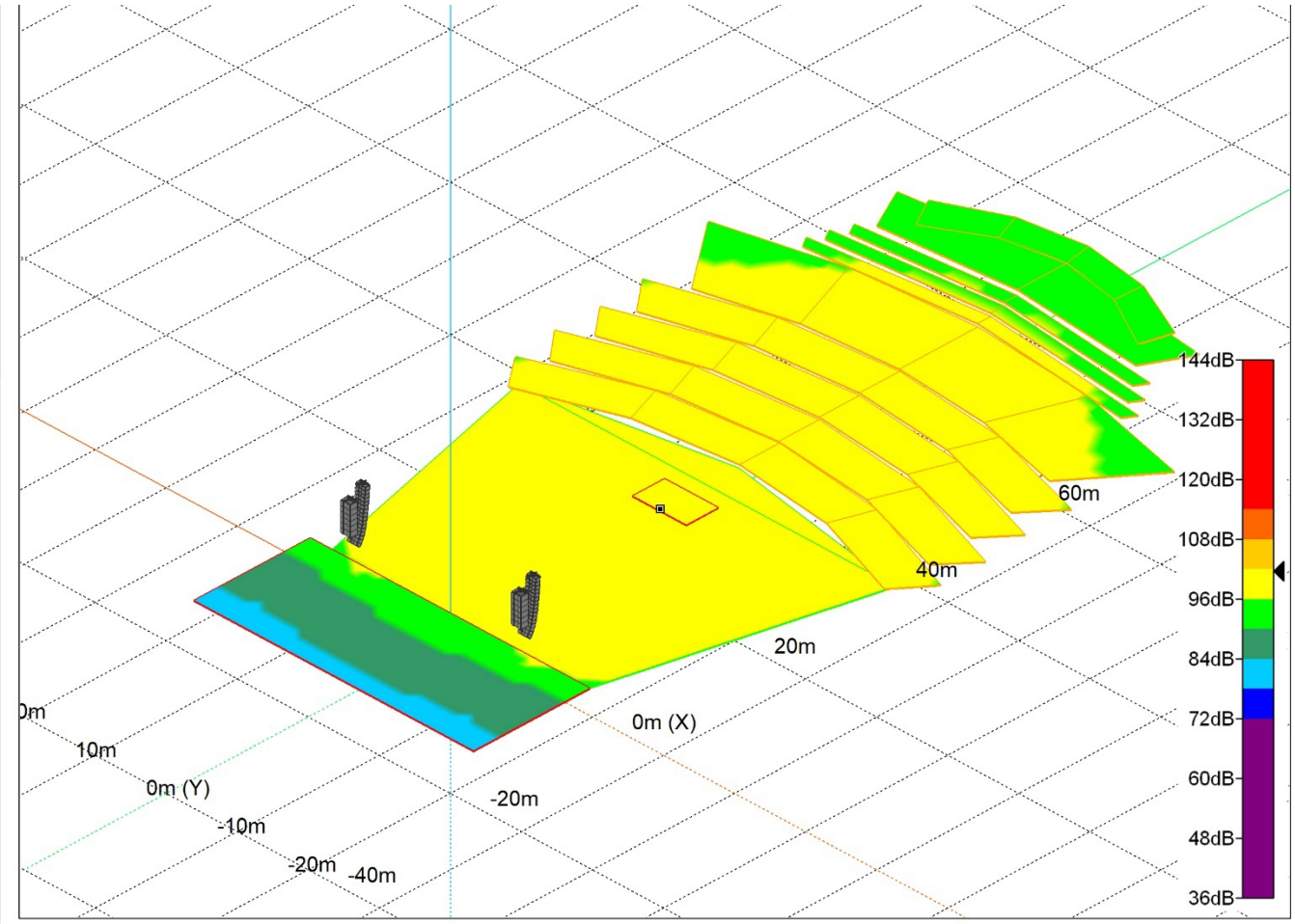
[16] Belcham, A. (2014). Manual of Environmental Management. p.258. Reference criteria need adjustment at very low/high starting levels.
[17] In Guignard, J.C. (1973). A Basis for Limiting Noise Exposure for Hearing Conservation. EPA. p. A 9-5. https://nepis.epa.gov/Exe/ZyPDF.cgi/9101XEFB.PDF?Dockey=9101XEFB.PDF
[18] Small, A.M. and Gales, R.S. (1998). Hearing Characteristics. In C.M. Harris, Handbook of Acoustical Measurements and Noise Control. ASA, Chapt. 17.
[19] World Health Organization. Reports on recreational exposure to sound: 2015 - 2017
[20] In Guignard, J.C. (1973). EPA. A 12-6 – A 12-7.
[21] The TTS-induced reduction in loudness is unevenly distributed across frequencies (impacts more the 1-6kHz region), altering the intended spectral and timbral balance.
[22] As broadband signals exceed 100dBA, our hearing mechanism's ability to tell frequencies and levels apart becomes progressively coarser, reducing sonic clarity and rendering sonic nuances effected by musicians and sound engineers imperceptible.

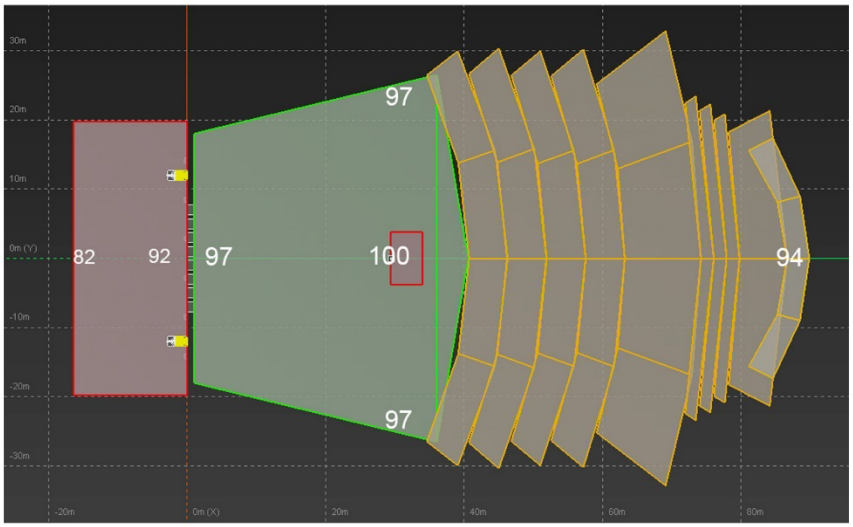
System Tuning 1 (for favorable weather conditions)

APPENDIX

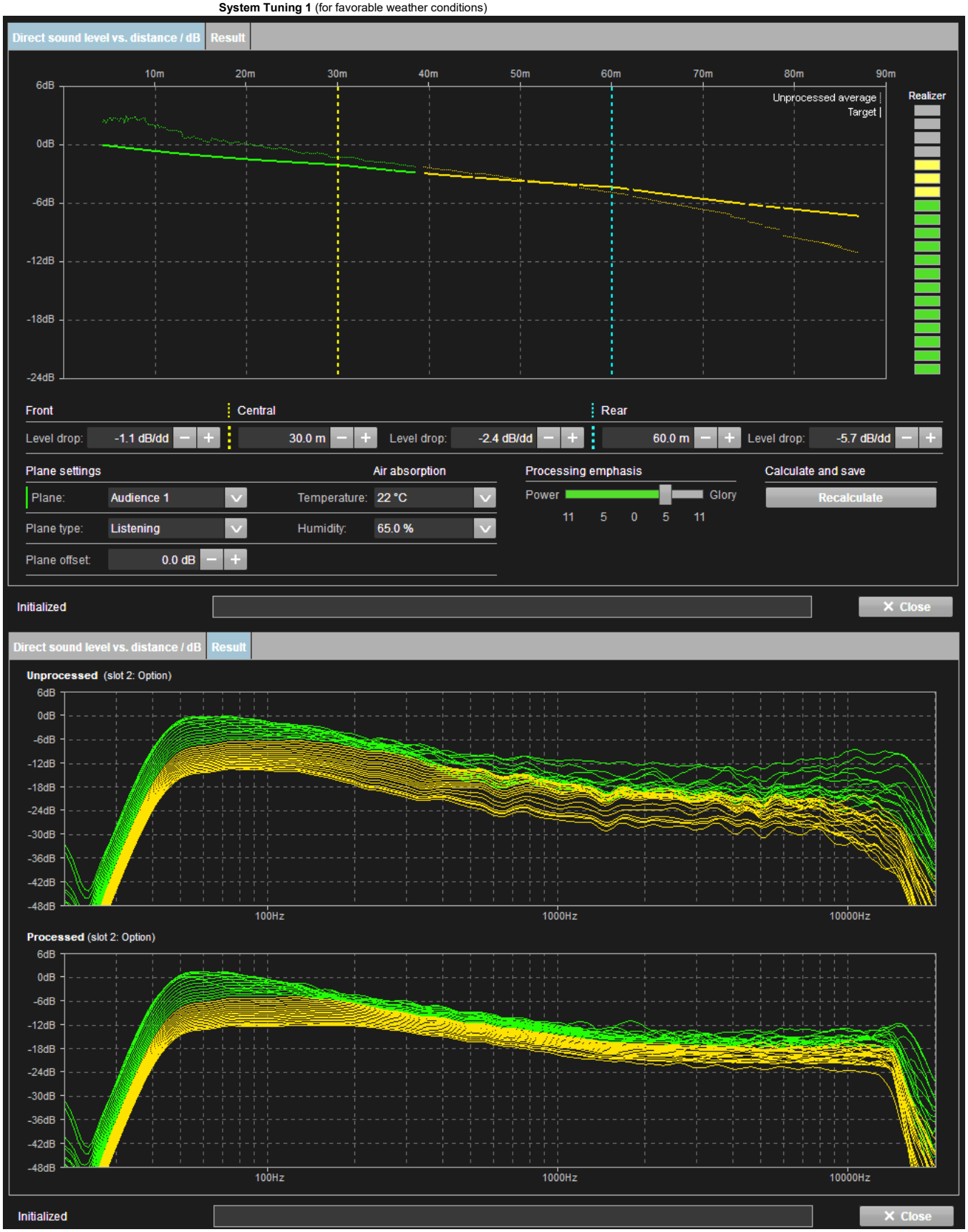
System Tuning 3 (@100dBA FOH)



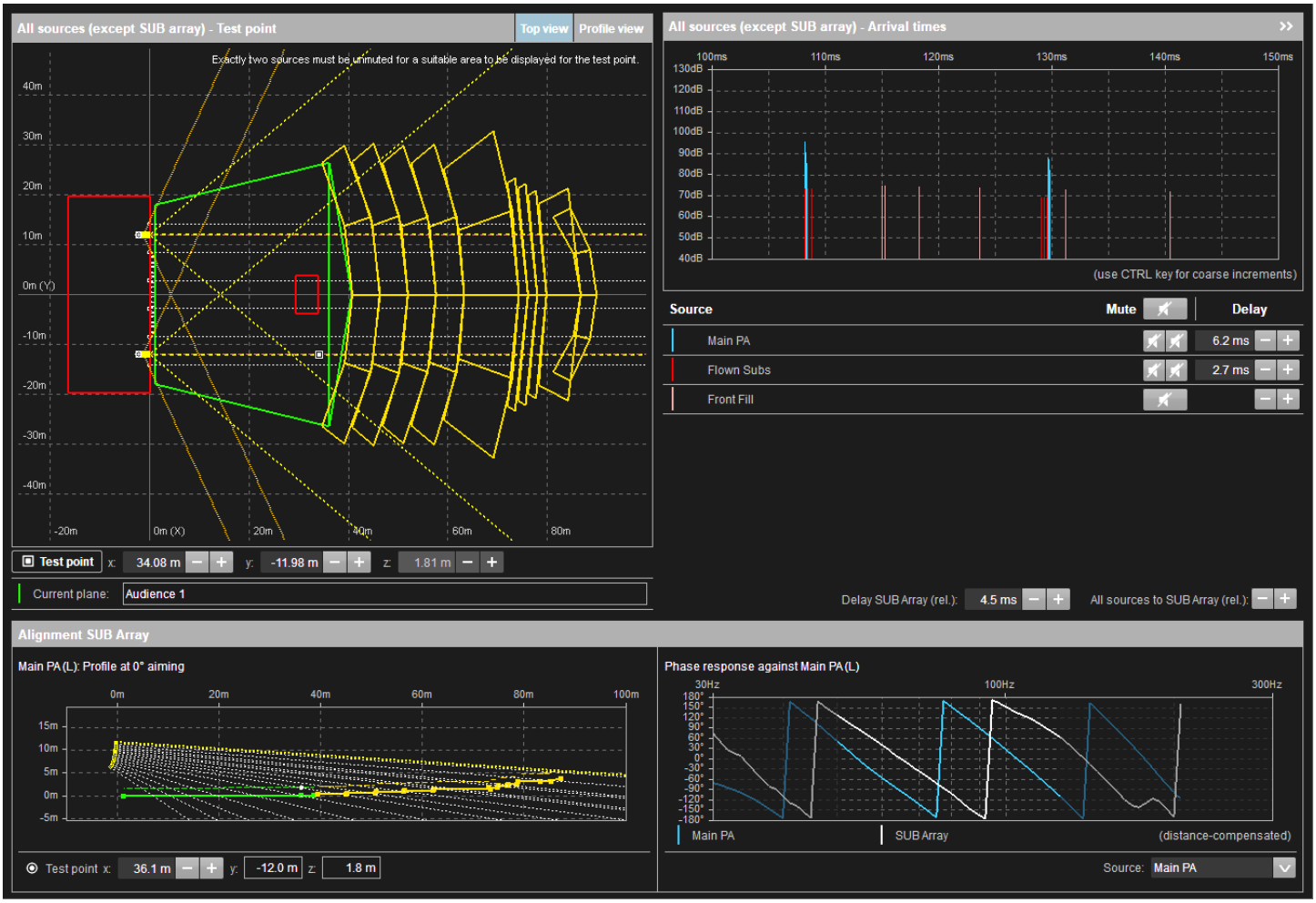
SPL calculation	
Resolution:	Mid (2m)
Highest SPL:	101.6 dB
Simulated signal	
Level:	-8.0 dBu
Signal:	BB pink (A)
Show interferences:	Off
Air absorption	
On/Off:	On
Temperature:	22 °C
Humidity:	65.0 %
NoizCalc reference point	
x:	29.6 m
y:	0.0 m
z:	2.0 m
SPL:	100.0 dB



System Tuning 1 (for favorable weather conditions)



System Tuning 1 (for favorable weather conditions)

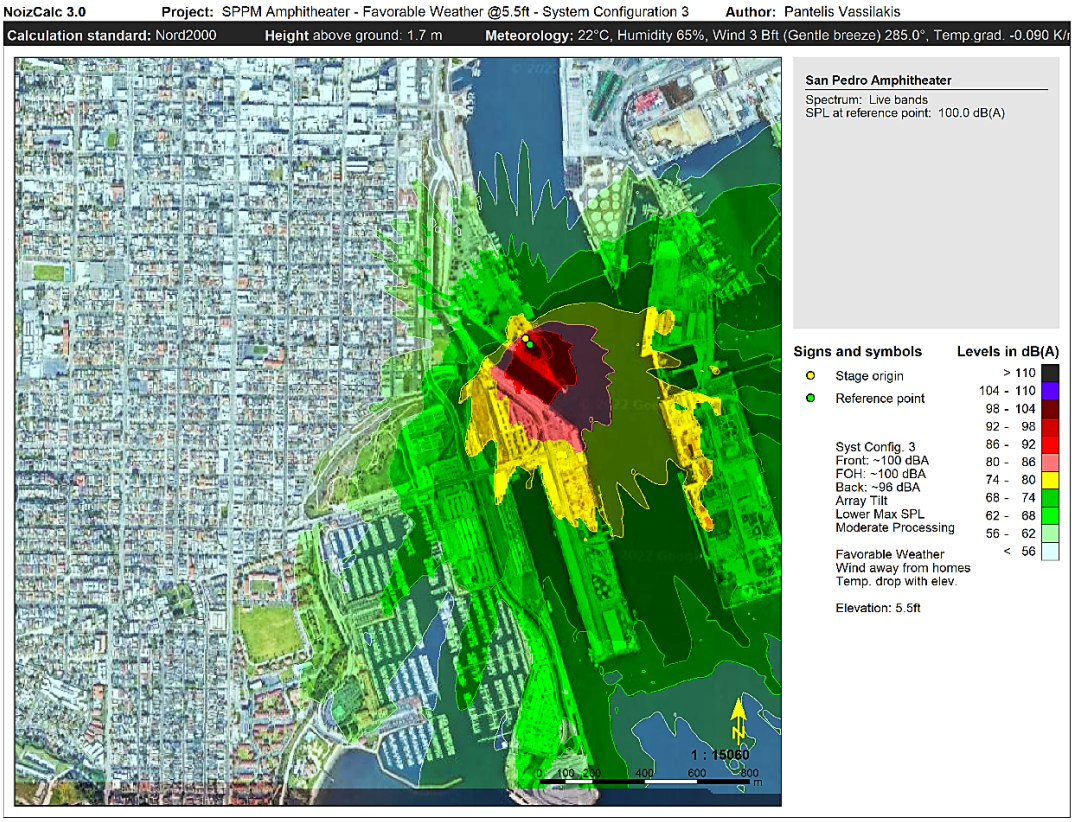


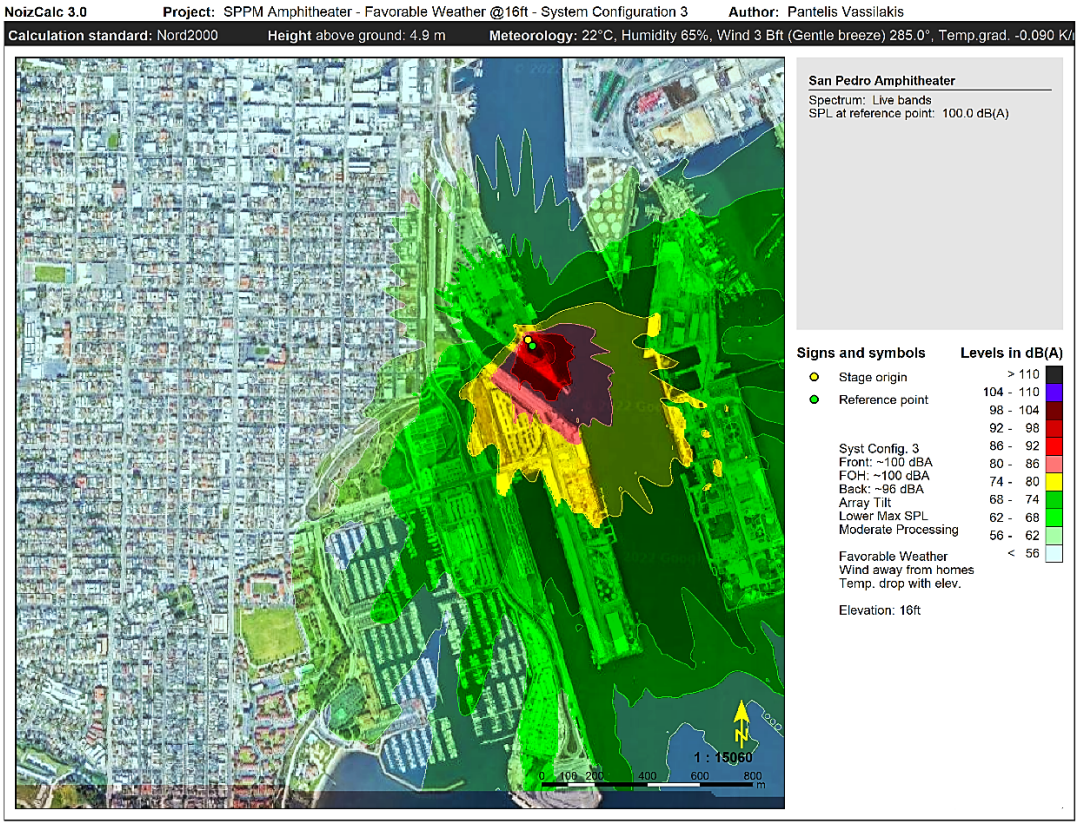
Community Noise SPLs for System Tuning 3 (100dBA @ FOH)

Comparison of average ambient SPL's to average maximum SPLs predicted to reach the residence blocks nearest to the venue.

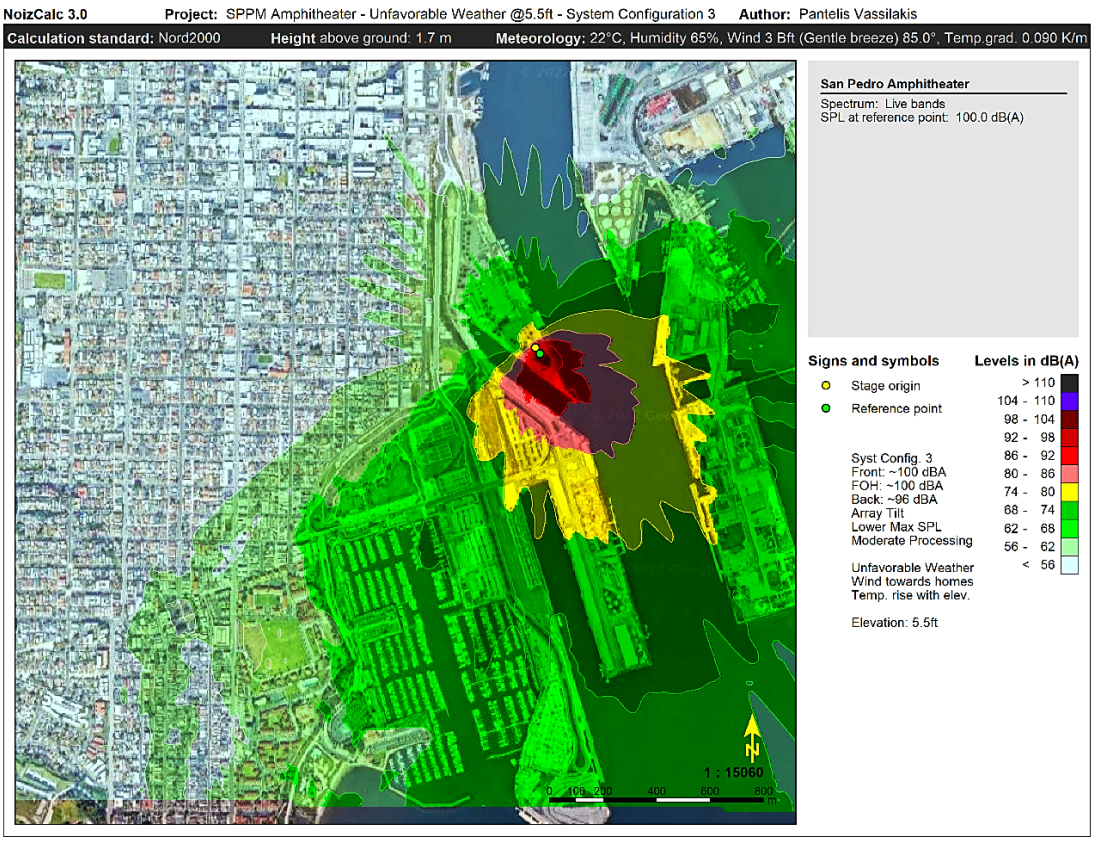
Ambient Vs Noise dBA SPL (100 dBA @ FOH)		**Favorable Weather Conditions**				**Unfavorable Weather Conditions**			
		5.5ft. Elev.		16ft Elev.		5.5ft. Elev.		16ft Elev.	
Time Period	***Ambient***	*Noise*	*Overage*	*Noise*	*Overage*	*Noise*	*Overage*	*Noise*	*Overage*
Day	61.3	58	-2	58	-2	60	-1	58	-2
Evening	58.5	58	0	58	0	60	>1	58	0
Night	56.4	58	>1	58	>1	60	>3	58	>1

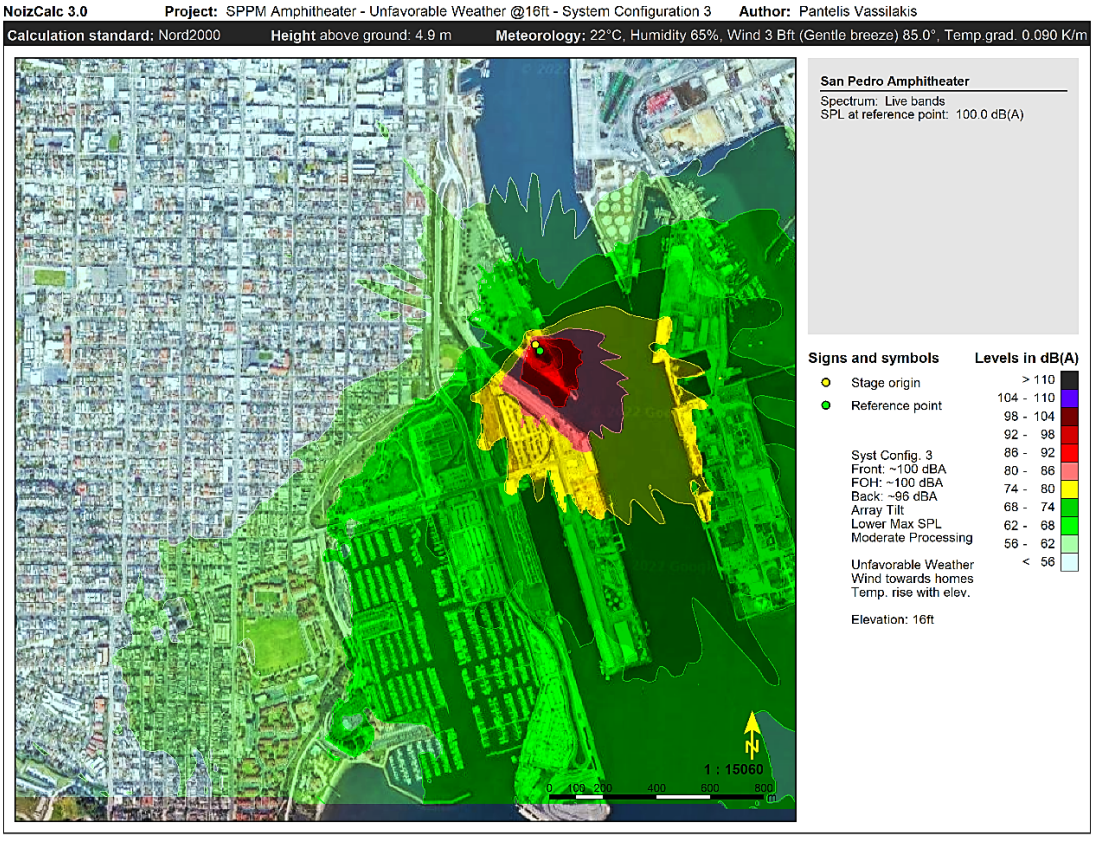
System Tuning 1 (for favorable weather conditions)



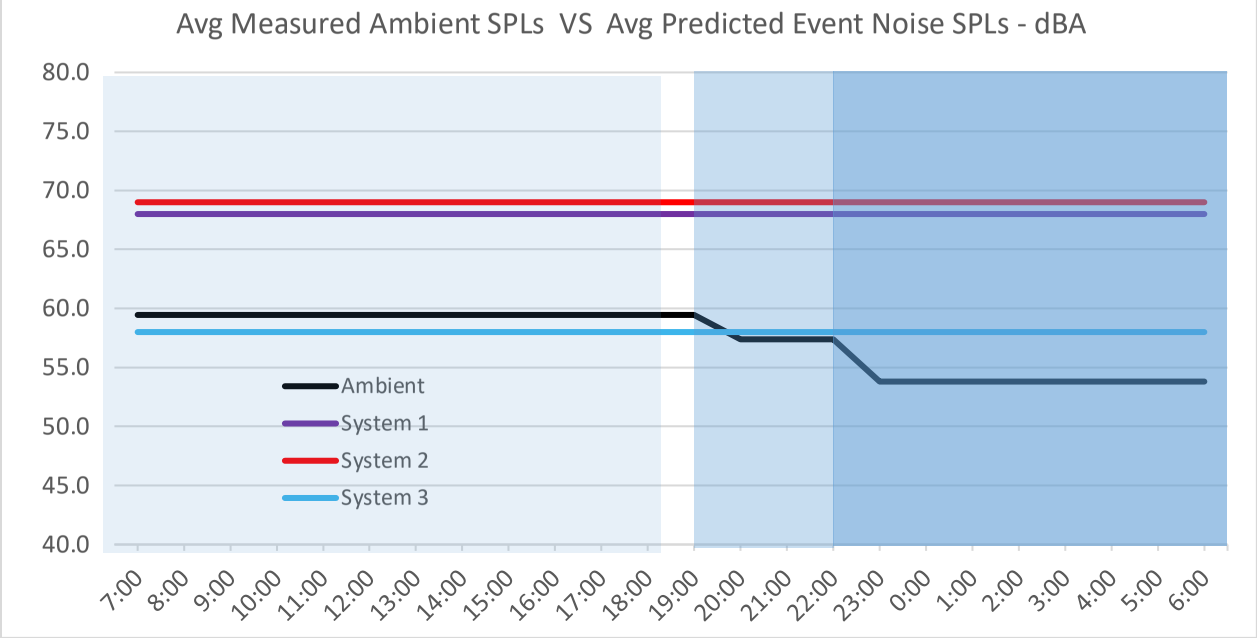


System Tuning 1 (for favorable weather conditions)





System Tuning 1 (for favorable weather conditions)



Appendix D2

Fireworks Permit

Los Angeles Regional Water Quality Control Board

June 9, 2023

TO ALL INTERESTED PARTIES

PUBLIC NOTICE OF ADOPTION OF ORDER NO. R4-2023-0180, GENERAL NPDES NO. CAG994007 FOR DISCHARGES OF RESIDUAL FIREWORK POLLUTANTS FROM PUBLIC FIREWORKS DISPLAYS TO SURFACE WATERS IN LOS ANGELES AND VENTURA COUNTIES

This serves to notify the general public that Los Angeles Regional Water Quality Control Board (Los Angeles Water Board) in accordance with administrative procedures, at a public hearing held on **May 25, 2023, at 320 W 4th Street, Carmel Room, Los Angeles, California, 90013**, considered and adopted the enclosed Order following full considerations of oral comments and comments submitted in writing regarding the Order.

The Los Angeles Water Board urges the public or entities wishing to conduct fireworks display over a water body during the coming 4th of July 2023, and thereafter, to file a Notice of Intent form with necessary documentations with the Los Angeles Water Board to enroll under the Fireworks General NPDES Permit. Fireworks display being conducted over a water body in the jurisdictional area of this Los Angeles Water Board is unpermitted and cannot proceed without enrollment under this General NPDES Permit.

A adopted Order is available on the Los Angeles Water Board's website https://www.waterboards.ca.gov/losangeles/board_decisions/adopted_orders/index.html wherein the NOI form can be found.

If you have any further questions, please contact Peter Ho at Peter.Ho@waterboards.ca.gov or Augustine Anijielo at augustine.anijielo@waterboards.ca.gov.

Sincerely,

Augustine Anijielo
General Permitting Unit, Supervisor

Enclosures: Order No. R4-2023-0180, NPDES Permit for Discharge of Residual Firework Pollutants from Public Fireworks Displays to Surface Waters

Mailing List

(via email only)

Peter Kozelka, Becky Mitschele, Environmental Protection Agency, Region 9, Permit Branch
Kenneth Wong, Crystal Marquez, Stephen Estes, U.S. Army Corps of Engineers
Corrine Bell, Natural Resources Defense Council
Steve Fleischli, Natural Resources Defense Council
Bryant Chesney, NOAA, National Marine Fisheries Service
Chris Diel, U.S. Fish and Wildlife Service
Jonathan Snyder, U.S. Fish and Wildlife Service
Steve Hudson, California Coastal Commission, South Coast Region
Nat Cox, California Parks and Recreation
Aurora Nunez, Annelisa Moe, Heal the Bay
Ben Harris, Barak Kamelgard, Bruce Reznik, Los Angeles Waterkeeper
Stephan Tucker, Water Replenishment District of Southern California
Robert Wu, Department of Transportation (Caltrans)
Ray Tahir, TECS Environmental
Sara Torres, PG Environmental
Tim Smith, Los Angeles County, Department of Public Works
Angelo Bellomo, Los Angeles County, Department of Public Works
Sierra Club Los Cerritos Wetlands
Coastal Environmental Rights Foundation
Pyro Spectaculars, Inc.
Collier Walsh Nakazawa, LLP
City of Long Beach
Surfrider Foundation
Coast Guard
State Fire Marshal
Los Angeles County Beaches
Long Beach Business District
Jose Diaz, Javier Hinojosa, Department of Toxics Substance Control
Terrence Mann, AQMD
USDOT
Heidi Ortiz, Ventura County Fairgrounds

Appendix D3

Special Status Species

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (San Pedro (3311863) OR Torrance (3311873) OR Redondo Beach (3311874) OR Long Beach (3311872))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	Threatened	G1G2	S1S2	SSC
Anniella stebbinsi Southern California legless lizard	ARACC01060	None	None	G3	S3	SSC
Aphanisma blitoides aphanisma	PDCHE02010	None	None	G3G4	S2	1B.2
Astragalus hornii var. hornii Horn's milk-vetch	PDFAB0F421	None	None	GUT1	S1	1B.1
Atriplex coulteri Coulter's saltbush	PDCHE040E0	None	None	G3	S1S2	1B.2
Atriplex pacifica south coast saltscale	PDCHE041C0	None	None	G4	S2	1B.2
Atriplex parishii Parish's brittlescale	PDCHE041D0	None	None	G1G2	S1	1B.1
Atriplex serenana var. davidsonii Davidson's saltscale	PDCHE041T1	None	None	G5T1	S1	1B.2
Bombus crotchii Crotch bumble bee	IIHYM24480	None	Candidate Endangered	G2	S2	
Brennania belkini Belkin's dune tabanid fly	IIDIP17010	None	None	G1G2	S1S2	
Centromadia parryi ssp. australis southern tarplant	PDAST4R0P4	None	None	G3T2	S2	1B.1
Centromadia pungens ssp. laevis smooth tarplant	PDAST4R0R4	None	None	G3G4T2	S2	1B.1
Chloropyron maritimum ssp. maritimum salt marsh bird's-beak	PDSCR0J0C2	Endangered	Endangered	G4?T1	S1	1B.2
Cicindela hirticollis gravida sandy beach tiger beetle	IICOL02101	None	None	G5T2	S2	
Cicindela latesignata western beach tiger beetle	IICOL02110	None	None	G2G3	S1	
Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
Crossosoma californicum Catalina crossosoma	PDCRO02020	None	None	G3	S3	1B.2
Danaus plexippus plexippus pop. 1 monarch - California overwintering population	IILEPP2012	Candidate	None	G4T1T2Q	S2	
Dithyrea maritima beach spectaclepod	PDBRA10020	None	Threatened	G1	S1	1B.1

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Dudleya virens ssp. insularis island green dudleya	PDCRA040S2	None	None	G3?T3	S3	1B.2
Euphilotes battoides allyni El Segundo blue butterfly	IILEPG201B	Endangered	None	G5T1	S1	
Glaucopsyche lygdamus palosverdesensis Palos Verdes blue butterfly	IILEPG402A	Endangered	None	G5T1	S1	
Glyptostoma gabrielense San Gabriel chestnut	IMGASB1010	None	None	G2	S3	
Gonidea angulata western ridged mussel	IMBIV19010	None	None	G3	S2	
Habroscelimorpha gabbii western tidal-flat tiger beetle	IICOL02080	None	None	G2G4	S1	
Horkelia cuneata var. puberula mesa horkelia	PDROS0W045	None	None	G4T1	S1	1B.1
Isocoma menziesii var. decumbens decumbent goldenbush	PDAST57091	None	None	G3G5T2T3	S2	1B.2
Lasionycteris noctivagans silver-haired bat	AMACC02010	None	None	G3G4	S3S4	
Lasthenia glabrata ssp. coulteri Coulter's goldfields	PDAST5L0A1	None	None	G4T2	S2	1B.1
Lycium brevipes var. hassei Santa Catalina Island desert-thorn	PDSOL0G0N0	None	None	G5T1Q	S1	3.1
Nama stenocarpa mud nama	PDHYD0A0H0	None	None	G4G5	S1S2	2B.2
Navarretia prostrata prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	G2	S2	1B.2
Nemacaulis denudata var. denudata coast woolly-heads	PDPGN0G011	None	None	G3G4T2	S2	1B.2
Neotoma lepida intermedia San Diego desert woodrat	AMAFF08041	None	None	G5T3T4	S3S4	SSC
Nyctinomops femorosaccus pocketed free-tailed bat	AMACD04010	None	None	G5	S3	SSC
Nyctinomops macrotis big free-tailed bat	AMACD04020	None	None	G5	S3	SSC
Orcuttia californica California Orcutt grass	PMPOA4G010	Endangered	Endangered	G1	S1	1B.1
Pelecanus occidentalis californicus California brown pelican	ABNFC01021	Delisted	Delisted	G4T3T4	S3	FP
Pentachaeta lyonii Lyon's pentachaeta	PDAST6X060	Endangered	Endangered	G1	S1	1B.1
Perognathus longimembris pacificus Pacific pocket mouse	AMAFD01042	Endangered	None	G5T1	S2	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Phacelia stellaris Brand's star phacelia	PDHYD0C510	None	None	G1	S1	1B.1
Phrynosoma blainvillii coast horned lizard	ARACF12100	None	None	G3	S4	SSC
Polioptila californica californica coastal California gnatcatcher	ABPBJ08081	Threatened	None	G4G5T3Q	S2	SSC
Rhaphiomidas terminatus terminatus El Segundo flower-loving fly	IIDIP05022	None	None	G1T1	S1	
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S2	
Siphateles bicolor mohavensis Mohave tui chub	AFCJB1303H	Endangered	Endangered	G4T1	S1	FP
Southern Coastal Bluff Scrub Southern Coastal Bluff Scrub	CTT31200CA	None	None	G1	S1.1	
Spea hammondii western spadefoot	AAABF02020	None	None	G2G3	S3S4	SSC
Sternula antillarum browni California least tern	ABNNM08103	Endangered	Endangered	G4T2T3Q	S2	FP
Streptocephalus woottoni Riverside fairy shrimp	ICBRA07010	Endangered	None	G1G2	S2	
Suaeda esteroa estuary seablite	PDCHE0P0D0	None	None	G3	S2	1B.2
Symphyotrichum defoliatum San Bernardino aster	PDASTE80C0	None	None	G2	S2	1B.2
Tryonia imitator mimic tryonia (=California brackishwater snail)	IMGASJ7040	None	None	G2	S2	

Record Count: 53

CNPS Rare Plant Inventory

California Native Plant Society

Search Results

34 matches found. Click on scientific name for details

Search Criteria: Quad is one of [**3311863:3311873:3311874:3311872**]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED
Aphanisma blitoides	aphanisma	Chenopodiaceae	annual herb	Feb-Jun	None	None	G3G4	S2	1B.2		1980-01-01
Astragalus hornii var. *hornii*	Horn's milk-vetch	Fabaceae	annual herb	May-Oct	None	None	GUT1	S1	1B.1		2006-12-01
Atriplex coulteri	Coulter's saltbush	Chenopodiaceae	perennial herb	Mar-Oct	None	None	G3	S1S2	1B.2		1994-01-01
Atriplex pacifica	south coast saltscale	Chenopodiaceae	annual herb	Mar-Oct	None	None	G4	S2	1B.2		1994-01-01
Atriplex parishii	Parish's brittlescale	Chenopodiaceae	annual herb	Jun-Oct	None	None	G1G2	S1	1B.1		1988-01-01
Atriplex serenana var. *davidsonii*	Davidson's saltscale	Chenopodiaceae	annual herb	Apr-Oct	None	None	G5T1	S1	1B.2		1994-01-01
Calochortus catalinae	Catalina mariposa lily	Liliaceae	perennial bulbiferous herb	(Feb)Mar-Jun	None	None	G3G4	S3S4	4.2	Yes	1974-01-01
Calystegia peirsonii	Peirson's morning-glory	Convolvulaceae	perennial rhizomatous herb	Apr-Jun	None	None	G4	S4	4.2	Yes	1974-01-01
Camissoniopsis lewisii	Lewis' evening-primrose	Onagraceae	annual herb	Mar-May(Jun)	None	None	G4	S4	3		1994-01-01
Centromadia parryi ssp. *australis*	southern tarplant	Asteraceae	annual herb	May-Nov	None	None	G3T2	S2	1B.1		1994-01-01
Centromadia pungens ssp. *laevis*	smooth tarplant	Asteraceae	annual herb	Apr-Sep	None	None	G3G4T2	S2	1B.1	Yes	1994-01-01
Chloropyron maritimum ssp. *maritimum*	salt marsh bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	May-Oct(Nov)	FE	CE	G4?T1	S1	1B.2		1974-01-01
Cistanthe maritima	seaside cistanthe	Montiaceae	annual herb	(Feb)Mar-Jun(Aug)	None	None	G3G4	S3	4.2		1980-01-01
Convolvulus simulans	small-flowered morning-glory	Convolvulaceae	annual herb	Mar-Jul	None	None	G4	S4	4.2		1994-01-01
Crossosoma californicum	Catalina crossosoma	Crossosomataceae	perennial deciduous shrub	Feb-May	None	None	G3	S3	1B.2		1980-01-01
Dithyrea maritima	beach spectaclepod	Brassicaceae	perennial rhizomatous herb	Mar-May	None	CT	G1	S1	1B.1		1980-01-01
Dudleya virens ssp. *insularis*	island green dudleya	Crassulaceae	perennial herb	Apr-Jun	None	None	G3?T3	S3	1B.2	Yes	2001-01-01

Erysimum suffrutescens	suffrutescent wallflower	Brassicaceae	perennial herb	Jan-Jul(Aug)	None	None	G3	S3	4.2	Yes	1980-01-01
Horkelia cuneata var. *puberula*	mesa horkelia	Rosaceae	perennial herb	Feb-Jul(Sep)	None	None	G4T1	S1	1B.1	Yes	2001-01-01
Isocoma menziesii var. *decumbens*	decumbent goldenbush	Asteraceae	perennial shrub	Apr-Nov	None	None	G3G5T2T3	S2	1B.2		1994-01-01
Juglans californica	Southern California black walnut	Juglandaceae	perennial deciduous tree	Mar-Aug	None	None	G4	S4	4.2	Yes	1994-01-01
Juncus acutus ssp. *leopoldii*	southwestern spiny rush	Juncaceae	perennial rhizomatous herb	(Mar)May-Jun	None	None	G5T5	S4	4.2		1988-01-01
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	Asteraceae	annual herb	Feb-Jun	None	None	G4T2	S2	1B.1		1994-01-01
Lycium brevipes var. *hassei*	Santa Catalina Island desert-thorn	Solanaceae	perennial deciduous shrub	Jun(Aug)	None	None	G5T1Q	S1	3.1	Yes	1974-01-01
Lycium californicum	California box-thorn	Solanaceae	perennial shrub	Mar-Aug(Dec)	None	None	G4	S4	4.2		2001-01-01
Nama stenocarpa	mud nama	Namaceae	annual/perennial herb	Jan-Jul	None	None	G4G5	S1S2	2B.2		1994-01-01
Navarretia prostrata	prostrate vernal pool navarretia	Polemoniaceae	annual herb	Apr-Jul	None	None	G2	S2	1B.2	Yes	2001-01-01
Nemacaulis denudata var. *denudata*	coast woolly-heads	Polygonaceae	annual herb	Apr-Sep	None	None	G3G4T2	S2	1B.2		1994-01-01
Orcuttia californica	California Orcutt grass	Poaceae	annual herb	Apr-Aug	FE	CE	G1	S1	1B.1		1974-01-01
Pentachaeta lyonii	Lyon's pentachaeta	Asteraceae	annual herb	(Feb)Mar-Aug	FE	CE	G1	S1	1B.1	Yes	1974-01-01
Phacelia stellaris	Brand's star phacelia	Hydrophyllaceae	annual herb	Mar-Jun	None	None	G1	S1	1B.1		1994-01-01
Suaeda esteroa	estuary seablite	Chenopodiaceae	perennial herb	(Jan-May)Jul-Oct	None	None	G3	S2	1B.2		1984-01-01
Suaeda taxifolia	woolly seablite	Chenopodiaceae	perennial evergreen shrub	Jan-Dec	None	None	G4	S4	4.2		1994-01-01
Symphyotrichum defoliatum	San Bernardino aster	Asteraceae	perennial rhizomatous herb	Jul-Nov	None	None	G2	S2	1B.2	Yes	2004-01-01

Showing 1 to 34 of 34 entries

Suggested Citation:

California Native Plant Society, Rare Plant Program. 2023. Rare Plant Inventory (online edition, v9.5). Website https://www.rareplants.cnps.org [accessed 16 March 2023].

Quad Name **San Pedro**
Quad Number **33118-F3**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - **X**
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) - **X**
Range White Abalone (E) - **X**

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat - X

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - X
Olive Ridley Sea Turtle (T/E) - X
Leatherback Sea Turtle (E) - X
North Pacific Loggerhead Sea Turtle (E) - X

ESA Whales

Blue Whale (E) - X
Fin Whale (E) - X
Humpback Whale (E) - X
Southern Resident Killer Whale (E) - X
North Pacific Right Whale (E) - X
Sei Whale (E) - X
Sperm Whale (E) - X

ESA Pinnipeds

Guadalupe Fur Seal (T) - X
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH - X
Coastal Pelagics EFH - X
Highly Migratory Species EFH - X

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office 562-980-4000

MMPA Cetaceans - **X**

MMPA Pinnipeds - **X**

Quad Name **Long Beach OE S**
Quad Number **33118-F2**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - **X**
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) - **X**
Range White Abalone (E) - **X**

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - X
Olive Ridley Sea Turtle (T/E) - X
Leatherback Sea Turtle (E) - X
North Pacific Loggerhead Sea Turtle (E) - X

ESA Whales

Blue Whale (E) - X
Fin Whale (E) - X
Humpback Whale (E) - X
Southern Resident Killer Whale (E) - X
North Pacific Right Whale (E) - X
Sei Whale (E) - X
Sperm Whale (E) - X

ESA Pinnipeds

Guadalupe Fur Seal (T) - X
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH - X
Coastal Pelagics EFH - X
Highly Migratory Species EFH - X

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office 562-980-4000

MMPA Cetaceans - **X**

MMPA Pinnipeds - **X**

uad Name **Long Beach (digital)**
Quad Number **33118-G2**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - **X**
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) - **X**
Range White Abalone (E) - **X**

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - X
Olive Ridley Sea Turtle (T/E) - X
Leatherback Sea Turtle (E) - X
North Pacific Loggerhead Sea Turtle (E) - X

ESA Whales

Blue Whale (E) - X
Fin Whale (E) - X
Humpback Whale (E) - X
Southern Resident Killer Whale (E) - X
North Pacific Right Whale (E) - X
Sei Whale (E) - X
Sperm Whale (E) - X

ESA Pinnipeds

Guadalupe Fur Seal (T) - X
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH - X
Coastal Pelagics EFH - X
Highly Migratory Species EFH - X

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office 562-980-4000

MMPA Cetaceans - **X**

MMPA Pinnipeds - **X**

Quad Name **Torrance**
Quad Number **33118-G3**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - **X**
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - X
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH - X
Coastal Pelagics EFH - X
Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office 562-980-4000

MMPA Cetaceans -
MMPA Pinnipeds - X

Quad Name **Redondo Beach OE S**
Quad Number **33118-F4**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - **X**
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) - **X**
Range White Abalone (E) - **X**

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat - X

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - X
Olive Ridley Sea Turtle (T/E) - X
Leatherback Sea Turtle (E) - X
North Pacific Loggerhead Sea Turtle (E) - X

ESA Whales

Blue Whale (E) - X
Fin Whale (E) - X
Humpback Whale (E) - X
Southern Resident Killer Whale (E) - X
North Pacific Right Whale (E) - X
Sei Whale (E) - X
Sperm Whale (E) - X

ESA Pinnipeds

Guadalupe Fur Seal (T) - X
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH - X
Coastal Pelagics EFH - X
Highly Migratory Species EFH - X

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office 562-980-4000

MMPA Cetaceans - **X**

MMPA Pinnipeds - **X**

Quad Name **Redondo Beach (digital)**
Quad Number **33118-G4**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - **X**
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) - **X**
Range White Abalone (E) - **X**

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat - X

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - X
Olive Ridley Sea Turtle (T/E) - X
Leatherback Sea Turtle (E) - X
North Pacific Loggerhead Sea Turtle (E) - X

ESA Whales

Blue Whale (E) - X
Fin Whale (E) - X
Humpback Whale (E) - X
Southern Resident Killer Whale (E) - X
North Pacific Right Whale (E) - X
Sei Whale (E) - X
Sperm Whale (E) - X

ESA Pinnipeds

Guadalupe Fur Seal (T) - X
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH - X
Coastal Pelagics EFH - X
Highly Migratory Species EFH - X

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office 562-980-4000

MMPA Cetaceans - **X**

MMPA Pinnipeds - **X**

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
Phone: (760) 431-9440 Fax: (760) 431-5901

In Reply Refer To:
Project Code: 2023-0056916
Project Name: POLA West Modification Project

March 17, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A biological assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a biological assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a biological assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found at the Fish and Wildlife Service's Endangered Species Consultation website at:

https://www.fws.gov/endangered/what-we-do/faq.html

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
(760) 431-9440

PROJECT SUMMARY

Project Code: 2023-0056916
Project Name: POLA West Modification Project
Project Type: Port Development
Project Description: The proposed West Harbor Modification Project (proposed project) is located within the Port of Los Angeles (Port). The Port is located in San Pedro Bay within the County of Los Angeles, approximately 20 miles south of downtown Los Angeles. The proposed project involves development modifications to 2.5 of the previously approved 6.4-acre Discovery Sea Amusement Area in the southern portion of the San Pedro Public Market Project site, which comprises a total of approximately 42 acres, formerly the site of the Ports O'Call Village, located between the Los Angeles Harbor's Main Channel and Sampson Way Harbor Boulevard from Berths 73-Z to 83 within the Port. The proposed project also includes improvements to the 18-acre overflow parking lot located at 208 East 22nd Street. The proposed modification would include a 6,200-seat outdoor amphitheater and entertainment lawn venue, and would replace the previously analyzed 100-foot diameter Ferris wheel with an approximately 130-foot tall by 30-foot wide Aerobar attraction. In addition, modifications to previously approved mitigation measures are also being proposed to update certain requirements to current regulatory standards and to assess their effectiveness and need.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@33.7336016,-118.27814769653506,14z

Counties: Los Angeles County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Pacific Pocket Mouse *Perognathus longimembris pacificus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8080	Endangered

BIRDS

NAME	STATUS
California Least Tern *Sterna antillarum browni* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Coastal California Gnatcatcher *Polioptila californica californica* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8178	Threatened
Western Snowy Plover *Charadrius nivosus nivosus* Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus*	Candidate

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/9743

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

IPAC USER CONTACT INFORMATION

Agency: County of Los Angeles
Name: Colleen Martin
Address: 49 Discovery
Address Line 2: Suite 250
City: Irvine
State: CA
Zip: 92618
Email colleen.martin@icf.com
Phone: 5303545369

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Office of Community Planning and Development

Appendix E

Cultural

CULTURAL RESOURCE ASSESSMENT FOR THE 208 E. 22ND STREET PARKING LOT IMPROVEMENTS PROJECT, PORT OF LOS ANGELES, LOS ANGELES, CALIFORNIA

PREPARED FOR:

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December 2023

ICF

ICF. 2023. *Cultural Resource Assessment for the 208 E. 22nd Street Parking Lot Improvements Project.* September. (ICF 10464.0.006.01.) Los Angeles, CA. Prepared for the Los Angeles Harbor Department, Environmental Management Division, San Pedro, CA. December.

Executive Summary

ICF prepared this historic resource assessment at the request of the Los Angeles Harbor Department (LAHD), Environmental Management Division (EMD), in accordance with the California Environmental Quality Act (CEQA) and LAHD's Built Environment Historic Architecture and Cultural Resources Policy (Cultural Policy) for the 208 E. 22nd Street Parking Lot Improvements Project (Project).

Professionally qualified ICF archaeologists reviewed the Port of Los Angeles (Port)-wide records search prepared for LAHD in 2019 and reviewed the results of the Sacred Lands File (SLF) of the Project study area prepared by the Native American Heritage Commission (NAHC). ICF also conducted a pedestrian archaeological survey of the Project study area. Additionally, LAHD conducted outreach to local Native American tribes inviting consultation on the Project pursuant to Assembly Bill (AB) 52.

The results of the records search, SLF search, pedestrian survey, and Native American consultation provided negative results for any archaeological resources within the Project study area. No known archaeological sites are within or near the Project study area. In addition, because the project occurs on artificial fill, there is a low likelihood of encountering buried archaeological resources within the Project study area.

Professionally qualified architectural historians also reviewed the Port of Los Angeles (Port)-wide records search prepared for LAHD in 2019. Coupled with area research, ICF identified two buildings that had been previously evaluated, and one resource that required evaluating for this report. in 2008, LAHD hired ICF Jones & Stokes to evaluate Port buildings located at 264 E. 22nd Street and 270 E. 22nd Street. That evaluation is memorialized in the *Final Architectural Survey and Evaluation of Signal Street Properties, Port of Los Angeles, California* (2008 evaluation) (ICF Jones & Stokes 2008). The 2008 evaluation concluded that the buildings were ineligible for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or as a local Historic-Cultural Monument (HCM).

In this report, ICF re-evaluated the buildings located at 264 E. 22nd Street and 266–270 E. 22nd Street in accordance with the Cultural Policy, and newly evaluated the former Southern Pacific Railroad (SPRR)/San Pedro Waterfront Red Car Line. Table ES-1 provides a list of all buildings and structures identified in this report.

Table ES-1. Summary of this Evaluation's Findings of Eligibility

Resource Name	Period of Significance	Status
264 E. 22nd Street	N/A	NRHP, CRHR, and locally **ineligible**
266–270 E. 22nd Street	N/A	NRHP, CRHR, and locally **ineligible**
Former Southern Pacific Railroad/San Pedro Waterfront Red Car Line	N/A	NRHP, CRHR, and locally **ineligible**

CRHR = California Register of Historic Resources; NRHP = National Register of Historic Places.

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Tables and Figures

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Acronyms and Abbreviations

AB	Assembly Bill
B.C.E.	before the common era
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CRHR	California Register of Historical Resource
Cultural Policy	LAHD's Built Environment Historic Architecture and Cultural Resources Policy
EMD	Environmental Management Division
HCM	Historic-Cultural Monument
HPOZ	Historic Preservation Overlay Zone
LAHD	Los Angeles Harbor Department
NAHC	Native American Heritage Commission
NRHP	National Register of Historic Places
Port	Port of Los Angeles
PQS	Professional Qualification Standards
PRC	California Public Resources Code
PWA	Public Works Administration
Sanborn maps	Sanborn Fire Insurance Company maps
SLF	Sacred Lands File
SPRR	Southern Pacific Railroad
TCR	tribal cultural resource
USGS	U.S. Geological Society
WPA	Works Progress Administration

Chapter 1
Introduction

ICF prepared this historic resource assessment at the request of the Los Angeles Harbor Department (LAHD), Environmental Management Division (EMD), in accordance with the California Environmental Quality Act (CEQA) and LAHD's Built Environment Historic Architecture and Cultural Resources Policy (Cultural Policy) for the 208 E. 22nd Street Parking Lot Improvements Project (Project).The Cultural Policy requires LAHD to maintain an inventory of its cultural resources, which includes resources 50 years of age or older. LAHD is also tasked with updating the inventory every 5 years. The Cultural Policy provides guidance on the preservation and documentation of historical resources.

Professionally qualified ICF archaeologists reviewed the Port of Los Angeles (Port)-wide records search prepared for LAHD in 2019 and reviewed the results of the Sacred Lands File (SLF) of the Project study area provided by the Native American Heritage Commission (NAHC). ICF also conducted a pedestrian archaeological survey of the Project study area. Additionally, LAHD conducted outreach to local Native American tribes inviting consultation on the Project pursuant to Assembly Bill (AB) 52.

The results of the records search, SLF search, pedestrian survey, and Native American consultation provided negative results for any archaeological resources within the Project study area. No known archaeological sites are within or near the Project study area. In addition, because the Project occurs on artificial fill, there is a low likelihood of encountering buried archaeological resources within the Project study area.

Professionally qualified architectural historians also reviewed the Port-wide records search prepared for LAHD in 2019. Coupled with area research, ICF identified two buildings that had been previously evaluated and one resource that required evaluating for this report. In this report, ICF re-evaluated the buildings located at 264 E. 22nd Street and 270 E. 22nd Street and newly evaluated the former Southern Pacific Railroad (SPRR)/San Pedro Waterfront Red Car Line. Table 1-1 provides a list of all buildings and structures identified and evaluated in this report.

Table 1-1. Summary of this Evaluation's Findings of Eligibility

Resource Name	Period of Significance	Status
264 E. 22nd Street	N/A	NRHP, CRHR, and locally **ineligible**
266–270 E. 22nd Street	N/A	NRHP, CRHR, and locally **ineligible**
Former Southern Pacific Railroad/San Pedro Waterfront Red Car Line	N/A	NRHP, CRHR, and locally **ineligible**

CRHR = California Register of Historic Resources; NRHP = National Register of Historic Places.

1.1 Project Description

The proposed Project would improve the existing 208 E. 22nd Street parking lot as a component of the larger San Pedro Waterfront Project. The proposed Project would expand the parking lot to include up to 2,600 parking stalls. The proposed Project would include the removal of the existing Red Car maintenance facility adjacent to Miner Street and associated railroad track, demolish two buildings at 264 and 266–270 E. 22nd Street, grade the site, install the new parking lot, construct restrooms, and connect the parking lot to a bike path via a staircase. Demolition of 264 and 266–270 E. 22nd Street would occur from April 1, 2025, until May 7, 2025. Beginning on May 8, 2025, and ending on June 15, 2025, 18.1 acres would be graded for a total of 30 days. Equipment would include two excavators, one grader, one rubber tire dozer, two scrapers, and two tractors/loaders/backhoes. Site grading would require the importing of 49,000 cubic yards of soil due to a need to cap the area of contaminated soils, and 5,000 cubic yards of soil would be exported from the site. Paving would begin on June 16, 2025, and end on July 31, 2025, for a total of 20 days. Equipment would include two pavers, two paving equipment, and two rollers. The pump station at Harbor Boulevard and 22nd Street would remain in place.

1.2 Location and Study Area

The Port is located in the San Pedro and Wilmington neighborhoods of the City of Los Angeles, at the city's southern boundary. The western section of the Port is known as *West Harbor*, and is located west of the Main Channel. Figure 1-1 and Figure 1-2, below, provide the location of West Harbor and the study area.

The study area is an irregular, triangular-shaped area located at the northwest corner of the intersection of Harbor Boulevard and 22nd Street, where the proposed Project would be located (Figure 1-3, below). The study area is roughly bound by Harbor Boulevard to the east, 22nd Street to the south, and Miner Street and Bloch Field to the west. The entirety of the study area is within the boundaries of the Port.

Source: ICF 2023.

Figure 1-1. Regional Vicinity Map

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Source: ICF 2023.

Figure 1-2. Project Location Map

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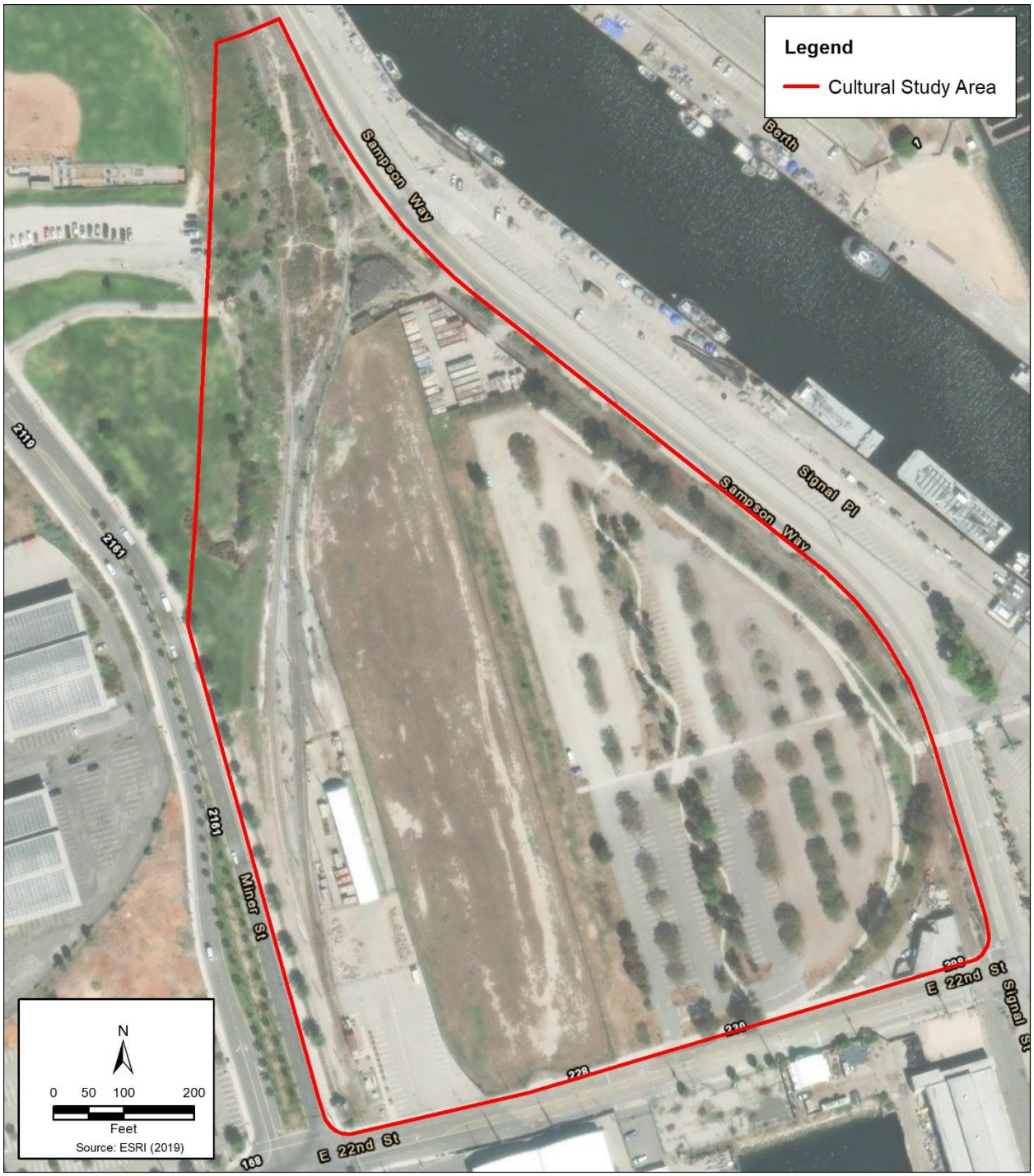

Source: ICF 2023.

Figure 1-3. Cultural Resources Study Area Map

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Chapter 2
Registration Programs/Regulatory Setting

Although the proposed Project is a CEQA-only project, it is standard practice to for LAHD to evaluate resources for the National Register of Historic Places (NRHP), along with the California Register of Historical Resources (CRHR), and local City of Los Angeles criteria (Historic-Cultural Monuments [HCMs] and/or Historic Preservation Overlay Zones [HPOZs]). For this reason, this chapter also includes the NRHP criteria.

2.1 Federal

2.1.1 National Register of Historic Places

First authorized by the Historic Sites Act of 1935, the NRHP was established by the National Historic Preservation Act of 1966 as "an authoritative guide to be used by federal, state, and local governments; private groups; and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." The NRHP recognizes properties that are significant at the national, state, and local levels. Ordinarily, birthplaces, cemeteries, or graves of historic figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; properties that are primarily commemorative in nature; and properties that have achieved significance within the past 50 years are not considered eligible for the NRHP, unless they satisfy certain conditions.

According to NRHP guidelines, the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess and meet the established criteria, as follows.

- **Criterion A.** A property that is associated with events that have made a significant contribution to the broad patterns of our history.
- **Criterion B.** A property that is associated with the lives of persons who were significant in our past.
- **Criterion C.** A property that embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
- **Criterion D.** A property that yields, or may be likely to yield, information important in prehistory or history.

2.2 State

2.2.1 California Environmental Quality Act

CEQA requires public agencies to evaluate the implications of their project(s) on the environment and includes significant historical resources as part of the environment. According to CEQA, a project that causes a substantial adverse change in the significance of a historical resource or an archaeological resource, including unique archaeological resources, has a *significant effect* on the environment (State CEQA Guidelines 15064.5, California Public Resources Code [PRC] § 21083.2).

CEQA defines a *substantial adverse change* as follows.

- Physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired; or
- Demolition or material alteration of the physical characteristics that convey the resource's historical significance and justify its designation as a *historical resource*.

Public agencies must treat any cultural resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant (Section 21084.1).

The State CEQA Guidelines define *significant cultural resources* under two regulatory designations, historical resources and unique archaeological resources. In order to qualify as a CEQA historical resource, a resource must meet one of the following criteria (PRC § 5020.1(k); CCR § 15064.5[a–k]):

- Listed in or eligible for listing in the CRHR
- Determined eligible by the State Historical Resources Commission
- Locally listed as a landmark
- Identified in a qualified survey
- Identified as significant by the lead agency

In order for resource to be listed in or eligible for listing in the CRHR, it must meet at least one of four CRHR criteria (PRC § 5024.1; 14 CCR § 15064.5[a][3]):

- **CRHR Criterion 1**: Events and patterns of events
- **CRHR Criterion 2**: Lives of important persons
- **CRHR Criterion 3**: Architecture, including distinctive characteristics, work of a master, and/or high artistic values
- **CRHR Criterion 4**: Has yielded or has the potential to yield important information about our history

Historical resources must also possess integrity of location, design, setting, materials, workmanship, feeling, and association (14 CCR § 4852[c]). In addition, CEQA states that it is the responsibility of the lead agency to determine whether a project will have a significant effect on "unique" archaeological resources. An archaeological artifact, object, or site can meet CEQA's definition of a unique archaeological resource even if it does not qualify as a historical resource (PRC § 21083.2[g]; 14 CCR § 15064.5[c][3]).

In addition, if an archaeological resource does not fall within the definition of a *historical resource*, but does meet the definition of a *unique archaeological resource* (PRC § 21083.2), then the site must

be treated in accordance with the special provisions for such resources. An archaeological resource is *unique* if it meets the following criteria.

- It is associated with an event or person of recognized significance in California or American history or recognized scientific importance in prehistory.
- It can provide information that is of demonstrable public interest and is useful in addressing scientifically consequential and reasonable research questions.
- It has a special or particular quality.

2.2.2 Assembly Bill 52 (Chapter 532, Statutes of 2014)

AB 52 (Chapter 532, Statutes of 2014), the Native American Historic Resource Protection Act, sets forth a proactive approach intended to reduce the potential for delay and conflicts between Native American and development interests. AB 52 established that tribal cultural resources (TCRs) must be considered under CEQA and also provided additional Native American consultation requirements for lead agencies. A *TCR* is a site, feature, place, cultural landscape (geographically defined in terms of size and scope), sacred place, or object that is considered of cultural value to a California Native American tribe. A TCR is a resource on or eligible for the CRHR or a local historic register, or a resource that the lead agency determines meets the CRHR listing criteria. A Native American tribe or the lead agency, supported by substantial evidence, may choose at its discretion to treat a resource as a TCR. AB 52 also mandates lead agencies to consult with tribes, if requested by the tribe, and sets the principles for conducting and concluding consultation. A substantial adverse change to a TCR constitutes a significant effect on the environment unless mitigation reduces such effects to a less-than-significant level.

2.2.3 California Health and Safety Code Section 7050.5/Public Resources Code Section 5097.9

Health and Safety Code Section 7050.5 addresses the protection of human remains discovered in any location other than a dedicated cemetery and makes it a misdemeanor for any person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law, except as provided in PRC Section 5097.99. It further states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to the provisions concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC Section 5097.98. If the coroner determines that the remains are not subject to their authority, and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, then they will contact the NAHC by telephone within 24 hours. Whenever the NAHC receives notification of a discovery of Native American human remains from the county coroner, it will immediately notify those people it believes to be the Most Likely Descendants of the deceased Native American. The descendants may inspect the site of the discovery and make recommendations on the removal

or reburial of the remains. Per PRC Section 5097.94, the NAHC has the ability to identify and catalog places of known graves and cemeteries of Native Americans and may mediate discussions between landowners and known Native American descendants relating to the treatment and disposition of Native American burials, skeletal remains, and items associated with Native American burials.

2.3 Local

The City of Los Angeles formally recognizes important cultural resources, including buildings, sites, objects, and districts, through two programs administered by the Los Angeles Department of City Planning. The City designates local landmarks, which it calls HCMs, according to Los Angeles Municipal Code Chapter 9, Section 22, *Cultural Heritage Ordinance*. It also recognizes local historic districts, referred to as HPOZs, and codifies them in Los Angeles Municipal Code Section 12.20.3.

2.3.1 City of Los Angeles Historic-Cultural Monuments

The criteria for designation as an HCM are codified in Los Angeles Municipal Code Chapter 9, Section 22. An *HCM* is any site (including significant trees or other plant life located thereon), building, or structure of particular historic or cultural significance to Los Angeles. Designated resources may include historic structures or sites, as follows.

- In which the broad cultural, political, economic, or social history of the nation, state, or community is reflected or exemplified
- That are identified with historic personages or with important events in the main currents of national, state, or local history
- That embody the distinguishing characteristics or an architectural-type specimen, inherently valuable for a study or a period style or method of construction
- That represent notable work of a master builder, designer, or architect whose individual genius influenced his age

2.3.2 Historic Preservation Overlay Zones

A City of Los Angeles historic district is identified as an HPOZ. An HPOZ defines "an area of the city which is designated as containing structures, landscaping, natural features or sites having historic, architectural, cultural or aesthetic significance" (Office of Historic Resources ND:1). Likewise, it must meet at least one of the criteria listed above under the HCM criteria. The procedures for designating an HPOZ are found in Los Angeles Municipal Code Section 12.20.3.

2.3.3 Los Angeles Harbor Department

LAHD adopted its Cultural Policy (Resolution No. 13-7479) on April 24, 2013. This policy includes the identification of historic resources early in the planning process, provides a framework for the identification of historic resources, and supports preservation and re-use of historic resources. Four sections comprise the policy: (1) Inventory; (2) Evaluation; (3) Preservation; and (4) Documentation of Historic Resources.

2.4 Integrity

Integrity is the ability of a property to convey its historic significance. The evaluation of a resource's integrity must be grounded in an understanding of that resource's physical characteristics and how those characteristics relate to and reflect its significance. The seven aspects of integrity are as follows.

1. **Location**: The place where a historic event occurred or the place where a property was constructed
2. **Design**: The combination of elements that create form, plan, space, structure, and style of a property (NPS 1995:44)
3. **Setting**: The physical environment of and surrounding a property
4. **Materials**: The physical elements and patterns in which they were arranged
5. **Workmanship**: The physical evidence of craft or manufacture used during a particular era or culture
6. **Feeling**: The property's expression of the aesthetic or historic sense of a particular period of time (NPS 1995:45)
7. **Association**: The direct link between an important historic event or person and a historic property(NPS 1995:45)

In order to identify a property's integrity, it is essential to establish a period of significance, or a time in which the property's physical features expressed a significant historic context.

The NRHP requires a resource to not only meet one of the criteria listed above, but also possess integrity. The NRHP defines *integrity* as "the ability of a property to convey its significance" (NPS 1995:45). The NRHP requires a high level of integrity.

Likewise, the CRHR requires a resource to not only meet one of the criteria listed above, but also possess integrity. The CRHR defines integrity as "the authenticity of a historical resource's physical identity, evidenced by the survival of characteristics that existed during the resource's period of significance" (OHP 1997:Appendix A, p. 2). The CRHR's threshold level of integrity is lower than that of the NRHP's, but the resource must still retain sufficient integrity to convey significance. In addition, a resource that has lost its historic character may retain eligibility if it can yield or has the potential to yield significant information (OHP 1997: Appendix A, p. 2). The Los Angeles HCM and HPOZ also require integrity for a property to be listed or eligible for listing, defining *integrity* as the "ability of a historic building to its historical, architectural and cultural significance with consideration" of the seven aspects listed above (Los Angeles Conservancy 2015:6). HCM and HPOZ thresholds may also be lower than those of the NRHP and CRHR, provided the resource retains links to its significance.

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Chapter 3
Methodology

This chapter provides the methodology for researching and surveying the study area and evaluating 264 E. 22nd Street, 266–270 E. 22nd Street, and the former SPRR/San Pedro Waterfront Red Car Line railroad.

3.1 Background Research

3.1.1 Research Sources Consulted

Archaeologists and architectural historians researched the Port's West Harbor and the study area, consulting the following sources.

- California Geological Survey geologic maps
- CRHR
- Calisphere: University of California Digital Archives
- LAHD annual reports
- Historicaerials.com
- Los Angeles Department of Building and Safety online permit archives
- Los Angeles HCMs and HPOZs
- Los Angeles Public Library primary and secondary sources, including Board of Harbor Commissioners annual reports
- NRHP
- Newspapers.com database, including the *Los Angeles Times* and other local newspapers
- Sanborn Fire Insurance Company maps (Sanborn maps)
- SurveyLA, San Pedro neighborhood
- TESSA: Digital Collection of the Los Angeles Public Library
- University of California, Santa Barbara aerial archive (FrameFinder)
- U.S. Geological Society (USGS) topographic maps

3.1.2 Records Searches

A records search from the South Central Coastal Information Center was not completed for the purposes of this evaluation. However, archaeologists and architectural historians reviewed the results of the 2019 Port-wide records search. Architectural historians also reviewed the Built Environment Resources Directory. These searches identified that LAHD had previously evaluated the buildings at 264 and 266–270 E. 22nd Street (P-19-190918) in 2008 and found them ineligible

for the NRHP, CRHR, or as a local HCM. No other resources were previously recorded in the Project study area.

3.1.3 Native American Consultation

LAHD requested an SLF Search of the Project study area from the NAHC. The NAHC response stated the Project study area is negative for sacred lands; that is, no sacred lands have been reported to the NAHC that fall within the Project area.

On June 21, 2023, LAHD provided notification of the Project, pursuant to the provisions of AB 52 and PRC Section 21080.3.1(d), to seven Native American tribes including: Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino Tongva Nation, Gabrielino-Tongva Tribe, Gabrielino Tongva Indians of California Tribal Council, Santa Rosa Band of Cahuilla Indians, and Soboba Band of Luiseno Indians. To date, none of the tribes have responded to the consultation invitation letters.

3.1.4 Archaeological Sensitivity

ICF archaeologists reviewed geological information for the Project vicinity (Saucedo et al. 2016). The Project study area is a highly urban/industrialized environment with most of the ground surface covered by development, paving, hardscape, and ornamental landscaping. Beneath this development, the Project area lies on a modern landform constructed from dredged marine sediments used as fill. This artificial fill is underlain by marine Quaternary unconsolidated shelf sediments with low potential for buried prehistoric archaeological deposits. The potential for historic period archaeological resources is low where construction-related ground disturbance will occur. Considering the amount of development in the Project study area, there is a low potential for unanticipated discoveries of intact archaeological resources during Project construction and operation.

3.2 Survey

Millie Mujica, architectural historian meeting the Secretary of the Interior's Professional Qualification Standards (PQS) for architectural history, and Peter Pham, archaeologist meeting the professional standards for archaeology, completed a field survey of the study area. LAHD staff accompanied Ms. Mujica and Mr. Pham. The purpose of the survey was to inspect and digitally photograph all buildings, structures, objects, and sites within the boundaries of the study area. The archaeological survey covered the entire Project study area (Figure 1-3) where accessible and included walking in 10-meter transects, observing areas of exposed ground surface, current conditions, and documenting any potential sites. Architectural visual inspection noted alterations, integrity considerations, architectural details, and potential character-defining features for architectural resources.

3.3 Context Statements

From the sources listed above and review of the 2008 evaluation, ICF determined that the 2008 evaluation had gaps in its context. ICF included context statements previously prepared for the Port

and developed or summarized additional ones related to the study area. Contexts, presented below, introduce information for the current technical report.

- Prehistoric
- Ethnographic
- Historic
    - West Harbor
- Building Type and Style
    - Commercial (1900–1970)
    - Moderne Architecture (1925–1959)
- Site History

See Chapter 5, *Prehistoric, Ethnographic, and Historic Context*, for the context statements.

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Chapter 4
Built Descriptions

4.1 264 E. 22nd Street

The utilitarian commercial building located at 264 E. 22nd Street displays modest Moderne elements. The building rises two stories tall and features a rectangular floor plan. Wall construction consists of concrete block clad in stucco. Fenestration consists of original wood-frame fixed windows and non-original aluminum-frame fixed and sliding windows; metal security doors obscure slab doors. Asphalt and exposed dirt is to the west and north of the building.

The south (primary) elevation, which has three bays separated by narrow pilasters, abuts the sidewalk (Figure 4-1). On the first story, the main entrance punctuates the east bay and consists of a wood-frame glass door with embedded metal security bars. The center and west bays each feature a single fixed window with interior metal security bars. A non-original full-width awning hangs over the first story. The symmetrical second story features a non-original metal fixed window on the center bay and metal sliding windows on each of the flanking bays. A painted sign reads: "Pacific Performance Racing: The Harbor Area's Finest Speed Shop, Est. 1994" above the awning.

Source: ICF 2023.

Figure 4-1. 264 22nd Street, Primary Elevation, View North

On the first story of the asymmetrical west elevation, a side entrance hidden behind a metal security door sits at the south corner (Figure 4-2). Moving north, a small, raised, non-original vinyl sliding window in an altered opening with security bars pierces the elevation near the center. Three small, wooden casement windows with projecting sills sit at the north corner, two with exterior metal

security bars, followed by a wooden hung window with security bars and a non-operational slab door. An exterior wooden staircase with an L-shaped railing provides access to the second story, which features an additional entrance hidden behind a metal security door near the center. Two non-original metal sliding windows, one large and one small, pierce the elevation north of the entrance. Two non-original metal frame sliding windows sit south of the entrance, one beside the entrance with exterior security metal bars and one at the south corner.

Source: ICF 2023.

Figure 4-2. 264 22nd Street, West (Side) Elevation, View East

The asymmetrical north (rear) elevation features a small, one-story, wooden plank–clad addition connecting to the northeast corner of the elevation (Figure 4-3). A half-size concrete-block wall abuts the north elevation of the addition, and a single, wood-slab door sits on the west elevation of the addition. The remainder of the first story has a single, wood-slab door and a steel hung window with metal security bars tucked under an exterior wooden staircase with an L-shaped railing leading up to the second story. The receded second story-entry is not visible from the right-of-way. A picture window punctures the elevation to the west, but its operational flanking sashes appear to be missing.

Source: ICF 2023.

Figure 4-3. 264 22nd Street, North (Rear) Elevation, View South

The east (side) elevation is not visible because it abuts 266–270 E. 22nd Street.

4.2 266–270 E. 22nd Street

The utilitarian commercial building located at 266–270 E. 22nd Street lacks an architectural style. Two one-story adjoining volumes forms the building, with a triangular volume (an addition) abutting a rectangular volume. Wall construction consists of concrete block clad in stucco. Fenestration consists of industrial metal doors, metal-framed glass doors, steel windows, some with narrow transoms, and wood casement windows.

Two connecting storefronts comprise the south (primary) elevation (Figure 4-4). The eastern storefront predates the western one, which is an addition. The eastern storefront features a centered, recessed entrance, composed of double, metal-framed glass doors. Slightly receded wall sections with fixed steel storefront windows of varying sizes flank the entrance. A sign reads, "California Yacht Service," accompanied by a phone number, and covers the eastern window. The western storefront has a metal-framed glass door entrance at the eastern corner. A ribbon window featuring six fixed sashes extends along the western side of the elevation. Small wall vents puncture each end of the volume, near the roofline.

Source: ICF 2023.

Figure 4-4. 266–270 22nd Street, Primary (South) Elevation, View North

The asymmetrical east side elevation has three wide, fixed windows surmounted by short transoms to the south and two small, recessed casement windows to the north (Figure 4-5). Metal wall vents sit above windows at each end of the elevation.

Source: ICF 2023.

Figure 4-5. 266–270 22nd Street, East (Side) Elevation, View West

The symmetrical north (rear) elevation features a receded industrial metal door at center, flanked on each side by square metal fixed windows with thick, shallow sills (Figure 4-6). Plywood covers the eastern window, which features a hopper transom window above.

Source: ICF 2023.

Figure 4-6. 266–270 22nd Street, North (Rear) Elevation, View Southeast

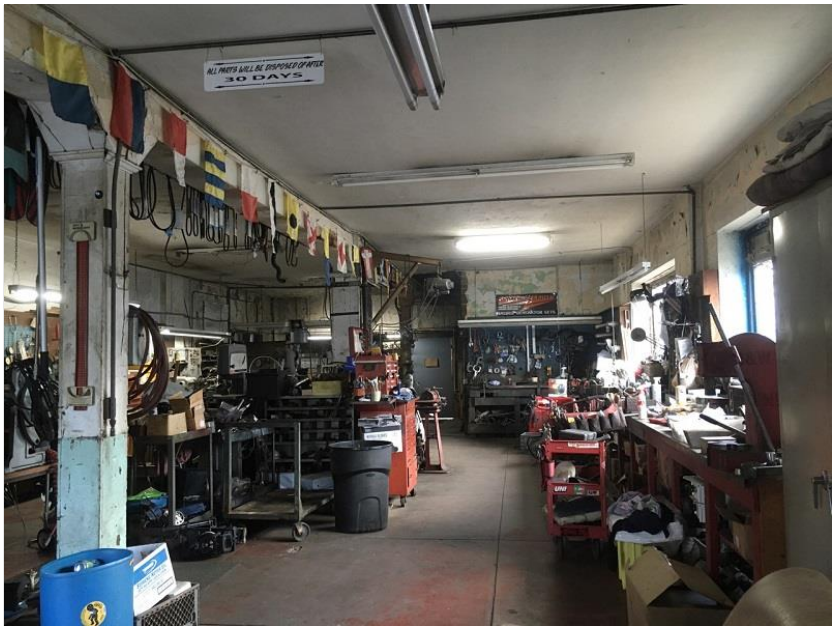
The west elevation is not visible because it abuts 264 E. 22nd Street.

The interiors of both storefronts connect via a door near the southern end. The western store's ceiling is missing sections, exposing wood beams and the roof's structure, and a temporary metal screen wall separates the front of the store, used for attending customers, from the rear of the store, used for inventory storage (Source: ICF 2023.

Figure 4-7). The east store's interior includes a low ceiling, supported by square, interspersed concrete columns (Figure 4-8). The floor is unfinished concrete. Several carts, shelves, and worktables filled with parts and inventory line the walls.

Source: ICF 2023.

Figure 4-7. Interior of 266 E. 22nd Street/Western Storefront, View North



Source: ICF 2023.

Figure 4-8. Interior of 270 E. 22nd Street/Eastern Storefront, View East

4.3 Former Southern Pacific Railroad/San Pedro Waterfront Red Car Line

The former Southern Pacific Railroad (SPRR)/San Pedro Waterfront Red Car Line segment in the project study area includes several spur lines extending along the western and eastern sides of the study area. Specifically, the segment extends along Harbor Boulevard to the east, with a spur splitting toward Miner Street, where it terminates at the intersection of Miner Street and E. 22nd Street. The spur line that extends along Harbor Boulevard continues south across 22nd Street, alongside transit sheds.

Three spur lines separate and converge along the western side of the resource, ultimately terminating in a single track near the intersection of E. 22nd Street and Harbor Boulevard. One spur line lies along the eastern side of the resource; others that were originally present have been removed. North of the study area, the track has been completely removed, thus creating a remnant of the larger system that serviced the movement of freight, and later passengers, in the West Harbor, connecting it with San Pedro and Los Angeles.

In the study area, the track measures approximately 5.5-feet wide and is set on wooden beams and a gravel ballast at ground level (Figure 4-9 through Figure 4-11). Where driveways and pedestrian access points cross it, the track is set at-grade in asphalt or concrete. Where the track terminates near the Miner Street and E. 22nd Street intersection, two wood beams form an X-shaped barrier. A small, red-and-yellow sign signals the end of the track, which is overgrown with weeds.

Source: ICF 2023.

Figure 4-9. Former SPRR/San Pedro Waterfront Red Car Line, Track in Northwestern Section of the Study Area Showing Convergence of Spur Lines near Miner Street, View Northeast

Source: ICF 2023.

Figure 4-10. Former SPRR/San Pedro Waterfront Red Car Line, Track in Northwestern Section of the Study Area Showing Single Line, Overgrown, View North

Source: ICF 2023.

Figure 4-11. Former SPRR/San Pedro Waterfront Red Car Line, Track in the Eastern Section of the Study Area Showing One Spur Lines Near Harbor Boulevard, View South

The former SPRR/San Pedro Waterfront Red Car Line includes the 22nd Street Marina station, which dates to 2003 (Figure 4-12 and Figure 4-13). The station sits on a raised concrete platform

accessed by a ramp and short staircase along its eastern side, all accompanied by a metal balustrade. An open, rectangular, side-gabled structure rests atop the platform, accompanied by a front-gabled information kiosk to the north. Two sets of paired posts capped by a cross-beam and brackets support the gabled roof. Red-asphalt shingles cover the medium-pitched roof. A sign hangs from the roof along the western and eastern sides, reading, "22ND ST./Marina," denoting the station name. The information kiosk features the same overall design as the structure. The station contains bell-shaped lamps.

Source: ICF 2023.

Figure 4-12. 22nd Street Marina Station, View Northwest

Source: ICF 2023.

Figure 4-13. 22nd Street Marina Station, View Southwest

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Chapter 5
Prehistoric, Ethnographic, and Historic Context

5.1 Prehistoric

The prehistoric period is divided into four subperiods: Early, Millingstone, Intermediate, and Late, as developed by William Wallace in the mid-1950s (Wallace 1955:214-230). The four subperiods are discussed below.

5.1.1 Early

Archaeologists discovered several sites and human remains dating approximately 8,000 to 13,000 years ago that correspond to the early prehistoric period established by William Wallace in the mid-1950s (Wallace 1955:214-230). Research suggests that these early inhabitants hunted and gathered, "with a major emphasis on aquatic resources in many coastal areas" and lakeshore areas (Vargas et. al. 2016:11, quoted; Moratto 1984:90–92). Hunting is thought to have been the primary source of sustenance, given the number of hunting-related finds, including "leaf-shaped bifacial projectile points and knives, stemmed or shouldered projectile points, scrapers, engraving tools, and crescents" (Vargas et. al. 2016:11, quoted; Wallace 1978:26–27).

5.1.2 Millingstone

This period spans approximately 5,000 to 8,000 years ago and denotes a change from primarily hunting to include more gathering for sustenance. Hunting continued, but archaeological sites from this period include fewer projectile artifacts than found in the early prehistoric period. Specifically, persons from this period incorporated seed processing into their diets as evidenced through the range of milling/grinding stone tools discovered including manos, cogstones, and metates, and more (Wallace 1955, 1978; Kowta 1969; Byrd and Rabb 2007:220). In addition, research shows a marked growth in population (Glassow et al. 2007). Research also suggests that persons lived in semi-permanent camps formed by wattle-and-daub structures (de Barros 1996; Koerper et. al. 2002; Mason et. al. 1997).

5.1.3 Intermediate

This period occurred approximately 1,500 to 5,000 years ago and denotes an increase in the varieties of food sources. Although hunting and gathering continue to be the method of sustenance acquisition, archaeology identifies an abundance and diversity, including sea and land animal remains. In addition, tools also become more diversified and include shell fishhooks, larger knives, drill-like tools, larger and varied projectile-point tools, and the use of mortars and pestles gradually replacing manos and metates. This suggests an increase in use of the acorn. Moreover, archaeology includes numerous stone bowls (Padon 1995; Glassow 1997:86; Glassow et al. 1988; True 1993).

5.1.4 Late

This period began approximately 1,500 years ago through historic contact with Europeans. The period denotes further increase in food-source variety, in addition to new cultural practices. The bow and arrow become common archaeological artifacts, along with smaller projecting points required for bow and arrow use (Padon 1995). Objects representing cultural practices include drilled clam and abalone shells, steatite effigies, shell rattles, clay-fired smoking pipes, ceramic vessels, and use of obsidian. Clay and ceramic objects are not widespread, thus suggesting that trade with other communities likely occurred during this period. In addition, communities retained use of woven baskets, which served the same purpose as ceramic objects, which may also explain why ceramics were not widely used during this period (Drover 1971, 1975; Meighan 1954). As with the Millingstone period, the Late period saw large population growth. Population estimates remain undetermined; however, archaeology of habitation sites show that they were larger and more permanent, with some inhabitants remaining year-round. Some of the larger settlements may have contained 1,500 persons (Wallace 1955:223).

5.2 Ethnographic

San Pedro and the Port of Los Angeles were historically occupied by the Gabrielino, a name given to the Native American tribes that were colonized by the Spanish at their Mission San Gabriel outpost (Bean and Smith 1978:538; Kroeber 1925:Plate 57). Precontact tribal names were lost through colonization, but many Gabrielino identify as Tongva (King 1994:12), while others identify as Kizh. The term *Gabrielino* is used in the remainder of this section to refer to the precontact inhabitants of the Los Angeles Basin and their descendants.

Archaeological research indicates that the Gabrielino arrived in the Los Angeles Basin circa 500 years before the common era (B.C.E.). Their lands included the Los Angeles Basin and islands, including San Clemente, San Nicolas, and Santa Catalina islands, where the Gabrielino established villages. Villages were typically located near water sources and in areas sheltered from the elements. Village residents built large, circular structures with domed roofs and used willow poles and tule reeds for construction. In addition to living quarters, the residents also built community buildings such "as sweathouses, menstrual huts, ceremonial enclosures, and probably communal granaries" (Vargas et. al. 2016: 12, quoted; Bean and Smith 1978:540; McCawley 1996:27). The community also included outdoor spaces for games and races (McCawley 1996:27). The Gabrielino population estimates range from 5,000 to 10,000 across the Los Angeles Basin and nearby islands (Bean and Smith 1978:540; O'Neal 2002).

The Gabrielino relied on hunting and gathering and used a variety of tools to aid in their daily lives. Acorns formed a staple food, which the Gabrielino supplemented with "roots, leaves, seeds, and fruits of a wide variety of flora…[f]reshwater and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals" (Vargas et. al. 2016:16, quoted; Bean and Smith 1978:546; Kroeber 1925:631–632; McCawley 1996:119–123, 128–131). Gabrielino tools depended on the local community's location. For example, those close to water used plant and tule balsa canoes to navigate the ocean. However, all Gabrielino communities used bows and arrows, nets, traps, and a variety of tools, including chipped-stone tools, hammer stones, mortars and pestles, and baskets (McCawley 1996:7, 1929:138; Kroeber 1925:629).

At the time of Spanish contact, the basis of Gabrielino religious life centered on the Chinigchinich cult, which focused on heroic mythological figures, and prescribed burial customs. The Chinigchinich cult provided the communities with laws and dance. The Gabrielino buried or cremated their deceased, with burial more common on and near the islands, and cremation more common elsewhere (McCawley 1996:155–165; Reid 1926:24–25; Johnston 1962:52–54).

5.3 Historic

5.3.1 West Harbor

The West Harbor consists of Port of Los Angeles facilities west of the Main Channel, south of San Pedro, and east of Point Fermin. Although sometimes mired in controversy and conflict, harbor and railroad development during the first decade of the twentieth century came together to lay the basis for economic growth in the West Harbor portion of the Port. After 1900, the SPRR extended its harbor infrastructure to new dockage created at Timm's Point on the western side of the Main Channel. There, the 1,800-foot SPRR Slip and associated mole pier provided space for numerous lumber warehouses and docking space for lumber-shipping steamers (Silka 1993:62). By 1907, Randolph H. Miner's Outer Harbor Dock and Wharf Company had begun reclamation efforts to reshape the area west of the SPRR Slip, with the Union Oil Company maintaining a major financial interest in the land reclaimed by Miner's company. As one local historian notes, "these fills created acreage that today extends from the base of the bluff below Crescent Avenue and borders East and West Channels and Watchorn Basin" (*Los Angeles Times* 1907:V14; Silka 1993:62, quoted). Around this time, the SPRR undertook construction of multiple rail lines and a freight yard north of its slip, whereas private interests constructed electric railway lines nearer to the Main Channel that would become part of the Pacific Electric Railway system (Dumke 1940:141–143). In anticipation of the opening of the Panama Canal, the Los Angeles Board of Harbor Commissioners arranged for construction of a new dredge-and-fill wharf to the south of the SPRR Slip, and the Port completed the 60-acre Municipal Pier No. 1 in 1914 (ESA 2011:14). The construction of Municipal Pier No. 1 created the West Harbor's East Channel.

In 1914, the federal government established Fort MacArthur, a coastal artillery defense installation at Point Fermin that included an Upper and a Lower Reservation, the latter located east of Pacific Avenue, near the far-western portion of the harbor (Silka 1993:66). During World War I, Fort MacArthur served as a soldier training center (Silka 1993:68). After the war, harbor improvements undertaken in the mid-1920s included "extensive dredging operations" that "improved the West Basin and widened the entrance channel to 1,000 feet" (Silka 1993:75). Much of the land reclaimed by the Outer Harbor Dock and Wharf Company prior to World War I remained vacant until World War II. With the creation of the Naval Supply Depot at the harbor in 1942, the U.S. Navy initiated construction of new warehouses on that reclaimed land to the east and north of the West Channel. Following the war, after the U.S. Navy vacated the Supply Depot, a private firm took over management of those warehouses (Jones & Stokes 2002:12–13).

With the return of peace and the demilitarization of the harbor, the last undeveloped portion of the West Harbor, the area north of the West Channel and below the bluff line, became the site of a petroleum tank farm (Silka 1993:107). This is now the site of the 22nd Street Park. In 1950, the San Pedro Municipal Wholesale Fish Market opened for business in a new, two-story Mission Revival–style building constructed just south of the entrance to the SPRR Slip (Weaver 2007; *Los Angeles*

Times 1950a:20). In 1976, the federal government designated Fort MacArthur as surplus property and transferred the Lower Reservation to LAHD (Silka 1993:103). LAHD transformed the West Channel area into the West Channel Cabrillo Beach Recreational Complex, which included the Fort MacArthur Lower Reservation, as well as the Cabrillo Marina, completed in 1986. Facilities established as part of the complex's development included the Cabrillo Beach Yacht Club and Cabrillo Landing, the Boy Scouts' Youth Waterfront Sports Center Complex, and a 250-room hotel (Silka 1993:132–133).

5.3.2 Building Type and Architectural Style

5.3.2.1 One-Part Commercial Block (1900–1970)

The one-part commercial block typically developed in emerging residential neighborhoods and commercial districts during the early to mid-1900s. Character-defining features include single-story, simple-box buildings constructed of masonry or wood, with limited façade ornamentation and full use of the parcel, with little-to-no setback from the sidewalk. Symmetrically composed with large display windows typically flanking a pedestrian entrance, some examples featured recessed entrances accompanied by additional windows in order to maximize visibility of interior goods to passersby. Transom windows and a parapet often surmounted the entrance program in order to provide additional natural lighting and a space for signage (Longstreth 2000:54; Moore 2011:3–4). These commercial blocks were also designed as stop-gaps with the long-term aim of replacing them with larger, more-profitable buildings in the future (Longstreth 2000:54–55).

5.3.2.2 Moderne (1925–1959)

Moderne architecture is a broad category that includes various modernistic and modern substyles popular between the 1920s and 1950s (van de Lemme 1986:8). The Moderne substyles evolved from Art Deco in the 1920s to Streamline Moderne and Public Works Administration (PWA)/Works Progress Administration (WPA) Moderne in the 1930s and 1940s to Late Moderne's beginnings in the late 1930s through the 1950s (Sennott 2004:69). Art Deco derives its name from Paris's 1925 *Exposition Internationale des Arts Décoratifs et Industriels Modernes* (*The International Exhibition of Modern Decorative and Industrial Arts*)(van de Lemme 1986:8–11). Exposition organizers required that all entries reflect modern designs. Designers responded by looking to avant-garde trends, such as Art Nouveau, Bauhaus, and Cubism, and integrated those styles with the Arts and Crafts movement. The outcome, Art Deco, enlivened simplified Classical forms with dynamic shapes, surfaces, and angles that expressed the energy and movement of the Jazz Age (Fullerton Heritage 2020). Moderne architecture paralleled the rise and popularity of the more-austere modernism of the International Style. Although both styles featured angular, geometric massing, architects and designers embellished Moderne buildings. Art Deco, or "Zig-Zag," buildings had vertical emphasis and made use of bold, repetitive geometric forms and decorative motifs. Rather than presenting a flat plane, façades often step backward and forward to create visual rhythm and feature vertical projections above roof lines (van de Lemme 1986:8–11, 16–23).

The Streamline Moderne substyle, distinguished by its horizontal emphasis and an aesthetic that suggested movement, evoked associations with aerodynamically designed transportation technologies, such as automobiles, trains, ships, and airplanes. Curved elements and teardrop forms are common to the style, but Streamline Moderne buildings always feature horizontal bands or ribbons of steel-framed windows; some even include glass-block or nautical portal windows to

emphasize the style's association with aerodynamics and transportation (Gebhard and von Breton 1975:4; Sennott 2004:69).

PWA/WPA Moderne building styles are simplified versions of Art Deco combined with classical styles, such as Beaux-Arts, and are commonly found in government, institutional, and utility buildings and structures during the Great Depression (1929–1939) (City of Los Angeles 2021:79). Elements of classical influence are present in the massing, plans, and symmetry of PWA/WPA buildings. Many feature boxy massing, primarily rectangular geometric plans, and symmetrical elevations. They also feature smooth exterior surfaces with classical detailing, such as flat or fluted pilasters and cornice lines, and low-relief sculpture is often found in panels above doors and near windows. These elements, complied in a modern way, using modern visual design, formed monumental, austere buildings and structures with minimal embellishment (City of Los Angeles 2021:80). To incorporate the verticality of Art Deco design, PWA/WPA Moderne buildings included vertical windows placed at regular intervals across elevations, pilasters and fluted elements, and geometric grilles (City of Los Angeles 2021:89).

Late Moderne buildings have an emphasis on angularity, use stack-bond brick, and feature bezels surrounding windows—a leading feature distinguishing this substyle (Christopher A. Joseph & Associates 2009:13). Examples include both symmetrical and asymmetrical façades, both with entry pylons. Moreover, bezels may be found around doorways or can continue, horizontally, to wrap around to other elevations. Landscape features, such as built-in planters, are also common in Late Moderne buildings.

Under NRHP/CRHR Criteria C/3, an eligible example of Moderne architecture would have an artistic rendering of its substyle's character-defining features. For example, PWA/WPA Moderne architecture would need to embody the distinctive features of its style, possess high artistic values, or represent the work of a master architect. Distinctive features of the style would include boxy massing with simple, geometrical plans; smooth, flat surfaces; symmetrical elevations; recessed, emphasized entrances; windows set vertically and rarely in ribbons; modest embellishment, such as flat or fluted pilasters or cornice lines; low-relief panels, often metal, set adjacent to fenestration; and geometric metal grilles affixed over windows. Rote repetition of shapes, forms, and materials in a PWA/WPA Moderne design does not elevate it to NRHP or CRHR eligibility; instead, a PWA/WPA Moderne building would represent an artistic and thoughtful approach to design, often evident in the work of a master architect.

5.3.3 Site History

In 1921, the Project study area and its immediate setting included several types of development dating to the previous two decades. A single warehouse building for the City of Los Angeles Municipal High Density Cotton Compress centers the study area; to the south lies the East Channel, Municipal Pier No. 1, and the Outer Harbor Dock and Wharf Company's reclaimed land and wharf, and small building clusters with automotive and hotel uses, respectively, are found to the east and southeast (Sanborn Map Company 1921a:Sheet 1933). The construction of 264–270 E. 22nd Street occurred between 1925 and 1935. The exact date of the western addition's construction remains unknown, but it occurred between 1925 and 1934; 270 E. 22nd Street dates to 1925, and 264 E. 22nd Street dates to 1935 (City of Los Angeles 1925, 1935a).

By 1951, the surrounding area underwent further development (Sanborn Map Company 1951:Sheet 1933). Renamed the Los Angeles Compress Warehouse Company, the former City of Los Angeles

Municipal High Density Cotton Compress approximately tripled in size, taking up most of the remaining block (NETR 1952). The buildings to the east, along the harbor, were leveled and converted into surface-level parking. The area southeast of the building was also redeveloped, with what appear to have been naval warehouses replacing the hotel-related buildings. The surrounding area continued to change through demolition and redevelopment until the early 1990s, including the demolition of the Los Angeles Compress Warehouse Company warehouses (NETR 1991, 1992). Not much changed in the area between the early 1990s and approximately 2009, when the unpaved land where the warehouses formerly sat was slowly converted into a surface-parking lot over the next 8 years (NETR 2009, 2018).

5.3.3.1 266–270 E. 22nd Street

On June 3, 1925, the Board of Harbor Commissioners of the City of Los Angeles granted Mrs. Elizabeth Thompson "a lease of certain lands at Los Angeles Harbor" (*Wilmington Press* 1938:4). That same year, Mrs. Thompson filed a permit for construction of a one-story restaurant at 270 E. 22nd Street. Measuring 28 feet by 60 feet, the restaurant had a concrete foundation, a hollow, clay-tile exterior, lath-and-plaster interior walls, cement floors, and a tar-and-gravel roof. Architect C.O. Dodd designed the project (City of Los Angeles 1925), but research yielded no other information on Dodd. A decade later, in 1935, Mrs. Thompson filed a subsequent permit for the installation of two tiled restrooms at the restaurant (City of Los Angeles 1935a); the contractors were listed as Jesse and Kopp.

Although the original building permit for the later western volume, sometimes referred to as 266 E. 22nd Street, was not available, subsequent permits indicate that the owner built it between 1925 and 1934. In 1934, the owner, Pacific Jewelry Company, filed a permit for installation of an awning (City of Los Angeles 1934). A couple of years later, in 1936, Pacific Jewelry Company filed an additional permit to move an existing roof sign, seemingly from a former location in Long Beach to the new location at 266 E. 22nd Street (City of Los Angeles 1936). The engineer of the project was listed as Blaine Noics, and the contractor was listed as Electrical Products Corporation.

In 1938, the next owners of the business at 270 E. 22nd Street, Victor Peetric and John Celetos, who ran a café at the subject location, filed a permit for the replacement of windows on one, unspecified side the building (City of Los Angeles 1938). In the mid-1940s, additional changes to the building took place. In 1946, owners John and Nick Mezin, who also ran a café, filed a permit for alterations to the store front; the permit specified that the alterations did not include structural changes (City of Los Angeles 1946).

Occupants included the Ship supply shop (1946–1950), Channel Market and Ship Supply (1963–1965), Chrysler Marine Engines (1967–1971), and R.S. Marine (1971–Present), at least for the suggested years (*San Pedro News-Pilot* 1963:21, 1965a:17, 1971a:2, 1971b:29; *Los Angeles Times* 1950b:43)

5.3.3.2 264 E. 22nd Street

In 1935, Frank R. Hardy filed a permit for construction of a two-story restaurant and living space at 264 E. 22nd Street. Measuring 21 feet by 63 feet, the restaurant had a cement foundation, a frame structure, a stucco exterior, and a composition roof (City of Los Angeles 1935b). The permit listed William F. Durr as the architect of the project, and C. G. Cranford as the contractor. Durr, a San Pedro-based architect, designed several buildings in the area, including many at the Port of Los Angeles (*San Pedro News-Pilot* 1920:13; Marsak 2019). Research yielded no further information about William F. Durr, except for a few mentions in the newspaper regarding building permits and plans for new construction around the City of San Pedro. Although this indicates that he worked as an architect in San Pedro in the 1930s, research did not reveal any additional information about William F. Durr or his career.

In 1954, then-owner Navy Café filed a permit for installation of an electric sign at 264 E. 22nd Street. The 2-foot by 12-foot electric sign was wall mounted and constructed of iron (City of Los Angeles 1954). The permit listed Cottom and Bardwell as the contractors. In 1960, owner Victor Peetris filed a permit for the enlargement of the second-story dwelling to the same size as the first-story restaurant (City of Los Angeles 1960). The work included adding new northern and eastern walls and a new roof. In 1969, owner George Peetris filed a permit to replace two windows and one door due to termite damage (City of Los Angeles 1969). Sol C. Provence was listed as the contractor. A decade later, in 1980, owner E. Peetris filed a permit to convert a retail store within 264 E. 22nd Street to a pottery store and sandwich shop (City of Los Angeles 1980).

Occupants of 264 E. 22nd Street included Victor Peetris (1940–1941), Navy Café (1954–1965), George and Elizabeth Peetris (1967), Viking Enterprises (1971) owned by Peter O. Skyving, the Port Gallery (1976–1981), the Port Pottery (1976), and American Folk (1982–1983), at least for the suggested years (*San Pedro News-Pilot* 1940:2, 1941:1, 1965b:13, 1971c:12, 1976a:11, 1976b:19, 1981:51, 1983:6; Palmer 1976:3; *Los Angeles Times* 1967:99). The Port Gallery (1976–1981) was an artist's colony that Randy Gomez and Martin Matich, artists and natives of San Pedro, formed to bring together local artists in a creative and collaborative collective. Gomez named his ground-level shop Port Pottery, and Matich named his second-story business The Port Gallery (*San Pedro News-Pilot* 1976a:3).

5.3.3.3 Former Southern Pacific Railroad/San Pedro Waterfront Red Car Line

SPRR built extensive track in the West Harbor. By 1896, SPRR operated a San Pedro Branch that extended to the Cabrillo Beach area. Along the Main Channel, the track featured a spur that serviced numerous buildings in the vicinity of the study area (USGS 1896). In the early 1900s, SPRR established a slip and pier with extended spur track to facilitate the movement of lumber (Silka 1993:62). While other developers built piers, wharves, and new business in the area, SPRR further developed its spur trackage in the West Harbor (*Los Angeles Times* 1907:V14; Silka 1993:62; Dumke 1940:141–143).

As the Port of Los Angeles grew in the early- and mid-1900s, SPRR expanded its West Harbor railroad track. By 1921, SPRR developed a large freight yard along the eastern side of Harbor Boulevard, between E. 2nd Street and 14th Street. It featured seven sidings along its length, plus additional spur lines to access nearby properties (Sanborn Map Company 1921b:Sheet 1926, 1921c: Sheet 1931). South from the freight yard, numerous spur lines split and accessed wharves,

warehouses, and other business (Sanborn Map Company 1921a:Sheet 1933, 1921c:Sheet 1931, 1921d:Sheet 1932). Little track accessed the Project study area at that time, but one line accessed the northwestern side of the City of Los Angeles Municipal High Density Cotton Compress and Warehouse property, and another continued south to wharves. Two lines also extended along the wharf east of the study area (Sanborn Map Company 1921a:Sheet 1933). By 1923, SPRR had built additional track in the study area's vicinity (USGS 1923). By 1951, single and paired spur tracks surrounded the Los Angeles Compress and Warehouse Company property, with two additional paired spurs accessing the center of the property. Numerous other lines continued to access wharves to the east and south (Sanborn Map Company 1951:Sheet 1933).

Changes to the resource have occurred in the recent past. With the rise of containerization, beginning in the 1960s, local Port-area industry and infrastructure in the West Harbor has changed dramatically, especially since the 1980s. As the transportation of goods began to rely less and less on transit sheds and trains, SPRR came to have little need for their West Harbor track (NETR 1980, 2000). The paired spurs accessing the center of the Los Angeles Compress and Warehouse Company property were removed in the 1990s, when the property was demolished (NETR 1991, 1994). In 2003, LAHD opened the San Pedro Waterfront Red Car Line, using a combination of former SPRR track and Pacific Electric Track in the West Harbor and utilizing Pacific Electric's "red cars." The Port refurbished one 1970s red car, and replicated two cars for use across the new 1.5-mile passenger alignment (Railway Preservation N.D.). The Pacific Electric had operated passenger service in San Pedro and the West Harbor; however, its right-of-way terminated north of the Project study area, and Pacific Electric abandoned its right-of-way in 1961 (Sanborn Map Company 1921c:Sheet 1932; Railway Preservation N.D.). LAHD "rebuilt [the new line] to accommodate trolley operations with traditional 600-volt DC overhead trolly wire" and constructed four stations: the Cruise Center, Downtown, Ports O' Call, and Marina stations. During this period, freight trains still occasionally operated in the West Harbor (Railway Preservation N.D.). LAHD terminated red car–line operations in 2015 due to waterfront development, and subsequently removed the trolley's overhead wire and sections of the tract north of the Project study area (Littlejohn 2015; Walton 2015).

Chapter 6
Evaluation

6.1 Consensus on Evaluations

On July 6 and July 10, 2023, Margaret Roderick, Millie Mujica, and Tim Yates, Ph.D., professionally qualified architectural historians, reviewed the research to establish this report's architectural findings.

6.2 266–270 E. 22nd Street

6.2.1 National Register of Historic Places/California Register of Historic Resources

6.2.1.1 Criterion A/1: Events or Patterns of Events

The resource at 266–270 E. 22nd Street is not associated with significant events nor patterns of events. The 1925 building originally served as a restaurant and has since served many commercial uses. None of the business or uses have had a significant association with the development or growth of the Port or its West Harbor. The building is not associated with SPRR's development of the area, the lumber yards, shipping, nor the 1942 Naval supply depot. As such, the building is ineligible under NRHP/CRHR Criterion A/1.

6.2.1.2 Criterion B/2: Persons

The resource at 266–270 E. 22nd Street does not share any significant associations with the lives of persons important to history. Resources that are eligible under this criterion are typically associated with the productive life of a person. The building is not the home or workplace of any persons who contributed significantly to Port or West Harbor history, nor to commercial development during the early and mid-twentieth centuries. Neither Thompson, who owned the building at the time of its construction, nor any other known subsequent owner or occupant of the building, made important contributions to history. As such, the building is ineligible under NRHP/CRHRC Criterion B/2.

6.2.1.3 Criterion C/3: Architecture

The resource at 266–270 E. 22nd Street is not a significant example of its type, style, or era; it lacks high artistic value, and it is not the work of a master architect, builder, designer, or engineer. The simple, boxy, utilitarian building lacks an architectural style. Its features, such as masonry construction, minimal-to-no setback, and recessed entrance with accompanying recessed windows on the original 270 E. 22nd Street storefront, are common with pre-war commercial properties. The 266 E. 22nd Street additional storefront features ribbon windows and an off-center entrance, contradicting the design of the original storefront. For these reasons, it lacks high artistic value.

C.O. Dodd designed the original building, and the architect of the addition is unknown. Research did not yield any information about Dodd, suggesting that he is not a notable architect. As such, the building is ineligible under NRHP/CRHR Criterion C/3.

6.2.1.4 Criterion D/4: Information Potential

The resource at 266–270 E. 22nd Street has neither yielded nor is likely to yield important information about our past. It is a modest, one-story, rectangular building built in 1925, with a 1925–1934 triangular addition. Its hollow-tile block construction was common and popular in the first half of the twentieth century, thus it does not have the potential to yield important information regarding the construction or engineering materials, methods, or technologies used between 1925 and 1934. As such, the building is ineligible under NRHP/CRHR Criterion D/4.

6.2.2 Los Angeles Historic-Cultural Monument

6.2.2.1 Broad Patterns of Events

The resource at 266–270 E. 22nd Street is not associated with broad patterns of events. The 1925 building originally served as a restaurant and has since served many commercial uses. None of the business or uses have had a significant association with the development or growth of the Port or its West Harbor. The building is not associated with SPRR's development of the area, the lumber yards, shipping, nor the 1942 Naval supply depot. As such, the building is ineligible under this criterion.

6.2.2.2 Persons

The resource at 266–270 E. 22nd Street does not share any significant associations with the lives of persons important to history. Resources that are eligible under this criterion are typically associated with the productive life of a person. The building is not the home or workplace of any persons who contributed significantly to Port and West Harbor history, nor to commercial development during the early and mid-twentieth Centuries. Neither Thompson, who owned the building at the time of its construction, nor any other known subsequent owner or occupant of the building made important contributions to history. As such, the building is ineligible under this criterion.

6.2.2.3 Architecture

The resource at 266–270 E. 22nd Street does not embody the distinguishing characteristics of pre–World War II commercial buildings. Although it has some character-defining features of the type, such as masonry construction, minimal-to-no setback, and a recessed entrance with accompanying recessed windows on the original 270 E. 22nd Street storefront, it lacks large, symmetrical display windows and transom windows. The 266 E. 22nd Street additional storefront features ribbon windows and an off-center entrance, contradicting the design of the original storefront. In addition, the building lacks a distinctive architectural style. As such, the building is ineligible under this criterion.

6.2.2.4 Work of a Master Practitioner

The resource at 266–270 E. 22nd Street does not represent the notable work of a master builder, designer, nor architect whose genius influenced their age. The original building was designed by

C.O. Dodd. Research did not yield any information about C.O. Dodd, his work, nor his influence on others, suggesting that he was not a master. As such, the building is ineligible under this criterion.

6.3 264 E. 22nd Street

6.3.1 National Register of Historic Places/California Register of Historic Resources

6.3.1.1 Criterion A/1: Events or Patterns of Events

The resource at 264 E. 22nd Street is not associated with significant events or patterns of events. Built in 1935, the building originally provided restaurant space on the first story and living space on the second story. None of the business, uses, or tenants have had a significant association with the development or growth of the Port or its West Harbor. The building is not associated with SPRR's development of the area, the lumber yards, shipping, nor the 1942 Naval supply depot. Both residential and commercial uses have existed on the second story. As such, the building is ineligible under NRHP/CRHRC Criterion A/1.

6.3.1.2 Criterion B/2: Persons

The resource at 264 E. 22nd Street does not share any significant associations with the lives of persons important to history. Properties that are eligible under this criterion are typically associated with the productive life of a person. The building was not the home nor workplace of any persons who contributed significantly to Port and West Harbor history, nor to commercial development during the early and mid-twentieth Centuries. Research did not generate any evidence that Frank R. Hardy, who owned the building at the time of its construction, nor any other known subsequent owner or occupant of the building, made important contributions to history. As such, the building is ineligible under NRHP/CRHRC Criterion B/2.

6.3.1.3 Criterion C/3: Architecture

The resource at 264 E. 22nd Street is not a significant example of its type, style, or era; it lacks high artistic value, and is not the work of a master architect, builder, designer, nor engineer. It features some character-defining features of Moderne architecture, such as a flat roof and parapet, smooth-stucco wall surfaces, windows arranged in vertical recessed bays, and pilasters that extend above the roofline. However, the building is a simple example that lacks key features, such as symmetrical elevations, recessed and emphasized entrances, low-relief panels set adjacent to fenestration, and modest embellishments, such as cornice lines. For these reasons, the building lacks high artistic value. William F. Durr designed the building; although a few mentions in San Pedro newspapers during the 1930s suggest that Durr was a working local architect during this time, research did not reveal him to be a master architect. As such, the building is ineligible under NRHP/CRHR Criterion C/3.

6.3.1.4 Criterion D/4: Information Potential

The resource at 264 E. 22nd Street has neither yielded nor is it likely to yield important information about our past. It is a rectangular, two-story, wood-frame building constructed in 1935, and it lacks

the potential to yield important information regarding the construction or engineering materials, methods, or technologies used in the 1930s. As such, the building is ineligible under NRHP/CRHR Criterion D/4.

6.3.2 Los Angeles Historic-Cultural Monument

6.3.2.1 Broad Patterns of Events

The resource at 264 E. 22nd Street is not associated with broad patterns of events. Built in 1935, the building originally provided restaurant space on the first story and living space on the second story. None of the businesses, uses, nor tenants have had a significant association with the development or growth of the Port or its West Harbor. The building is not associated with SPRR's development of the area, the lumber yards, shipping, nor the 1942 Naval supply depot. As such, the building is ineligible under this criterion.

6.3.2.2 Persons

The resource at 264 E. 22nd Street does not share any significant associations with the lives of persons important to history. Properties that are eligible under this criterion are typically associated with the productive life of a person. The building was not the home nor workplace of any persons who contributed significantly to Port or West Harbor history or to commercial development during the early and mid-twentieth centuries. Research did not generate any evidence that Frank R. Hardy, who owned the building at the time of its construction, nor any other known subsequent owner or occupant of the building, made important contributions to history. As such, the building is ineligible under this criterion.

6.3.2.3 Architecture

The resource at 264 E. 22nd Street does not embody the distinguishing characteristics of a Moderne building. Although it features some character-defining features of the style, such as a flat roof and parapet, smooth-stucco wall surfaces, windows arranged in vertical recessed bays, and pilasters that extend above the roofline, the building is a simple example that lacks key features, such as symmetrical elevations, emphasized recessed entrances, low-relief panels set adjacent to fenestration, or modest embellishments, such as cornice lines. As such, the building is ineligible under this criterion.

6.3.2.4 Work of a Master Practitioner

The resource at 264 E. 22nd Street does not represent the notable work of a master builder, designer, nor architect whose genius influenced their age. William F. Durr designed the building. Although a few mentions in San Pedro newspapers during the 1930s suggest that Durr was a local architect during that time, research did not indicate that the building is representative of his work nor reveal him to be a master or notable architect. As such, the building is ineligible under this criterion.

6.4 Former Southern Pacific Railroad/San Pedro Waterfront Red Car Line

The Port's former SPRR/San Pedro Waterfront Red Car Line is an altered remnant of railroad track. The track is no longer connected to the larger network and can no longer be used for freight or passenger rail services. Additional spur lines associated with the study area's original track have also been removed. As a result of the demolition of associated industrial and warehouse properties in the vicinity, the existing track lacks a direct association with its original function and context.

The resource is ineligible for the NRHP or CRHR under all criteria. Under NRHP/CRHR Criterion A/1: Events or Patterns of Events, the resource lacks an association with significant national, state, or local events associated with railroad transportation, the Port, or San Pedro. Under NRHP/CRHR Criterion B/2, a resource must be the workplace or residence of a person during their productive years; historically functioning as railroad spur track, the resource cannot be significant under this criteria. Under NRHP/CRHR Criterion C/3: Architecture, the resource is not a good example of its type or era—it lacks high artistic value and is not the work of a master. The track is set at-grade and lacks a raised ballast, difficult inclines or terrain, or innovative bridges. As an altered remnant, it has the most potential for significance under NRHP/CRHR Criterion D/4: Information Potential. However, it is also ineligible for this criteria because railroad track, including spur lines associated with ports across the United States, is commonplace, and numerous sources, including maps, historic photographs, and primary and secondary written sources, provide ample information on railroad track. As such, the resource is not unique nor able to provide singular information not evident in other sources.

The resource also does not meet the Los Angeles HCM requirements. As discussed above, the resource lacks an association with important aspects of cultural, political, economic, or social history, such as railroad transportation, the Port, or San Pedro. It is not identified with historic personages nor important events, it does not embody the distinguishing characteristics of a property type, architectural style, nor construction methods, and it does not represent the notable work of a master practitioner.

In conclusion, the former SPRR/San Pedro Waterfront Red Car Line is ineligible for NRHP/CRHR-listing or as a local HCM under all criteria.

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Chapter 7
Conclusions and Recommendations

This chapter provides separate archaeological and architectural findings and conclusions.

7.1 Archaeology

Good-faith, reasonable efforts were made to identify archaeological resources in the Project study area through review of the 2019 Port-wide cultural resources records search, archival research, an archaeological pedestrian survey, and outreach to Native American tribal representatives. No archaeological resources were identified as a result of the records search, research, SLF, or through the archaeological survey.

The Project study area is a highly urban/industrialized environment, with most of the ground surface covered by development, paving, hardscape, and ornamental landscaping. Beneath this development, the Project area lies on imported artificial fill underlain by marine Quaternary unconsolidated shelf sediments with low potential for buried prehistoric archaeological deposits. Where construction-related ground disturbance would occur, the potential for historic-period archaeological resources is low. Considering the amount of development in the Project study area, the potential for unanticipated discoveries of intact archaeological resources during Project construction and operation is low. However, there is always the possibility that intact archaeological resources are present beneath the ground surface. In accordance with the 2009 San Pedro Waterfront EIS/EIR, it is recommended that, in the event of an unanticipated archaeological discovery, Mitigation Measure **MM-CUL-4** be followed.

7.2 Architectural

In this report, ICF re-evaluated the buildings at 264 E. 22nd Street and 270 E. 22nd Street and newly evaluated the former SPRR/San Pedro Waterfront Red Car Line. Table 7-1 provides a list of all buildings and structures identified in this report, and their eligibility status.

Table 7-1. Summary of this Evaluation's Findings of Eligibility

Resource Name	Period of Significance	Status
264 E. 22nd Street	N/A	NRHP, CRHR, and locally **ineligible**
266–270 E. 22nd Street	N/A	NRHP, CRHR, and locally **ineligible**
Former Southern Pacific Railroad/San Pedro Waterfront Red Car Line	N/A	NRHP, CRHR, and locally **ineligible**

CRHR = California Register of Historic Resources; NRHP = National Register of Historic Places.

The three resources do not otherwise meet the requirements to qualify as historical resources pursuant to CEQA. Therefore, there are no historical resources present in the Project study area that require mitigation.

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Chapter 8
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Appendix A

DPR Forms

State of California – The Resources Agency	Primary #:	P-19-190918
DEPARTMENT OF PARKS AND RECREATION	HRI #:	
PRIMARY RECORD	Trinomial:	
	NRHP Status Code:	6Z
Other Listings:		
Review Code:	Reviewer:	Date:

Page 1 of 9 ***Resource Name or #:** 264 E. 22nd Street

P1. Other Identifier: Pacific Performance Racing Shop

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles

***b. USGS 7.5′ Quad:** San Pedro **Date:** 1951 **T:** 5S **R:** 13W

¼ of Sec N/A **B.M.** N/A

c. Address: 264 E. 22nd Street **City:** San Pedro **Zip:** 90731

d. UTM: 11S; 381847.92 mE/ 3732625.19 mN

e. Other Locational Data (e.g., parcel #, directions to resource, elevation, etc., as appropriate)**:**

Northwest corner of 22nd Street and Harbor Boulevard intersection.

***P3a. Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)**:**

The utilitarian commercial building located at 264 E. 22nd Street displays modest Moderne elements. The building rises two stories tall and features a rectangular floor plan. Wall construction consists of concrete block clad in stucco. Fenestration consists of original wood-frame fixed windows and non-original aluminum-frame fixed and sliding windows; metal security doors obscure slab doors. Asphalt and exposed dirt is to the west and north of the building. See continuation sheet.

***P3b. Resource Attributes** (List attributes and codes)**:** HP6. 1-3 story commercial building

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo (View, date, accession #)**:**
(Figure 1) Primary elevation, view north. ICF, 2023.

***P6. Date Constructed/Age and Sources:**
1935; City of Los Angeles Department of Building and Safety (Permit No. 6888)

☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
Los Angeles Harbor Department
425 S. Palos Verdes Street
Los Angeles, CA 90731

***P8. Recorded By** (Name, affiliation, and address)**:**
Millie Mujica, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

***P9. Date Recorded:** May 31, 2023

***P10. Survey Type:** Intensive-level survey

***P11. Report Citation** (Cite survey report and other sources, or enter "none."):

ICF. 2023. *Cultural Resource Assessment for the 208 E. 22nd Street Parking Lot Improvements Project, Port of Los Angeles, Los Angeles, California.* Prepared for the Los Angeles Harbor Department. September.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): N/A

B1. Historic Name: N/A
B2. Common Name: 264 E. 22nd Street; Pacific Performance Racing
B3. Original Use: Restaurant **B4. Present Use:** Auto Parts Store
***B5. Architectural Style:** None
***B6. Construction History:** See B10. Significance, Site History.
***B7. Moved?** ☐ Yes ☒ No ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8: Related Features:** N/A
B9a. Architect: William F. Durr **B9b. Builder:** C.G. Cranford
***B10. Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity):

HISTORIC CONTEXT

WEST HARBOR

The West Harbor consists of Port of Los Angeles facilities west of the Main Channel, south of San Pedro, and east of Point Fermin. Although sometimes mired in controversy and conflict, harbor and railroad development during the first decade of the twentieth century came together to lay the basis for economic growth in the West Harbor portion of the Port. After 1900, the SPRR extended its harbor infrastructure to new dockage created at Timm's Point on the western side of the Main Channel. There, the 1,800-foot SPRR Slip and associated mole pier provided space for numerous lumber warehouses and docking space for lumber-shipping steamers (Silka 1993:62). See continuation sheet.

B11. Additional Resource Attributes (*List attributes and codes*): N/A

***B12. References:**
See continuation sheet.

B13. Remarks:
N/A

***B14. Evaluator:** Millie Mujica, ICF
***Date of Evaluation:** September 25, 2023
(This space is reserved for official comments)

P3a. Description, Continued.

The south (primary) elevation, which has three bays separated by narrow pilasters, abuts the sidewalk. On the first story, the main entrance punctuates the east bay and consists of a wood-frame glass door with embedded metal security bars. The center and west bays each feature a single fixed window with interior metal security bars. A non-original full-width awning hangs over the first story. The symmetrical second story features a non-original metal fixed window on the center bay and metal sliding windows on each of the flanking bays. A painted sign reads: "Pacific Performance Racing: The Harbor Area's Finest Speed Shop, Est. 1994" above the awning.

On the first story of the asymmetrical west elevation, a side entrance hidden behind a metal security door sits at the south corner. Moving north, a small, raised, non-original vinyl sliding window in an altered opening with security bars pierces the elevation near the center. Three small, wooden casement windows with projecting sills sit at the north corner, two with exterior metal security bars, followed by a wooden hung window with security bars and a non-operational slab door. An exterior wooden staircase with an L-shaped railing provides access to the second story, which features an additional entrance hidden behind a metal security door near the center. Two non-original metal sliding windows, one large and one small, pierce the elevation north of the entrance. Two non-original metal frame sliding windows sit south of the entrance, one beside the entrance with exterior security metal bars and one at the south corner.

The asymmetrical north (rear) elevation features a small, one-story, wooden plank–clad addition connecting to the northeast corner of the elevation. A half-size concrete-block wall abuts the north elevation of the addition, and a single, wood-slab door sits on the west elevation of the addition. The remainder of the first story has a single, wood-slab door and a steel hung window with metal security bars tucked under an exterior wooden staircase with an L-shaped railing leading up to the second story. The receded second story-entry is not visible from the right-of-way. A picture window punctures the elevation to the west, but its operational flanking sashes appear to be missing.

The east (side) elevation is not visible because it abuts 266–270 E. 22nd Street.

B10. Significance, continued

By 1907, Randolph H. Miner's Outer Harbor Dock and Wharf Company had begun reclamation efforts to reshape the area west of the SPRR Slip, with the Union Oil Company maintaining a major financial interest in the land reclaimed by Miner's company. As one local historian notes, "these fills created acreage that today extends from the base of the bluff below Crescent Avenue and borders East and West Channels and Watchorn Basin" (*Los Angeles Times* 1907:V14; Silka 1993:62, quoted). Around this time, the SPRR undertook construction of multiple rail lines and a freight yard north of its slip, whereas private interests constructed electric railway lines nearer to the Main Channel that would become part of the Pacific Electric Railway system (Dumke 1940:141–143). In anticipation of the opening of the Panama Canal, the Los Angeles Board of Harbor Commissioners arranged for construction of a new dredge-and-fill wharf to the south of the SPRR Slip, and the Port completed the 60-acre Municipal Pier No. 1 in 1914 (ESA 2011:14). The construction of Municipal Pier No. 1 created the West Harbor's East Channel.

In 1914, the federal government established Fort MacArthur, a coastal artillery defense installation at Point Fermin that included an Upper and a Lower Reservation, the latter located east of Pacific Avenue, near the far-western portion of the harbor (Silka 1993:66). During World War I, Fort MacArthur served as a soldier training center (Silka 1993:68). After the war, harbor improvements undertaken in the mid-1920s included "extensive dredging operations" that "improved the West Basin and widened the entrance channel to 1,000 feet" (Silka 1993:75). Much of the land reclaimed by the Outer Harbor Dock and Wharf Company prior to World War I remained vacant until World War II. With the creation of the Naval Supply Depot at the harbor in 1942, the U.S. Navy initiated construction of new warehouses on that reclaimed land to the east

and north of the West Channel. Following the war, after the U.S. Navy vacated the Supply Depot, a private firm took over management of those warehouses (Jones & Stokes 2002:12–13).

With the return of peace and the demilitarization of the harbor, the last undeveloped portion of the West Harbor, the area north of the West Channel and below the bluff line, became the site of a petroleum tank farm (Silka 1993:107). This is now the site of the 22nd Street Park. In 1950, the San Pedro Municipal Wholesale Fish Market opened for business in a new, two-story Mission Revival–style building constructed just south of the entrance to the SPRR Slip (Weaver 2007; *Los Angeles Times* 1950a:20). In 1976, the federal government designated Fort MacArthur as surplus property and transferred the Lower Reservation to LAHD (Silka 1993:103). LAHD transformed the West Channel area into the West Channel Cabrillo Beach Recreational Complex, which included the Fort MacArthur Lower Reservation, as well as the Cabrillo Marina, completed in 1986. Facilities established as part of the complex's development included the Cabrillo Beach Yacht Club and Cabrillo Landing, the Boy Scouts' Youth Waterfront Sports Center Complex, and a 250-room hotel (Silka 1993:132–133).

ONE-PART COMMERCIAL BLOCK (1900-1970)

The one-part commercial block typically developed in emerging residential neighborhoods and commercial districts during the early to mid-1900s. Character-defining features include single-story, simple-box buildings constructed of masonry or wood, with limited façade ornamentation and full use of the parcel, with little-to-no setback from the sidewalk. Symmetrically composed with large display windows typically flanking a pedestrian entrance, some examples featured recessed entrances accompanied by additional windows in order to maximize visibility of interior goods to passersby. Transom windows and a parapet often surmounted the entrance program in order to provide additional natural lighting and a space for signage (Longstreth 2000:54; Moore 2011:3–4). These commercial blocks were also designed as stop-gaps with the long-term aim of replacing them with larger, more-profitable buildings in the future (Longstreth 2000:54–55).

MODERNE (1935-1959)

Moderne architecture is a broad category that includes various modernistic and modern substyles popular between the 1920s and 1950s (van de Lemme 1986:8). The Moderne substyles evolved from Art Deco in the 1920s to Streamline Moderne and Public Works Administration (PWA)/Works Progress Administration (WPA) Moderne in the 1930s and 1940s to Late Moderne's beginnings in the late 1930s through the 1950s (Sennott 2004:69). Art Deco derives its name from Paris's 1925 *Exposition Internationale des Arts Décoratifs et Industriels Modernes* (*The International Exhibition of Modern Decorative and Industrial Arts*; van de Lemme 1986:8–11). Exposition organizers required that all entries reflect modern designs. Designers responded by looking to avant-garde trends, such as Art Nouveau, Bauhaus, and Cubism, and integrated those styles with the Arts and Crafts movement. The outcome, Art Deco, enlivened simplified Classical forms with dynamic shapes, surfaces, and angles that expressed the energy and movement of the Jazz Age (Fullerton Heritage 2020). Moderne architecture paralleled the rise and popularity of the more-austere modernism of the International Style. Although both styles featured angular, geometric massing, architects and designers embellished Moderne buildings. Art Deco, or "Zig-Zag," buildings had vertical emphasis and made use of bold, repetitive geometric forms and decorative motifs. Rather than presenting a flat plane, façades often step backward and forward to create visual rhythm and feature vertical projections above roof lines (van de Lemme 1986:8–11, 16–23).

The Streamline Moderne substyle, distinguished by its horizontal emphasis and an aesthetic that suggested movement, evoked associations with aerodynamically designed transportation technologies, such as automobiles, trains, ships, and airplanes. Curved elements and teardrop forms are common to the style, but Streamline Moderne buildings always feature horizontal bands or ribbons of steel-framed windows; some even include glass-block or nautical portal windows to emphasize the style's association with aerodynamics and transportation (Gebhard and von Breton 1975:4; Sennott 2004:69).

PWA/WPA Moderne building styles are simplified versions of Art Deco combined with classical styles, such as Beaux-Arts, and are commonly found in government, institutional, and utility buildings and structures during the Great Depression (1929–1939) (City of Los Angeles 2021:79). Elements of classical influence are present in the massing, plans, and symmetry of PWA/WPA buildings. Many feature boxy massing, primarily rectangular geometric plans, and symmetrical elevations. They also feature smooth exterior surfaces with classical detailing, such as flat or fluted pilasters and cornice lines, and low-relief sculpture is often found in panels above doors and near windows. These elements, complied in a modern way, using modern visual design, formed monumental, austere buildings and structures with minimal embellishment (City of Los Angeles 2021:80). To incorporate the verticality of Art Deco design, PWA/WPA Moderne buildings included vertical windows placed at regular intervals across elevations, pilasters and fluted elements, and geometric grilles (City of Los Angeles 2021:89).

Late Moderne buildings have an emphasis on angularity, use stack-bond brick, and feature bezels surrounding windows—a leading feature distinguishing this substyle (Christopher A. Joseph & Associates 2009:13). Examples include both symmetrical and asymmetrical façades, both with entry pylons. Moreover, bezels may be found around doorways or can continue, horizontally, to wrap around to other elevations. Landscape features, such as built-in planters, are also common in Late Moderne buildings.

SITE HISTORY

In 1935, Frank R. Hardy filed a permit for construction of a two-story restaurant and living space at 264 E. 22nd Street. Measuring 21 feet by 63 feet, the restaurant had a cement foundation, a frame structure, a stucco exterior, and a composition roof (City of Los Angeles 1935b). The permit listed William F. Durr as the architect of the project, and C. G. Cranford as the contractor. Durr, a San Pedro-based architect, designed several buildings in the area, including many at the Port of Los Angeles (*San Pedro News-Pilot* 1920:13; Marsak 2019). Research yielded no further information about William F. Durr, except for a few mentions in the newspaper regarding building permits and plans for new construction around the City of San Pedro. Although this indicates that he worked as an architect in San Pedro in the 1930s, research did not reveal any additional information about William F. Durr or his career.

In 1954, then-owner Navy Café filed a permit for installation of an electric sign at 264 E. 22nd Street. The 2-foot by 12-foot electric sign was wall mounted and constructed of iron (City of Los Angeles 1954). The permit listed Cottom and Bardwell as the contractors. In 1960, owner Victor Peetris filed a permit for the enlargement of the second-story dwelling to the same size as the first-story restaurant (City of Los Angeles 1960). The work included adding new northern and eastern walls and a new roof. In 1969, owner George Peetris filed a permit to replace two windows and one door due to termite damage (City of Los Angeles 1969). Sol C. Provence was listed as the contractor. A decade later, in 1980, owner E. Pettris filed a permit to convert a retail store within 264 E. 22nd Street to a pottery store and sandwich shop (City of Los Angeles 1980).

Occupants of 264 E. 22nd Street included Victor Peetris (1940–1941), Navy Café (1954–1965), George and Elizabeth Peetris (1967), Viking Enterprises (1971) owned by Peter O. Skyving, the Port Gallery (1976–1981), the Port Pottery (1976), and American Folk (1982–1983), at least for the suggested years (*San Pedro News-Pilot* 1940:2, 1941:1, 1965:13, 1971c:12, 1976a:11, 1976b:19, 1981:51, 1983:6; Palmer 1976:3; *Los Angeles Times* 1967:99). The Port Gallery (1976–1981) was an artist's colony that Randy Gomez and Martin Matich, artists and natives of San Pedro, formed to bring together local artists in a creative and collaborative collective. Gomez named his ground-level shop Port Pottery, and Matich named his second-story business The Port Gallery (*San Pedro News-Pilot* 1976a:3).

EVALUATION

NATIONAL REGISTER OF HISTORIC PLACES/CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The resource at 264 E. 22nd Street is not associated with significant events or patterns of events. Built in 1935, the building originally provided restaurant space on the first story and living space on the second story. None of the business, uses, or tenants have had a significant association with the development or growth of the Port or its West Harbor. The building is not associated with SPRR's development of the area, the lumber yards, shipping, nor the 1942 Naval supply depot. Both residential and commercial uses have existed on the second story. As such, the building is ineligible under NRHP/CRHRC Criterion A/1.

The resource at 264 E. 22nd Street does not share any significant associations with the lives of persons important to history. Properties that are eligible under this criterion are typically associated with the productive life of a person. The building was not the home nor workplace of any persons who contributed significantly to Port and West Harbor history, nor to commercial development during the early and mid-twentieth Centuries. Research did not generate any evidence that Frank R. Hardy, who owned the building at the time of its construction, nor any other known subsequent owner or occupant of the building, made important contributions to history. As such, the building is ineligible under NRHP/CRHRC Criterion B/2.

The resource at 264 E. 22nd Street is not a significant example of its type, style, or era; it lacks high artistic value, and is not the work of a master architect, builder, designer, nor engineer. It features some character-defining features of Moderne architecture, such as a flat roof and parapet, smooth-stucco wall surfaces, windows arranged in vertical recessed bays, and pilasters that extend above the roofline. However, the building is a simple example that lacks key features, such as symmetrical elevations, recessed and emphasized entrances, low-relief panels set adjacent to fenestration, and modest embellishments, such as cornice lines. For these reasons, the building lacks high artistic value. William F. Durr designed the building; although a few mentions in San Pedro newspapers during the 1930s suggest that Durr was a working local architect during this time, research did not reveal him to be a master architect. As such, the building is ineligible under NRHP/CRHR Criterion C/3.

The resource at 264 E. 22nd Street has neither yielded nor is it likely to yield important information about our past. It is a rectangular, two-story, wood-frame building constructed in 1935, and it lacks the potential to yield important information regarding the construction or engineering materials, methods, or technologies used in the 1930s. As such, the building is ineligible under NRHP/CRHR Criterion D/4.

HISTORIC-CULTURAL MONUMNET

The resource at 264 E. 22nd Street is not associated with broad patterns of events. Built in 1935, the building originally provided restaurant space on the first story and living space on the second story. None of the businesses, uses, nor tenants have had a significant association with the development or growth of the Port or its West Harbor. The building is not associated with SPRR's development of the area, the lumber yards, shipping, nor the 1942 Naval supply depot. As such, the building is ineligible under this criterion.

The resource at 264 E. 22nd Street does not share any significant associations with the lives of persons important to history. Properties that are eligible under this criterion are typically associated with the productive life of a person. The building was not the home nor workplace of any persons who contributed significantly to Port or West Harbor history or to commercial development during the early and mid-twentieth centuries. Research did not generate any evidence that Frank R. Hardy, who owned the building at the time of its construction, nor any other known subsequent owner or occupant of the building, made important contributions to history. As such, the building is ineligible under this criterion.

The resource at 264 E. 22nd Street does not embody the distinguishing characteristics of a Moderne building. Although it features some character-defining features of the style, such as a flat roof and parapet, smooth-stucco wall surfaces, windows arranged in vertical recessed bays, and pilasters that extend above the roofline, the building is a simple example that lacks key features, such as symmetrical elevations, emphasized recessed entrances, low-relief panels set adjacent to fenestration, or modest embellishments, such as cornice lines. As such, the building is ineligible under this criterion.

The resource at 264 E. 22nd Street does not represent the notable work of a master builder, designer, nor architect whose genius influenced their age. William F. Durr designed the building. Although a few mentions in San Pedro newspapers during the 1930s suggest that Durr was a local architect during that time, research did not indicate that the building is representative of his work nor reveal him to be a master or notable architect. As such, the building is ineligible under this criterion.

B12. References, continued

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P5a. Photos, continued.

Figure 2: 264 22nd Street, west (side) elevation, view east. ICF 2023.

Figure 3: 264 22nd Street, north (rear) elevation, view south. ICF 2023.

State of California – The Resources Agency	Primary #:	P-19-190918
DEPARTMENT OF PARKS AND RECREATION	HRI #:	
PRIMARY RECORD	Trinomial:	
	NRHP Status Code:	6Z
Other Listings:		
Review Code:	Reviewer:	Date:

Page 1 of 9 ***Resource Name or #:** 266–270 E. 22nd Street

P1. Other Identifier: R.S. Marine Engine Services/California Yacht Service

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles

***b. USGS 7.5′ Quad:** San Pedro **Date:** 1951 **T:** 5S **R:** 13W

¼ of Sec N/A **B.M.** N/A

c. Address: 270 E. 22nd Street **City:** San Pedro **Zip:** 90731

d. UTM: 11S; 381857.24 mE/ 3732624.54 mN

e. Other Locational Data (e.g., parcel #, directions to resource, elevation, etc., as appropriate)**:**

Northwest corner of 22nd Street and Harbor Boulevard intersection.

***P3a. Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)**:**

The utilitarian commercial building located at 266–270 E. 22nd Street lacks an architectural style. Two one-story adjoining volumes forms the building, with a triangular volume (an addition) abutting a rectangular volume. Wall construction consists of concrete block clad in stucco. Fenestration consists of industrial metal doors, metal-framed glass doors, steel windows, some with narrow transoms, and wood casement windows. See continuation sheet.

***P3b. Resource Attributes** (List attributes and codes)**:** HP6. 1–3 story commercial building

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo (View, date, accession #)**:**
(Figure 1) Primary elevation, view north. ICF 2023.

***P6. Date Constructed/Age and Sources:**
1925; City of Los Angeles Department of Building and Safety (Permit No. 15571)

☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
Los Angeles Harbor Department
425 S. Palos Verdes Street
Los Angeles, CA 90731

***P8. Recorded By** (Name, affiliation, and address)**:**
Millie Mujica, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

***P9. Date Recorded:** May 31, 2023

***P10. Survey Type:** Intensive-level survey

***P11. Report Citation** (Cite survey report and other sources, or enter "none."):

ICF. 2023. *Cultural Resource Assessment for the 208 E. 22nd Street Parking Lot Improvements Project, Port of Los Angeles, Los Angeles, California.* Prepared for the Los Angeles Harbor Department. September.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): N/A

B1. Historic Name: N/A
B2. Common Name: 266–270 E. 22nd Street; Marine and Yacht Services
B3. Original Use: Restaurant **B4. Present Use:** Boat Repair Shop
***B5. Architectural Style:** None
***B6. Construction History:** See B10. Significance, Site History.
***B7. Moved?** ☐ Yes ☒ No ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:** N/A
B9a. Architect: C.O. Dodd **B9b. Builder:** N/A
***B10. Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity):

HISTORIC CONTEXT
WEST HARBOR

The West Harbor consists of Port of Los Angeles facilities west of the Main Channel, south of San Pedro, and east of Point Fermin. Although sometimes mired in controversy and conflict, harbor and railroad development during the first decade of the twentieth century came together to lay the basis for economic growth in the West Harbor portion of the Port. After 1900, the SPRR extended its harbor infrastructure to new dockage created at Timm's Point on the western side of the Main Channel. There, the 1,800-foot SPRR Slip and associated mole pier provided space for numerous lumber warehouses and docking space for lumber-shipping steamers (Silka 1993:62). See continuation sheet.

B11. Additional Resource Attributes (*List attributes and codes*): N/A

***B12. References:**
See continuation sheet.

B13. Remarks:
N/A

***B14. Evaluator:** Millie Mujica, ICF
***Date of Evaluation:** September 25, 2023
(This space is reserved for official comments)

P3a. Description, Continued.

Two connecting storefronts comprise the south (primary) elevation. The eastern storefront predates the western one, which is an addition. The eastern storefront features a centered, recessed entrance, composed of double, metal-framed glass doors. Slightly receded wall sections with fixed steel storefront windows of varying sizes flank the entrance. A sign reads, "California Yacht Service," accompanied by a phone number, and covers the eastern window. The western storefront has a metal-framed glass door entrance at the eastern corner. A ribbon window featuring six fixed sashes extends along the western side of the elevation. Small wall vents puncture each end of the volume, near the roofline.

The asymmetrical east side elevation has three wide, fixed windows surmounted by short transoms to the south and two small, recessed casement windows to the north. Metal wall vents sit above windows at each end of the elevation.

The symmetrical north (rear) elevation features a receded industrial metal door at center, flanked on each side by square metal fixed windows with thick, shallow sills. Plywood covers the eastern window, which features a hopper transom window above.

The west elevation is not visible because it abuts 264 E. 22nd Street.

The interiors of both storefronts connect via a door near the southern end. The east store's interior includes a low ceiling, supported by square, interspersed concrete columns. The floor is unfinished concrete. Several carts, shelves, and worktables filled with parts and inventory line the walls. The western store's ceiling is missing sections, exposing wood beams and the roof's structure, and a temporary metal screen wall separates the front of the store, used for attending customers, from the rear of the store, used for inventory storage.

B10. Significance, continued

By 1907, Randolph H. Miner's Outer Harbor Dock and Wharf Company had begun reclamation efforts to reshape the area west of the SPRR Slip, with the Union Oil Company maintaining a major financial interest in the land reclaimed by Miner's company. As one local historian notes, "these fills created acreage that today extends from the base of the bluff below Crescent Avenue and borders East and West Channels and Watchorn Basin" (*Los Angeles Times* 1907:V14; Silka 1993:62, quoted). Around this time, the SPRR undertook construction of multiple rail lines and a freight yard north of its slip, whereas private interests constructed electric railway lines nearer to the Main Channel that would become part of the Pacific Electric Railway system (Dumke 1940:141–143). In anticipation of the opening of the Panama Canal, the Los Angeles Board of Harbor Commissioners arranged for construction of a new dredge-and-fill wharf to the south of the SPRR Slip, and the Port completed the 60-acre Municipal Pier No. 1 in 1914 (ESA 2011:14). The construction of Municipal Pier No. 1 created the West Harbor's East Channel.

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and north of the West Channel. Following the war, after the U.S. Navy vacated the Supply Depot, a private firm took over management of those warehouses (Jones & Stokes 2002:12–13).

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ONE-PART COMMERCIAL BLOCK (1900-1970)

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SITE HISTORY

On June 3, 1925, the Board of Harbor Commissioners of the City of Los Angeles granted Mrs. Elizabeth Thompson "a lease of certain lands at Los Angeles Harbor" (*Wilmington Press* 1938:4). That same year, Mrs. Thompson filed a permit for construction of a one-story restaurant at 270 E. 22nd Street. Measuring 28 feet by 60 feet, the restaurant had a concrete foundation, a hollow, clay-tile exterior, lath-and-plaster interior walls, cement floors, and a tar-and-gravel roof. Architect C.O. Dodd designed the project (City of Los Angeles 1925), but research yielded no other information on Dodd. A decade later, in 1935, Mrs. Thompson filed a subsequent permit for the installation of two tiled restrooms at the restaurant (City of Los Angeles 1935); the contractors were listed as Jesse and Kopp.

Although the original building permit for the later western volume, sometimes referred to as 266 E. 22nd Street, was not available, subsequent permits indicate that the owner built it between 1925 and 1934. In 1934, the owner, Pacific Jewelry Company, filed a permit for installation of an awning (City of Los Angeles 1934). A couple of years later, in 1936, Pacific Jewelry Company filed an additional permit to move an existing roof sign, seemingly from a former location in Long Beach to the new location at 266 E. 22nd Street (City of Los Angeles 1936). The engineer of the project was listed as Blaine Noics, and the contractor was listed as Electrical Products Corporation.

In 1938, the next owners of the business at 270 E. 22nd Street, Victor Peetric and John Celetos, who ran a café at the subject location, filed a permit for the replacement of windows on one, unspecified side the building (City of Los Angeles 1938). In the mid-1940s, additional changes to the building took place. In 1946, owners John and Nick Mezin, who also ran a café, filed a permit for alterations to the store front; the permit specified that the alterations did not include structural changes (City of Los Angeles 1946).

Occupants included the Ship supply shop (1946–1950), Channel Market and Ship Supply (1963–1965), Chrysler Marine Engines (1967–1971), and R.S. Marine (1971–Present), at least for the suggested years (*San Pedro News-Pilot* 1963:21, 1965:17, 1971a:2, 1971b:29; *Los Angeles Times* 1950b:43)

EVALUATION

NATIONAL REGISTER OF HISTORIC PLACES/CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The resource at 266–270 E. 22nd Street is not associated with significant events nor patterns of events. The 1925 building originally served as a restaurant and has since served many commercial uses. None of the business or uses have had a significant association with the development or growth of the Port or its West Harbor. The building is not associated with SPRR's development of the area, the lumber yards, shipping, nor the 1942 Naval supply depot. As such, the building is ineligible under NRHP/CRHR Criterion A/1.

The resource at 266–270 E. 22nd Street does not share any significant associations with the lives of persons important to history. Resources that are eligible under this criterion are typically associated with the productive life of a person. The building is not the home or workplace of any persons who contributed significantly to Port or West Harbor history, nor to commercial development during the early and mid-twentieth centuries. Neither Thompson, who owned the building at the time of its construction, nor any other known subsequent owner or occupant of the building, made important contributions to history. As such, the building is ineligible under NRHP/CRHRC Criterion B/2.

The resource at 266–270 E. 22nd Street is not a significant example of its type, style, or era; it lacks high artistic value, and it is not the work of a master architect, builder, designer, or engineer. The simple, boxy, utilitarian building lacks an architectural style. Its features, such as masonry construction, minimal-to-no setback, and recessed entrance with accompanying recessed windows on the original 270 E. 22nd Street storefront, are common with pre-war commercial properties. The 266 E. 22nd Street additional storefront features ribbon windows and an off-center entrance, contradicting the design of the original storefront. For these reasons, it lacks high artistic value. C.O. Dodd designed the original building, and the architect of the addition is unknown. Research did not yield any information about Dodd, suggesting that he is not a notable architect. As such, the building is ineligible under NRHP/CRHR Criterion C/3.

The resource at 266–270 E. 22nd Street has neither yielded nor is likely to yield important information about our past. It is a modest, one-story, rectangular building built in 1925, with a 1925–1934 triangular addition. Its hollow-tile block construction was common and popular in the first half of the twentieth century, thus it does not have the potential to yield important information regarding the construction or engineering materials, methods, or technologies used between 1925 and 1934. As such, the building is ineligible under NRHP/CRHR Criterion D/4.

HISTORIC-CULTURAL MONUMNET

The resource at 266–270 E. 22nd Street is not associated with broad patterns of events. The 1925 building originally served as a restaurant and has since served many commercial uses. None of the business or uses have had a significant association with the development or growth of the Port or its West Harbor. The building is not associated with SPRR's development of the area, the lumber yards, shipping, nor the 1942 Naval supply depot. As such, the building is ineligible under this criterion.

The resource at 266–270 E. 22nd Street does not share any significant associations with the lives of persons important to history. Resources that are eligible under this criterion are typically associated with the productive life of a person. The building is not the home or workplace of any persons who contributed significantly to Port and West Harbor history, nor to commercial development during the early and mid-twentieth Centuries. Neither Thompson, who owned the building at the

time of its construction, nor any other known subsequent owner or occupant of the building made important contributions to history. As such, the building is ineligible under this criterion.

The resource at 266–270 E. 22nd Street does not embody the distinguishing characteristics of pre–World War II commercial buildings. Although it has some character-defining features of the type, such as masonry construction, minimal-to-no setback, and a recessed entrance with accompanying recessed windows on the original 270 E. 22nd Street storefront, it lacks large, symmetrical display windows and transom windows. The 266 E. 22nd Street additional storefront features ribbon windows and an off-center entrance, contradicting the design of the original storefront. In addition, the building lacks a distinctive architectural style. As such, the building is ineligible under this criterion.

The resource at 266–270 E. 22nd Street does not represent the notable work of a master builder, designer, nor architect whose genius influenced their age. The original building was designed by C.O. Dodd. Research did not yield any information about C.O. Dodd, his work, nor his influence on others, suggesting that he was not a master. As such, the building is ineligible under this criterion.

B12. References, continued

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P5a. Photos, continued.

Figure 2: 266–270 22nd Street, east (side) elevation, view west. ICF 2023.

Figure 3: 266–270 22nd Street, north (rear) elevation, view southeast. ICF 2023.

Figure 4: Interior of 266 E. 22nd Street/western storefront, view north. ICF 2023.

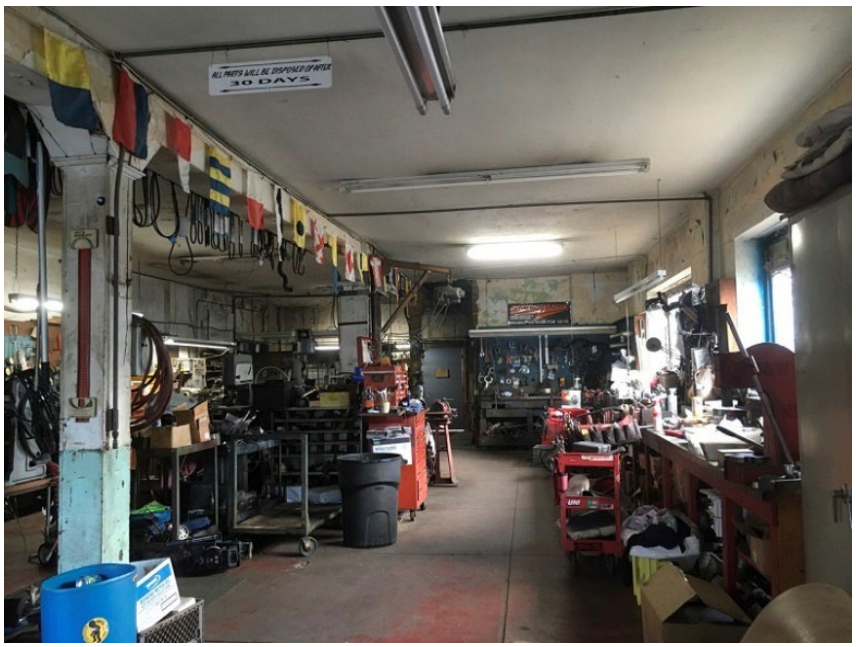

Figure 5: Interior of 270 E. 22nd Street/eastern storefront, view east. ICF 2023.

State of California – The Resources Agency	Primary #:	
DEPARTMENT OF PARKS AND RECREATION	HRI #:	
PRIMARY RECORD	Trinomial:	
	NRHP Status Code:	6Z
Other Listings:		
Review Code:	Reviewer:	Date:

***Resource Name or #:** Former Southern Pacific Railroad/San Pedro Waterfront Red Car Line, Port of Los Angeles

P1. Other Identifier: N/A

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles

***b. USGS 7.5′ Quad:** San Pedro **Date:** 1951 **T:** 5S **R:** 13W

¼ of Sec N/A **B.M.** N/A

c. Address: N/A **City:** Los Angeles **Zip:** 90731

d. UTM: See P3a. Description.

e. Other Locational Data (e.g., parcel #, directions to resource, elevation, etc., as appropriate)**:**

Located on an irregular, triangle-shaped area at the northwestern corner of E. 22nd Street and Harbor Boulevard, this resource is roughly bounded by E. 22nd Street to the south, Harbor Boulevard to the east, and playing fields and Miner Street to the west. The resource is adjacent to Harbor Boulevard and Miner Street, and the spur along Harbor extends south; however, only the segments within the study area are documented herein.

***P3a. Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)**:**

The former Southern Pacific Railroad (SPRR)/San Pedro Waterfront Red Car Line segment in the project study area includes several spur lines extending along the western and eastern sides of the study area. Specifically, the segment extends along Harbor Boulevard to the east, with a spur splitting toward Miner Street, where it terminates at the intersection of Miner Street and E. 22nd Street. The spur line that extends along Harbor Boulevard continues south across 22nd Street, alongside transit sheds. See Continuation Sheet.

***P3b. Resource Attributes** (List attributes and codes)**:** HP17. Railroad Depot; HP39. Other (Railroad) AH7. Roads/Trails/Railroad Grades

***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo (View, date, accession #)**:**

Figure 1: Track located in the northwestern section of the study area showing single line, overgrown, view north (ICF 2023).

***P6. Date Constructed/Age and Sources:**

Early 1900s through 2003 (various sources, see B10. *Significance, Site History*, for more information)

☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**

Los Angeles Harbor Department
425 S. Palos Verdes Street
Los Angeles, CA 90731

***P8. Recorded By** (Name, affiliation, and address)**:**

Peter Pham and Millie Mujica, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

***P9. Date Recorded:** May 31, 2023

***P10. Survey Type:** Intensive Level Survey

***P11. Report Citation** (Cite survey report and other sources, or enter "none."):

ICF. 2023. *Cultural Resource Assessment for the 208 E. 22nd Street Parking Lot Improvements Project, Port of Los Angeles, Los Angeles, California.* Prepared for the Los Angeles Harbor Department. September.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List): N/A

B1. Historic Name: Former Southern Pacific Railroad /San Pedro Waterfront Red Car Line, Port of Los Angeles
B2. Common Name: Red Car Line
B3. Original Use: Freight transportation **B4. Present Use:** None; Abandoned track
***B5. Architectural Style:** N/A
***B6. Construction History:** See B10. Significance, Site History.
***B7. Moved?** ☐ Yes ☒ No ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8: Related Features:** 22nd St. Marina Station (see P3a.)
B9a. Architect: Southern Pacific Railroad Engineers **B9b. Builder:** Southern Pacific Railroad/Los Angeles Harbor Department (alterations)
***B10. Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity):

HISTORIC CONTEXT
WEST HARBOR

The West Harbor consists of Port of Los Angeles facilities west of the Main Channel, south of San Pedro, and east of Point Fermin. Although sometimes mired in controversy and conflict, harbor and railroad development during the first decade of the twentieth century came together to lay the basis for economic growth in the West Harbor portion of the Port. After 1900, the SPRR extended its harbor infrastructure to new dockage created at Timm's Point on the western side of the Main Channel. There, the 1,800-foot SPRR Slip and associated mole pier provided space for numerous lumber warehouses and docking space for lumber-shipping steamers (Silka 1993:62). See continuation sheet.

B11. Additional Resource Attributes (*List attributes and codes*): N/A
***B12. References:** See full-page sketch map (page 3).
See Continuation Sheet.

B13. Remarks:
N/A

***B14. Evaluator:** Margaret Roderick, ICF
***Date of Evaluation:** September 25, 2023

(This space is reserved for official comments)

State of California – The Resources Agency	Primary #:	
DEPARTMENT OF PARKS AND RECREATION	HRI #:	
SKETCH MAP	Trinomial:	

Page 3 of 10 ***Resource Name or #** (Assigned by recorder): Former Southern Pacific Railroad /San Pedro Waterfront Red Car Line, Port of Los Angeles

***Drawn by:** Johnnie Garcia, ICF ***Date of Map** July 19, 2023

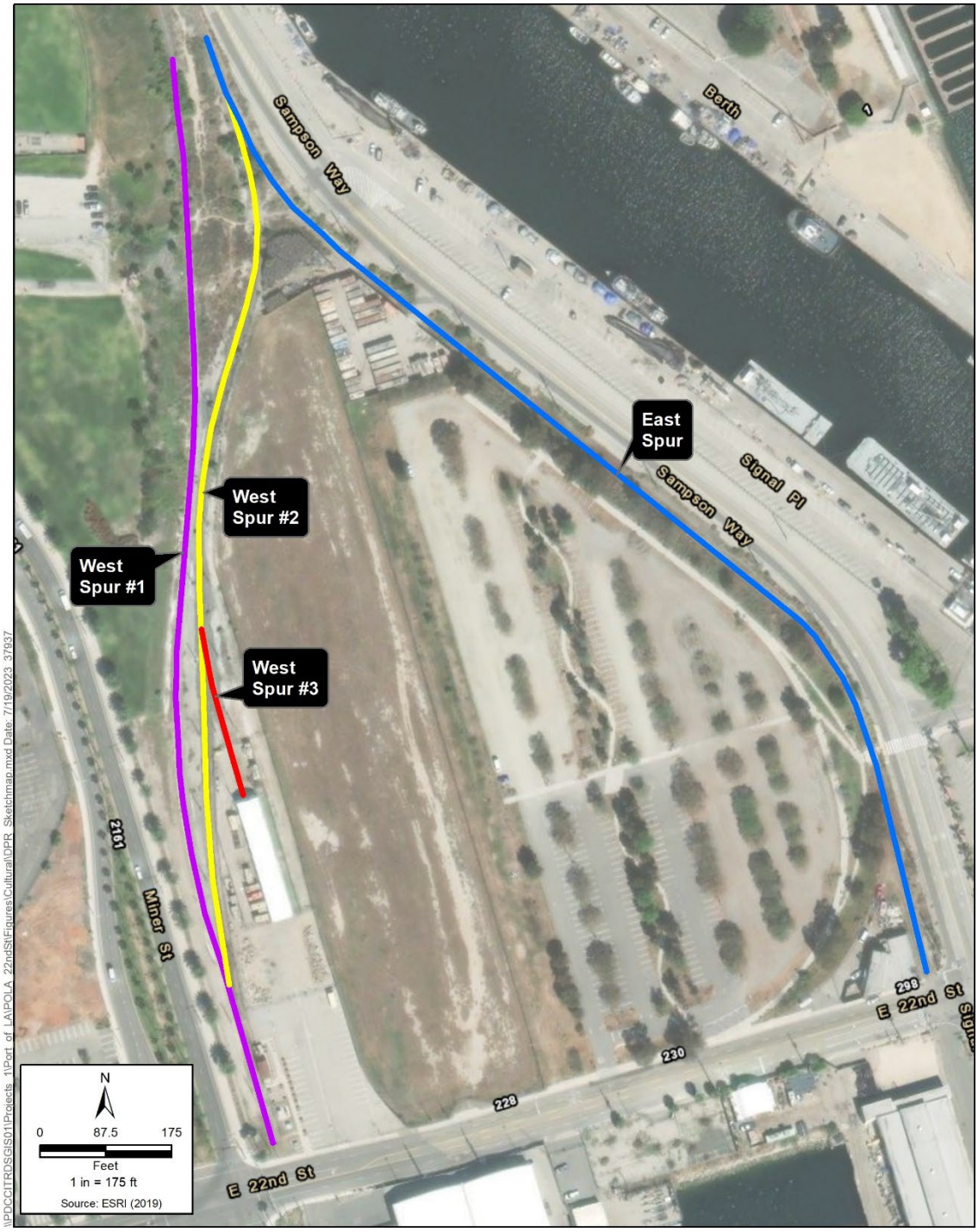

Figure 1: Sketch map showing former Southern Pacific Railroad/San Pedro Waterfront Red Car Line

P3a. Description, Continued.

Three spur lines separate and converge along the western side of the resource, ultimately terminating in a single track near the intersection of E. 22nd Street and Harbor Boulevard. One spur line lies along the eastern side of the resource; others that were originally present have been removed. North of the study area, the track has been completely removed, thus creating a remnant of the larger system that serviced the movement of freight, and later passengers, in the West Harbor, connecting it with San Pedro and Los Angeles.

West Spur #1 UTMs
North: 11S 381560.91 mE/ 3732990.60 mN
South: 11S, 381605.72 mE/ 3732552.32 mN

West Spur #2 UTMs
North: 11S, 381582.19 mE/ 3732978.92 mN
South: 11S, 381585.97 mE/ 3732621.48 mN

West Spur #3 UTMs
North: 11S, 381575.33 mE/ 3732755.92 mN
South: 11S, 381591.86 mE/ 3732695.19 mN

East Spur UTMs
North: 11S, 381574.42 mE/ 3733001.24 mN
South: 11S, 381869.73 mE/ 3732625.54 mN

In the study area, the track measures approximately 5.5-feet wide and is set on wooden beams and a gravel ballast at ground level. Where driveways and pedestrian access points cross it, the track is set at-grade in asphalt or concrete. Where the track terminates near the Miner Street and E. 22nd Street intersection, two wood beams form an X-shaped barrier. A small, red-and-yellow sign signals the end of the track, which is overgrown with weeds.

The former SPRR/San Pedro Waterfront Red Car Line includes the 22nd Street Marina station, which dates to 2003. The station sits on a raised concrete platform accessed by a ramp and short staircase along its eastern side, all accompanied by a metal balustrade. An open, rectangular, side-gabled structure rests atop the platform, accompanied by a front-gabled information kiosk to the north. Two sets of paired posts capped by a cross-beam and brackets support the gabled roof. Red-asphalt shingles cover the medium-pitched roof. A sign hangs from the roof along the western and eastern sides, reading, “22ND ST./Marina,” denoting the station name. The information kiosk features the same overall design as the structure. The station contains bell-shaped lamps.

P3a. Significance , Continued.

HISTORIC CONTEXT

WEST HARBOR

By 1907, Randolph H. Miner’s Outer Harbor Dock and Wharf Company had begun reclamation efforts to reshape the area west of the SPRR Slip, with the Union Oil Company maintaining a major financial interest in the land reclaimed by Miner’s company. As one local historian notes, “these fills created acreage that today extends from the base of the bluff below Crescent Avenue and borders East and West Channels and Watchorn Basin” (*Los Angeles Times* 1907:V14; Silka 1993:62, quoted). Around this time, the SPRR undertook construction of multiple rail lines and a freight yard north of its slip, whereas private interests constructed electric railway lines nearer to the Main Channel that would become part of the Pacific Electric Railway system (Dumke 1940:141–143). In anticipation of the opening of the Panama Canal, the Los

Angeles Board of Harbor Commissioners arranged for construction of a new dredge-and-fill wharf to the south of the SPRR Slip, and the Port completed the 60-acre Municipal Pier No. 1 in 1914 (ESA 2011:14). The construction of Municipal Pier No. 1 created the West Harbor's East Channel.

In 1914, the federal government established Fort MacArthur, a coastal artillery defense installation at Point Fermin that included an Upper and a Lower Reservation, the latter located east of Pacific Avenue, near the far-western portion of the harbor (Silka 1993:66). During World War I, Fort MacArthur served as a soldier training center (Silka 1993:68). After the war, harbor improvements undertaken in the mid-1920s included "extensive dredging operations" that "improved the West Basin and widened the entrance channel to 1,000 feet" (Silka 1993:75). Much of the land reclaimed by the Outer Harbor Dock and Wharf Company prior to World War I remained vacant until World War II. With the creation of the Naval Supply Depot at the harbor in 1942, the U.S. Navy initiated construction of new warehouses on that reclaimed land to the east and north of the West Channel. Following the war, after the U.S. Navy vacated the Supply Depot, a private firm took over management of those warehouses (Jones & Stokes 2002:12–13).

With the return of peace and the demilitarization of the harbor, the last undeveloped portion of the West Harbor, the area north of the West Channel and below the bluff line, became the site of a petroleum tank farm (Silka 1993:107). This is now the site of the 22nd Street Park. In 1950, the San Pedro Municipal Wholesale Fish Market opened for business in a new, two-story Mission Revival–style building constructed just south of the entrance to the SPRR Slip (Weaver 2007; *Los Angeles Times* 1950:20). In 1976, the federal government designated Fort MacArthur as surplus property and transferred the Lower Reservation to LAHD (Silka 1993:103). LAHD transformed the West Channel area into the West Channel Cabrillo Beach Recreational Complex, which included the Fort MacArthur Lower Reservation, as well as the Cabrillo Marina, completed in 1986. Facilities established as part of the complex's development included the Cabrillo Beach Yacht Club and Cabrillo Landing, the Boy Scouts' Youth Waterfront Sports Center Complex, and a 250-room hotel (Silka 1993:132–133).

SITE HISTORY

SPRR built extensive track in the West Harbor. By 1896, SPRR operated a San Pedro Branch that extended to the Cabrillo Beach area. Along the Main Channel, the track featured a spur that serviced numerous buildings in the vicinity of the study area (USGS 1896). In the early 1900s, SPRR established a slip and pier with extended spur track to facilitate the movement of lumber (Silka 1993:62). As other developers built piers, wharves, and new businesses in the area, SPRR further developed its spur trackage in the West Harbor (*Los Angeles Times* 1907:V14; Silka 1993:62; Dumke 1940:141–143).

As the Port of Los Angeles (Port) grew in the early- and mid-1900s, SPRR expanded its West Harbor railroad track. By 1921, SPRR had developed a large freight yard along the eastern side of Harbor Boulevard, between E. 2nd Street and 14th Street. It featured seven sidings along its length, plus additional spur lines to access nearby properties (Sanborn Map Company 1921a:Sheet 1926, 1921b:1931). South from the freight yard, numerous spur lines split and accessed wharves, warehouses, and other businesses (Sanborn Map Company 1921b:Sheet 1931, 1921c:Sheet 1932, 1921d:Sheet 1933). Few railroad tracks accessed the project study area at that time, but one line accessed the northwestern side of the City of Los Angeles Municipal High Density Cotton Compress and Warehouse property, and another continued south to the wharves. Two lines also extended along the wharf, east of the study area (Sanborn Map Company 1921d:Sheet 1933). By 1923, SPRR had built additional track in the study area's vicinity (USGS 1923). By 1951, single and paired spur tracks surrounded the renamed Los Angeles Compress and Warehouse Company property (formerly Los Angeles Municipal

High Density Cotton Compress and Warehouse), with two additional paired spurs accessing the center of the property. Numerous other lines continued to access wharves to the east and south (Sanborn Map Company 1951:Sheet 1933).

Changes to the resource have occurred in the recent past. With the rise of containerization beginning in the 1960s, substantial changes to local, Port-area industry and infrastructure in the West Harbor has changed dramatically, especially since the 1980s. As the transportation of goods relied less and less on transit sheds and trains, SPRR came to have little need for their West Harbor track (NETR 1980, 2000). The paired spurs accessing the center of the Los Angeles Compress and Warehouse Company property were removed in the 1990s, when the property was demolished (NETR 1991, 1994). In 2003, the Los Angeles Harbor Department (LAHD) opened the San Pedro Waterfront Red Car Line, using a combination of former SPRR track and Pacific Electric Track in the West Harbor, using Pacific Electric's "red cars." The Port refurbished one 1970s red car and replicated two cars for use across the new 1.5-mile passenger alignment (Railway Preservation N.D.). Pacific Electric had operated passenger service in San Pedro and the West Harbor; however, its right-of-way terminated north of the project's study area, and Pacific Electric abandoned its right-of-way in 1961 (Sanborn Map Company 1921c:Sheet 1932; Railway Preservation N.D.). LAHD "rebuilt [the new line] to accommodate trolley operations with traditional 600-volt direct-current overhead trolly wire" and constructed four stations: the Cruise Center, Downtown, Ports O' Call, and Marina stations. During this period, freight trains still occasionally operated in the West Harbor (Railway Preservation N.D.). LAHD terminated the red car line operations in 2015 due to waterfront development and subsequently removed the trolley's overhead wire and sections of the tract north of the project's study area (Littlejohn 2015; Walton 2015).

EVALUATION

The Port's former SPRR/San Pedro Waterfront Red Car Line is an altered remnant of railroad track. The track is no longer connected to the larger network and can no longer be used for freight or passenger rail services. Additional spur lines associated with the study area's original track have also been removed. As a result of the demolition of associated industrial and warehouse properties in the vicinity, the existing track lacks a direct association with its original function and context.

The resource is ineligible for the National Register of Historic Places (NRHP) or California Register of Historical Resource (CRHR) under all criteria. Under NRHP/CRHR Criterion A/1: Events or Patterns of Events, the resource lacks an association with significant national, state, or local events associated with railroad transportation, the Port, and San Pedro. Under NRHP/CRHR Criterion B/2, a resource must be the workplace or residence of a person during their productive years; historically functioning as railroad spur track, the resource cannot be significant under this criteria. Under NRHP/CRHR Criterion C/3: Architecture, the resource is not a good example of its type or era: it lacks high artistic value and is not the work of a master. The track is set at-grade and lacks a raised ballast, difficult inclines or terrain, or innovative bridges. As an altered remnant, it has the most potential for significance under NRHP/CRHR Criterion D/4: Information Potential. However, it is also ineligible for this criteria because railroad track, including spur lines associated with ports across the United States, is commonplace, and numerous sources, including maps, historic photographs, and primary and secondary written sources, provide ample information on railroad track. As such, the resource is not unique or able to provide singular information not evident in other sources.

The resource also does not meet the Los Angeles Historic-Cultural Monument (HCM) requirements. As discussed above, the resource lacks an association with important aspects of cultural, political, economic, or social history, such as railroad transportation, the Port, or San Pedro, it is not identified with historic personages or with important events, it does not embody the distinguishing characteristics of a property type, architectural style, or construction methods, and it does not represent the notable work of a master practitioner.

In conclusion, the Former SPRR/San Pedro Waterfront Red Car Line is ineligible for the NRHP/CRHR or as a local HCM under all criteria.

B12. References, continued

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P5a. Photos, continued.

Figure 2: Former SPRR/San Pedro Waterfront Red Car Line, Port of Los Angeles, track located in the northwestern section of the study area showing convergence of spur lines near Miner Street, view northeast (ICF 2023).

Figure 3: Former SPRR/San Pedro Waterfront Red Car Line, Port of Los Angeles, track located in the eastern section of the study area showing one spur line near Harbor Boulevard, view south (ICF 2023).

Figure 4: 22nd Street Marina Station, view northwest (ICF 2023).

Figure 5: 22nd Street Marina Station, view southwest (ICF 2023).

Appendix B

2008 Evaluation

Final Architectural Survey and Evaluation of Signal Street Properties
Port of Los Angeles
Los Angeles, California

ADP# 070711-647

Prepared for:
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90733-0151
Contact: Dennis Hagner
310/732-3949

Prepared by:
ICF Jones & Stokes
an ICF International Company
630 K Street, Suite 400
Sacramento, CA 95814
Contact: Madeline Bowen
916/737-3000

July 2008

Aerial view of Outer Harbor and first municipal pier showing Union Terminal Warehouse Company (right), and the Pan American Petroleum Co. in the background, and Transit Sheds Berth 57-60on the left. Camera facing north, photo dated October 17, 1925 (LAPL Photo Database).

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INTRODUCTION

The Los Angeles Harbor Department (LAHD) has contracted with Jones & Stokes to perform an evaluation of the cultural and historic significance of the six properties located on or near Signal Street, which are the Transit Shed Berths 58-60, Immigration Station (Canetti's Restaurant, 309 E. 22nd Street), Transit Shed Berth 57, Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building), 264 and 270 E 22nd Street, and Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building) (see Figure 1 and Figure 2). The LAHD is planning redevelopment of the area, which may include demolition of the buildings on the site. The purpose of this historic assessment is to evaluate whether the buildings are eligible for listing the National Register of Historic Places (NRHP).

This evaluation also includes application of the criteria for eligibility for listing in the California Register of Historical Resources (CRHR). In addition, the properties have been evaluated to determine whether they qualify for designation as a cultural resource, according to the criteria set forth in the City of Los Angeles' Cultural Heritage Ordinance.

METHODOLOGY

In order to support a determination of the building's eligibility or ineligibility for the NRHP, CRHR, or City of Los Angeles Cultural Heritage Monument list, information was assembled from various sources, including

1. previous historic surveys completed in the City of Los Angeles;
2. building permit records and/or Assessor improvement records;
3. historic city directories;
4. California Historical Resources File System maintained by the State Office of Historic Preservation;
5. TRW/Experian property data records;
6. Riordan Los Angeles Public Library Catalog;
7. Riordan Los Angeles Public Library, California Index;
8. Riordan Los Angeles Public Library photo database;
9. ProQuest: Historic *Los Angeles Times*;
10. Internet; and
11. Records obtained through the Los Angeles Harbor Department

Figure 1. Project Vicinity Map

Figure 2. Signal Street Site Plan

The following inventories and sources were also consulted:

- The National Register of Historic Places, National Register Information System;
- California Historical Landmarks;
- California Points of Historical Interest

This information is presented on State of California forms for recording historical resources, along with a detailed description of the building and a statement of its significance. The forms are required by the regulations of the CRHR, which were formally adopted by the State Historical Resources Commission on January 1, 1998. At a minimum, these regulations require a qualified architectural historian to complete a Primary Record (DPR 523A) and a Building, Structure, and Object Record (DPR 523B).

Jones & Stokes Architectural Historians Andrew Bursan and Kathryn Haley visited the site and photographed the exterior of the buildings on January 18, 2008 and Andrew returned to the site on January 30, 2008 to take additional photographs in order to make an assessment. Madeline Bowen served as project manager and she, Andrew Bursan, and Kathryn Haley prepared this report. Jones and Stokes architectural historian Madeline Bowen wrote the early history of the Port; Andrew Bursan wrote the history of Outer Harbor/Signal Street Development and Building History; with contributions by Kathryn Haley. Ms. Haley, and Portia Lee, prepared the architectural descriptions and evaluations of the buildings recorded on DPR forms.

Previous Surveys

In the late 1990s, San Buenaventura Research Associates under subcontract for Fugro West, Inc. prepared for the POLA Environmental Management Division Phases I and Phase II of a Cultural Resources Reconnaissance Survey of 7,500 Acres of Land and Water for the Port of Los Angeles. The purpose of the phased reconnaissance survey was to identify "potentially" eligible historic resources located on the POLA property and make recommendations of eligibility for the NRHP and for designation as City of Los Angeles Historic Cultural Monuments for individual buildings, and "potential" historic districts at the port. As part of the Phase II report, San Buenaventura Research Associates proposed a historic district encompassing the entire Pier One area south of 22nd Street. As recommended, the potential historic district includes but may not be limited to transit shed structures at Berths 57-60, Municipal Warehouse No. 1, the U.S. Immigration Station, the former Pan American Petroleum Company site (Berth 70, Westway building), and the Municipal Fish Market. Recommended potential districts such as, "Pier One" were not formally defined and documented in the report (Fugro West, Inc. 1997). An undertaking including research and field survey needs to be conducted in order to formally define and document the discussed "Pier One" historic district.

Summary of Findings

ICF Jones & Stokes has concluded that five of the six buildings evaluated as part of this report, appear to be eligible for listing in the NRHP and the CRHR, as well as appear eligible for listing as Los Angeles Historic –Cultural Monuments. The property located at 264 E 22nd Street

does not appear to be eligible for listing under any national, state, or local historic register. The table below presents a concise listing of findings. Please the Evaluation of Significance section of this report and Department of Parks and Recreation 523 forms in Appendix A for more detailed information and explanation of findings.

Table 1. Summary of Findings

Resource Name/Location	Year Built	NRHP Eligibility/ Criteria	CRHR Eligibility/ Criteria	City of Los Angeles local landmark status
Transit Shed Berths 58-60	1913-1915	Eligible under Criteria A and C	Eligible under Criteria 1 and 3	Eligible
Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)	1921	Eligible under Criterion A	Eligible under Criterion 1	Eligible
Transit Shed Berth 57	1923	Eligible contributor to historic district	Eligible contributor to historic district	Eligible
Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)	1923	Eligible under Criterion A	Eligible under Criterion 1	Eligible
264 and 270E 22nd Street	Circa 1935	N/A	N/A	N/A
Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)	Circa 1930, Moved to Berth 1940	Eligible under Criterion A	Eligible under Criterion 1	Eligible

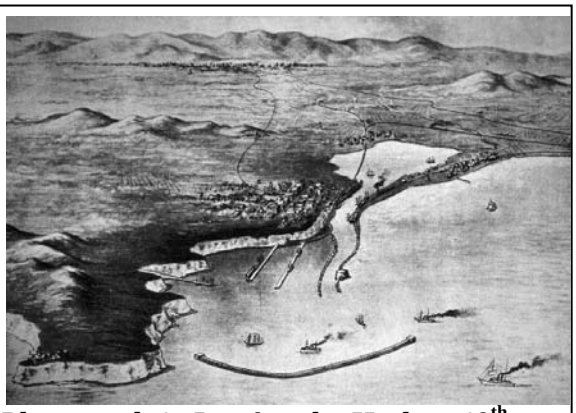
HISTORIC SETTING

Early History

The following historical context has been adapted from reconnaissance-level surveys of the Port conducted in 1992 and 1996 by Mitch Stone of San Buenaventura Research Associates (San Buenaventura Research Associates 1996).

The Port of Los Angeles is located at the southernmost point in Los Angeles County, approximately 20 miles from downtown Los Angeles. Because of its location on the Pacific Ocean, the surrounding area historically served as a port facility to varying degrees.

The Port sits within the boundaries of three historic ranchos conferred by Governor Pedro Fages to three veterans of the 1769 Portola expedition. The three ranchos were Rancho San Pedro, Rancho Los Palos Verdes, and Rancho Los Cerritos. The combined acreage of the three ranchos totaled nearly 84,000 acres (Beck and Haase 1974). As was common for the time, owners of the rancho lands earned a living by raising cattle and participating in the hide and tallow trade (Bean and Rawls 1993). By 1830, San Pedro was known as the leading hide center on the west coast (Queenan 1986).



Photograph 1. Los Angeles Harbor, 19th Century

The annexation of California by the United States in 1848 and the gold rush of 1849 precipitated an influx of new settlers to the San Pedro area. Conflicts erupted between new landless residents and the rancho owners, and incidents of squatting became common. A few older residents realized the profit potential of the port area, but it was largely underused for shipping during this period (Queenan 1986), although the area continued to serve as a center for cattle and sheep ranching. One of the largest sheep operations in California—Flint, Bixby & Company—located the largest portion of its operation in San Pedro (Beck and Haase 1974).

Initial Commercial Shipping, 1857–1897

Phineas Banning, one of the area's earliest residents, realized the promise of a commercial shipping port. In 1857, Banning constructed new docks to capitalize on the increasing trade coming in and out of Los Angeles. The endpoints of two primary routes to the southwest gold fields, the Gila River Trail and the Old Spanish Trail, stood at Los Angeles.

With his base location up the bay at a Wilmington, Banning could shuttle materials on smaller boats to and from a second location on the Rancho San Pedro waterfront.

Banning also realized the importance of rail transportation between his operation on the bay and the growing city of Los Angeles. With the assistance of investors, Banning organized the Los Angeles & San Pedro Railroad (LA&SP) in 1869, beginning a period of fierce rail competition in the San Pedro and Los Angeles area. This route was the first to establish a reliable means of moving cargo from the ships in San Pedro Harbor to the City of Los Angeles.

The first short line in Southern California, the LA&SP was acquired by the Southern Pacific Railroad (SP) in 1872. In an attempt to break the stranglehold the SP had on shipping in the area, Senator John P. Jones from Nevada started the Los Angeles and Independence Railroad (LA&I) 1 year prior to SP's acquisition of the LA&SP. However, like the LA&SP, the LA&I was soon absorbed into the SP system (Queenan 1986).

Improved transportation to and from the harbor had a significant effect on the growth of Los Angeles, which at that time was expanding at an enormous rate. Between 1880 and 1890, the city's population grew from 11,000 to 50,000; by the turn of the century it had reached 102,000 (Matson 1920). The increased population brought a need for more construction and living supplies, much of which came from ships destined for San Pedro shores.

San Pedro Bay—Founding of Port of Los Angeles, 1897–1913

The growth of commerce in Los Angeles required the formal establishment of a shipping port. The federal government agreed to assist the City of Los Angeles by establishing its official harbor in San Pedro. This decision came after several studies recommended the San Pedro site over other locations, including a Santa Monica site pursued by Collis Huntington. Huntington, an influential member of the "Big Four" (the founders of the Southern Pacific Railroad), shared responsibility for the completion of the transcontinental railroad in 1869. Following an extensive battle with Huntington, the advocates of the San Pedro site won authorization from Congress for the establishment of a shipping port in March 1897.

Photograph 2. San Pedro Waterfront, ca. 1910

In preparation for the opening of the Panama Canal and in conjunction with its annexation of San Pedro in 1906, the City of Los Angeles extended its boundaries to coastal tidewaters. The Port of Los Angeles and the Los Angeles Harbor Commission were officially created in December 1907. Numerous harbor improvements followed, including the completion

of the 2.11-mile breakwater, the broadening and dredging of the main channel, the completion by the Southern Pacific Railroad of the first major wharf, the construction of the Angel's Gate lighthouse, and the construction of the city's first municipal pier and wholesale fish market. By 1909, both Wilmington and San Pedro were part of the City of Los Angeles (Matson 1920). As a consequence of this citywide growth, the Port of Los Angeles became the world's largest lumber importer by 1913.

Wartime Changes, 1914–1950

The principal uses of the Port changed considerably again when England declared war on Germany in 1914. At the onset of World War I, the United States Navy, wishing to establish a significant presence on the Pacific Coast, took possession of a portion of the harbor for a training and submarine base.

During the war, the Port was one of the chief sources of employment for residents of the Los Angeles area. Shipbuilding enterprises, including Southwestern Shipbuilding Company, Los Angeles Shipbuilding and Drydock Corporation, and Ralph J. Chandler Shipbuilding, began turning out vessels by the dozens for the war effort. The Port of Long Beach, established only two years prior to the onset of the war, offered the only southern California competition to the Port in terms of shipping and shipbuilding. Competition between the two ports continues to the present day.

Despite the previous use of the Port for the shipment of goods both into and out of California, it was not until 1915 that the Port completed its first warehouse. It was the completion of this building that symbolized the Port's transition from a small, poorly equipped landing to a significant seaport able to handle deep-sea ships with varied cargo (Queenan 1986). The transshipment of cargo during this era was a very different process from the current system of containerization. The movement of cargo required a series of labor- and space-intensive steps that in turn required certain buildings and facilities to ensure the most efficient and economical process. Raw or finished goods would be transported by train or truck from the distributor to the port terminal. Cargo destined for international or west coast markets arrived at the Port of Los Angeles from across the southwest, and via the Panama Canal from the entire eastern seaboard. If the goods arrived in sufficient quantity to justify immediate shipment, they would be loaded into one of the transit sheds located directly adjacent to the wharves. When the ship arrived, the goods would be manually transferred from the transit sheds into the cargo hold of the ship. The same process in reverse would occur at the destination.

The significant increase in trade at the Port was reflected in the fact that many more distributors constructed a large number of new warehouses and sheds between 1917 and 1930. Improvements to transportation systems within the harbor area also facilitated the growth of the import and export trade. By 1917, a vast railroad network existed around the harbor and Los Angeles, facilitating the efficient movement of goods throughout the region and to the rest of the country. The Port of Los Angeles had an advantage over the Port of San Francisco in that it was

able to bypass the impediment to cross-country shipments imposed by the Sierra Nevada (San Buenaventura Research Associates 1996).

Following the conclusion of World War I in 1918, the Port was increasingly used for the importation of lumber and other types of raw materials. As was true during the prewar period, approximately 98% of the inbound cargo to the Port consisted of lumber to satisfy the rapid growth of the Los Angeles area. Exceptional new construction of houses and factories necessitated the importation of lumber on a large scale (Matson 1920). In terms of exportation, crude oil was the biggest product passing through the Port in the postwar years.

The end of the war also generally meant the end of restrictions to trade. Although lumber and crude oil were the dominant commodities to pass through the Port at that time, Los Angeles featured myriad types of industry, the products of which passed through the Port. Soon after the war's end, many different types of commerce and business activities existed in the area. Although harbor facilities existed at the time for products such as oil, lumber, shipbuilding, and fish, new facilities were developed to handle products such as cotton, borax, citrus crops, and steel. In 1923, the City of Los Angeles passed a harbor improvement bond measure, which resulted in the construction of additional wharves to meet the demands of increased imports and exports. By 1929, in an effort to streamline the railroad portion of shipping within the harbor, the various railroad companies, including the Southern Pacific, Union Pacific, Santa Fe, and Pacific Electric Railway, consolidated their operations under the title Harbor Belt Line Railroad (Queenan 1986; San Buenaventura Research Associates 1996).

The increased numbers of storage and shipping facilities in the Port meant that the Navy (which decommissioned the Naval Training Station and Submarine Bases in 1919 and 1922, respectively), could streamline its shipping needs. The Navy Freight Office (Office), commissioned during the 1920s, conducted much of that military branch's shipping business through public and private stevedoring and warehousing facilities, including Municipal Warehouse 1. Primary functions of the Office were to receive freight consigned to the naval fleet based at San Pedro and to conduct other ministerial tasks related to rail and shipping transport. By the mid-1930s the Navy again increased the facility's responsibilities and renamed it the Navy Disbursement and Transportation Office (U.S. Naval Supply Depot 1946).

During the Depression years, traffic in the Port slowed under the far-reaching effects of the American economic collapse. Although the Port witnessed a sharp decline in international trade, the Harbor Commission continued to make improvements, including a new breakwater extension, completed by 1937, and the construction of new or the expansion of existing cargo and passenger terminals. The federal government's Works Progress Administration (WPA) helped the Port finance passenger and freight terminals as well as wharf and other improvements (Queenan 1986).

World War II brought new life and distinction to San Pedro because it was one of the closest major American ports to the Pacific theater of operations. Between 1941 and 1945, ship and aircraft production facilities in the harbor area worked day and night to manufacture more than 15 million tons of war materiel. In addition to serving as a location for such production, the

Port witnessed the passage of hundreds of thousands of military personnel and tons of equipment en route to and from war zones. The U.S. Government acquired some 400 acres of Terminal Island for Navy uses by September 1942 (Queenan 1986).

As part of the war effort, the Secretary of the Navy reestablished the Naval Disbursing and Transportation Office as the Naval Supply Depot, Naval Operating Base, San Pedro. Supplying Navy ships took on new importance, and previous practices of leasing private storage facilities (which also put the Navy in direct competition with private shippers during the interwar years) proved insufficient for the new wartime demands. The San Pedro operation previously acted as a naval supply outpost to the Naval Supply Depot, San Diego, until December 1942, when San Pedro became a full-fledged supply depot. The new depot worked in conjunction with the Terminal Island Navy base established 3 months earlier (U.S. Naval Supply Depot 1946).

Following the war, the Los Angeles Harbor Department launched a broad restoration program. Many of the harbor facilities required maintenance that had been delayed during the war years. Although the adjacent Long Beach Harbor conducted its own improvements while battling subsidence (the sinking of land caused by many years of oil extraction), the Port of Los Angeles improved a number of its buildings and removed many temporary wartime buildings (Queenan 1986).

Oil Industry at the Port of Los Angeles

The oil production area known as the Los Angeles basin encompasses the region of southern California surrounding the city of Los Angeles. The basin, approximately 22 miles wide by 42 miles long, occupies the southern portion of Los Angeles County and the northwestern portion of Orange County. The region is bounded by the Santa Ana Mountains on the east and the Pacific Ocean on the southwest. Although not the first to be discovered in California (that distinction goes to a well drilled in 1865 on the northern California coast near present day Petrolia), the oilfields of the Los Angeles basin played a significant role in California's petroleum industry during the first two decades of the twentieth century. California has historically been a key player in the industry, and led the nation in oil production for many years during the first four decades of the twentieth century (Franks and Lambert 1985).

Oil drilling in the Los Angeles basin began before the turn of the century. As early as 1909, the greater Los Angeles area was considered a major refining center. The refining process of crude oil allowed for its conversion into many different types of usable products, such as kerosene, grease, lubricating oils, and asphalt. The constant growth of southern California led to an ever-increasing need for these products.

Following the turn of the century, two overriding factors helped increase the desirability of crude oil from California. The first was the fact that many railroads on the west coast (increasingly followed by other railroads nationwide) converted from coal (largely imported) to the cheaper, locally obtainable, and more plentiful oil as their fuel. This conversion also took place on many oceangoing vessels (Franks and Lambert 1985). The second factor driving the search for crude oil was the explosion of automobile use during the 1920s. Gasoline, considered

a useless byproduct of the refineries and deemed an extreme nuisance, was difficult to dispose of at that time. However, in the new age of the internal combustion engine, gasoline became the most important ingredient in a barrel of oil and therefore a highly valued commodity (Bean and Rawls 1993).

Oil companies realized the need for port facilities able to handle the increasing quantities of oil and refined petroleum products leaving the Los Angeles area for the east coast and other world destinations. In 1909, the Union Oil Company authorized the financing of the Outer Harbor and Dock and Wharf Company. Union Oil helped organize the Outer Harbor and Dock and Wharf Company in order to create a terminal at San Pedro Harbor adequate for accommodation of larger and heavier oceangoing steamers produced at the time. In addition to the terminal facility, the new company also provided other improvements such as new sea walls, wharves, and industrial sites (Welty and Taylor 1956).

In 1919, about two-thirds of California's oil came from the lower San Joaquin Valley, and the major refineries were concentrated in the San Francisco Bay Area. However, in the 1920s predominance in all phases of the oil industry passed to the Los Angeles region. In 1923, the production of oil from Signal Hill, Santa Fe Springs, and Huntington Beach, combined with the remaining smaller pools of the Los Angeles Basin, accounted for 20% of the world's total production of crude oil (Franks and Lambert 1985). Only the state of Oklahoma rivaled California in terms of total production numbers at the time (Federal Trade Commission 1921). Exports of oil from the Port of Los Angeles made it the largest oil port in the world. In 1925, the value of oil refinery products was twice the value of the output of California's second-largest branch of manufacturing: the canning and preserving of fruits and vegetables (Bean and Rawls 1993).

During the 1920s, larger regional producers, including Union Oil and Standard Oil of California (now Chevron), dominated the Port of Los Angeles. Many smaller local producers, including California Petroleum, Julian Oil, Hancock Oil, General Petroleum, Pan-American Oil (later Richfield Oil), and Associated Oil, also used the Port facilities. The largest out-of-state producers located in the region were the Texas Oil Company and Shell Oil (San Buenaventura Research Associates 1995).

By the end of the 1920s, California had firmly established itself as a major supplier of crude oil and the center of America's petroleum industry (Franks and Lambert 1985). Destinations along the Atlantic seaboard (most notably New York) received a large amount of the crude oil shipped out of San Pedro. In addition, Asia, Hawaii, and other Pacific locations received oil from the Port of Los Angeles. In light of this seemingly insatiable market, companies on both coasts acquired ships able to handle the larger oil cargoes (*Oil Age* 1923).

Throughout the initial stages of the boom, when oil and petroleum products sold quickly, storage was not considered important. Some of the earliest tanks were simple, concrete-lined excavations covered with steel tops (Franks and Lambert 1985). Overproduction became a problem in the 1920s, and by 1930, California's oil wells were producing an unprecedented amount of crude oil. In that year, the industry put out an average of 887,000 barrels a day,

whereas the market could absorb only 675,000 barrels a day (Welty and Taylor 1956). Worldwide, there was a lower demand for oil in the post–World War I era (Franks and Lambert 1985). Storage problems quickly became a primary concern as oil companies continued to pump out crude oil with the fear that if they stopped the competition would continue to collect oil regardless of whether anyone had a place to store it (*Oil Age* 1922).

Following the increased production in the Los Angeles basin in the 1920s, many of the major oil companies drafted plans to increase their storage in the southern portion of the state. The relentless rates of production meant that any new storage only allowed for a reprieve of approximately a year or two (*Oil Age* 1923). Many oil companies produced new terminals to counteract the problem, some costing as much as $1 million (*Oil Age* 1924).

At the end of the 1920s, the oil production companies, seeking new sources of local oil, began looking northward toward the Sacramento Valley, the northern San Joaquin Valley, and the northern Coast Ranges. In 1932, the last major oil deposit in the Los Angeles Basin, the Wilmington oil field, was discovered when Ranger Petroleum Corporation's Watson No. 2 was drilled. At the time, the discovery was thought to be an extension of the adjacent Torrance Oil Field. It was not until 1936, with the drilling and completion of General Petroleum Company's Terminal No. 1, that Wilmington was discovered to be a separate field (Otoot and Clarke 1996). Located along the northwest edge of San Pedro Bay and one of the largest oil fields in the United States., the discovery of the Wilmington oil field marked the end of the Los Angeles basin oil boom (Franks and Lambert 1985).

At the end of the 1920s, the oil production companies, seeking new sources of local oil, began looking northward toward the Sacramento Valley, the northern San Joaquin Valley, and the northern Coast Ranges. In 1936, the General Petroleum Company found the last major oil deposit in the Los Angeles basin. Located along the northwest edge of San Pedro Bay, the 1936 find marked the end of the Los Angeles basin oil boom (Franks and Lambert 1985).

Pan American Petroleum Company

During the early 1900s, Edward L. Doheny, founder of the Pan American Petroleum Company which had facilities at the Port of Los Angeles, played an instrumental role in the development and production of oil in California. Doheny wasn't always an oilman; his prospects started in gold and silver mining and he was nearly forty and broke when his interest in oil took shape. He was born in Fond du Lac, Wisconsin, on August 10, 1856, to an impoverished Irish family who had escaped the Great Famine in Ireland. Doheny was a bright child and graduated valedictorian from his high school in Fond du Lac at the age of fifteen and was noted for his mental arithmetic skills. With his astute capacity of arithmetic he was able to calculate the large riches possible from just one good gold mining strike, and while barely eighteen years old Doheny took to prospecting in the harsh terrain of the West. He moved from Arizona, South Dakota, Colorado, Nevada, Arizona, to New Mexico with failed attempts. During his travels he met and befriended Charles Canfield, who was also a frustrated miner, desperate for a big strike. After continued failed attempts at mining, Canfield moved to Los Angeles to make his fortune in the real estate boom. Hearing of his success, Doheny followed suit and moved his wife, Carrie

and daughter, Eileen to Los Angeles. The land boom had collapsed however, and Canfield had lost all of his real estate holdings except for his residence. This news reached Doheny when he finally arrived in Los Angeles broke and without employment. His luck soon changed when one day in 1892, he spotted wagon hauling chunks of a dark greasy substance. Curious, Doheny asked the wagon driver about the substance and learned that it was crude oil, which mixed with soil could be used as a combustible fuel, and the driver was hauling the substance dug up from Westlake Park to the nearby ice factory, to be used for fuel. Knowing little about oil, but taking note of the lack of oil mines in Los Angeles, and the fortune possibilities, Doheny embarked on another money making endeavor and began to formulate an oil-producing business plan (Davis 1998; Nichols 1909).

That same year Doheny partnered with Charles Canfield, a real estate entrepreneur, and leased a three-lot parcel at the corner of Patton and State Streets in the City of Los Angeles to bring drilling for oil. Sam Cannon, a banker, and H.B. Ailman, a fellow miner, also saw the potential in the land and joined the venture. By March of 1893, the group successfully drilled the very first free-flowing oil well in the City of Los Angeles. Doheny found an eager market for his oil, and soon began to establish oil fields in nearby cities, eventually controlling the entire oil business of the southern part of California. By 1895, hundreds of "black gold" seekers flocked Los Angeles and dozens of start-up companies took out leases near Doheny's first field, making digs of some 300 wells in a 160-acre area. Doheny continued his ventures and invested in Mexican crude oil and also created new facilities on the Gulf and Atlantic Coasts of the United States in the 1920's. From 1916 to 1921, Doheny spent much of his energies at constructing facilities to refine, transport, and market the oil at numerous ports including the Port of Los Angeles. He created a holding firm, the Pan American Petroleum and Transport Company, incorporated in Delaware, to control all of his facilities. (Davis 1998; Nichols 1909)

In 1925, the largest oil consolidation in the history of the oil industry took place between Pan American Petroleum and Transport Company and Standard Oil Company of Indiana. A newly created Standard Oil Company holding called the "Pan American Eastern Corporation," was to operate much of Pan American, its Mexican operations, pipelines, refineries, and shipping fleets. Doheny retained his California holdings, which was incorporated into a new holding called the "Pan American Western Corporation." The facilities at the Port of Los Angeles, were now under the newly created Pan American Western Corporation (Los Angeles Board of Harbor Commissioner Annual Report 1924-1925; Davis 1998). By 1928, Doheny's involvement in Teapot Dome oil lease scandal ultimately forced him to sell the remaining portions of his once enormous oil empire to protect the fortunes of his heirs' to Richfield Oil Company of California for $7.5 million (Davis 1998; Los Angeles Harbor Department 1935).

Pan Am History

Pan American World Airways brought airline flights for California to the far-east in the 1930s with its Clipper service, which departed from the Port of LA. Pan America's first choice for an air terminal was at the San Francisco Bay for its shorter distance to Hawaii and its broader expanse of water for takeoff. Port of Los Angeles was ultimately selected as the starting point and a seaplane base was set in the Outer Harbor of Los Angeles (Matson 1945). The M-130

Martin served as the most common Clipper design during the 1930s. The aircraft typically held nine passengers, six crew members and mail. These planes gained notoriety for their long flights from San Pedro to destinations in the Far East and the Pacific. These destinations included present day China, the Philippines, and New Zealand as the planes had a range of over 3,000 miles (Queenan 1986). By 1939, a Boeing 314 called the "California Clipper" was added to the service and could accommodate 32 passengers, 10 crew members, and mail. The California Clippers were used for the 8,200 mile U.S. to New Zealand run. Clipper service on the West Coast ended on December 7, 1941, when the US entered World War II (Queenan 1986).

Containerization: 1950 to Present

The methods of shipping changed dramatically following World War II with the advent of containerization. Previously, cargo loading was a labor-intensive operation: individual pieces of cargo (e.g., drums, boxes, bags, or crates) were loaded into ships. The cargo was brought to the dock by truck or train, and the individual pieces of cargo unloaded into buildings, called transit sheds, that lined the wharf. Cargo was sorted and organized in these transit sheds and then moved to the wharf for loading. The cargo was loaded as individual packages into the ship's cargo holds by either ship-based or shore-based cranes. Once in the ship's holds, the cargo was stowed by longshoremen. Some efficiency was achieved by placing several individual containers (e.g., drums, bags, or boxes) on a pallet and then loading the pallet into the cargo hold. Alternatively, longshoremen would place the individual pieces of cargo in cargo nets that were hoisted into the ship where the individual pieces of cargo were unloaded and stowed.

Containerization is a mode of cargo transport in which appropriate cargo is shipped in standard-size (20 or 40 feet long) sealable metal boxes. These boxes are designed to be placed on special trailers and are transported to and from the Port by trucks or rail. Movement of goods occurs when an empty container is delivered by truck to a location (manufacturer, warehouse, or other enterprise) where the box is loaded with cargo and sealed. The box is then transported by truck or train to the Port, where primarily shore-based cranes lift the container from the trailer and place it on the ship's deck or in its cargo hold. Once the container is delivered to the destination port, the process is repeated in reverse. This consolidation of cargo in standard-size containers reduces the labor force necessary to load cargo, decreases loading and unloading times, decreases losses by theft or damage, and improves the overall efficiency of transport. In addition, containerizing cargo in this manner allows greater integration of transport by truck, train, and ship, leading to further efficiencies. After the introduction of containerization, shippers gradually adopted this manner of transport for most cargo that could be economically placed in containers.

With containerization came the need for the maritime industry to adapt to the needs of this mode of transport. This adaptation involved not only new ships, truck trailers, rail cars, and cargo cranes (designed and built specifically to handle the standard cargo containers), but also new port facilities.

When the old loading method was used, cargo terminals were designed to maximize the *surface area* of the terminal by providing large berthing space at wharves with little backland

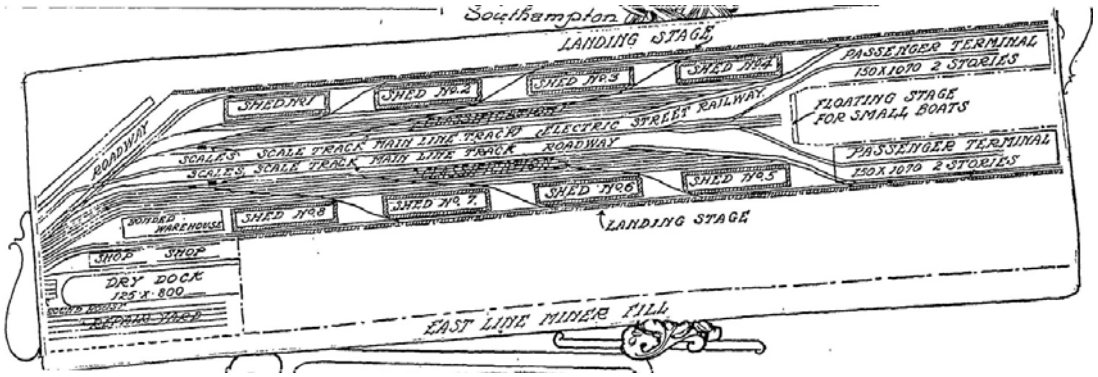
(transit sheds) to service each wharf. This was done because the rate-limiting step in the shipment of cargo through ports was the loading and unloading of ships and the handling of cargo.

Containerization required *large volume* terminals, with expansive backlands (compared to wharf length) dedicated primarily to parking for trailers and internal roadways to service each wharf. With the efficiency of loading brought about by containerization, the limiting factor was no longer movement across the wharf but the organization and optimization of storage of containers awaiting shipment, movement to and from the wharf, and cargo flow into and out of the terminal via road or rail. Thus, ports either had to develop new terminals to meet the needs of the new geometry required by containerization or redevelop older terminals. In addition, the weight of cargo *packages* (i.e., containers) increased dramatically with containerization, requiring much larger cranes and, correspondingly, a shift from timber to concrete wharves.

The Port continued to change during the 1970s. Major improvements included the deepening of the main channel to accommodate the larger container vessels entering the bay, the purchase of land to expand terminals, and the replacement of older wharves that could not bear the increased weight of newer containers.

Worldwide shipments through the Port increased during the latter half of the twentieth century as oceangoing vessels grew to sizes no longer able to negotiate the Panama Canal. Using a *land-bridge* system, shippers wishing to pass materials from the Pacific Ocean to the Atlantic exploited the more efficient process of unloading at the Port of Los Angeles, moving materials by truck or train, and subsequently loading the same materials onto ships waiting at east coast ports. International users of the Port changed over time. The early users were industrialized nations such as Japan, Australia, and New Zealand. However, smaller developing countries of the Pacific Rim such as South Korea, Taiwan, Indonesia, Malaysia, and Hong Kong eventually became the most common users of the Port (Queenan 1986).

Outer Harbor/Signal Street Development and Building History



Photograph 3: Preliminary site plans for Municipal Pier No. 1 (then called the Huntington Fill) as shown in the February 6, 1912 *Los Angeles Times*

Photograph 4: Aerial view of Outer Harbor and first municipal pier showing Union Terminal Warehouse Company (right), and the Pan American Petroleum Co. in the background, and Transit Sheds Berth 57-60on the left. Camera facing north, photo dated October 17, 1925 (LAPL Photo Database).

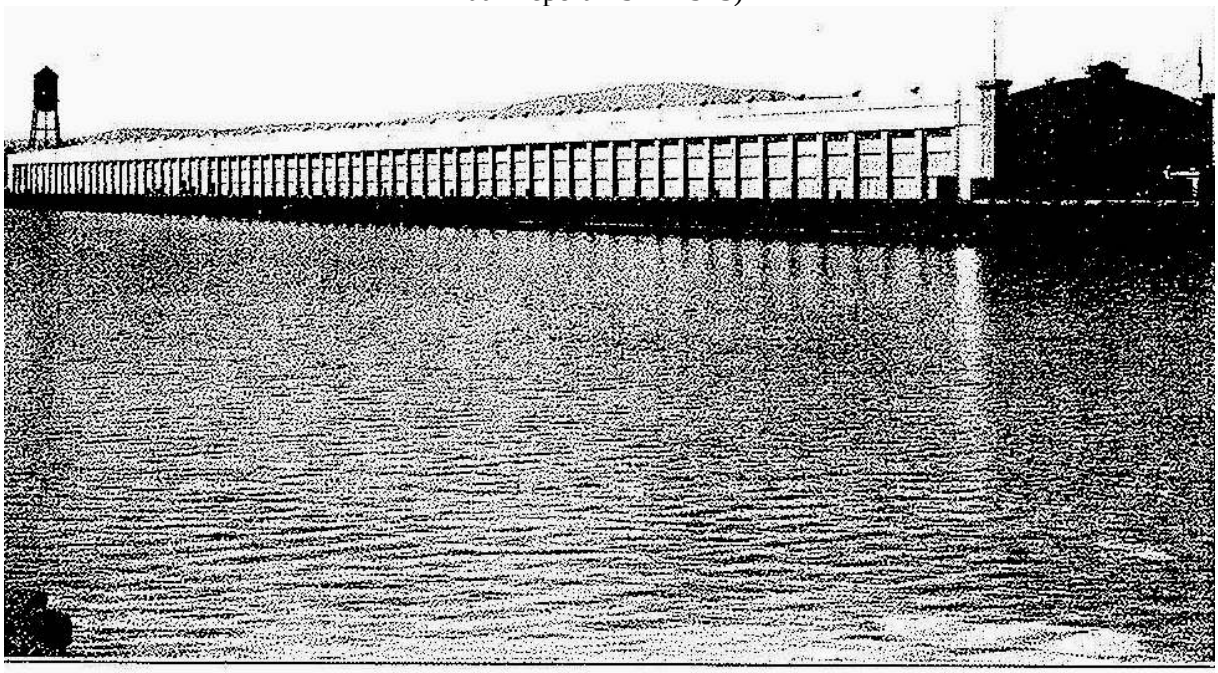
Photograph 5: Aerial showing same view of Outer Harbor and first municipal pier camera facing south. Photo taken by Spence Airphoto Co. Photo dated November 22, 1926 (Los Angeles Harbor Department 1926).

With the completion of the Panama Canal in 1914, Los Angeles Harbor would become a natural port-of-call for most trans-Pacific and coastal users of the new man-made waterway. In anticipation of the Panama Canal, the harbor saw major developments in the early 1910s, including the original 500-foot wide entrance to the Main Channel that was broadened to 800 feet. In 1913, approximately sixty acres were filled for Municipal Pier No. 1, formerly known as the Huntington Fill, and what would become the Signal Street location (then called Harbor Boulevard) (*Los Angeles Times*, 1913). The pier was completed in 1914 and located between the Main Channel and the East Channel (see Photograph 4). A viaduct was built in order to bring Harbor Boulevard down to sea level (Queenan 1986). A June 20, 1914 *Los Angeles Times* article called Municipal Pier No. 1 "the finest reinforced concrete wharf in the world" and praised the work of the Standard American Dredging Company (*Los Angeles Times* 1914a). Harbor Commission member T.E. Gibbon supported the need for a concrete pier opposed to a wooden pier because of the danger presented with oil storage on the port and the growing sentiment that wooden piers were becoming obsolete for modern ship traffic (*Los Angeles Times* 1914b) . The pier also included a municipal railway terminal to serve the newly built transit shed and construction of the pier came out to nearly $500,000 at its completion (*Los Angeles Times* 1914a).

Municipal Pier No. 1 became an integral part of the Port during the early half of the 20th Century as several private industries, local and federal government established buildings in the area. Although portions of the pier were used for US naval functions during World War II, the basic layout and facilities at the pier have changed little since the late 1920s beyond additions to the tank farms on the east side of the pier (Los Angeles Board of Harbor Commissioner Annual Report 1924-25). The subsequent section discusses the historic development of the individual buildings in the Signal Street area which are located at or near Municipal Pier No. 1. The following properties are discussed in chronological order according to their original date of construction: Transit Shed Berths 58-60, 1913-1915; Immigration Station (Canetti's Restaurant, 309 E. 22nd Street), 1921; Transit Shed Berth 57, 1923; Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building), 1923; 264 and 270 E 22nd Street, 1935; and Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building), 1940.

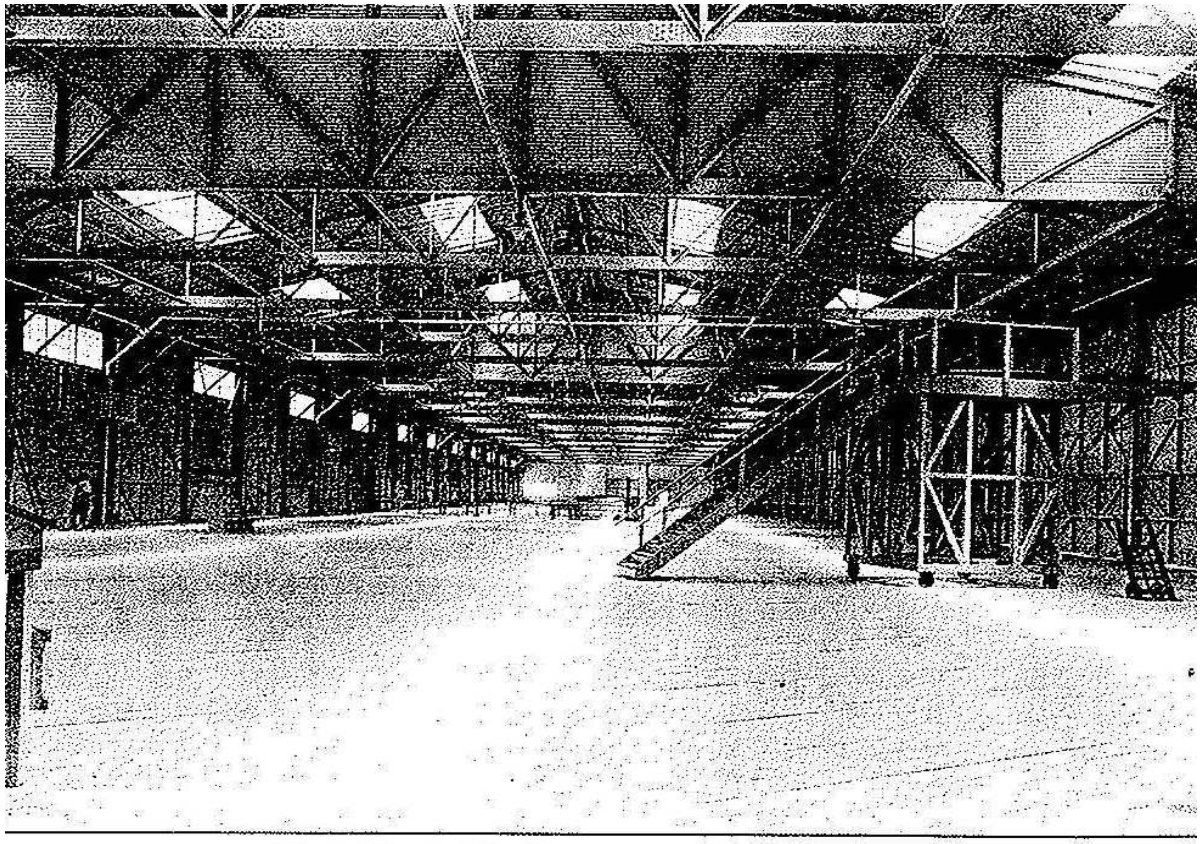
Transit Shed Berths 58-60

Photograph 6: Construction of Shed No. 1, 1915 (Los Angeles Board of Harbor Commissioner Annual Report -1914-1915)



Shed No. 1, Pier "A"

Photograph 7: (Los Angeles Board of Harbor Commissioner Annual Report -1914-1915)



Shed No. 1, Municipal Dock No. 1—Interior

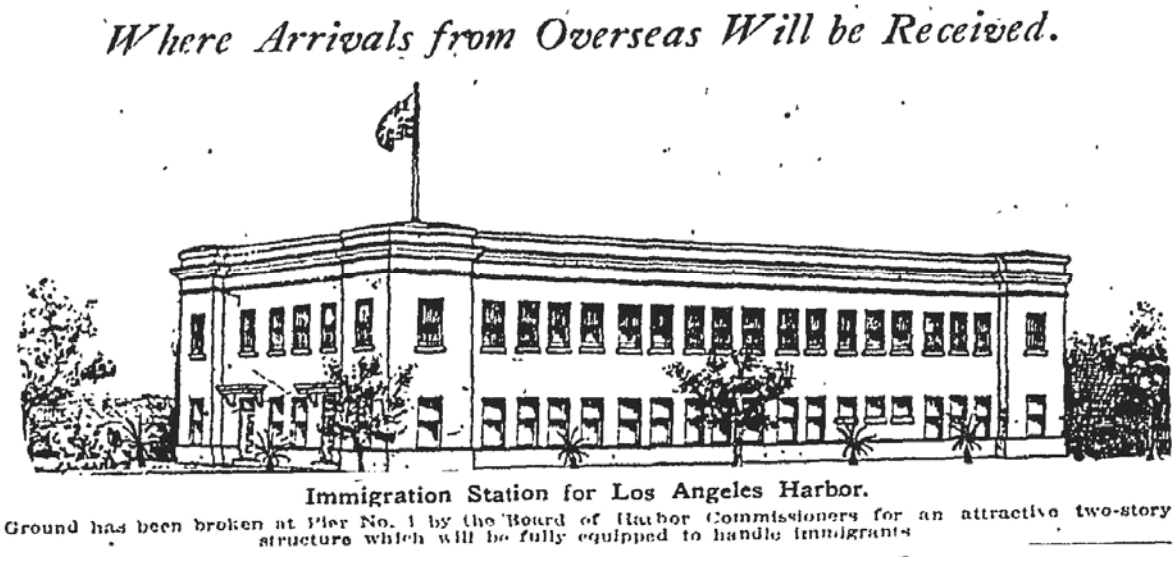
Photograph 8: (Los Angeles Board of Harbor Commissioner Annual Report -1914-1915)

The plans for Shed 58-60, originally called Los Angeles Municipal Shed No. 1, were prepared between 1913 and 1915 by architect Peter Fricker, an employee of the Harbor Engineer's Office (Los Angeles Board of Harbor Commissioner Annual Report 1914-1915). One of the earliest sheds built by the Harbor Engineer, it predates Municipal Warehouse No. 1 by about one year. The one-story, gable roofed rectangular structure measures 1,800 feet by 100 feet and is constructed of corrugated metal panels over a steel frame with a steel roof system (Los Angeles Board of Harbor Commissioner Annual Report 1914-1915). A photograph of the building appears in the 1914-1915 issue of the Annual Report of the Board of Harbor Engineers, which also reports the construction of an adjacent concrete wharf (*Los Angeles Times* 1915). Although the building reached completion in 1915, a controversy regarding a Harbor Committee roofing contract put a slight delay on its construction (Los Angeles Board of Harbor Commissioner Annual Report 1914-1915).

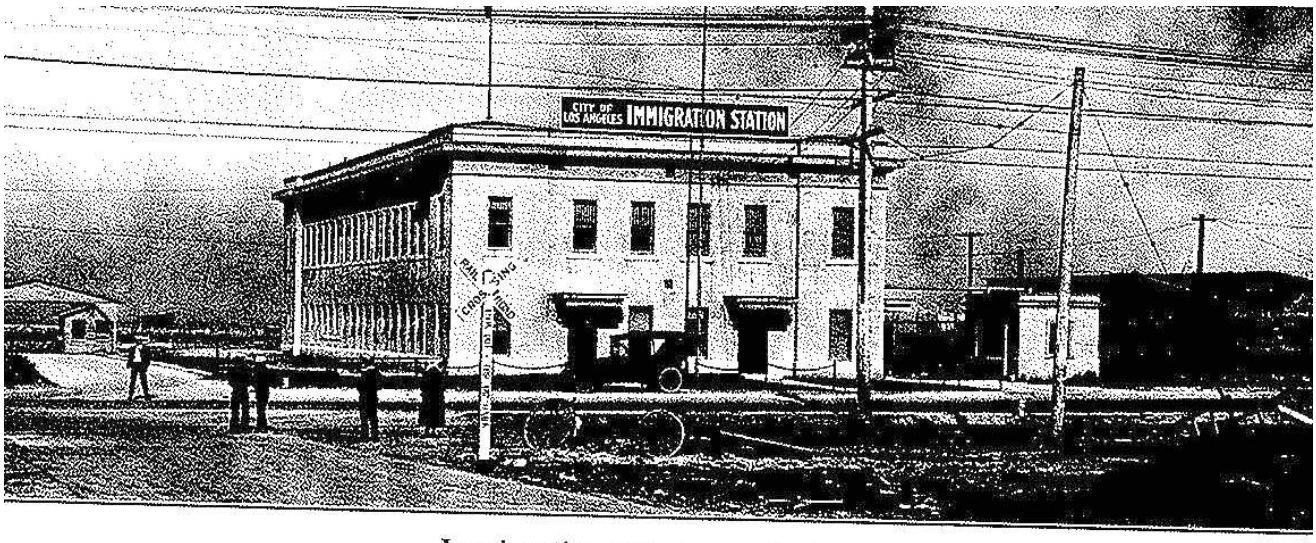
The shed served as a symbol of the Los Angeles Harbor's expansion period in the mid-1910s, which was largely credited to the completion of the Panama Canal in 1914 and increased shipping traffic at the port. The southern section of the shed was originally used for the docking of the S.S. "Finland" of the Panama Pacific Line from New York. Images from the 1914-1915 issue of the Annual Report of the Board of Harbor Engineers also suggest that the building was used as a cotton warehouse (Los Angeles Board of Harbor Commissioner Annual Report 1914-1915).

In 1921, the U.S. Navy assumed control of the building for use as a temporary barracks, mess hall, offices and torpedo repair center for the Pier One submarine base. In 1932, it returned to general service as a transit shed (Los Angeles Board of Harbor Commissioner Annual Report 1932). The build continues to function as a transit shed under the Crescent Warehouse Company, a longtime tenant in the LA Harbor.

Immigration Station Building (Canetti's Restaurant, 309 E. 22nd Street)



Photograph 9: Design for the Immigration Station as it appeared in the October 30, 1921 *Los Angeles Times*



Immigration Station on Pier 1

Photograph 10: Immigration Station in 1923 (Los Angeles Board of Harbor Commissioner Annual Report 1923)

Photograph 11: Photo of Immigration Station in 1939 (LAPL Photo Database)

In 1921, the Los Angeles City Council agreed to lend the Los Angeles Board of Harbor Commissioners $67,000 to construct an immigration station in San Pedro on the north end of Pier No. 1, at the end of 22nd Street (*Los Angeles Times* 1921a). At the time, San Francisco had the only immigration station in California, and there was a need to account for the growing immigrant population coming into Southern California. The lack of an immigration station at the Port of Los Angeles impeded the growth of the port, because passenger liners from foreign destination could not dock at a port without an immigration station under federal law. By the time Harbor Commissioners approved the plans for the immigration in October of 1921, the cost of the project had increased to $80,000, and construction began later that month (*Los Angeles Times* 1921b). The station was completed by the spring of 1922, and the U.S. Immigration Department soon made arrangements to lease portions of the building from the Harbor Commissioners. Although a dispute over the rent delayed opening, the station went into full service for immigration purposes by November of 1922 (Stolarik 1988).

One account describes the newly established station as being a "simple but imposing two-story, stone structure" (Stolarik 1988). The first floor featured an inspection area that ran half the length of the building, with medical and detention rooms on one side and a baggage room and railroad ticket office at the other end. The upstairs had two rooms set designed for those staying overnight, two rooms for first class passengers, and two other rooms for those afflicted with disease. Due to new immigration quota laws in the early 1920s and the later onset of the Depression, the station only processed a very limited number of actual immigrants during its time in operation. In fact, by the late 1920s, the U.S. Post Office began to use considerable

portions of the building for its own operation. By 1937, federal government constructed a larger immigration building at the Port of Los Angeles, and immigration services ended at the old location at the conclusion of World War II (Stolarik 1988). The building was remodeled for commercial use in 1950, and Canetti's Seafood Restaurant has occupied the ground floor since 1949.The second story is currently used for offices.

Transit Shed Berth 57

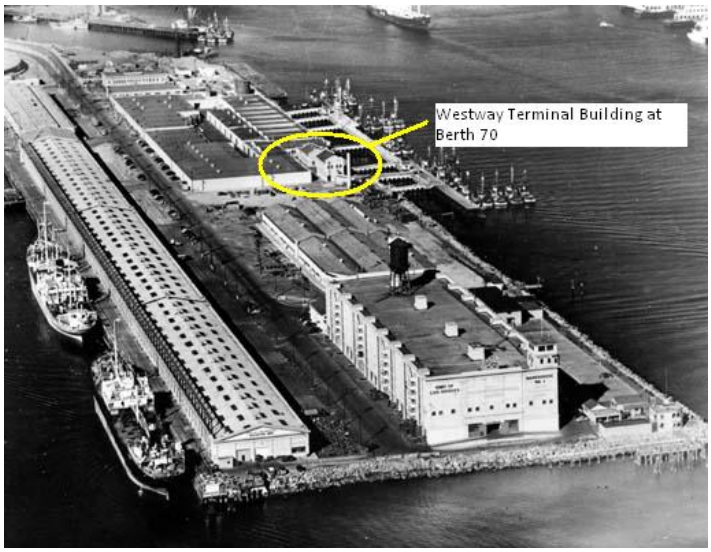
Photograph 12: Photo of Transit Shed Berth 57 circa 1920s (LAPL Photo Database)

Photograph 13: Photo of Transit Shed Berth 57 circa 1920s (LAPL Photo Database)

Constructed in 1923, the Transit Shed at Berth 57 was erected by the James A. Lynch Construction Company under contract with the Port of Los Angeles at a cost of approximately $200,000. The one-story, 93 by 500 feet steel transit shed was originally occupied by S.L. Kreider, an agent for several steamship companies (Los Angeles Board of Harbor Commissioner Annual Report 1923). The construction of the building included fill back of the wharf and new

train tracks installed at the rear of the shed. The structure is stylized on its southern elevation with a closed pedimented gable end and boxed eaves supported by concrete pilasters. The northern elevation is a flat-roofed wood frame addition clad in horizontal wood shiplap siding. Probably first used as a cotton warehouse, the structure became a general transit shed in the 1930s, then served as a supply depot for U.S. Navy vessels during World War II (Sanborn Map Company 1950). Built directly adjacent to Transit Shed 58-60, Shed 57 appears intended to coordinate with that of its earlier neighboring structure. The Transit Shed at Berth 57 is currently being used for warehousing at the port.

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)



Photograph 14: 1925 Aerial view of outer harbor showing Union Terminal Warehouse Co. (building on right), City of Los Angeles Berth 60 (left), and the Pan American Petroleum Co. in background. (*Los Angeles Times*)

Photograph 15: View of Pan American Petroleum Co. from their dock at Berth 72. Photo taken on November 15, 1924. (Los Angeles Harbor Department: 1924a)

Photograph 16: View of ships utilizing the Pan American Petroleum Co. oil loading station at Berth 71. Photo taken on May 7, 1925. (Los Angeles Harbor Department 1925)

As early as 1923 the Pan American Petroleum Company initiated plans to establish an oil loading station along the Main Channel at Municipal Pier No. 1 (Berths 70-71). The exiting Westway Terminal Building appears to be the last remaining structure from this important Port development which included two other small buildings constructed in a similar Mission Revival architectural style as well as a large oil tank farm that surrounded the buildings. Early signage on the existing building stated, "Pan American Petroleum Company Marine Oil Loading Station." (Los Angeles Board of Harbor Commissioners 1924-1925; Los Angeles Harbor Department 1924a, 1924b, 1924c; City of Los Angeles Building and Safety Division Archives 1923a, City of Los Angeles Building and Safety Division Archives 1923b).

In late Summer of 1923, the Pan American Petroleum and Transport Company entered into a thirty year lease with the Los Angeles Harbor Commission (LAHC) for seven acres of Pier No. 1 to construct a fire-proof oil loading station along the Port of Los Angeles' Main Channel (Berths 70-71). The purpose of the facility was to transport oil for shipment from the company's refinery at Watson via three oil lines to the Marine Loading Station located at Berths 70-71 (Los Angeles Board of Harbor Commissioner Annual Report 1924-1925; *Los Angeles Times*, 1923a, *Los Angeles Times* 1924). The proposed development did not proceed without controversy. In September of 1923, the Municipal League and the oil company's lawyer appeared before the LAHC to address protests against the oil company's proposed construction at Municipal Pier No.1. In question was the legality of the lease agreement between the LAHC and the Pan American Petroleum and Transport Company. During the meeting the Municipal League presented the LAHC a copy of the communication to the City Council charging that the Board had granted the lease illegally and the oil station would be a fire hazard to the Port. The lease may not have been questioned if the contract had been written for five years instead of thirty which was unusual at that time and the first of its kind to be issued by the LAHC. The City Council proceeded to block the oil company by refusing to grant the necessary permits for the construction of the oil pipe line over city property to the three tanks on the municipal pier which by that time were already under construction and partial completed. The Council also voted unanimously to halt the oil company from taking any further action until the LAHC conducted a full inquiry regarding the proper placement of oil tanks at the harbor (*Los Angeles Times*, 1923a).

Although the City council urged the initiation of court proceedings regarding the legality of the lease, by April, of 1924 the City's Attorney made a resolution to begin proceeding to settle the dispute (*Los Angeles Times* 1924a). During the investigation into the lease agreement by the LAHC, Chairman Edgar McKee resigned (*Los Angeles Times* 1924b). In efforts to lower the fire risks present at the Port, the commission required that measures be taken in the construction of the wharf for the facility such as the use of metal fire breaks or bulkheads under all of the wooden municipal wharves in order to reduce the fire hazards and make it easier for fire-fighters to respond with more efficiency (*Los Angeles Times* 1923b).

By July of 1924, the company established its oil loading station at the Port of Los Angeles to transport oil from their refinery at Watson for shipping at and estimated cost of $1,000,000. This enabled the Pan American Petroleum and Transport Company to load two tankers simultaneously. The following year, the Pan American Petroleum and Transport

Company and Standard Oil Company of Indiana consolidated. Edward L. Doheny, owner of Pan American Petroleum and Transport Company retained his California holdings, which was incorporated into a new holding called the "Pan American Western Corporation" (Los Angeles Board of Harbor Commissioner Annual Report 1924-1925; Davis 1998; *Los Angeles Times* 1924b).

Following many civil law suits and legal troubles, Doheny was forced to sell the remaining portions of his once enormous oil empire to protect the fortunes of his heirs'. In 1928, Pan American Western Company was sold to Richfield Oil Company of California for $7.5 million. For several years Richfield Oil Company continued to use the facilities at the Port as an Oil Loading Station (Davis 1998; Los Angeles Harbor Department 1935). The subject building, and the two secondary buildings and a small tank farm were in place from as late as 1948 when a complex of building replaced the tank farm (Los Angeles Harbor Department 1936-1973). Records indicate that the site was likely used by the U.S. Navy in World War II as Naval Supply Warehouse Area. By 1950, the subject building's first floor was used as a buoy repair and the second floor as office space (Sanborn Map Company 1950). The second tank farm replaced the buildings by 1957 and by 1973 the tank farm was enlarged. The secondary buildings were torn down some time after 1973 (Los Angeles Harbor Department 1936-1973). Records indicate that the additions to the building were likely made sometime between 1955 and 1973 (Los Angeles Harbor Department 1936-1973). The subject building is currently utilized by Westway Terminals, a bulk liquid storage facility and surrounded by large bulk liquid containers (Westway Terminals 2007).

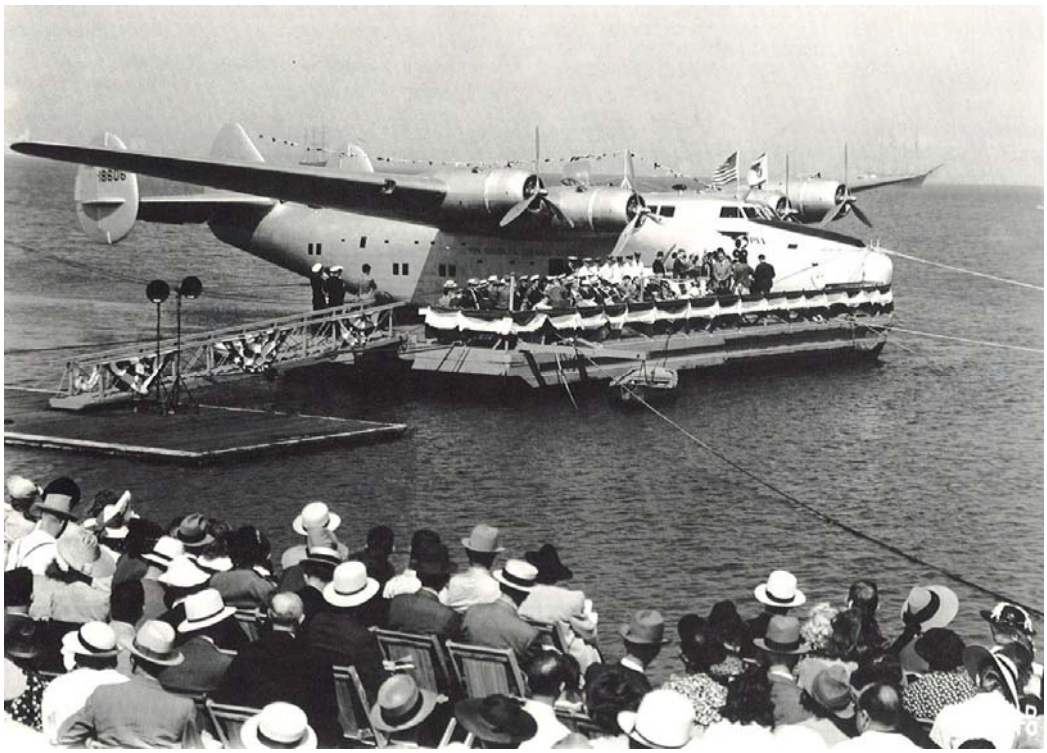
264 and 270 E. 22nd Street

Photograph 17: Looking at the southern elevation of the building at 264 and 270 E. 22nd Street

It is possible that the Pacific Electric Railway had operated a small ticket office at 22nd and Signal Streets during World War II when the stop accommodated service personnel and war workers at the nearby United States Naval Submarine Base (Los Angeles Harbor Department 1926; Sanborn Map Company 1921). By 1935, C.G.Crawford constructed the existing building with William F. Durr as the architect. Built at a cost of $3,300, the building was originally used restaurant and living quarters (City of Los Angeles Building and Safety Division Archives 1935). The structure remained in use a restaurant for much of its existence. The buildings are currently used as industrial shops and occupied by RS Marine Engine Service and Pacific Performance Racing.

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

Photograph 18: Pan Am Terminal Facilities (now Fish and Game Building) circa 1940s (http://www.laokay.com/MiscSanPedro.htm)



Photograph 19: Dedication ceremonies for the China Clipper on July 6, 1939 (Queenan 1986)

During the 1940s, Pan Am leased Berth 56 in San Pedro to operate a small ticket office and dock for their famous "China Clipper" line. Before the Pan Am lease, Berth 56 had been used as a U.S. Navy submarine landing base and patrol headquarters since the early 1930s (*Los Angeles Times* 1933a and 1933b). The ticket office, presently used as a Fish and Game building, was originally built in nearby Wilmington, and moved to its 22nd Street location upon Pan Am's lease of Berth 46 in 1940. After the building was moved to Berth 46, it underwent a minor remodel to serve as an administration building and passenger terminal (*Los Angeles Times* 1940). Passengers would purchase tickets at this building and board a shore boat that would take them out to a mooring barge anchored off Cabrillo Beach on the Outer Harbor. Prior to this San Pedro terminal, Pan Am used a building at Cabrillo Beach (Queenan 1986). The building has been occupied by the Department of Fish and Game since the early 1950s (*Los Angeles Times* 1951).

SIGNAL STREET PROPERTY DESCRIPTIONS

Introduction

The buildings located in the Signal Street area evaluated as part of this report include, Transit Shed Berths 58-60, Immigration Station (Canetti's Restaurant, 309 E. 22nd Street), Transit Shed Berth 57, Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building), 264 and 270 E 22nd Street, and Pan-Am Terminal

Facility – Berth 56 (California Fish and Game Building). The following section provides descriptions of these buildings. For more information please see Appendix A (DPR 523 forms).

Transit Sheds Berths 58-60

Berths 58-60 contain a large one-story, medium pitch, gable-roofed rectangular structure, measuring 1800 feet in length and 100 feet in width. The building is currently sheathed with corrugated metal vertical panels over a steel frame with a steel truss roof system. The northern and southern elevations feature closed pedimented cast concrete gable ends with boxed eaves supported by six, symmetrically placed engaged concrete pilasters. The eastern elevation exhibits a series of raised cargo loading bays above a concrete loading dock. Two pairs of at-grade vehicle entrances are spaced evenly along the elevation. On these entrances, engaged fluted pilasters extend to the cornice line.

Immigration Station Building (Canetti's Restaurant, 309 E. 22nd Street)

Located at 309 E 22nd Street is a two-story plaster over-wood frame building with projecting corners and a banded parapet. The utilitarian commercial building (former United States Immigration Station/Canetti's Seafood Grotto) has a flat sheet metal cornice is situated above a narrow plain plaster architrave. Rectangular in plan, the building measures 55 feet by 120 feet. Fenestration throughout the building generally consists of rows of inset wood frame one-over-one medium width sash windows with flat lintels and medium reveals. Similar lights appear on the four projecting corners of the building. The main façade located on north part of the building features a large neon sign that reads, "Canetti's Seafood, Dinners Breakfast." The entrance to the restaurant is located on the first floor in the center of the building and features a metal framed glass door. Another metal framed glass door sits to west of the entrance to Canetti's and leads to interior stairs for access to the second story. Just east of these doors are three large picture windows; one next to the Canetti's entrance has a blue cloth awning. Two of the window openings at the ground level have been infilled.

The first floor of the east façade features an entrance with a flat roof supported by corbels and square entry pillars along with a small fire escape with a ladder extension to the street. The ground floor of the western elevation has two pairs of wood panel doors with single wire-glass lights above and six sash windows situated on the second floor. The southern elevation has similar sash window bands on both the first and second floors. A wood frame stair with a simple wood balustrade leads to a landing centered at the mid-floor level. A double entry wood door with a single light is located at the western end of the elevation. A flat canopy supported by heavy corbels projects over entrances on the southern and eastern elevations. Landscaping around the building is well maintained and features old growth palm trees. Parking stalls sit directly in front of the main elevation.

Transit Shed Berth 57

Located at Berth 57 is a transit shed that is rectangular in plan, measuring 480 feet in length and 95 feet in width. A half- story monitor roof runs the length of the building providing a clerestory. The building is sheathed with corrugated metal panels over a steel frame and steel roof truss system. The southern elevation features paired end pillars and a pedimented entrance flanked by double pillars. An address designation appears on the monitor pediment, reading "Port of Los Angeles" above "Berth 57." The east and west elevations exhibit a series of raised cargo loading bays above a concrete loading dock. The north facade has a large two-story flat-roofed wood frame addition clad with horizontal wood ship-lap siding. Windows are two-panel wood frame horizontal sliders on the ground floor and three-panel on the second story. An entrance on the western side of the north elevation features a small projecting gable roof porch supported by two box columns. Fenestration above this entrance is four-paned. The address legend on the monitor is similar to that on the south elevation.

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

A concrete two story Mission Revival style building is located at the Westway facility on Pier No.1, Berth 70. The central portion of the building has a front gabled roof with a parapet flanked by two modern shed roofed. The roofs are clad with composite roofing materials. Exterior walls on the two story portion of the building are stucco over concrete while the wing additions are comprised of CMU. The southeast façade has a concrete platform approximately 3 ft high and french doors that serve as the main entry to the building at this location. Directly to the west at ground level is a metal framed tinted glass entry door. An additional entry is located at this same elevation on the western wing.

There are four metal framed 1/1 double hung windows with sun screens attached on the top story. These types of windows can be seen throughout the building on the top stroy. All three entry doors and window sets at this elevation have blue cloth awnings. A shed roofed addition is located at the first story level of the east façade. The addition cut off access to an entry located above the shed roof on the second story. At the ground level partially obscured window wall and entry door are south of the addition. A red metal ladder provides roof access on the northeast corner of the building. On the lower level of the north façade the building has two small modern metal framed 1/1 sliding windows. A wood framed and corrugated storage area abuts this façade. A CMU utilitarian shed roofed addition runs the length of the ground floor level on the west facade.

The building is generally not visible from Signal Street as it is obscured by a tank farm and related equipment.

264 and 270 East 22nd Street

Three conjoined concrete buildings are located at 264 and 270 E. 22nd Street, San Pedro, CA. The first two buildings carry the address of 270 E 22nd St. The first part of this building sits directly adjacent to railroad tracks that parallel Signal Street. The single story structure has a simple parapet roof. "R S Marine" signage is painted on the building directly under the roof line on the east and south (main) façades. This signage carries over to the second building. Fenestration on the east elevation consists of a row of three large rectangular wood framed windows (one is boarded) and three small fixed light wood framed windows. The south elevation which faces 22nd St. serves as the main entrance of the building. The entry is recessed and consists of modern glass and metal framed double doors flanked by two slightly recessed window spaces. The window on the right is boarded and portion of the window on the left is infilled and boarded. The second building sits directly adjacent to the first building and is utilized by the same company. The building has a flat roof and is similar to the first building in form and materials. A six-light ribbon window divided by wood mullions is located west of the glass and metal farmed sing entry door.

A two story building is attached to the second building. The structure has a parapet roof with four minimal art deco style vertical projections on the main façade. Fenestration on this façade consists of a combination of modern aluminum framed and tinted styles. A cloth awning shelters the main entry door which is metal framed with tinted glass. Signage on the building consist of "Pacific Performance Racing" painted above the awning and a rectangular metal and glass sign that reads "PPR" that is affixed the far west side of the main facade. The west façade has a simple wooden staircase that leads to the second story. Windows at this façade are also metal framed. Access was limited to the remainder of this property enclosed by metal fencing. Miscellaneous mechanical parts and equipment are located behind the connect buildings.

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

The small, one-story Mission Revival Building located at Berth 56 is set back from the road behind a large paved parking lot. It carries a flat roof behind a low parapet with a shallow, stepped front gable extended to corner piers. Cladding is stucco over concrete. Portions of the parapet are covered with red Mission tile. The north façade that faces 22nd Street is anchored at each end by square piers. Fenestration on the front façade consists of symmetrically placed, wooden double-hung paired rectangular and square lights. These windows flank the entry door which carries a transom below a tile-covered shed awning. Functional canales are symmetrically placed below the parapet line. The rear elevation that faces the East Channel is similar in design and features a pair of solid metal double doors flanked by a window to the east and a modern entry door to the west. The building is currently occupied by the State of California Department of Fish and Game.

SIGNIFICANCE CRITERIA

National Register of Historic Places Criteria

This report evaluates cultural resources significance in terms of eligibility for listing in the NRHP. NRHP significance criteria applied to evaluate the cultural resources in this study are defined in 36 CFR 60.4 as follows:

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and
>
> a. that are associated with events that have made a significant contribution to the broad patterns of our history; or
> b. that are associated with the lives of persons significant in our past; or
> c. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
> d. that have yielded, or may be likely to yield, information important in prehistory or history.

The question of integrity also must be addressed. In order for a property to convey its historical significance, it must retain intact the physical qualities or character defining features that illustrate its significance under NRHP criteria. Integrity is judged on seven aspects: location, design, setting, workmanship, materials, feeling, and association. These seven factors can be roughly grouped into three types of integrity considerations. Location and setting relate to the relationship between the property and its environment. Design, materials, and workmanship most often apply to historic buildings and relate to construction methods and architectural details. Feeling and association are the least objective criteria, pertaining to the overall ability of the property to convey a sense of the historical time and place in which it was constructed (National Park Service 1991).

California Register of Historical Resources Criteria

CEQA guidelines define three ways that a property can qualify as a significant historical resource for the purposes of CEQA review. 1) The resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR). 2) The resource is included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the preponderance of evidence demonstrates that it is not historically or culturally significant. 3) The lead agency determines

the resource to be significant as supported by substantial evidence in light of the whole record (California Code of Regulations, Title 14, Division 6, Chapter 3, section 15064.5).

The CRHR was created by the State Legislature in 1992 and is intended to serve as an authoritative listing of historical and archaeological resources in California. Additionally, the eligibility criteria for the CRHR are intended to serve as the definitive criteria for assessing the significance of historical resources for purposes of CEQA, in this way establishing a consistent set of criteria to the evaluation process for all public agencies statewide.

For a historical resource to be eligible for listing in CRHR, it must be significant at the local, state, or national level under one or more of the following four criteria:

1. is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. is associated with the lives of persons important in our past;

3. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

4. or has yielded, or may be likely to yield, information important in prehistory or history.

In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource.

Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the CRHR must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance. It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data (California Office of Historic Preservation 2001).

Local Regulations

The Los Angeles Municipal and Administrative Codes address the preservation of historic and cultural monuments, and Preservation Zones. A list of historical and cultural monuments has been compiled and is maintained by the Cultural Heritage Commission, a board of five persons appointed by the Mayor and approved by the City Council. It is the responsibility of the Cultural Heritage Commission to oversee and approve the establishment of Preservation zones (LA Municipal Code Sec. 12.20.3) and to preserve monuments when such action is not in conflict with the public health, safety, and general welfare (LA Administrative Code Sec. 22.128).

According to Section 22.130 of the Los Angeles Municipal Code, a historical or cultural monument is "any site (including significant trees or other plant life located thereon), building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, state or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction, or a notable work of a master builder, designer, or architect whose individual genius influenced his age."

Significant Resource Types

The historic significance of the Port relates to the role that the Port facilities played in expanding the commercial and economic success of Los Angeles, which coincided with Los Angeles' emergence as an "international" city between the 1920s and the 1940s. Facilities typically associated with this theme include buildings and structures constructed to facilitate transshipment of goods from oceangoing vessels to rail or truck systems, especially those improvements added either by major shipping companies or by the Port in a portwide expansion aimed at meeting the demands of increased usage of the Port during this period. In the Signal Street project area, properties associated with the above stated developments may be historically significant.

EVALUATION OF SIGNIFICANCE

Introduction and Summary of Findings

The following conclusions regarding National Register of Historic Places (NRHP) criteria (a-d) and California Register of Historical Resources (CRHR) criteria (1-4) are based upon information presented in the Historic Setting, Outer Harbor/Signal Street Development and Building History, and Historic Resources-Architectural Descriptions sections of this report.

Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation utilized below.

The following eligibility statements apply to six separate properties located on or near Signal Street at the Port of Los Angeles. These properties include:

- Transit Shed Berths 58-60
- Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)
- Transit Shed Berth 57
- Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)
- 264 and 270 E 22nd Street
- Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

The most important considerations influencing the following NRHP, CRHR, and City of Los Angeles Cultural Heritage Commission (CHC) recommendations of eligibility for the above stated buildings are:

> Their importance in relation to the historic development of the Port of Los Angeles specifically the Outer Harbor/Pier One area.

Federal: National Register of Historic Places

Criteria (A-D)

The following conclusions regarding National Register of Historic Places (NRHP) criteria (a-d) are based upon information presented in the Historic Setting, Outer Harbor/Signal Street Development and Building History, and Historic Resources-Architectural Descriptions sections of this report. Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation utilized below.

(A) that are associated with events that have made a significant contribution to the broad patterns of our history; or,

<u>Transit Shed Berths 58-60</u>

Since their completion in 1914, Transit Shed 58-60 have served as a symbol of the Los Angeles Harbor's expansion period during the build up and completion of the Panama Canal in 1914 which resulted in increased shipping traffic at the port. As a facility that has been in

continuous use since its construction the subject property is an excellent representation of the growth and development of the Port of Los Angeles during the planning and the completion of the Panama Canal. Therefore, Transit Shed Berths 58-60 **appears to meet NRHP Criterion A.**

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The United States Immigration Station **appears eligible for the NRHP under Criteria A** for its association with the Federal Government activities at the Port, as the only extant building designed and used for civilian federal purposes, as well as an excellent representation of the continued use of Port facilities in Cannetti's Restaurant which has become an important part of the Port's cultural heritage. The restaurant, a local institution, has served the Port and surrounding community for well over 50 years thereby becoming an integral piece of the Port's historic fabric.

Transit Shed Berth 57

The subject property is representative of the general growth of the Port of Los Angeles, specifically the Outer Harbor area during the early 1920s. The shed served as a symbol of the Los Angeles Harbor's dramatic growth during the post World War I period which was largely stimulated by an increase in worldwide commerce and the 1920s oil boom. Expansion at the port included the development of several berths and oil shipping facilities such as the Transit Shed at Berth 57. Consequently, when considered as part of the larger Outer Harbor area, Transit Shed at Berth 57 is indicative of a period of tremendous growth and progress at the port in the early 20th century and **appears to meet the criteria for listing in the NRHP under Criterion A as a possible contributor to the Pier One potential historic district.**

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

Constructed in 1923, the Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building) **appears to meet NRHP Criterion A**. The buildings gains significance for its contribution to the broad patterns of local history through its association with development of the oil industry in Los Angeles, the early days of oil shipping from the Port of Los Angeles, and as an example of the rise and fall of Pan American Petroleum Company; one the Nation's top oil producers in the 1920s.

264 and 270 E 22nd Street

Although this property is representative of the general growth of the Port of Los Angeles (POLA) during the early half of the 20th century is not known to be directly associated with events that have made significant contributions to the history of POLA, Los Angeles County or the surrounding region. Therefore, it **does not appear to meet NRHP Criteria A.**

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

The Pan Am Terminal Facility – Berth 56 (California Fish and Game Building) **appears eligible under NRHP Criterion A**, for its association with Pan Am and its China Clipper pioneering flight service which expanded passenger travel service at the Port of Los Angeles in the years prior to World War II. As a Pan Am ticket office, the building played a key role in the development of aviation transportation heritage of the Southern California region through it association with Pan-Am revolutionizing long distance and transoceanic seaplane flights from Los Angles to the Far East. The structure marks the site of the first Pan Am China Clipper flights from Los Angeles to the Antipodes and New Zealand.

(B) that are associated with the lives of persons significant in our past; or,

Transit Shed Berths 58-60

The building has been associated with various individuals and entities over the years and is not known to be associated directly with persons who have made historical contributions and therefore **does not appear to meet NRHP Criterion B.**

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The property is not known to be directly associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole and thus **does not appear to meet NRHP Criterion B**.

Transit Shed Berth 57

The property is not known to be directly associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole and thus **does not appear to meet NRHP Criterion B**.

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

Although the building is associated with Edward L. Doheny, oil pioneer in Los Angeles and owner of the Pan American Petroleum Company in that it is a building that was created as a result of conducting company business and expanding operations at the Port, the building cannot be directly associated Doheny since it was not a place where he is known to have resided or conducted business. Consequently, the building **does not appear to meet NRHP Criterion B**.

264 and 270 E 22nd Street

This property is not known to be directly associated with persons that have made significant contributions to the history of POLA, Los Angeles County or the surrounding region. Therefore, it **does not appear to meet NRHP Criteria B**.

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

Under NRPH Criterion B, the building **does not appear eligible** as it is not known to be associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole.

(C) that embody distinctive characteristics of a type, period, or method of construction or,

Transit Shed Berths 58-60

Architecturally, a Utilitarian industrial building, Transit Shed, Berth 58-60 **appears significant under NRHP Criterion C** as a an excellent example of neo-classical ornamentation, indicating the importance assigned to architectural design for utilitarian buildings used for Port commerce in the Outer Harbor before the dredging of the Main Channel.

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The utilitarian commercial building, originally constructed as an institutional government building, is of a common form for the period during which it was originally constructed and similar buildings are located in cities throughout the state and the country. For this reason, the building does not appear innovative nor does it display unique characteristics of its style and therefore **does not appear to meet NRHP Criterion C**.

Transit Shed Berth 57

The Utilitarian Industrial building is a common form for transit sheds built during the 1920s. Similar and more ornate buildings constructed during this era can be located throughout the Port of Los Angeles, state and the country. For these reasons, the building does not appear innovative or display unique characteristics of its style and therefore **does not appear to meet NRHP Criterion C.**

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

The Mission Revival style building is not known to be associated with a master architect nor is it an exceptional example of the architectural style that embodies distinctive characteristics of a type, period, or method of construction. Consequently, the building **does not appear to meet NRHP Criterion C.**

264 and 270 E 22nd Street

Architecturally, the buildings are not known to be associated with a master architect and are modest examples of the commercial style buildings mid 1930s when they were likely constructed. Because these buildings do not embody the distinctive characteristics of the type, period or method of construction **they do not appear to meet NRHP Criterion C**.

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

Architecturally, the building is modest example of the Mission Revival style that was commonly produced throughout California during the 1930s and into the 1940s. This particular example does not display any distinctive characteristics of the type, period or method of construction and therefore **does not appear to meet NRHP Criterion C**.

(D) that have yielded or may be likely to yield, information important in prehistory or history.

Transit Shed Berths 58-60, Immigration Station (Canetti's Restaurant, 309 E. 22nd Street), Transit Shed Berth 57, Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building), 264 and 270 E 22nd Street, Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building) individually or as a whole do not appear to retain important information that could contribute to our understanding of human history or prehistory. Nor do any of the buildings appear to have the potential to yield information on unique design or construction techniques that may reveal significant information on the development of buildings. Consequently, the properties listed above **do not appear to meet NRHP Criterion D.**

District Evaluation

As stated earlier in the report, San Buenaventura Research Associates under subcontract for Fugro West, Inc. prepared for the POLA Environmental Management Division Phases I and Phase II of a Cultural Resources Reconnaissance Survey of 7,500 Acres of Land and Water for the Port of Los Angeles in the late 1990s. As part of the Phase II report, San Buenaventura Research Associates conducted a reconnaissance survey of properties at the port and proposed that a historic district encompassing the entire Pier One area south of 22nd Street may exist. The historic district recommended by San Buenaventura Research Associates includes but may not be limited to transit shed structures at Berths 57-60, Municipal Warehouse No. 1, the U.S.

Immigration Station, the former Pan American Petroleum Company site (Berth 70, Westway building), and the Municipal Fish Market. The recommended potential district referred to as "Pier One" was not formally defined and documented in the report as the purpose of the report was to provide POLA a preliminary overview of potential historic resources at the port (Fugro West, Inc. 1997: 3-5). The Pier One potential historic district was also not defined or documented as part of this report.

NRHP Summary Conclusions and Recommendations

Five of the six buildings evaluated as part of this report appear to qualify for listing in the NRHP. The following table summarizes the NRHP conclusions and recommendations:

Table 2. NRHP Summary of Findings

Resource Name/Location	Year Built	NRHP Eligibility/Criteria
Transit Shed Berths 58-60	1913-1915	Eligible under Criteria A and C
Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)	1921	Eligible under Criterion A
Transit Shed Berth 57	1923	Eligible - contributor to historic district
Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)	1923	Eligible under Criterion A
264 and 270E 22nd Street	Circa 1935	N/A
Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)	Circa 1930, Moved to Berth 1940	Eligible under Criterion A

State of California: California Register of Historical Resources (CRHR)

Criteria (1-4)

The following conclusions regarding California Register of Historical Resources criteria (1-4) are upon information presented in the Historic Setting, Outer Harbor/Signal Street Development and Building History, and Historic Resources-Architectural Descriptions sections of this report. Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation utilized below.

(1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.

Transit Shed Berths 58-60

The Transit Shed located at Berth 58-60 have served as a symbol of the Los Angeles Harbor's expansion period in the mid-1910s. Largely credited to the completion of the Panama Canal in 1914, the expansion of Port facilities during this ear resulted in a substantial increase of shipping traffic at the port. As a facility that has been in continuous use since its construction the subject property is an excellent representation of the growth and expansion of the Port of Los Angeles during the planning and the completion of the Panama Canal. Therefore, it **appears to meet CRHR Criterion 1.**

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The United States Immigration Station **appears eligible for the CRHR under Criteria 1** for its association with the Federal Government activities at the Port, as the only extant building designed and used for civilian federal purposes, as well as an excellent representation of the continued use of Port facilities in Cannetti's Restaurant which has become an important part of the Port's cultural heritage. The restaurant, a local institution, has served the Port and surrounding community for well over 50 years thereby becoming an integral piece of the Port's historic fabric.

Transit Shed Berth 57

The subject property is representative of the general growth of the Port of Los Angeles, specifically the Outer Harbor area during the early 1920s. The shed served as a symbol of the Los Angeles Harbor's dramatic growth during the post World War I period which was largely stimulated by an increase in worldwide commerce and the 1920s oil boom. Expansion at the port included the development of several berths and oil shipping facilities such as the Transit Shed at Berth 57. Consequently, when considered as part of the larger Outer Harbor area, Transit Shed at Berth 57 is indicative of a period of tremendous growth and progress at the port in the early 20th century and **appears to meet the criteria for listing in the CRHR under Criterion 1 as a possible contributor to the Pier One potential historic district.**

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

The Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building) **appears to meet the CRHR Criterion 1**, for its contribution to the broad patterns of local history through its association with the early days of oil shipping from the Port of Los Angeles.

264 and 270 E 22nd Street

Although this property is representative of the general growth of the Port of Los Angeles (POLA) during the early half of the 20th century is not known to be directly associated with events that have made significant contributions to the history of POLA, Los Angeles County or the surrounding region. Therefore, it **does not appear to meet CRHR Criteria 1**.

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

The Pan Am Terminal Facility – Berth 56 (California Fish and Game Building) **appears eligible under CRHR Criterion 1**, for its association with Pan Am and its China Clipper pioneering flight service which expanded passenger travel service at the Port of Los Angeles in the years prior to World War II. As a Pan Am ticket office, the building played a key role in the development of aviation transportation heritage of the Southern California region through it association with Pan-Am revolutionizing long distance and transoceanic seaplane flights from Los Angles to the Far East. The structure marks the site of the first Pan Am China Clipper flights from Los Angeles to the Antipodes and New Zealand.

(2) Associated with the lives of persons important to local, California, or national history.

Transit Shed Berths 58-60

The building has been associated with various individuals and entities over the years and is not known to be associated directly with persons who have made historical contributions and therefore **does not appear to meet CRHR Criterion 2**.

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The property is not known to be directly associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole and thus **does not appear to meet CRHR Criterion 2**.

Transit Shed Berth 57

The property is not known to be directly associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole and thus **does not appear to meet CRHR Criterion 2**.

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

Although the building is associated with Edward L. Doheny, oil pioneer in Los Angeles and owner of the Pan American Petroleum Company in that it is a building that was created as a result of conducting company business and expanding operations at the Port, the building cannot be directly associated Doheny since it was not a place where he is known to have resided or conducted business. Consequently, the building **does not appear to meet CRHR Criterion 2**.

264 and 270 E 22nd Street

This property is not known to be directly associated with persons that have made significant contributions to the history of POLA, Los Angeles County or the surrounding region. Therefore, it **does not appear to meet CRHR Criteria 2**.

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

Under CRHR Criterion 2, the building does not appear eligible as it is not known to be associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole.

(3) Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.

Transit Shed Berths 58-60

Architecturally, a Utilitarian industrial building, Transit Shed, Berth 58-60 **appears significant under CRHR Criterion 3** as a an excellent example of neo-classical ornamentation, indicating the importance assigned to architectural design for utilitarian buildings used for Port commerce in the Outer Harbor before the dredging of the Main Channel.

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The utilitarian commercial building, originally constructed as an institutional government building, is of a common form for the period during which it was originally constructed and similar buildings are located in cities throughout the state and the country. For this reason, the building does not appear innovative nor does it display unique characteristics of its style and therefore **does not appear to meet CRHR Criterion 3**.

Transit Shed Berth 57

The Utilitarian Industrial building is a common form for transit sheds built during the 1920s. Similar and more ornate buildings constructed during this era can be located throughout the Port of Los Angeles, state and the country. For these reasons, the building does not appear innovative or display unique characteristics of its style and therefore **does not appear to meet CRHR Criterion 3.**

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

The Mission Revival style building is not known to be associated with a master architect nor is it an exceptional example of the architectural style that embodies distinctive characteristics of a type, period, or method of construction. Consequently, the building **does not appear to meet CRHR Criterion 3.**

264 and 270 E 22nd Street

Architecturally, the buildings are not known to be associated with a master architect and are modest examples of the commercial style buildings mid 1930s when they were likely constructed. Because these buildings do not embody the distinctive characteristics of the type, period or method of construction **they do not appear to meet CRHR Criterion 3**.

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

Architecturally, the building is modest example of the Mission Revival style that was commonly produced throughout California during the 1930s and into the 1940s. This particular example does not display any distinctive characteristics of the type, period or method of construction and therefore **does not appear to meet CRHR Criterion 3**.

(4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Transit Shed Berths 58-60, Immigration Station (Canetti's Restaurant, 309 E. 22nd Street), Transit Shed Berth 57, Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building), 264 and 270 E 22nd Street, Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building) individually or as a whole do not appear to retain important information that could contribute to our understanding of human history or prehistory. Nor do any of the buildings appear to have the potential to yield information on unique design or construction techniques that may reveal significant information on the development of buildings or structures in California or the nation as a whole. Consequently, the properties listed above **do not appear to meet CRHR Criterion 4.**

CRHR Summary Conclusions and Recommendations

Five of the six buildings evaluated as part of this report appear to qualify for listing in the CRHR. The following table summarizes the CRHR conclusions and recommendations:

Table 3. CRHR Summary of Findings

Resource Name/Location	Year Built	CRHR Eligibility/Criteria
Transit Shed Berths 58-60	1913-1915	Eligible under Criteria 1 and 3
Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)	1921	Eligible under Criterion 1
Transit Shed Berth 57	1923	Eligible –contributor to historic district
Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)	1923	Eligible under Criterion 1
264 and 270E 22nd Street	Circa 1935	N/A
Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)	Circa 1930, Moved to Berth 1940	Eligible under Criterion 1

City of Los Angeles: Cultural Heritage Commission (CHC)

Criteria

The following conclusions regarding Los Angeles Historic –Cultural Monuments criteria are upon information presented in the Historic Setting, Outer Harbor/Signal Street Development and Building History, and Historic Resources-Architectural Descriptions sections of this report. Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation utilized below.

- *Historic structures or sites in which the broad cultural, political, economic or social history of the nation, state or community is reflected or exemplified;*

Transit Shed Berths 58-60

The Transit Shed located at Berths 58-60 served as a symbol of the Los Angeles Harbor's expansion period in the mid-1910s, which was largely credited to the completion of the Panama Canal in 1914 which resulted in increased shipping traffic at the port. As a facility that has been in continuous use since its construction the subject property is an excellent representation of the growth and expansion of the Port of Los Angeles during the planning and the completion of the Panama Canal. Therefore, it **appears to meet CHC Criterion as a historic structure that exemplifies the broad cultural, political, economic or social history of the nation, state, and community of Los Angeles.**

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The United States Immigration Station **appears appears to meet CHC Criterion as a historic structure that exemplifies the broad cultural, political, economic or social history of the nation, state, and community of Los Angeles** for its association with the Federal Government activities at the Port, as the only extant building designed and used for civilian federal purposes, as well as an excellent representation of the continued use of Port facilities in Cannetti's Restaurant which has become an important part of the Port's cultural heritage. The restaurant, a local institution, has served the Port and surrounding community for well over 50 years thereby becoming an integral piece of the Port's historic fabric.

Transit Shed Berth 57

The subject property is representative of the general growth of the Port of Los Angeles, specifically the Outer Harbor area during the early 1920s. The shed served as a symbol of the Los Angeles Harbor's expansion period in the mid-1920s, which is likely credited to expansion and increases in commerce surrounding the port. Specifically, the addition of nearby oil shipping facilities also built during this period. Consequently, when considered as part of the larger Outer Harbor area, Transit Shed at Berth 57 does appear to have and important historical connection with Port development during the 1920s and **appears to meet CHC Criterion as a historic structure that exemplifies the broad cultural, political, economic or social history of the nation, state, and community of Los Angeles.**

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

The Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building) Therefore, it **appears to meet CHC Criterion as a historic structure that exemplifies the broad cultural, political, economic or social history of the nation, state, and community of Los Angeles**, for its contribution to the broad patterns of local history through its association with the early days of oil shipping from the Port of Los Angeles.

264 and 270 E 22nd Street

Although this property is representative of the general growth of the Port of Los Angeles (POLA) during the early half of the 20th century is not known to be directly associated with events that have made significant contributions to the history of POLA, Los Angeles County or the surrounding region. Therefore, it **does not appear to meet CHC Criterion as a historic structure that exemplifies the broad cultural, political, economic or social history of the nation, state, and community of Los Angeles.**

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

The Pan Am Terminal Facility – Berth 56 (California Fish and Game Building) Therefore, it **appears to meet CHC Criterion as a historic structure that exemplifies the broad cultural, political, economic or social history of the nation, state, and community of Los Angeles,** for its association with Pan Am and its China Clipper pioneering flight service which expanded passenger travel service at the Port of Los Angeles in the years prior to World War II. As a Pan Am ticket office, the building played a key role in the development of aviation transportation heritage of the Southern California region through it association with Pan-Am revolutionizing long distance and transoceanic seaplane flights from Los Angles to the Far East. The structure marks the site of the first Pan Am China Clipper flights from Los Angeles to the Antipodes and New Zealand.

- *Which are identified with historic personages or with important events in the main currents of national, state, or local history*

Transit Shed Berths 58-60

The building has been associated with various individuals and entities over the years and is not known to be associated directly with persons who have made historical contributions. Consequently, Transit Shed 58-60 **does not appear to the CHC Criteria as a historic structure known to be identified with historic personages or with important events in the main currents of national, state, or local history.**

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The Immigration Station (Canetti's Restaurant, 309 E. 22nd Street) is not known to be directly associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole and thus **does not appear to the CHC Criteria as a historic structure known to be identified with historic personages or with important events in the main currents of national, state, or local history.**

Transit Shed Berth 57

The property is not known to be directly associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole and thus **does not appear to the CHC Criteria as a historic structure known to be identified with historic personages or with important events in the main currents of national, state, or local history.**

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

Although the building is associated with Edward L. Doheny, oil pioneer in Los Angeles and owner of the Pan American Petroleum Company in that it is a building that was created as a result of conducting company business and expanding operations at the Port, the building cannot be directly associated Doheny since it was not a place where he is known to have resided or conducted business. Consequently, the building **does not appear to the CHC Criteria as a historic structure known to be identified with historic personages or with important events in the main currents of national, state, or local history.**

264 and 270 E 22nd Street

This property is not known to be directly associated with persons that have made significant contributions to the history of POLA, Los Angeles County or the surrounding region. Therefore, 264 and 270 e. 22nd Street **do not appear to the CHC Criteria as a historic structure known to be identified with historic personages or with important events in the main currents of national, state, or local history.**

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

The Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building) **does not appear to the CHC Criteria as a historic structure known to be identified with historic personages or with important events in the main currents of national, state, or local history** because the building it is not known to be associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole.

- *Are a notable work of a master builder, designer, or architect whose individual genius influenced his or her age;*

- *Which embody the distinguishing characteristics of an architectural-type specimen, inherently valuable for a study of a period, style, or method of construction;*

Transit Shed Berths 58-60

Architecturally, a Utilitarian industrial building, Transit Shed, Berth 58-60 **does appear significant under CHR Criteria** as a an excellent example of neo-classical ornamentation, indicating the importance assigned to architectural design for utilitarian buildings used for Port commerce in the Outer Harbor before the dredging of the Main Channel.

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The utilitarian commercial building, originally constructed as an institutional government building, is of a common form for the period during which it was originally constructed and similar buildings are located in cities throughout the state and the country. For this reason, the building does not appear innovative nor does it display unique characteristics of its style and therefore **does not appear to meet CHR Criteria**.

Transit Shed Berth 57

The Utilitarian Industrial building is a common form for transit sheds built during the 1920s. Similar and more ornate buildings constructed during this era can be located throughout the Port of Los Angeles, state and the country. For these reasons, the building does not appear innovative or display unique characteristics of its style and therefore **does not appear to meet CHR Criteria.**

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

The Mission Revival style building is not known to be associated with a master architect nor is it an exceptional example of the architectural style that embodies distinctive characteristics of a type, period, or method of construction. Consequently, the building **does not appear to meet CHR Criteria.**

264 and 270 E 22nd Street

Architecturally, the buildings are not known to be associated with a master architect and are modest examples of the commercial style buildings mid 1930s when they were likely constructed. Because these buildings do not embody the distinctive characteristics of the type, period or method of construction **they do not appear to meet CHR Criteria**.

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

Architecturally, the building is modest example of the Mission Revival style that was commonly produced throughout California during the 1930s and into the 1940s. This particular example does not display any distinctive characteristics of the type, period or method of construction and therefore **does not appear to meet CHR Criteria 3**.

Los Angeles Historic – Cultural Monument Summary Conclusions and Recommendations

Five of the six buildings evaluated as part of this report appear to meet at least one of the CHR criteria for listing as Los Angeles Historic –Cultural Monuments. The following table summarizes the conclusions and recommendations:

Table 4. City of Los Angeles CHR Summary of Findings

Resource Name/Location	Year Built	City of Los Angeles local landmark status
Transit Shed Berths 58-60	1913-1915	Eligible
Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)	1921	Eligible
Transit Shed Berth 57	1923	Eligible
Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)	1923	Eligible
264 and 270E 22nd Street	Circa 1935	N/A
Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)	Circa 1930, Moved to Berth 1940	Eligible

RECOMMENDATIONS

ICF Jones & Stokes recommends that five of the six buildings evaluated as part of this report, appear to be eligible for listing in the NRHP and the CRHR, as well as appear eligible for listing as Los Angeles Historic –Cultural Monuments. The property located at 264 E 22nd Street does not appear to be eligible for listing under any national, state, or local historic register. The table below presents a concise listing of findings. Please see Department of Parks and Recreation 523 forms in Appendix A for more detailed information and explanation of findings.

Table 5. Summary of Recommendations

Resource Name/Location	Year Built	NRHP Eligibility/ Criteria	CRHR Eligibility/ Criteria	City of Los Angeles local landmark status
Transit Shed Berths 58-60	1913-1915	Eligible under Criteria A and C	Eligible under Criteria 1 and 3	Eligible
Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)	1921	Eligible under Criterion A	Eligible under Criterion 1	Eligible
Transit Shed Berth 57	1923	Eligible contributor to historic district	Eligible contributor to historic district	Eligible
Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)	1923	Eligible under Criterion A	Eligible under Criterion 1	Eligible
264 and 270E 22nd Street	Circa 1935	N/A	N/A	N/A
Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)	Circa 1930, Moved to Berth 1940	Eligible under Criterion A	Eligible under Criterion 1	Eligible

It is further recommended that the LAHD document the historical significance of the five eligible buildings through an interpretive program that utilizes current and historic photographs, results of archival research and associated materials, and the results of focused oral history documentation. This interpretive program would be exhibited electronically via the Port of Los Angeles historical website, www.laporthistory.org. This website is organized in historic tours or "modules" that relate to a particular aspect of Port history. Photo documentation should be

completed to support the web module and to record the historic physical qualities of the buildings. This documentation should be prepared by a professional photographer, utilizing archival quality black-and-white, medium format negatives, as well as 35mm color format. Photo documentation of the buildings should be performed prior to the removal of any part of the buildings, including historic processing equipment. The photography should include overall contextual shots, some portraits of individual features, and some detail shots. Efforts should be made to coordinate the photography of the current condition with the expected needs of the interpretive program, so that opportunities to illustrate archival or oral history information are not missed.

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1923b Building Permit No. 46950 for Berth 70, Pan-American Petroleum Co. October 5, 1923. On file at the City of Los Angeles Building and Safety Division Archives, Los Angeles, CA.

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1924b Glass Plate # 534. View looking west from roof of Municipal Warehouse No. 1 Berth 68. Photo taken on November 7, 1924. On file at the Los Angeles Harbor Department Archives. Wilmington, CA.

1924c Glass Plate # 546. View of Pan American Petroleum Co. from their dock at Berth 72. Photo taken on November 15, 1924. On file at the Los Angeles Harbor Department Archives. Wilmington, CA.

1925 Glass Plate # 685. View of ships utilizing the Pan American Petroleum Co. oil loading station at Berth 71. Photo taken on May 7, 1925. On file at the Los Angeles Harbor Department Archives. Wilmington, CA.

1926 Glass Plate # 951.Aerial showing same view of Outer Harbor and first municipal pier camera facing south. Photo taken by Spence Airphoto Co. Photo dated November 22, 1926. On file at the Los Angeles Harbor Department Archives. Wilmington, CA.

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Appendix A. DPR Forms

Appendix B. Building Permit History of Signal Street Properties

City of Los Angeles Building & Safety Division Archives

264 – 270 E. 22nd Street

May 1, 1925: Elizabeth Thompson was granted Building Permit No. 15571 to construct a one story, 28'-by 60 foot restaurant building at 270 East 22nd Street. C.O. Dodd is the listed architect and Elizabeth Thompson is listed the as the contractor. The cost of the building was $3,500.

April 25, 1935: Frank R. Hardy was granted building Permit No. 6888 to construct a two-story, 21'-by 63 foot restaurant and living room at 264 East 22nd Street. William F. Durr is the listed architect and C.G. Crawford is listed as the contractor. The cost of the building was $3,350.

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westways Terminal Building)

October 5, 1923: Pan-American Petroleum Co. was granted Building Permit No. 46950 to construct an oil loading wharf at Berth 70. Pan-American Petroleum Co. is listed as the architect and contractor. The cost of the structure was $186,176.

September 17, 1923: Pan-American Petroleum Co. was granted Building Permit No. 43132 to construct a one-story, 30'- by 80' pump house at Berth 70. Pan-American Petroleum Co. is listed as the architect and contractor. The cost of the building was $6,850.

Transit Shed Berth 57

October 15, 1923: The City of Los Angeles was granted building Permit No. 48593 to construct a one-story, 93'- by 500' foot concrete transit shed at Berth 57. No architect is listed and James A. Lynch Construction Co. is listed as the contractor. The cost of the building was 470,800.

Appendix F

Noise–Amphitheater Sound System

Music Performance Community Noise Level Estimation and Assessment

Pantelis Vassilakis, Ph.D. @ AcousticsLab
Acoustics and Noise Mitigation Consulting for Art & Entertainment Events

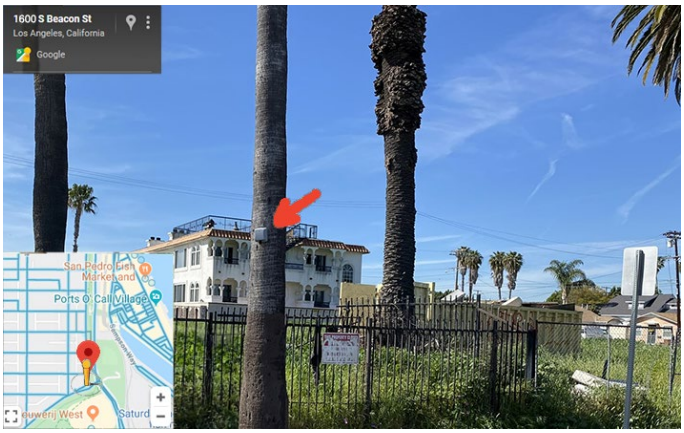
This report

A. Establishes average ambient community sound pressure levels (SPLs) with measurements obtained from two representative locations near the venue, under average environmental conditions.
B. Models maximum SPLs expected within and at the perimeter of the proposed West Harbor LA Amphitheater (hereafter "the Venue"), due to music performance events.
C. Models maximum SPLs anticipated to reach the community due to music performance events at the Venue, and their expected dissipation with distance from the source.
D. Assesses modeled noise levels against average ambient community noise measurements.

A. Ambient SPL Measurements

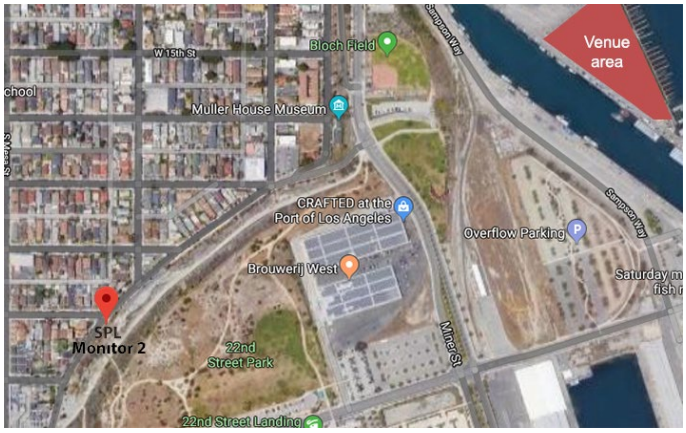
Data was collected using Piccolo II Professional Class 2 Sound Level Meters by Soft dB[1] over a five-day period (2/26/2020, 2:00 p.m. – 3/2/2020, 12:00 p.m.) from two measurement locations, chosen for their: a) relative placement between the Venue and residences and b) representative traffic noise conditions.

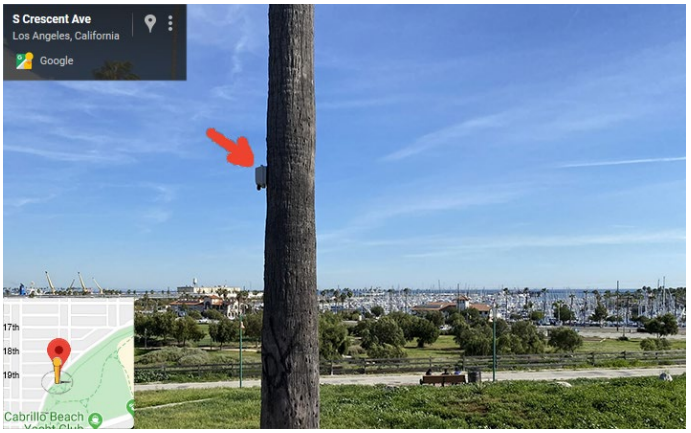
Location 1 (low-to-medium traffic[2]) - 33°43'44.93"N 118°16'50.08"W - https://maps.app.goo.gl/k8wrWcJ7bB7BGpcN6
~1600 S Beacon St, San Pedro, CA 90731 (~1,450 ft E/SE of the stage; tree, E side of the street)



[1] https://www.softdb.com/products/piccolo2
[2] Traffic movement was assessed qualitatively. Descriptors (*e.g.* low; medium) reflect qualitative comparisons relative to the general area and are not based on quantitative analysis of measured vehicle flow, speed, and density.

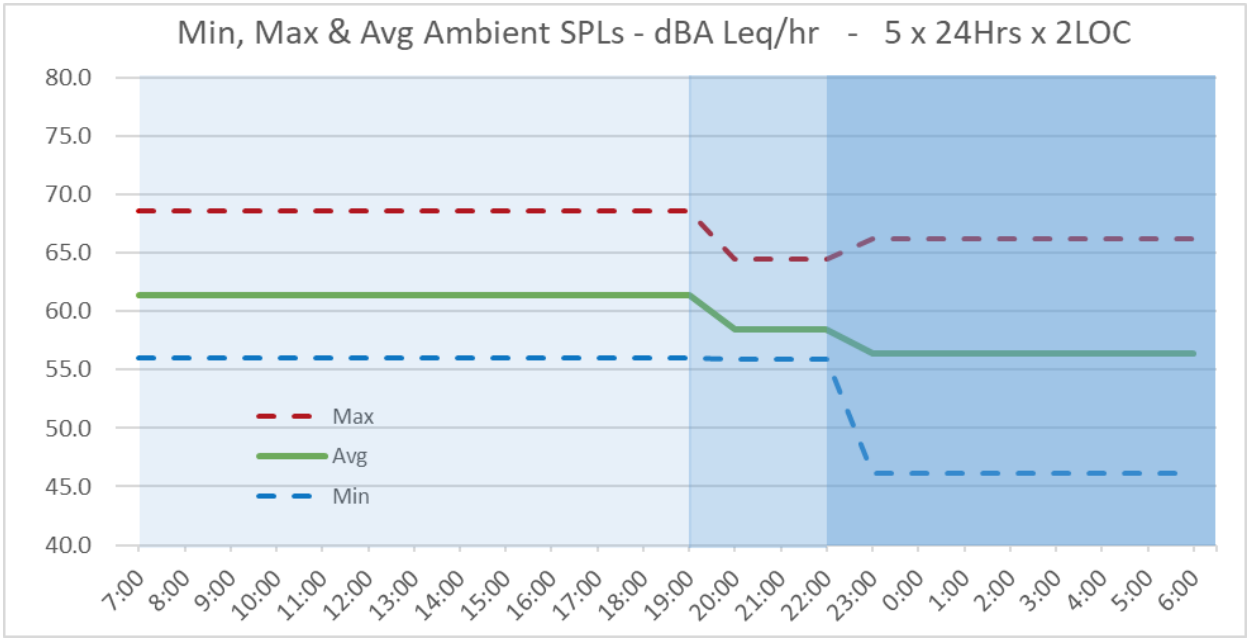
Location 2 (medium traffic) - 33°43'36.59"N 118°17'2.97"W - https://maps.app.goo.gl/7cJqqCpNPmaa1mT28
~1905 S Crescent Ave, San Pedro, CA 90731 (~3,150,ft SE of the stage, tree, W side of the street)





Minimum and maximum hourly dBA Leq[3] data is reported per location, along with average dBA Leq values, over three periods: Day: 7:00 A.M.-7:00 P.M.; Evening: 7:00 P.M.- 10:00 P.M.; Night: 10:00 P.M.-7:00 A.M.

dBA Leq / Time Period	*Minimum*			*Average*			*Maximum*		
	Loc 1	Loc 2	Avg	Loc 1	Loc 2	Avg	Loc 1	Loc 2	Avg
Day	54.7	57	**56**	59.3	62.7	**61.3**	65.5	70.3	**68.5**
Evening	54.1	57.1	**55.9**	58.1	58.8	**58.5**	66.3	61	**64.4**
Night	44.8	47.2	**46.2**	54.1	57.9	**56.4**	63.7	67.8	**66.2**



[3] dBA Leq: time-averaged A-weighted SPLs of continuous signals matching in total energy the measured time-variant signals, over a given period of time. All measured SPL values are subject to ~ +-1dB uncertainty level, standard for Class 1 measurement instruments.

B. Music Performance SPLs Modeled at the Venue

SPLs within the Venue's perimeter were obtained via sound propagation modeling that

a) assumed the maximum music performance SPL target values provided by the Venue's developer team:
   i) ~106dBA SPL 5minLeq[4]: audience area nearest to the stage
   ii) ~110dBA SPL 5minLeq: mixing, or "front of house" position (hereafter "FOH") ~95ft from the stage
   iii) ~103dBA SPL 5minLeq: furthest audience locations at the Venue's perimeter

b) incorporated loudspeaker system design and software processing with sound focusing capabilities that aims at the developer-defined SPL limits within the Venue while reducing the amount of sonic energy spillage outside the venue.

Levels at the Venue were modeled using *d&b audiotechnik* products, compatible with the far-field SPL modeling software[5] used to estimate community noise levels. Several manufacturers[6] offer hardware, software, and expertise capable of addressing the project's requirements through permanent or removable installations, with *L-Acoustics* having historically led the way in sound wave propagation management.

d&b audiotechnik system used for sound source & SPL distribution modeling[7]

- L-R Flown Arrays: 12 x GSL8[8] & 4 x GSL12[9] per side
- L-R Flown Subs: 6 x SL-SUB[10] per side
- SUB Arc / Ground Subs: 8 x SL-SUB
- Front Fills 6 x Y10P[11] (@90^0)

Two sets of system tuning parameters were defined, aimed at reducing community SPLs at different environmental conditions,[12] within the prescribed onsite SPLs. Both involve extensive software processing that introduces spectral artifacts.

System Tuning 1: appropriate to favorable weather conditions, where refraction would direct sonic energy aiming outside the Venue upwards, and wind-flow would direct it towards the ocean. This permits the aiming of sonic energy outside the venue, helping increase SPL dissipation with distance through wave interference. A 40m-wide area was defined, surrounding the Venue, 30m off its perimeter. The system was tuned for reduced SPLs reaching that area.

System Tuning 2: appropriate to unfavorable weather conditions, where refraction would redirect any sonic energy exiting the Venue downwards, and wind flow would redirect it towards the community. The system was tuned for reduced SPLs exiting the venue, within the prescribed onsite SPLs.

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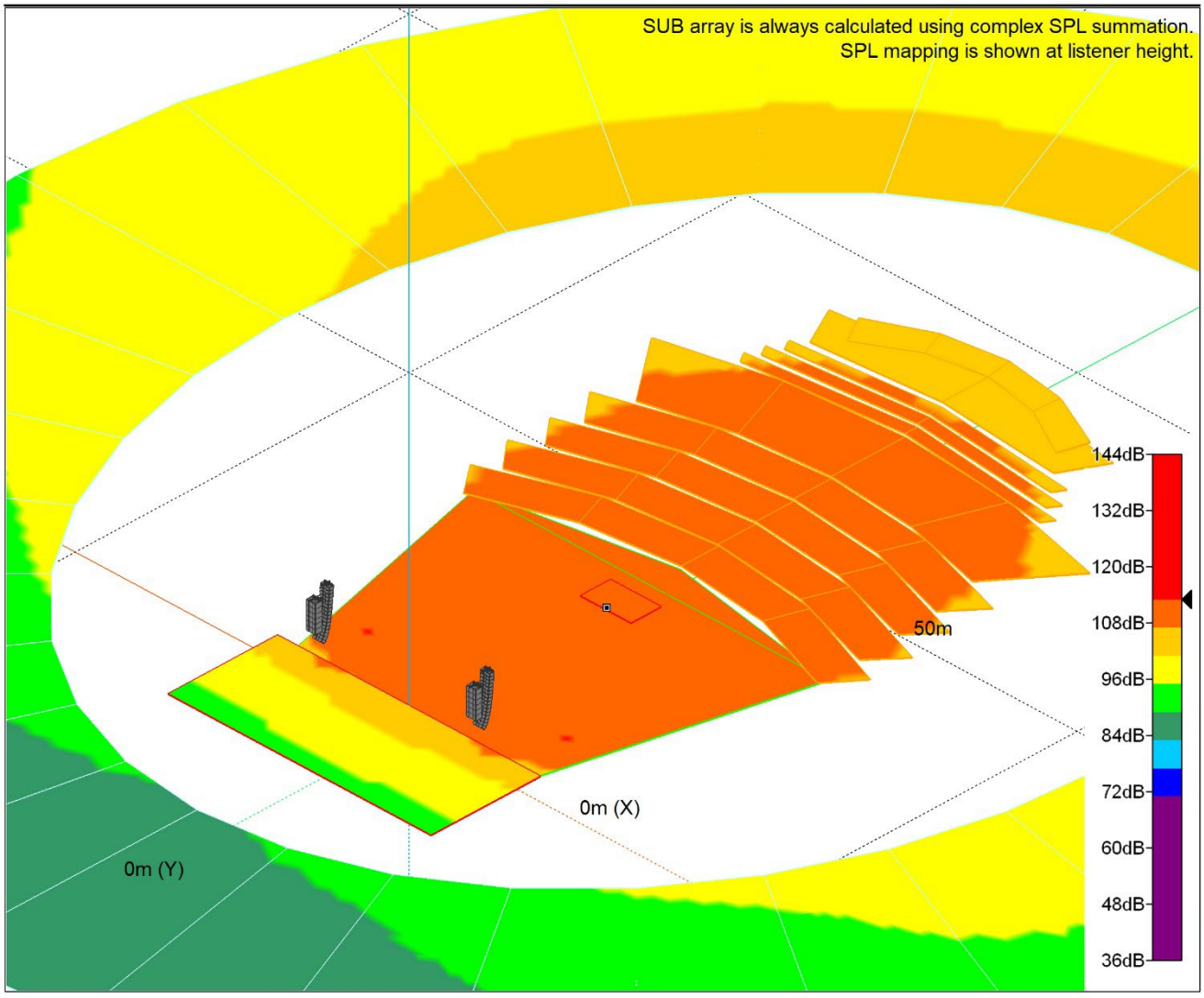
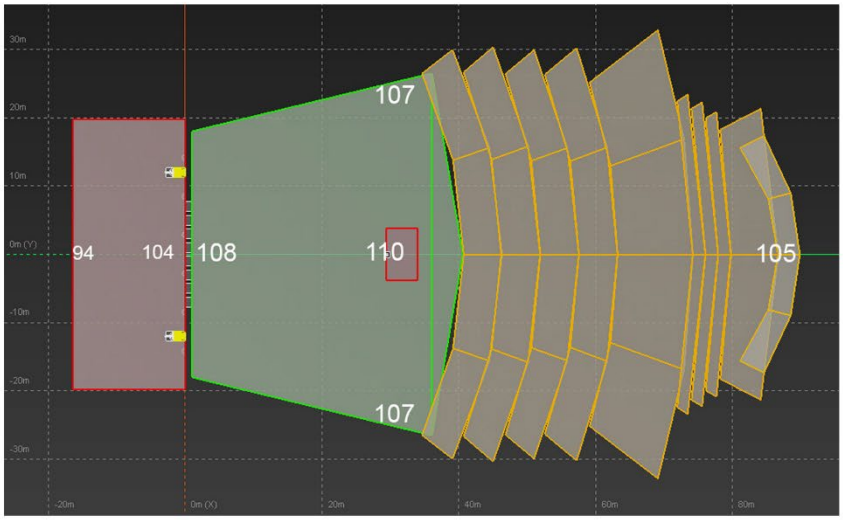
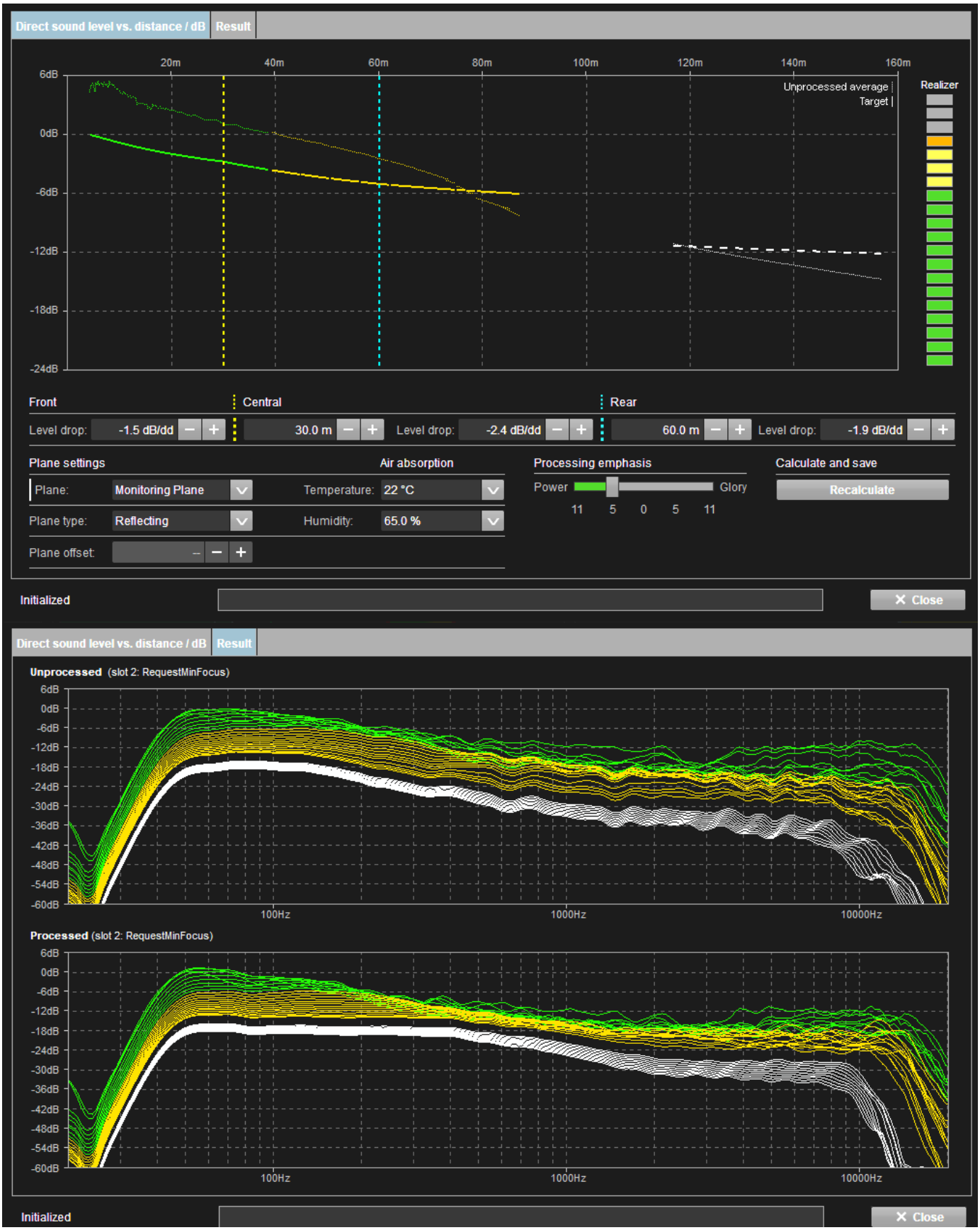
[4] *i.e.* A-weighted energy-equivalent SPLs, averaged over 5 minutes.
[5] : NoizCalc https://www.dbaudio.com/global/en/products/software/noizcalc. Created with SoundPLAN https://www.soundplan.eu/en, a specialist software developer for environmental noise prediction.
[6] L-Acoustics: https://www.l-acoustics.com - d&b Audiotechnik: https://www.dbaudio.com/global/en - Meyer Sound: https://meyersound.com
[7] Onsite SPLs were modeled with d&b audiotechnik's ArrayCalc https://www.dbaudio.com/global/en/products/software/arraycalc
[8] https://www.dbaudio.com/global/en/products/series/sl-series/gsl8
[9] https://www.dbaudio.com/global/en/products/series/sl-series/gsl12
[10] https://www.dbaudio.com/global/en/products/series/sl-series/sl-sub
[11] https://www.dbaudio.com/global/en/products/series/y-series/y10p
[12] See the next section.

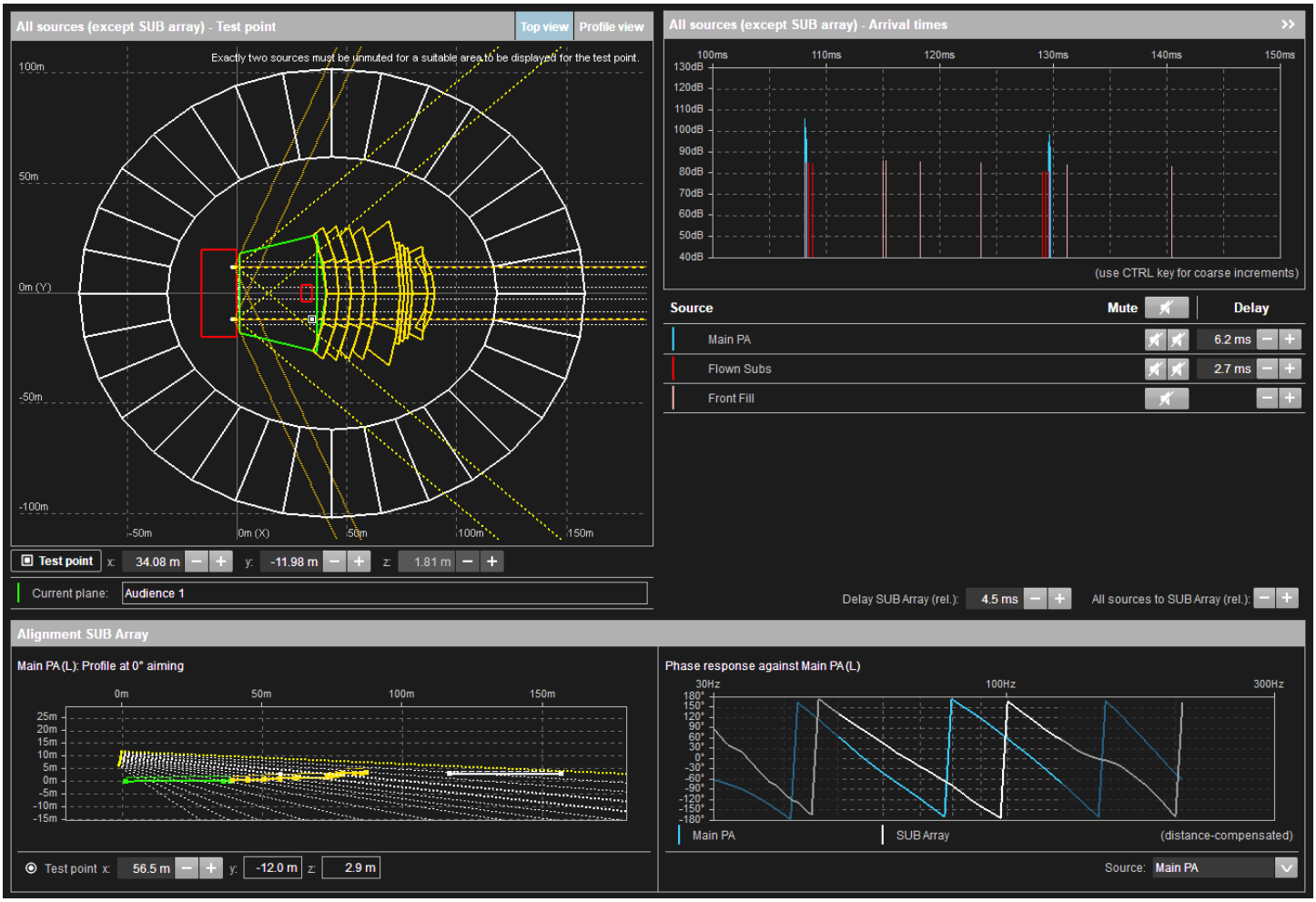
System Tuning 1 (for favorable weather conditions)



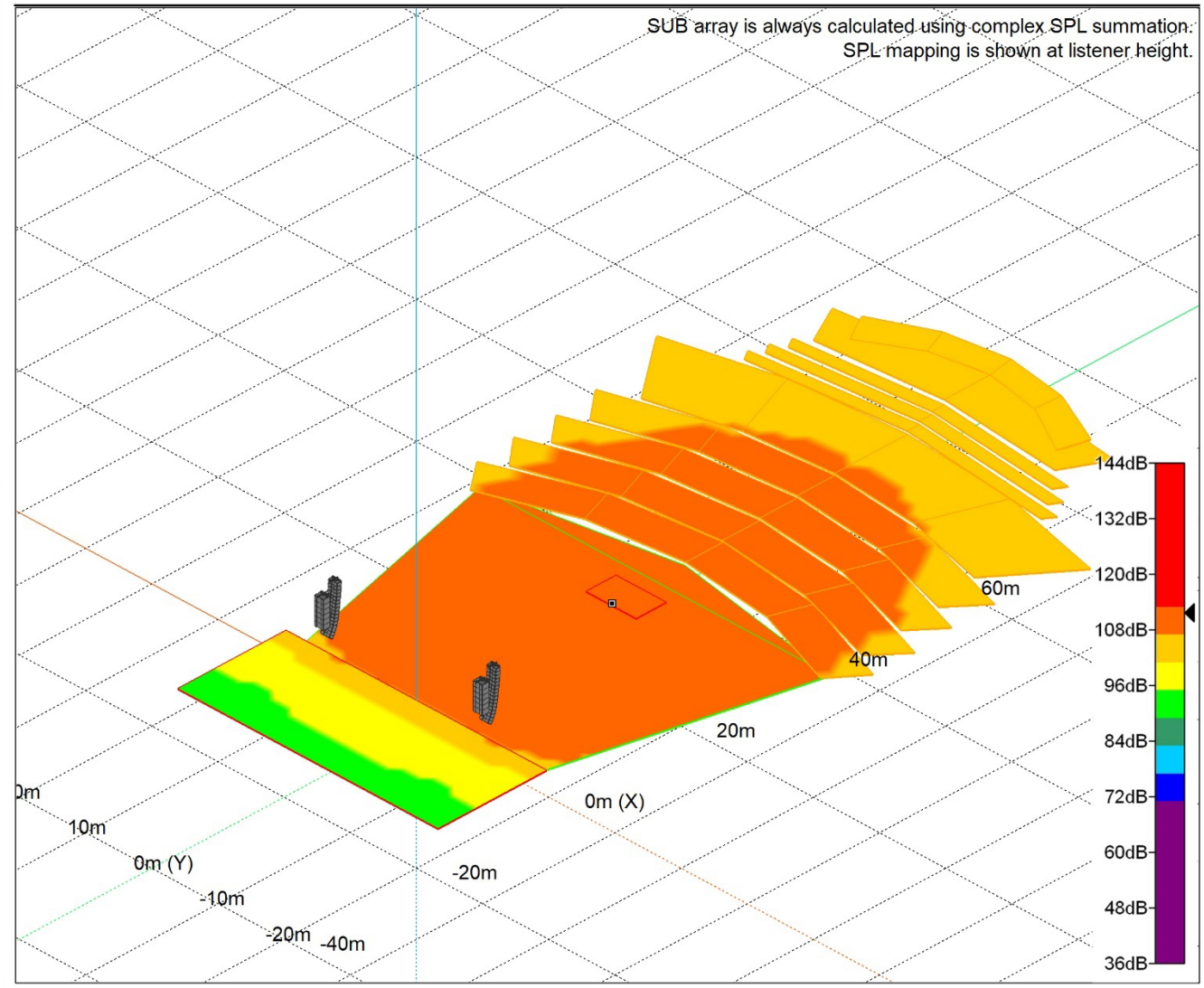
SPL calculation	
Resolution:	Mid (2m)
Highest SPL:	113.1 dB
Simulated signal	
Level:	3.4 dBu
Signal:	BB pink (A)
Show interferences:	Off
Air absorption	
On/Off:	On
Temperature:	22 °C
Humidity:	65.0 %
NoizCalc reference point	
x:	29.6 m
y:	0.0 m
z:	2.0 m
SPL:	110.0 dB



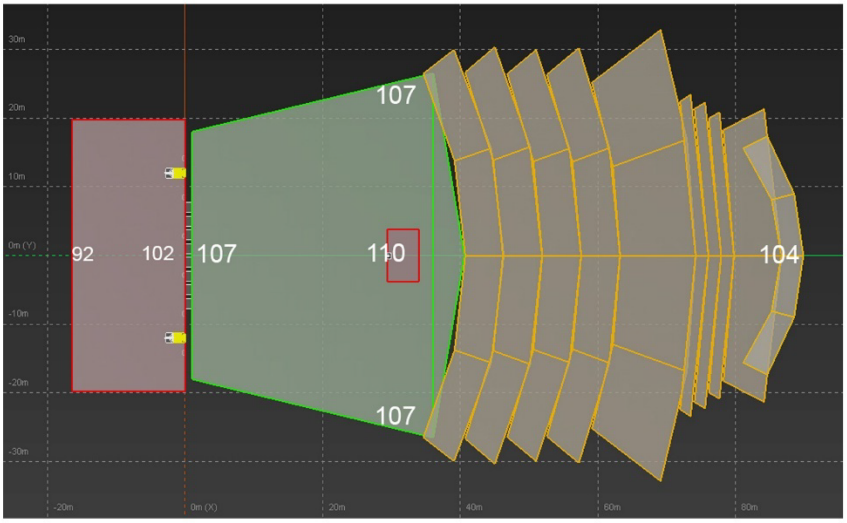

Direct sound level vs. distance / dB
Result
20m
40m
60m
80m
100m
120m
140m
160m
6dB
0dB
-6dB
-12dB
-18dB
-24dB
Unprocessed average
Target
Realizer
Front
Central
Rear
Level drop:
-1.5 dB/dd
30.0 m
Level drop:
-2.4 dB/dd
60.0 m
Level drop:
-1.9 dB/dd
Plane settings
Air absorption
Plane:
Monitoring Plane
Temperature:
22 °C
Plane type:
Reflecting
Humidity:
65.0 %
Plane offset:
Processing emphasis
Power
Glory
11 5 0 5 11
Calculate and save
Recalculate
Initialized
Close
Direct sound level vs. distance / dB
Result
Unprocessed (slot 2: RequestMinFocus)
6dB
0dB
-6dB
-12dB
-18dB
-24dB
-30dB
-36dB
-42dB
-48dB
-54dB
-60dB
100Hz
1000Hz
10000Hz
Processed (slot 2: RequestMinFocus)
6dB
0dB
-6dB
-12dB
-18dB
-24dB
-30dB
-36dB
-42dB
-48dB
-54dB
-60dB
100Hz
1000Hz
10000Hz
Initialized
Close

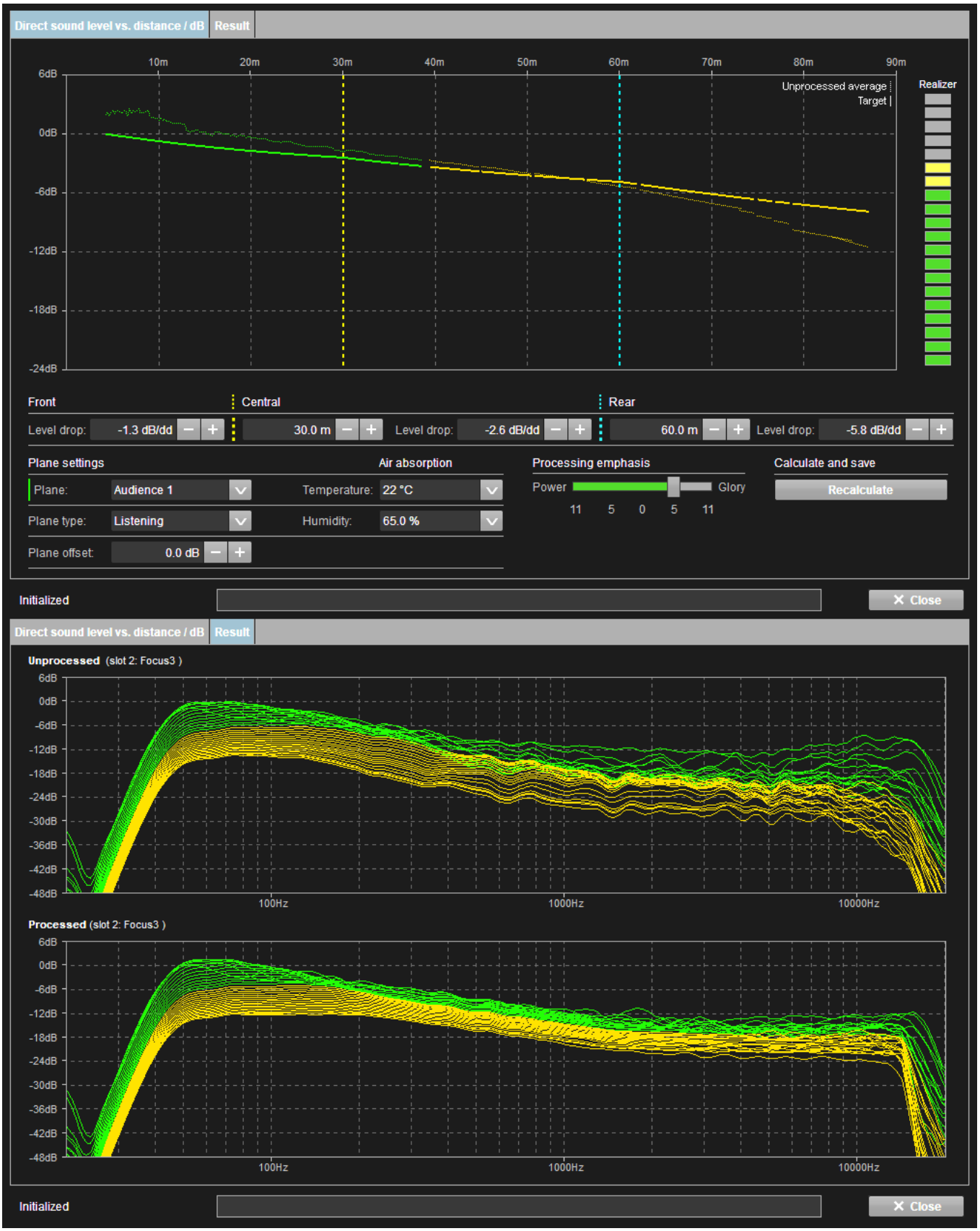

All sources (except SUB array) - Test point
Top view
Profile view
Exactly two sources must be unmuted for a suitable area to be displayed for the test point.
100m
50m
0m (Y)
-50m
-100m
-50m
0m (X)
50m
100m
150m
Test point
x: 34.08 m
y: -11.98 m
z: 1.81 m
Current plane:
Audience 1
All sources (except SUB array) - Arrival times
100ms
110ms
120ms
130ms
140ms
150ms
130dB
120dB
110dB
100dB
90dB
80dB
70dB
60dB
50dB
40dB
(use CTRL key for coarse increments)
Source
Mute
Delay
Main PA
6.2 ms
Flown Subs
2.7 ms
Front Fill
Delay SUB Array (rel.): 4.5 ms
All sources to SUB Array (rel.):
Alignment SUB Array
Main PA (L): Profile at 0° aiming
0m
50m
100m
150m
25m
20m
15m
10m
5m
0m
-5m
-10m
-15m
Test point x: 56.5 m
y: -12.0 m
z: 2.9 m
Phase response against Main PA (L)
30Hz
100Hz
300Hz
180°
150°
120°
90°
60°
30°
0°
-30°
-60°
-90°
-120°
-150°
-180°
Main PA
SUB Array
(distance-compensated)
Source: Main PA

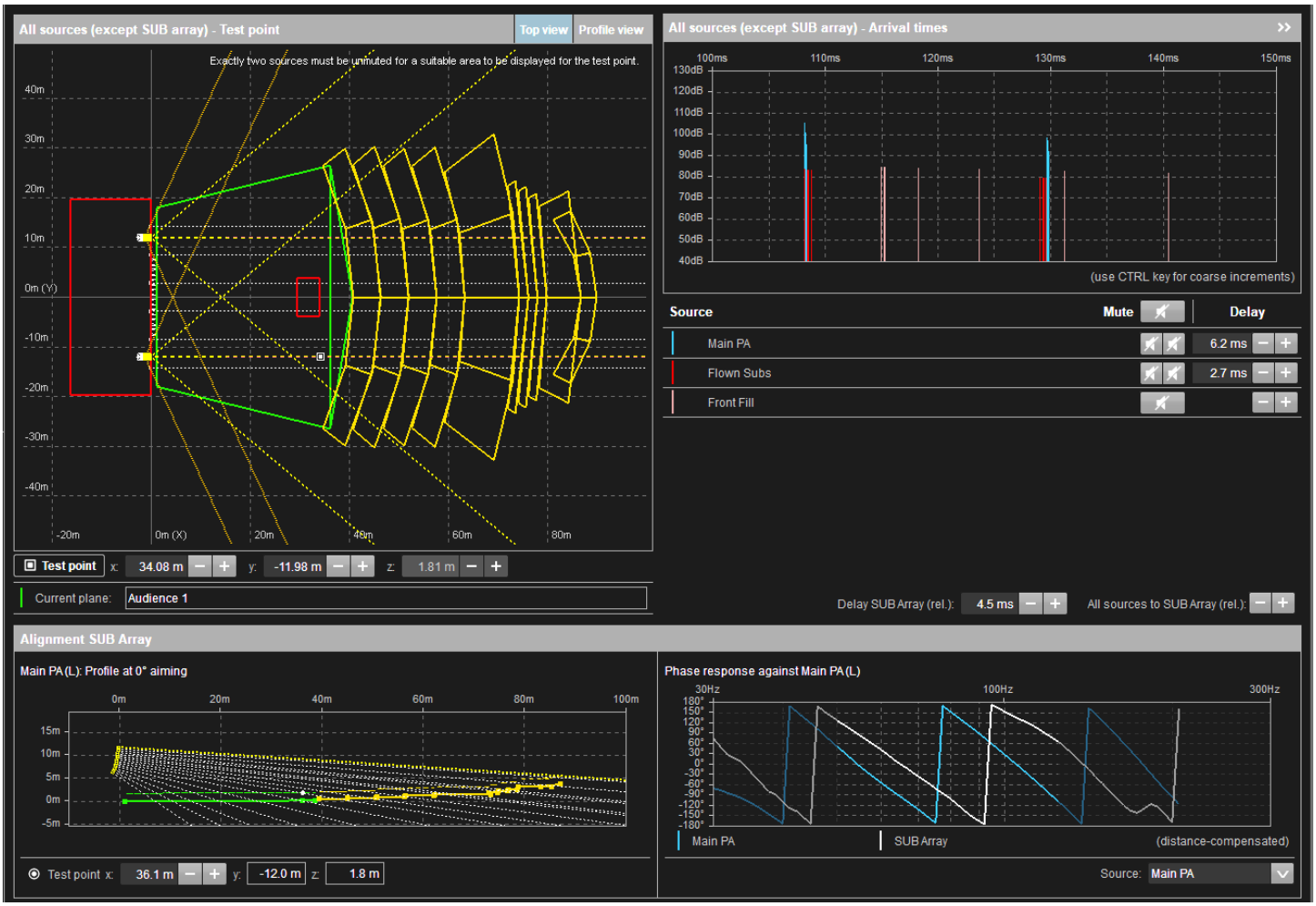
System Tuning 2 (for unfavorable weather conditions)



SPL calculation	
Resolution:	Mid (2m)
Highest SPL:	111.7 dB
Simulated signal	
Level:	1.9 dBu
Signal:	BB pink (A)
Show interferences:	Off
Air absorption	
On/Off:	On
Temperature:	22 °C
Humidity:	65.0 %
NoizCalc reference point	
x:	29.6 m
y:	0.0 m
z:	2.0 m
SPL:	110.0 dB




Direct sound level vs. distance / dB
Result
10m
20m
30m
40m
50m
60m
70m
80m
90m
6dB
0dB
-6dB
-12dB
-18dB
-24dB
Unprocessed average
Target
Realizer
Front
Central
Rear
Level drop:
-1.3 dB/dd
30.0 m
Level drop:
-2.6 dB/dd
60.0 m
Level drop:
-5.8 dB/dd
Plane settings
Air absorption
Plane:
Audience 1
Temperature:
22 °C
Plane type:
Listening
Humidity:
65.0 %
Plane offset:
0.0 dB
Processing emphasis
Power
Glory
11 5 0 5 11
Calculate and save
Recalculate
Initialized
Close
Direct sound level vs. distance / dB
Result
Unprocessed (slot 2: Focus3)
6dB
0dB
-6dB
-12dB
-18dB
-24dB
-30dB
-36dB
-42dB
-48dB
100Hz
1000Hz
10000Hz
Processed (slot 2: Focus3)
6dB
0dB
-6dB
-12dB
-18dB
-24dB
-30dB
-36dB
-42dB
-48dB
100Hz
1000Hz
10000Hz
Initialized
Close



SPL at the Source & Weather	Key SPL Values @ the Venue					
	Audience				Stage	
	Front	**FOH**	Back	Left / Right	Front	Back
Requested Favorable Weather	108	**110**	105	107	104	94
Requested Unfavorable Weather	107	**110**	104	107	102	92

C. Music Performance SPLs Modeled at the Community

Four noise maps are included, based on the sound source design and SPL levels described above, modeling the spread of A-Weighted SPLs[13] away from the venue in 20m (~66ft) increments, under:

2 x Environmental Conditions[14]

1) Favorable Weather
   Wind direction: 285^0 (from W-N/W) - *away from residences;*
   Temperature gradient: -0.09K/m - *temperature dropping with elevation, directing upward-bound sonic energy away from the ground (common daytime condition)*
2) Unfavorable Weather
   Wind direction: 85^0 (from E-N/E) - *towards residences*;
   Temperature gradient:+0.09K/m - *temperature rising with elevation, directing upward-bound sonic energy back towards the ground (ground temperature inversion[15])*

System Tuning Profiles (*each performing best under different conditions*)

1) System tuning appropriate under Favorable Weather conditions: refraction will direct sonic energy that aims outside the Venue upwards and wind-flow will direct it towards the ocean.
2) System tuning appropriate under Unfavorable Weather conditions: refraction will direct sonic energy exiting the Venue downwards (temperature inversion condition), and wind flow will direct it towards the community.

2 x Measurement Heights

1) 5.5ft (1.70m) *(i.e. street level)*
2) 16ft (4.9m) *(i.e. building level)*

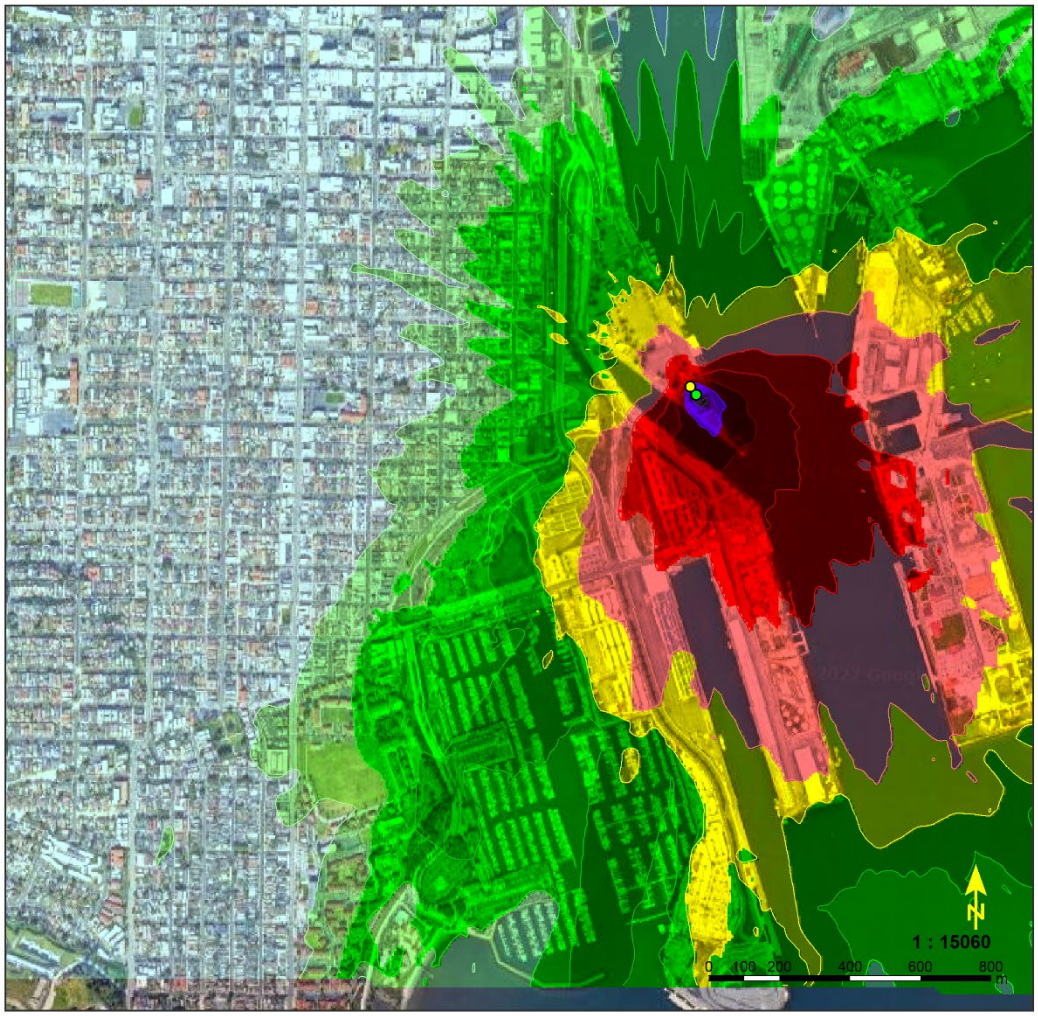
The summary table, below, compares average ambient SPL's to average maximum SPLs predicted by the sound source and sound propagation models to reach the residence blocks nearest to the venue, extending North-to-South between S. Beacon St. @ W. 8th St. (USPS) and Quartermaster Rd. @ Meyler Rd. (Fort MacArthur Inn).

Ambient Vs Noise dBA SPL		**System Tuning 1** (best for favorable weather conditions)				**System Tuning 2** (best for unfavorable weather conditions)			
		5.5ft. Elev.		16ft Elev.		5.5ft. Elev.		16ft Elev.	
Time Period	***Ambient***	*Noise*	*Overage*	*Noise*	*Overage*	*Noise*	*Overage*	*Noise*	*Overage*
Day	**61.3**	69	>7	69	>7	70	>8	69	>7
Evening	**58.5**	69	>10	69	>10	70	>11	69	>10
Night	**56.4**	69	>12	69	>12	70	>13	69	>12

[13] Noise maps model A-Weighted SPLs (measured in dBA). They bias middle frequencies, are representative of hearing response at moderate SPLs, and are consistent with standard noise level measurement and assessment.
[14] Both conditions assume 22^0C; 65% RH; 1014mbar P; gentle breeze 4.3m/s - based on April/September historical data from https://www.timeanddate.com/weather
[15] Temperature inversion occurs more frequently after sundown and its effects are enhanced under more humid, overcast conditions.

NoizCalc 3.0 **Project:** SPPM Amphitheater - Favorable Weather @5.5ft - System Configuration 1 **Author:** Pantelis Vassilakis

Calculation standard: Nord2000 **Height** above ground: 1.7 m **Meteorology:** 22°C, Humidity 65%, Wind 3 Bft (Gentle breeze) 285.0°, Temp.grad. -0.090 K/



San Pedro Amphitheater
Spectrum: All Live bands
SPL at reference point: 110.0 dB(A)

Signs and symbols
- Stage origin
- Reference point

System Configuration 1
Front: ~106 dBA
FOH: ~110 dBA
Back: ~102 dBA
Moderate Focusing

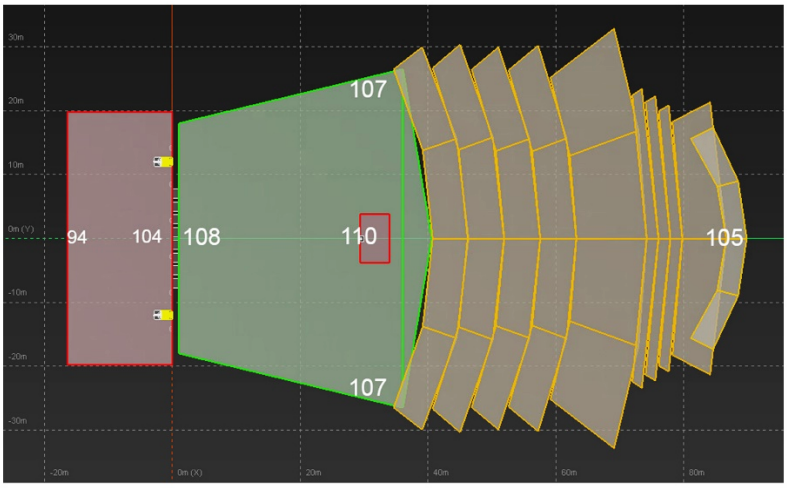
Favorable Weather
Wind away from homes
Temp. drop with elev.

Elevation: 5.5ft

Levels in dB(A)

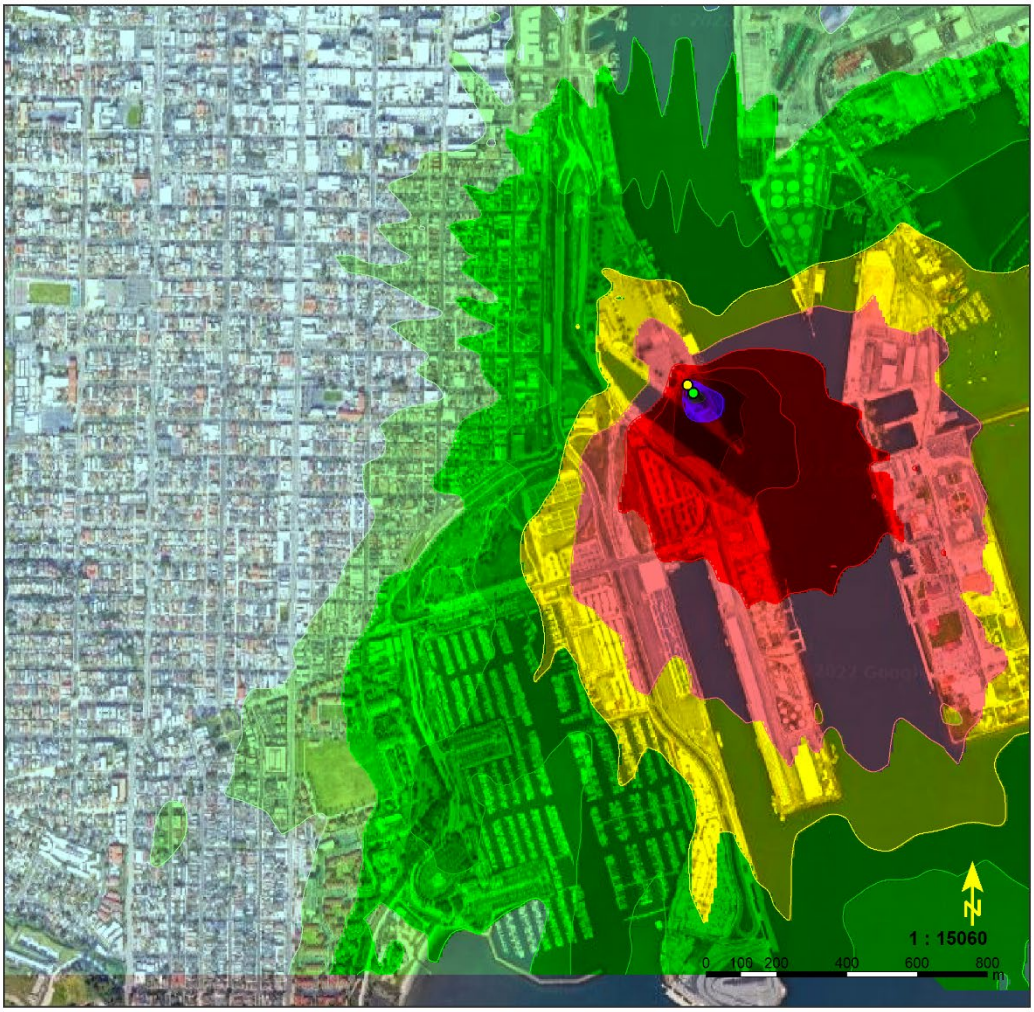
> 110	
104 - 110	
98 - 104	
92 - 98	
86 - 92	
80 - 86	
74 - 80	
68 - 74	
62 - 68	
56 - 62	
< 56	

SPL calculation	
Resolution:	Mid (2m)
Highest SPL:	113.1 dB
Simulated signal	
Level:	3.4 dBu
Signal:	BB pink (A)
Show interferences:	Off
Air absorption	
On/Off:	On
Temperature:	22 °C
Humidity:	65.0 %
NoizCalc reference point	
x:	29.6 m
y:	0.0 m
z:	2.0 m
SPL:	110.0 dB



NoizCalc 3.0 **Project:** SPPM Amphitheater - Favorable Weather @16ft - System Configuration 1 **Author:** Pantelis Vassilakis

Calculation standard: Nord2000 **Height** above ground: 4.9 m **Meteorology:** 22°C, Humidity 65%, Wind 3 Bft (Gentle breeze) 285.0°, Temp.grad. -0.090 K/



San Pedro Amphitheater

Spectrum: All Live bands
SPL at reference point: 110.0 dB(A)

Signs and symbols

- Stage origin
- Reference point

System Configuration 1
Front: ~106 dBA
FOH: ~110 dBA
Back: ~102 dBA
Moderate Focusing

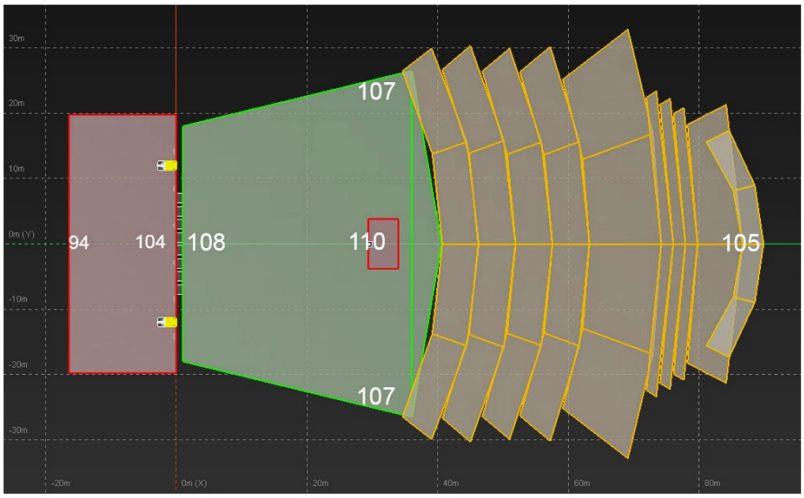
Favorable Weather
Wind away from homes
Temp. drop with elev.

Elevation: 16ft

Levels in dB(A)

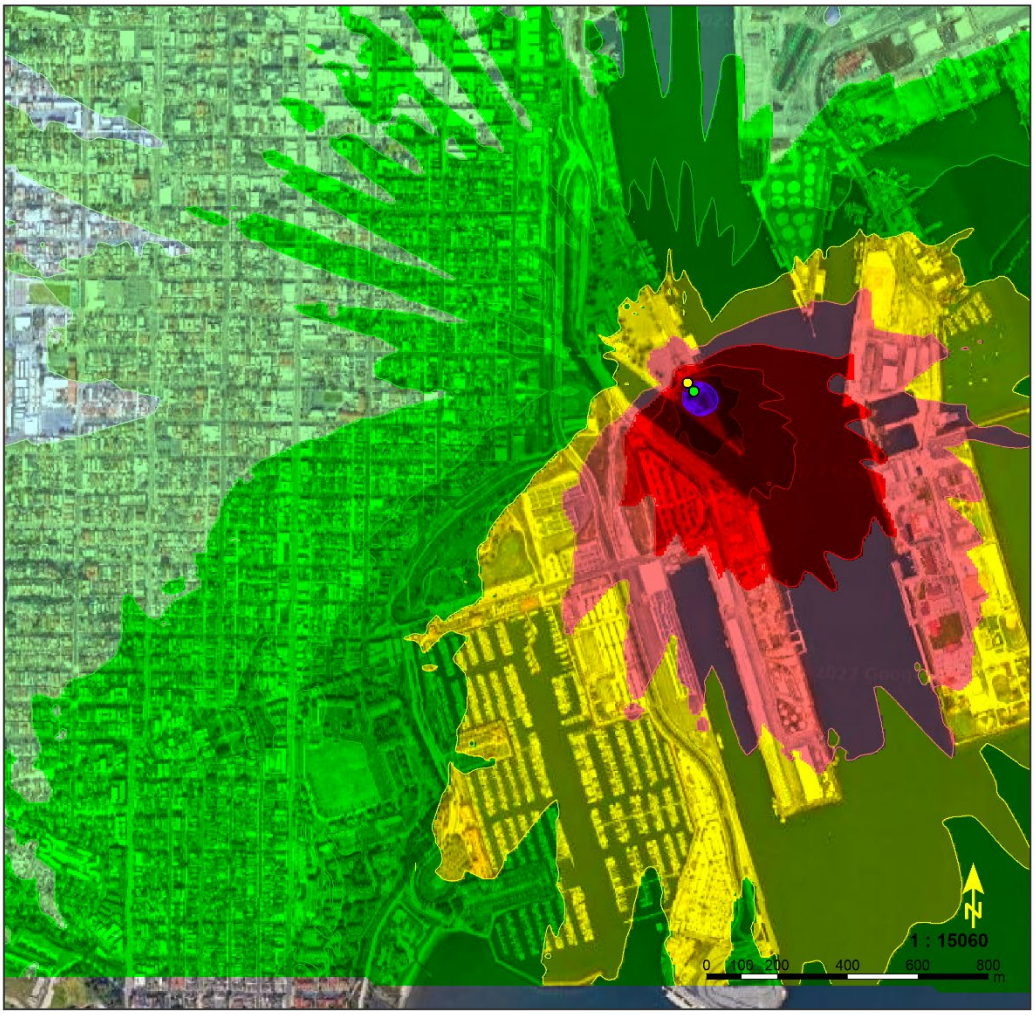
> 110
104 - 110
98 - 104
92 - 98
86 - 92
80 - 86
74 - 80
68 - 74
62 - 68
56 - 62
< 56

SPL calculation	
Resolution:	Mid (2m)
Highest SPL:	113.1 dB
Simulated signal	
Level:	3.4 dBu
Signal:	BB pink (A)
Show interferences:	Off
Air absorption	
On/Off:	On
Temperature:	22 °C
Humidity:	65.0 %
NoizCalc reference point	
x:	29.6 m
y:	0.0 m
z:	2.0 m
SPL:	110.0 dB



NoizCalc 3.0 **Project:** SPPM Amphitheater - Unfavorable Weather @5.5ft - System Configuration 2 **Author:** Pantelis Vassilakis

Calculation standard: Nord2000 **Height** above ground: 1.7 m **Meteorology:** 22°C, Humidity 65%, Wind 3 Bft (Gentle breeze) 85.0°, Temp.grad. 0.090 K/m



San Pedro Amphitheater

Spectrum: Live bands
SPL at reference point: 110.0 dB(A)

Signs and symbols

- Stage origin
- Reference point

System Configuration 2
Front: ~106 dBA
FOH: ~110 dBA
Back: ~102 dBA
Array Tilt
Moderate Processing

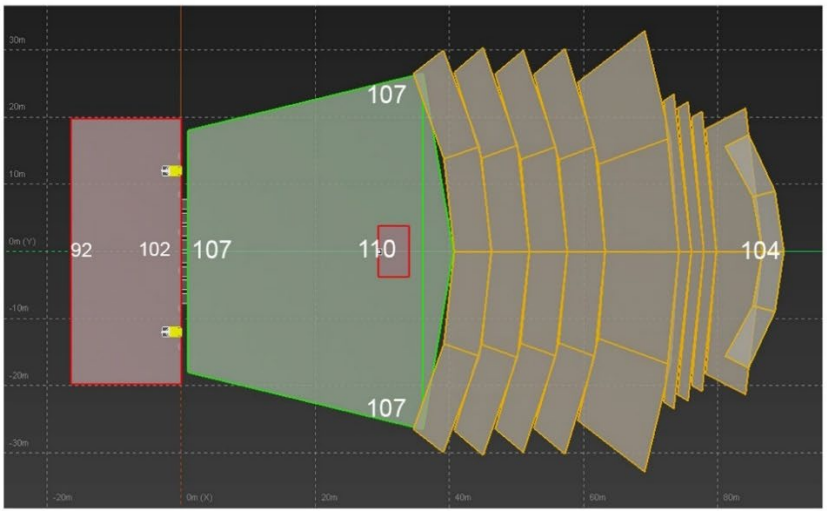
Unfavorable Weather
Wind towards homes
Temp. rise with elev.

Elevation: 5.5ft

Levels in dB(A)

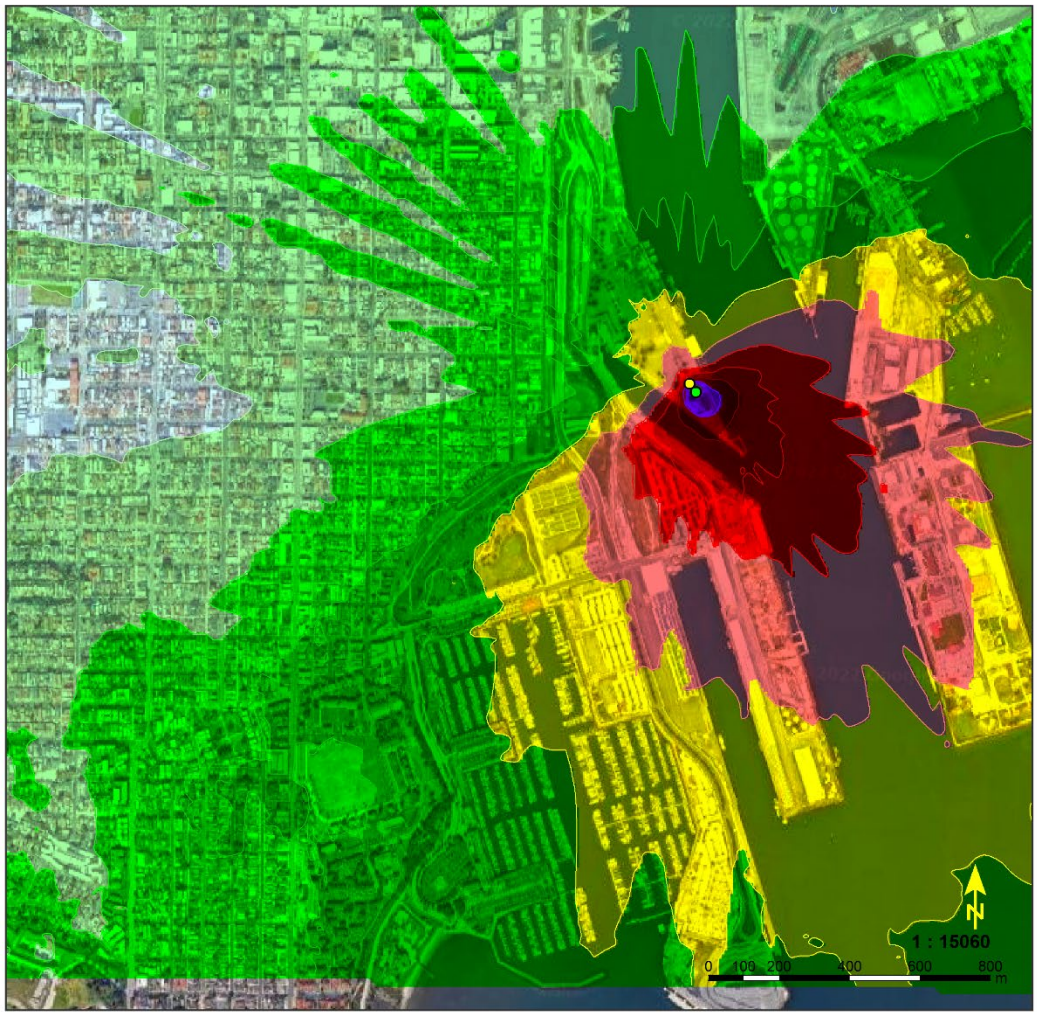
>	110
104 -	110
98 -	104
92 -	98
86 -	92
80 -	86
74 -	80
68 -	74
62 -	68
56 -	62
<	56

SPL calculation	
Resolution:	Mid (2m)
Highest SPL:	111.7 dB
Simulated signal	
Level:	1.9 dBu
Signal:	BB pink (A)
Show interferences:	Off
Air absorption	
On/Off:	On
Temperature:	22 °C
Humidity:	65.0 %
NoizCalc reference point	
x:	29.6 m
y:	0.0 m
z:	2.0 m
SPL:	110.0 dB



NoizCalc 3.0 **Project:** SPPM Amphitheater - Unfavorable Weather @16ft - System Configuration 2 **Author:** Pantelis Vassilakis

Calculation standard: Nord2000 **Height** above ground: 4.9 m **Meteorology:** 22°C, Humidity 65%, Wind 3 Bft (Gentle breeze) 85.0°, Temp.grad. 0.090 K/m



San Pedro Amphitheater

Spectrum: Live bands
SPL at reference point: 110.0 dB(A)

Signs and symbols

- Stage origin
- Reference point

System Configuration :
Front: ~106 dBA
FOH: ~110 dBA
Back: ~102 dBA
Array Tilt
Moderate Processing

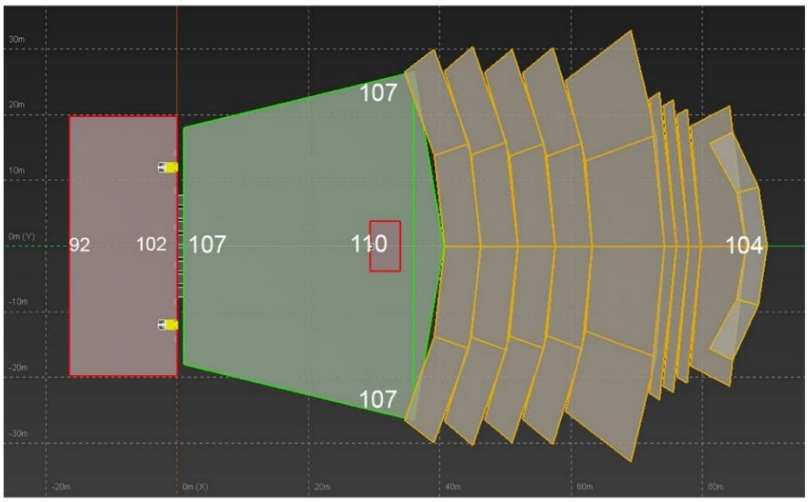
Unfavorable Weather
Wind towards homes
Temp. rise with elev.

Elevation: 16ft

Levels in dB(A)

> 110
104 - 110
98 - 104
92 - 98
86 - 92
80 - 86
74 - 80
68 - 74
62 - 68
56 - 62
< 56

SPL calculation	
Resolution:	Mid (2m)
Highest SPL:	111.7 dB
Simulated signal	
Level:	1.9 dBu
Signal:	BB pink (A)
Show interferences:	Off
Air absorption	
On/Off:	On
Temperature:	22 °C
Humidity:	65.0 %
NoizCalc reference point	
x:	29.6 m
y:	0.0 m
z:	2.0 m
SPL:	110.0 dB



D. Modeled Noise Level Assessment & Suggestions

Assessment

Based on the sound system design and noise modeling presented, the max SPLs expected at the Venue would generate community noise levels that are projected to exceed evening average ambient noise levels by >9dBA, under favorable weather conditions, and >10dBA, under unfavorable weather conditions.

+3dB: *Noticeable*. 3dB increase corresponds to ~2-fold increase in power.
+5dB: *Increasingly Noticeable*. 5dB increase corresponds to ~3-fold increase in power.
+10dB *Likely Complaints*. 10dB increase corresponds to ~10-fold increase in power and ~2-fold increase in perceived loudness. [16]

Community noise salience and associated annoyance/complaint potential increase with:

- signal time-variance (*i.e.* music versus steady noise signals)[17] and
- low frequency content (low frequencies cut through ambient noise easier than high frequencies)[18]

At the same time, the max SPLs expected onsite would likely inhibit the intended effect of sustained, intense loudness at the Venue. 110dBA can trigger the audience's automatic hearing protection mechanism within 6 minutes of exposure, reducing the apparent loudness by the equivalent of ~6dB and up to ~10dB, as exposure continues, in an effect that outlasts most music events. This short-term decrease in hearing sensitivity (temporary threshold shift or TTS) [19,20] degrades loudness, timbre, and sonic clarity perception,[21] and is likely to initiate upward sound level and downward loudness spirals.

Suggestion

An effective and efficient way to reduce the sonic impact of onsite events to the community, while also significantly improving the audience experience at the Venue is to drop the max SPL at FOH to ~100dBA 5minLeq. The sound at the Venue will appear to the audience louder, fuller, and clearer for longer, while the associated ~10dB drop relative to average peak values modeled at the Venue will be barely noticeable onsite but clearly noticeable in the far field,[22] bringing the Venue's contributions to community noise levels down to +2dBA from or even under average ambient noise levels, depending on environmental conditions.

Note that time variant, patterned signals (such as music signals) are perceptible at levels as low as 10dB below steady, broadband background noise.

The following Appendix provides an example of the impact a 100dBA max limit at FOH would have on SPLs at the community.

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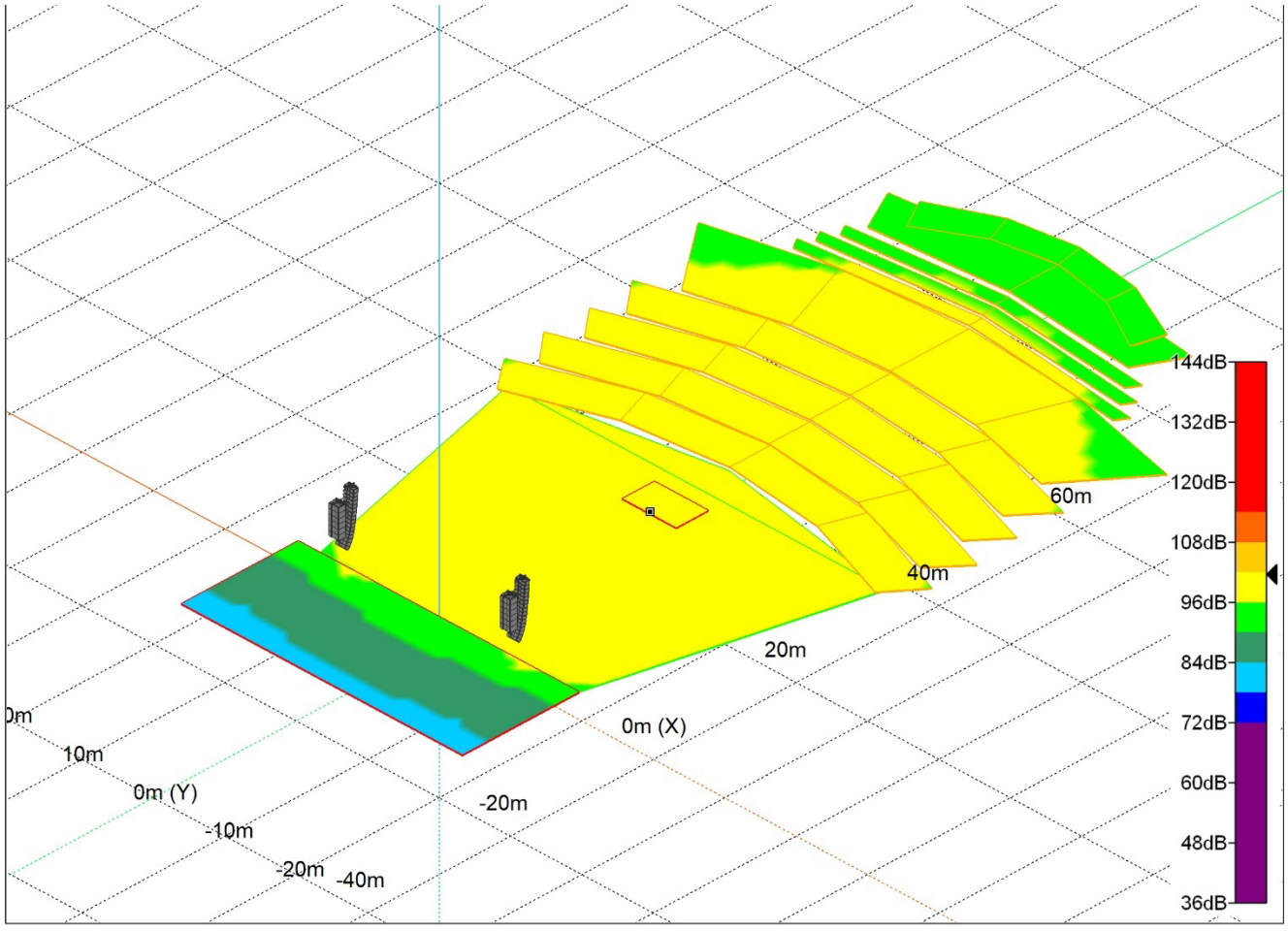
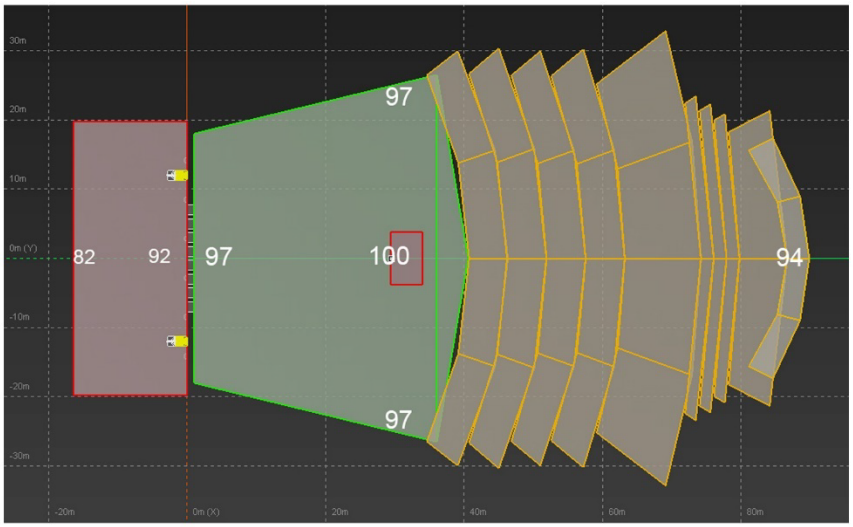
[16] Belcham, A. (2014). Manual of Environmental Management. p.258. Reference criteria need adjustment at very low/high starting levels.
[17] In Guignard, J.C. (1973). A Basis for Limiting Noise Exposure for Hearing Conservation. EPA. p. A 9-5. https://nepis.epa.gov/Exe/ZyPDF.cgi/9101XEFB.PDF?Dockey=9101XEFB.PDF
[18] Small, A.M. and Gales, R.S. (1998). Hearing Characteristics. In C.M. Harris, Handbook of Acoustical Measurements and Noise Control. ASA, Chapt. 17.
[19] World Health Organization. Reports on recreational exposure to sound: 2015 - 2017
[20] In Guignard, J.C. (1973). EPA. A 12-6 – A 12-7.
[21] The TTS-induced reduction in loudness is unevenly distributed across frequencies (impacts more the 1-6kHz region), altering the intended spectral and timbral balance.
[22] As broadband signals exceed 96-100dBA, our hearing mechanism's ability to tell frequencies and levels apart becomes progressively coarser, reducing sonic clarity and rendering sonic nuances effected by musicians and sound engineers imperceptible.

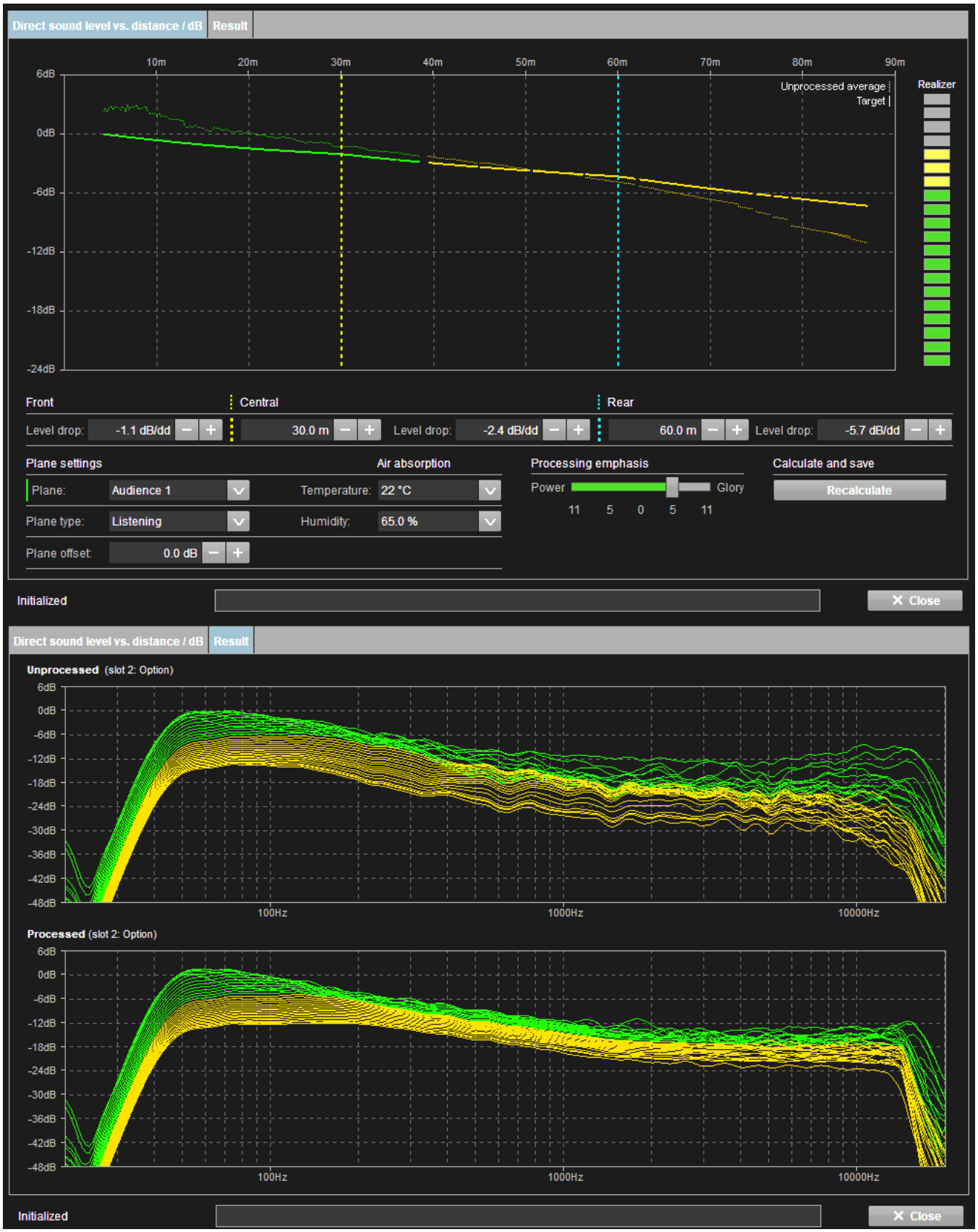
APPENDIX

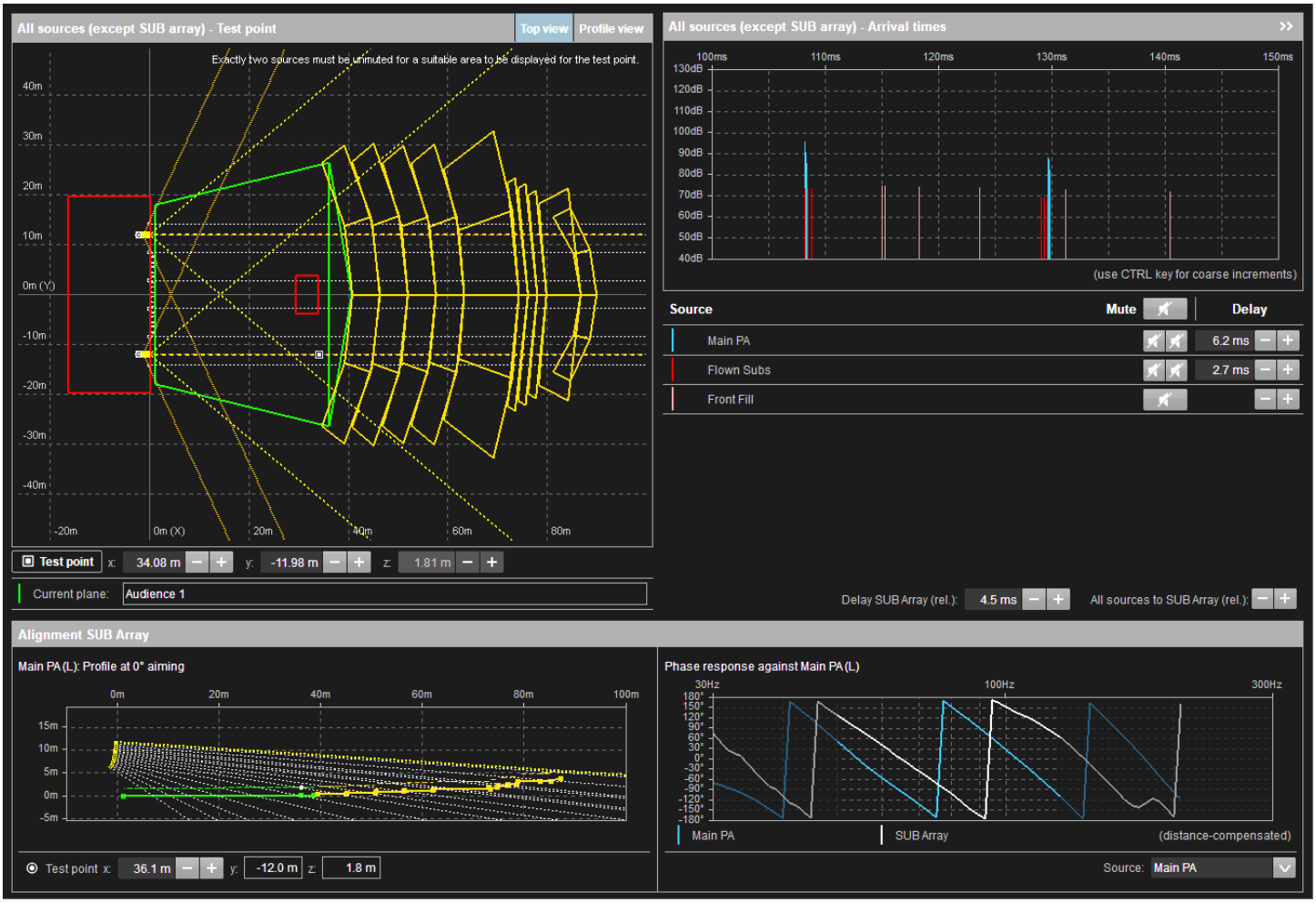
System Tuning 3 (@100dBA FOH)



SPL calculation	
Resolution:	Mid (2m)
Highest SPL:	101.6 dB
Simulated signal	
Level:	-8.0 dBu
Signal:	BB pink (A)
Show interferences:	Off
Air absorption	
On/Off:	On
Temperature:	22 °C
Humidity:	65.0 %
NoizCalc reference point	
x:	29.6 m
y:	0.0 m
z:	2.0 m
SPL:	100.0 dB




Direct sound level vs. distance / dB
Result
10m
20m
30m
40m
50m
60m
70m
80m
90m
6dB
0dB
-6dB
-12dB
-18dB
-24dB
Unprocessed average
Target
Realizer
Front
Central
Rear
Level drop:
-1.1 dB/dd
30.0 m
Level drop:
-2.4 dB/dd
60.0 m
Level drop:
-5.7 dB/dd
Plane settings
Air absorption
Plane:
Audience 1
Temperature:
22 °C
Plane type:
Listening
Humidity:
65.0 %
Plane offset:
0.0 dB
Processing emphasis
Power
Glory
11 5 0 5 11
Calculate and save
Recalculate
Initialized
Close
Direct sound level vs. distance / dB
Result
Unprocessed (slot 2: Option)
6dB
0dB
-6dB
-12dB
-18dB
-24dB
-30dB
-36dB
-42dB
-48dB
100Hz
1000Hz
10000Hz
Processed (slot 2: Option)
6dB
0dB
-6dB
-12dB
-18dB
-24dB
-30dB
-36dB
-42dB
-48dB
100Hz
1000Hz
10000Hz
Initialized
Close



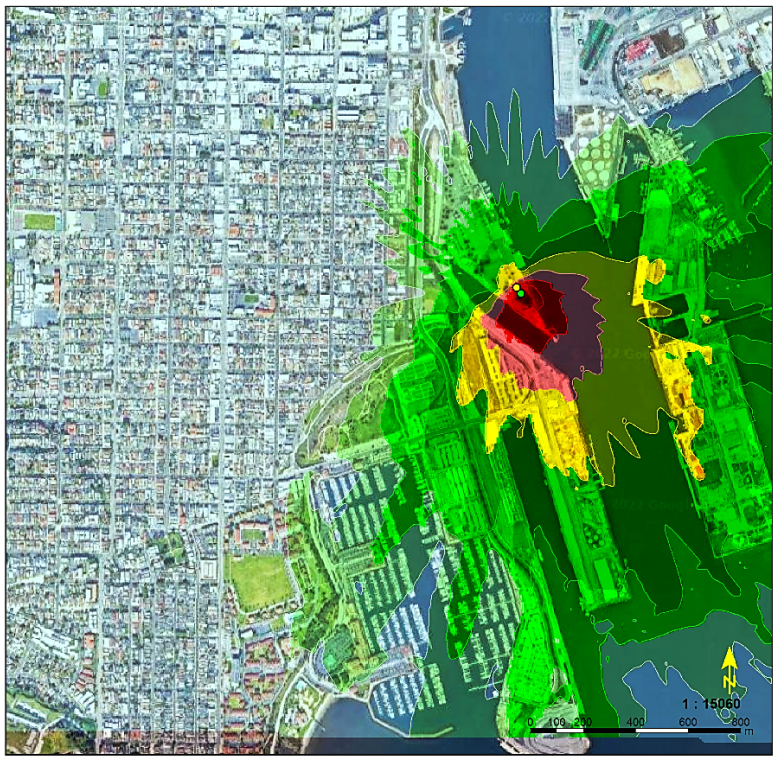
Community Noise SPLs for System Tuning 3 (100dBA @ FOH)

Comparison of average ambient SPL's to average maximum SPLs predicted to reach the residence blocks nearest to the venue.

Ambient Vs Noise dBA SPL (100 dBA @ FOH)		**Favorable Weather Conditions**				**Unfavorable Weather Conditions**			
		5.5ft. Elev.		16ft Elev.		5.5ft. Elev.		16ft Elev.	
Time Period	***Ambient***	*Noise*	*Overage*	*Noise*	*Overage*	*Noise*	*Overage*	*Noise*	*Overage*
Day	61.3	59	< -2	59	< -2	60	< -1	59	< -2
Evening	58.5	59	< 1	59	< 1	60	> 1	59	< 1
Night	56.4	59	> 2	59	> 2	60	> 3	59	> 2

NoizCalc 3.0 **Project:** SPPM Amphitheater - Favorable Weather @5.5ft - System Configuration 3 **Author:** Pantelis Vassilakis

Calculation standard: Nord2000 **Height** above ground: 1.7 m **Meteorology:** 22°C, Humidity 65%, Wind 3 Bft (Gentle breeze) 285.0°, Temp.grad. -0.090 K/



San Pedro Amphitheater
Spectrum: Live bands
SPL at reference point: 100.0 dB(A)

Signs and symbols
- Stage origin
- Reference point

Syst Config. 3
Front: ~100 dBA
FOH: ~100 dBA
Back: ~96 dBA
Array Tilt
Lower Max SPL
Moderate Processing

Favorable Weather
Wind away from homes
Temp. drop with elev.

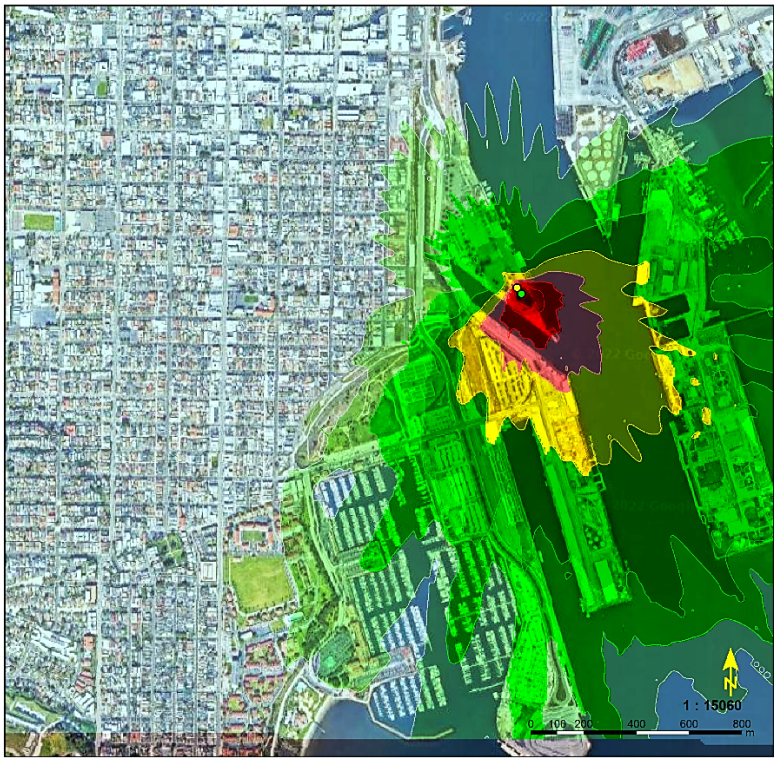
Elevation: 5.5ft

Levels in dB(A)

> 110
104 - 110
98 - 104
92 - 98
86 - 92
80 - 86
74 - 80
68 - 74
62 - 68
56 - 62
< 56

NoizCalc 3.0 **Project:** SPPM Amphitheater - Favorable Weather @16ft - System Configuration 3 **Author:** Pantelis Vassilakis

Calculation standard: Nord2000 **Height** above ground: 4.9 m **Meteorology:** 22°C, Humidity 65%, Wind 3 Bft (Gentle breeze) 285.0°, Temp.grad. -0.090 K/



San Pedro Amphitheater
Spectrum: Live bands
SPL at reference point: 100.0 dB(A)

Signs and symbols
- Stage origin
- Reference point

Syst Config. 3
Front: ~100 dBA
FOH: ~100 dBA
Back: ~96 dBA
Array Tilt
Lower Max SPL
Moderate Processing

Favorable Weather
Wind away from homes
Temp. drop with elev.

Elevation: 16ft

Levels in dB(A)

> 110
104 - 110
98 - 104
92 - 98
86 - 92
80 - 86
74 - 80
68 - 74
62 - 68
56 - 62
< 56

NoizCalc 3.0 **Project:** SPPM Amphitheater - Unfavorable Weather @5.5ft - System Configuration 3 **Author:** Pantelis Vassilakis

Calculation standard: Nord2000 **Height** above ground: 1.7 m **Meteorology:** 22°C, Humidity 65%, Wind 3 Bft (Gentle breeze) 85.0°, Temp.grad. 0.090 K/m

San Pedro Amphitheater
Spectrum: Live bands
SPL at reference point: 100.0 dB(A)

Signs and symbols
- Stage origin
- Reference point

Syst Config. 3
Front: ~100 dBA
FOH: ~100 dBA
Back: ~96 dBA
Array Tilt
Lower Max SPL
Moderate Processing

Unfavorable Weather
Wind towards homes
Temp. rise with elev.

Elevation: 5.5ft

Levels in dB(A)

> 110
104 - 110
98 - 104
92 - 98
86 - 92
80 - 86
74 - 80
68 - 74
62 - 68
56 - 62
< 56

NoizCalc 3.0 **Project:** SPPM Amphitheater - Unfavorable Weather @16ft - System Configuration 3 **Author:** Pantelis Vassilakis

Calculation standard: Nord2000 **Height** above ground: 4.9 m **Meteorology:** 22°C, Humidity 65%, Wind 3 Bft (Gentle breeze) 85.0°, Temp.grad. 0.090 K/m

San Pedro Amphitheater
Spectrum: Live bands
SPL at reference point: 100.0 dB(A)

Signs and symbols
- Stage origin
- Reference point

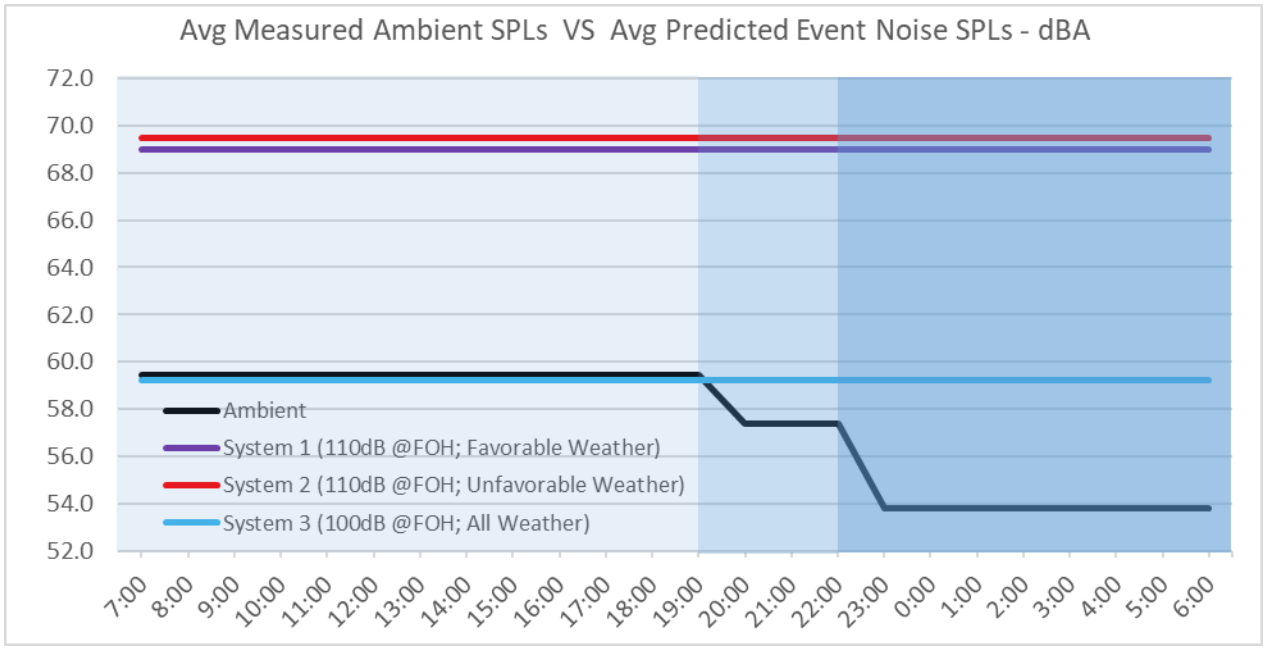
Syst Config. 3
Front: ~100 dBA
FOH: ~100 dBA
Back: ~96 dBA
Array Tilt
Lower Max SPL
Moderate Processing

Unfavorable Weather
Wind towards homes
Temp. rise with elev.

Elevation: 16ft

Levels in dB(A)

> 110
104 - 110
98 - 104
92 - 98
86 - 92
80 - 86
74 - 80
68 - 74
62 - 68
56 - 62
< 56


Avg Measured Ambient SPLs VS Avg Predicted Event Noise SPLs - dBA
72.0
70.0
68.0
66.0
64.0
62.0
60.0
58.0
56.0
54.0
52.0
Ambient
System 1 (110dB @FOH; Favorable Weather)
System 2 (110dB @FOH; Unfavorable Weather)
System 3 (100dB @FOH; All Weather)
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
0:00
1:00
2:00
3:00
4:00
5:00
6:00

Fireworks Noise Model Calculations

All noise levels in dBA

Table 1. Sample Data from San Diego Bay and Imperial Beach Oceanfront Fireworks Display Events Project EIR

	Totals Per Show		Values for Each Individual Launch Location				
Show Name	**Pounds of Fireworks**	**No. of Launch Locations**	**Pounds of Fireworks/ Launch Location**	**Show Duration, Minutes**	**Pounds of Fireworks/ Minute/ Location**	**Leq @ 50' Over Show Duration, dBA**	**Leq @ 50' Normailzed to 1 Hour, dBA**
Big Bay Boom	5342	4	1336	19	70.3	116.9	111.9
Fireworks Over Glorietta Bay Show	397	1	397	20	19.9	111.7	106.9
Fourth of July Imperial Beach Fireworks Show	456	1	456	18	25.3	112.5	107.2
San Diego Symphony Summer Pops Fireworks	95	1	95	10	9.5	Not Measured	Not Measured

San Diego Symphony Summer Pops Fireworks are most similar to the proposed West Harbor Fireworks displays

Table 2. San Diego Symphony Summer Pops Noise Levels. Estimated from Other Shows by Adjusting for Pounds of Fireworks/Minute

	Reference Data	Calculations for San Diego Symphony Summer Pops	
San Diego Symphony Summer Pops Estimate Based On…	**Leq @ 50' Over Show Duration, dBA**	**Adjustment for Pounds per Minute, dBA**	**Leq @ 50' Over Show Duration, dBA**
Big Bay Boom	116.9	-8.7	108.2
Fireworks Over Glorietta Bay Show	111.7	-3.2	108.5
Fourth of July Imperial Beach Fireworks Show	112.5	-4.3	108.2

Results are very consistent, use the value derived from Glorietta Bay because it is the most conservative

Table 3. Estimated Average Sound Levels from West Harbor Fireworks at Various Distances for Various Event Durations, Leq dBA

	Distance from Launch Barge, Feet							
	50	100	500	1,000	2,000	3,000	4,000	5,000
	Leq Over Display Duration, dBA							
	108.5	102.5	88.5	82.5	76.5	72.9	70.4	68.5
Duration, Minutes	1-Hour Leq Adjusted for Display Duration, dBA							
5	97.7	91.7	77.7	71.7	65.7	62.1	59.6	57.7
10	100.7	94.7	80.7	74.7	68.7	65.2	62.7	60.7
15	102.5	96.5	82.5	76.5	70.4	66.9	64.4	62.5
20	103.7	97.7	83.7	77.7	71.7	68.2	65.7	63.7

Excludes atmospheric attenuation

Table 4. Estimated Average Sound Levels from West Harbor Fireworks at the Surrounding Community for Various Event Durations, Leq dBA

	Distance from Launch Barge, Feet				
	San Pedro Residences West of the Project	Al Larson Marina	Reservation Point	Cabrillo Marina	Fort MacArthur Housing
	6,600	6,800	3,500	2,400	4,700
	Leq Over Display Duration, dBA				
	66.1	65.8	71.6	74.9	69.0
Duration, Minutes	1-Hour Leq Adjusted for Display Duration, dBA				
5	55.3	55.0	60.8	64.1	58.2
10	58.3	58.0	63.8	67.1	61.3
15	60.1	59.8	65.6	68.9	63.0
20	61.3	61.1	66.8	70.1	64.3

Excludes atmospheric attenuation

Table 5. Community Noise Levels and Noise Increases from West Harbor Fireworks, Leq dBA

			Fireworks Noise 1-hour Leq, dBA		Overage, dBA	
Receiver/Location	**Time of Day**	**Ambient**	**10-Minute Display**	**20-Minute Display**	**10-Minute Display**	**30-Minute Display**
San Pedro Residences West of the Project	Evening	59	58	61	-1	2
	Nighttime	56	58	61	2	5
Al Larson Marina	Evening	54	58	61	4	7
	Nighttime	50	58	61	8	11
Reservation Point	Evening	52	64	67	12	15
	Nighttime	49	64	67	15	18
Cabrillo Marina	Evening	50	67	70	17	20
	Nighttime	41	67	70	26	29
Fort MacArthur Housing	Evening	59	61	64	2	5
	Nighttime	56	61	64	5	8

Red Values signify overages greater than 5 dBA

Table 6. Estimated Average Sound Levels from West Harbor Fireworks at Biological Resources for Various Event Durations, Leq dBA

Note: These values are used in the marine mammal noise assessment for the Biological Resources section of the EIR

	Distance from Launch Barge, Feet							
	1. PoLA Main Channel (north)	**2. Fish Harbor**	**3. Cabrillo Marina (north)**	**4. PoLA Main Channel (south)**	**5. Cabrillo Marina (south)**	**6. Firework Barge**	**7. Bait Barge**	**8. Cabrillo Beach**
	10,000	**6,800**	**3,700**	**2,800**	**2,700**	**650**	**550**	**3,650**
	Over Display Duration							
	62.5	65.8	71.1	73.5	73.9	86.2	87.7	71.2
Duration, Minutes	**1-Hour Leq Adjusted for Display Duration**							
10	54.7	58.0	63.3	65.8	66.1	78.4	79.9	63.5
15	56.5	59.8	65.1	67.5	67.8	80.2	81.7	65.2
20	57.7	61.1	66.3	68.8	69.1	81.4	82.9	66.5
25	58.7	62.0	67.3	69.7	70.0	82.4	83.9	67.4

Excludes atmospheric attenuation

Noise Calculations for Marine Mammals

These calculations and tables are used in the analysis of noise impacts in the Biological Resources section of the EIR

Table 7. A-Weighted Noise Levels from Amphitheater and Fireworks at Potential Biological Receiver Locations, dBA

	Amphitheater Noise Level (estimated from noise contour maps), Leq dBA		Estimated Fireworks Noise Levels, dBA (from Table 6)					Estimated Combined Noise Levels			
			Distance from Fireworks Barge, feet	Leq During Fireworks, dBA	Lmax During Fireworks, dBA	Hourly Fireworks Leq Depending on Display Duration, dBA		Combined Levels with Favorable Weather		Combined Levels with Unfavorable Weather	
Biological Receiver Point	Favorable Weather	Unfavorable Weather				10-Minute Display	20-Minute Display	10-Minute Display	20-Minute Display	10-Minute Display	20-Minute Display
1. PoLA Main Channel (north)	59	64	10,000	62	78	55	58	60	62	65	65
2. Fish Harbor	77	74	6,800	66	82	58	61	77	77	74	74
3. Cabrillo Marina (north)	68	77	3,700	71	87	63	66	69	70	77	77
4. PoLA Main Channel (south)	80	80	2,800	74	90	66	69	80	80	80	80
5. Cabrillo Marina (south)	65	74	2,700	74	90	66	69	69	70	75	75
6. Firework Barge	74	74	650	86	102	78	81	79	82	79	82
7. Bait Barge	74	74	550	88	104	80	83	81	84	81	84
8. Cabrillo Beach	62	74	3,650	71	87	63	66	66	67	74	75

Based on the modeled sound spectrum for live music, dBZ sound levels (i.e., "flat" or "unweighted" sound levels) are 15 dB greater than dBA sound levels.
Based on reported frequency spectra for fireworks, dBZ sound levels (i.e., "flat" or "unweighted" sound levels) are 4 dB greater than dBA sound levels.
Noise levels adjusted from dBA to dBAZ are provided in Table 8.

Table 8. Unweighted ("Flat") Noise Levels from Amphitheater and Fireworks at Potential Biological Receiver Locations, dBZ

	Estimated Amphitheater Noise Levels, Leq dBZ		Estimated Fireworks Noise Levels					Estimated Combined Noise Levels			
			Distance from Fireworks Barge, feet	Leq During Fireworks, dBZ	Lmax During Fireworks, dBZ	Hourly Fireworks Leq Depending on Display Duration, dBZ		Combined Levels with Favorable Weather		Combined Levels with Unfavorable Weather	
Biological Receiver Point	Favorable Weather	Unfavorable Weather				10-Minute Display	20-Minute Display	10-Minute Display	20-Minute Display	10-Minute Display	20-Minute Display
1. PoLA Main Channel (north)	74	79	10,000	66	82	59	62	74	74	79	79
2. Fish Harbor	92	89	6,800	70	86	62	65	92	92	89	89
3. Cabrillo Marina (north)	83	92	3,700	75	91	67	70	83	83	92	92
4. PoLA Main Channel (south)	95	95	2,800	78	94	70	73	95	95	95	95
5. Cabrillo Marina (south)	80	89	2,700	78	94	70	73	80	81	89	89
6. Firework Barge	89	89	650	90	106	82	85	90	90	90	90
7. Bait Barge	89	89	550	92	108	84	87	90	91	90	91
8. Cabrillo Beach	77	89	3,650	75	91	67	70	77	78	89	89

Yellow Values	signify exceedance of in-air Level B harassment acoustic thresholds for harbor seal (90 dBZ)
Orange Values	signify exceedance of in-air Level B harassment acoustic thresholds for harbor seal (90 dBZ) and all other pinnipeds (100 dBZ)

Table 9. Mitigated Unweighted ("Flat") Noise Levels at Potential Biological Receiver Locations, Assuming 10 dB Noise Reduction for Amphitheater Noise

	Estimated Amphitheater Noise Levels, Leq dBZ		Estimated Fireworks Noise Levels					Estimated Combined Noise Levels			
						Hourly Fireworks Leq Depending on Display Duration, dBZ		Combined Levels with Favorable Weather		Combined Levels with Unfavorable Weather	
Biological Receiver Point	Favorable Weather	Unfavorable Weather	Distance from Fireworks Barge, feet	Leq During Fireworks, dBZ	Lmax During Fireworks, dBZ	10-Minute Display	20-Minute Display	10-Minute Display	20-Minute Display	10-Minute Display	20-Minute Display
1. PoLA Main Channel (north)	64	69	10,000	66	82	59	62	65	66	69	70
2. Fish Harbor	82	79	6,800	70	86	62	65	82	82	79	79
3. Cabrillo Marina (north)	73	82	3,700	75	91	67	70	74	75	82	82
4. PoLA Main Channel (south)	85	85	2,800	78	94	70	73	85	85	85	85
5. Cabrillo Marina (south)	70	79	2,700	78	94	70	73	73	75	80	80
6. Firework Barge	79	79	650	90	106	82	85	84	86	84	86
7. Bait Barge	79	79	550	92	108	84	87	85	88	85	88
8. Cabrillo Beach	67	79	3,650	75	91	67	70	70	72	79	80
Yellow Values	signify exceedance of in-air Level B harassment acoustic thresholds for harbor seal (90 dBZ)										
Orange Values	signify exceedance of in-air Level B harassment acoustic thresholds for harbor seal (90 dBZ) and all other pinnipeds (100 dBZ)										

Appendix G

Traffic

Appendix G
Transportation

G.1 Circulation System Program, Plan, Ordinance, or Policy Review (PPOP)

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

G.2 Review of Consistency with "Connect SoCal: A Plan for Navigating to a Brighter Future", The Southern California Association of Governments' 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (SCAG RTP/SCS)

The 2024-2050 RTP/SCS was adopted in April 2024. As required by federal and state regulations, SCAG updates Connect SoCal every four years.

The RTP/SCS, developed over four years with technical analysis and stakeholder engagement, outlines SCAG's vision for a resilient and equitable future through 2050. It focuses on Mobility, Communities, Environment, and Economy. The interconnected nature of the region means that transportation investments impact environmental quality and economic resilience, while community development decisions affect transportation demands and access to opportunities.

Per the LADOT TAG, a review of the transportation-related planning policies within the RTP/SCS was conducted to evaluate whether the Project conflicts with or precludes the implementation of the RTP/SCS. The following policies are relevant to the proposed Project:

G.2.1 Regional Planning Policies – Mobility

G.2.1.1 System Preservation and Resilience

Policy 01 Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle.

Policy 02 Promote transportation investments that advance progress toward the achievement of asset management targets, including the condition of the National Highway System pavement and bridges and transit assets (rolling stock, equipment, facilities and infrastructure).

- The proposed Project does not conflict with this policy, it would not preclude the repair of transportation assets or investments towards any asset management targets.

G.2.1.2 Complete Streets

Policy 03 Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit)

- The proposed Project would not conflict with this policy, as current conditions of multimodal mobility on the existing nearby roadway environment, which includes crosswalks and curb ramps with truncated domes, would be retained, and the proposed Project would not preclude the development of additional Complete Streets infrastructure.

Policy 04 Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking)

- The proposed Project would not conflict with this this policy, as it would include a shuttle service with wheelchair accommodation for visitors requiring accessibility services. Additionally, existing pedestrian access to the proposed Project Site includes curb ramps with truncated domes, which would be retained.

Policy 05 Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery.

- The proposed Project would not conflict with this policy, as designated areas for rideshare pickups and drop-offs and shuttle service would be provided. Additionally, current bicycle and pedestrian facilities on Harbor Boulevard would be retained, which can also serve micromobility users.

Policy 06 Support implementation of Complete Streets improvements in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities

- The proposed Project is not located in a Priority Equity Zone, though it is proximate to one (located on the west side of Harbor Boulevard). Furthermore, the proposed Project would not conflict with the implementation of Complete Streets improvements, as current conditions of multimodal mobility on the existing nearby roadway environment, which includes crosswalks and curb ramps with truncated domes, would be retained, and the proposed Project would not preclude the development of additional Complete Streets infrastructure. Thus, the proposed Project does not conflict with this policy.

G.2.1.3 Transit and Multimodal Integration

Policy 07 Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety.

- The proposed Project would not conflict with this policy, as current conditions of multimodal mobility on the existing nearby roadway environment, which includes crosswalks and curb ramps with truncated domes, would be retained, and the proposed Project would not preclude the development of additional Complete Streets infrastructure. Additionally, the Project would include a shuttle service. Regarding digital projects, the proposed Project would not preclude the implementation of digital multimodal, transit, or other mobility projects.

Policy 08 Support connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity.

- The proposed Project would be a private sector-developed facility, with multimodal connectivity to the surrounding public transportation network. For example, current conditions of multimodal mobility on the existing nearby roadway environment, which includes crosswalks and curb ramps with truncated domes as well as bicycle facilities, would be retained, and the proposed Project would not preclude the development of additional Complete Streets infrastructure. Thus, the proposed Project does not conflict with this policy.

Policy 09 Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.

- The Project is not in an area surrounding an existing or planned transit/rail station. The nearest bus rapid transit (BRT) stations are along the Metro J Line on Pacific Avenue, approximately one mile from the Project, and various residential uses exist in-between the Project and those stations. The most proximate existing or planned rail station is along the Metro A Line in Downtown Long Beach, over six miles away from the Project. Thus, the proposed Project does not conflict with this policy.

Policy 10 Support the implementation of transportation projects in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities.

- The proposed Project is not located in a Priority Equity Zone, though it is proximate to one (located on the west side of Harbor Boulevard). The proposed Project would not conflict with the implementation of transportation projects, it is an off-street development that would not preclude transportation infrastructure projects on the roadway network. Thus, the proposed Project does not conflict with this policy.

Policy 11 Create a resilient transportation system by preparing for emergencies and the impacts of climate change.

- The proposed Project would not conflict with this policy, as it is located off the public transportation network and would not preclude the creation of a resilient transportation system.

G.2.1.4 Transportation System Management

Policy 12 Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible.

- The proposed Project would not conflict with this policy, as it would not add roadway capacity.

Policy 13 Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network.

- The proposed Project would not conflict with this policy, as it would not preclude regional investment into transportation projects that increase travel time reliability or the regional express lane network.

G.2.1.5 Transportation Demand Management

Policy 14 Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.)

- The proposed Project would not conflict with this policy, as it is not a transportation project and would not preclude the development of transportation projects which provide alternatives to single-occupancy vehicle travel. For reference, TDM measures for the proposed Project, which is unrelated to this policy, are described in section 3.9.7.4 of the Transportation Chapter of the EIR.

Policy 15 Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors

- The proposed Project would not conflict with this policy, as it would not preclude the development of local TDM plans or policies. For reference, TDM measures for the proposed Project, which is unrelated to this policy, are described in section 3.9.7.4 of the Transportation Chapter of the EIR.

Policy 16 Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology and by incorporating employment and residential sites of certain populations—for example, employers who have less than 250 employees (below the 250 or more employees threshold identified in AQMD's Rule 2202)

- The proposed Project would not conflict with this policy, as it would not preclude municipalities from updating TDM ordinances. For reference, TDM measures for the proposed Project, which is unrelated to this policy, are described in section 3.9.7.4 of the Transportation Chapter of the EIR.

G.2.1.6 Technology Integration

Policy 17 Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region.

Policy 18 Advocate for data sharing between the public and private sectors to effectively evaluate the services' benefits and impacts on communities while protecting data security and privacy.

Policy 19 Advocate for technology that is adaptive and responsive to ensure it remains up to date and meets the evolving needs of users and stakeholders.

Policy 20 Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security.

Policy 20 Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security.

Policy 21 Proactively monitor and plan for the development, deployment and commercialization of new technology as it relates to integration with transportation infrastructure.

- The proposed Project would not conflict with these policies, as it would not preclude promotion, monitoring, or advocation for technologies, or data sharing between sectors.

G.2.1.7 Safety

Policy 22 Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system.

- The proposed Project would not conflict with this policy, as it would not preclude the implementation of infrastructure, programs, or other interventions to eliminate transportation-related fatalities on the regional transportation system.

Policy 23 Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities.

- The proposed Project would not conflict with this policy. The proposed Project is a development, which is not part of the transportation safety or security planning process.

Policy 24 Support innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported.

- The proposed Project would not conflict with this policy, as it would not preclude the implementation of transit safety or security solutions.

Policy 25 Support the use of transportation safety and system security data in investment decision-making, including consideration of new highway and transit/rail investments that would address safety and security needs.

- The proposed Project would not conflict with this policy, as it would not preclude the use of transportation safety or system security data in decision-making.

G.2.1.8 Funding the System/User Fees

Policy 26 Promote stability and sustainability for core state and federal transportation funding sources.

Policy 27 Establish a user fee–based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and represents equitable distribution of costs and benefits.

Policy 28 Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs.

Policy 29 Promote national and state programs that include return-to-source guarantees while maintaining the flexibility to reward regions that continue to commit substantial local resources.

Policy 30 Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery.

Policy 31 Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability and resilience.

- The proposed Project would not conflict with these policies, as it would not preclude the use or promotion of state, federal, or local funding sources, strategies, or tools.

G.3 Review of Consistency with San Pedro Community Plan

The San Pedro Community Plan was adopted in 2017 as part of the Mobility Plan 2035 Update.

The San Pedro Community Plan is one of 35 in the City of Los Angeles that establishes the policies and programs that inform the framework for local land use, circulation, and service systems within the selected community plan area. Per the City's new TAG, a review of the San Pedro Community Plan was conducted to evaluate whether the project conflicts with or precludes the implementation of the community plan framework.

In addition to Chapter IV, Mobility, the San Pedro Community Plan contains transportation-related policies in Chapter III, Land Use Plan and Urban Design. The following objectives, policies, and programs are relevant to the proposed Project:

Policy LU5.16 *Minimize parking impacts*: Reduce the visual prominence of parking within the public realm by requiring off-street parking to be located behind or within structures or otherwise fully or partially screened from public view.

The proposed Project does not conflict with this policy, as existing street trees along the perimeter of on-site parking lots as well as within the parking lots would be retained. This would partially conceal surface parking lots and lessen visual prominence. The 22nd Street lot is proposed to include a perimeter fence, which would partially conceal the surface parking.

The Community Plan Mobility Chapter presents goals and policies related to the community as a whole, walking, bicycling, transit, motorized vehicles, goods movement, parking management, and recreation and scenic highways. The following objectives, policies, and programs are relevant to the proposed Project:

Goal M1: A diverse system of streets that balances the needs of pedestrians, bicyclists, transit users, mobility-challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system

Policy M1.1 *Complete streets*: Ensure the community is served by a complete street system with some streets strategically prioritized for target users and other streets that connect the complement of arterials together to serve all users.

- The proposed Project would not conflict with this policy, as current standards of mobility on the existing roadway environment, which includes crosswalks and curb ramps with truncated domes, would be retained.

Policy M1.2 *Mobility for Challenged Users:* Support wherever feasible, transportation programs and services aimed at enhancing the mobility of young people, senior citizens, disabled persons and other populations dependent on transit.

- The proposed Project would not conflict with this this policy, as it would include a shuttle service with wheelchair accommodation for visitors requiring accessibility services. Existing pedestrian

access to the proposed Project Site includes curb ramps with truncated domes, which would be retained.

Policy M1.3 *Mobility Enhancements:* Developments that increase density or intensity by zone change, variance, conditional use, parcel map, subdivision or other discretionary action should provide adequate mobility enhancements such as traffic mitigation, pedestrian crosswalks, bike lanes and enhanced bus stops to ensure that mobility needs are met.

- The proposed Project would not conflict with this policy, as current bicycle and pedestrian facilities on Harbor Boulevard would be retained.

Policy M1.4 *Private investment for off-site facilities/amenities:* Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes

- The proposed Project would not conflict with this policy, as current bicycle and pedestrian facilities on Harbor Boulevard would be retained.

Goal M2: A circulation system that supports successful neighborhood areas with multi-modal access, streets that accommodate public open space and gathering places, and streets that enhance sustainable watershed management.

Policy M2.1 *Streetscapes:* Encourage and support streetscape improvements in neighborhood areas that foster the appeal of the street as a gathering place including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to maintain safe travel speeds

- The proposed Project would not conflict with this policy, as existing street trees, bicycle and pedestrian facilities, and traffic control would be maintained. Temporary traffic control during events would also be implemented to improve mobility.

Goal M3: A pleasant street environment throughout San Pedro that is universally accessible, safe, and convenient for pedestrians.

Policy M3.2 *Priority pedestrian routes:* Selected streets within commercial, mixed-use and employment districts should have pedestrian priority establishing pedestrian needs as paramount to vehicular circulation needs and encouraging investment in pedestrian improvements and programs for these segments.

- The proposed Project would not conflict with this policy, as existing bicycle and pedestrian facilities, which include Class II bike lanes and marked crosswalks with curb ramps, would be retained.

Policy M3.3 *Pedestrian amenities:* Maintain sidewalks, streets, and right-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides a buffer from moving vehicles, shade from the hot sun, and street lighting that provides for safety during the night.

- The proposed Project would not conflict with this policy, as existing pedestrian and bicycle facilities, street trees, and lighting would be retained.

Policy M3.4 *Minimize pedestrian conflicts:* Minimize conflicts between buses, cars, and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe and creating well-marked crossings at intersections and mid-block locations.

- The proposed Project would not conflict with this policy, as existing marked crosswalks with curb ramps would be retained. During events, temporary traffic control would be implemented to reduce pedestrian-vehicle interactions.

Goal M4: A safe, comprehensive, and integrated bikeway network that is accessible to all, and encourages bicycling for recreation and transportation.

Policy M4.1 *Priority bikeways:* Support the Citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on selected streets and to encourage investment in bicycle improvements and programs on these identified streets.

- The proposed Project would not conflict with this policy, as existing bicycle facilities (Class II bike lanes) on Harbor Boulevard would be retained.

Policy M4.2 *Bikeway connections:* Provide bicycle access for open space areas, commercial corridors, Downtown/Regional Center, Neighborhood Districts and Community Centers to allow easy connection between residential neighborhoods and employment centers, as well as important non-work destinations, including schools and recreational facilities.

- The proposed Project would not conflict with this policy, as existing bicycle facilities (Class II bike lanes) on Harbor Boulevard would be retained. Access to Downtown San Pedro is provided via east-west streets intersection Harbor Boulevard. The proposed Project would not preclude the implementation of east-west bicycle facilities.

Policy M4.4 *Regional coordination:* Coordinate with adjacent jurisdictions and communities to ensure that local bicycle facilities be linked with those of neighboring areas.

- The proposed Project would not conflict with this policy, as existing bicycle facilities along Harbor Boulevard would be maintained, and bicycle connections throughout San Pedro would not be precluded.

Goal M6: An expanded public transit system that provides residents, employees, and visitors safe and efficient access to jobs, services, recreation and other community assets so that automobile dependence can be reduced.

Policy M6.2 *Pedestrian access to transit:* Improve pedestrian amenities and urban design on streets served by transit to create welcoming conditions for pedestrians accessing transit.

- The proposed Project would not conflict with this policy, as the existing sidewalk network connects the core of the proposed Project with the bus service at the intersection of Harbor Boulevard and 6th Street. Additional transit access is available along Miner Street directly to the west of the project site.

Goal M7: A network of streets and freeways that supports existing and planned land uses, and provides improved motorized vehicle mobility throughout San Pedro, particularly on congested corridors

Policy M7.3 *Access management:* Minimize driveways and consider the addition of medians on Arterials to ensure the smooth and safe flow of vehicles, buses, pedestrians and bicycles.

- The proposed Project would not conflict with this policy, existing driveways along Harbor Boulevard would be maintained. The proposed Project's roadway frontage also includes existing Class II bike lanes and marked crosswalks with curb ramps, which would be retained.

Policy M7.5 *Emergency access.* Develop, improve, and maintain streets that are easily accessible to emergency vehicles, and during emergency situations, such as sink holes, landslides, and other such type of events that may arise.

- The proposed Project would not conflict with this policy, as existing emergency access points (driveways) would be retained.

Goal M8: Residential neighborhoods that are protected from the intrusion of cut-through traffic, with emphasis on safety and quality of life.

Policy M8.1 *Traffic calming:* Support traffic calming measures and parking management for local and collector streets where a demonstrated need exists and with active community involvement.

- The proposed Project would not conflict with this policy, as temporary traffic management and signage would be implemented during special events. Primary Project access is via Harbor Boulevard, and West 5th, 6th, and 7th Streets, which would minimize cut-through traffic.

Policy M8.2 *Traffic mitigations for development:* Require major developments to mitigate traffic impacts on residential neighborhoods

- The proposed Project would not conflict with this policy, as it would not preclude mobility improvements to residential neighborhood streets. Additionally, Primary Project access is via Harbor Boulevard, and West 5th, 6th, and 7th Streets, so residential cut-through traffic is not anticipated.

Goal M9: Improved air quality and health of residents as a result of decreased single-occupant automobile demand and reduced vehicle miles traveled.

Policy M9.1 *Regional coordination:* Coordinate with Councils of Government and regional transportation planning agencies (such as SCAG and Metro) and adjacent cities to improve shuttle services, encourage ridesharing, bicycle sharing, and other TDM programs within the region.

- The proposed Project would not conflict with this policy, as designated areas for rideshare pickups and drop-offs and shuttle service would be provided.

Policy M9.2 *Reduce auto trips:* Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed-use developments that minimize Vehicle Miles Traveled (VMT).

- The proposed Project would not conflict with this policy; while special event venues attract primarily non-employee, institution, and residential trips, the creation of incentives to reduce auto trips would not be precluded.

Policy M9.3 *Alternatives to the automobile:* Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and encouraging alternatives, including reduced emission vehicles, such as electric and neighborhood electric vehicles (NEVs).

- The proposed Project would not conflict with this policy, as the existing transit, bicycle, and pedestrian network would be retained, and upgrades to these services and facilities would not be precluded.

Policy M9.4 *Transportation Demand Management (TDM) Plans:* Encourage major development projects to submit a TDM Plan to the City and provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, telecommuting, bicycling, and walking, etc.).

- The proposed Project would not conflict with this policy, as a TDM plan could be implemented by the operator.

Policy M9.5 *Transportation Management Associations:* Support the formation of agencies and collaboratives such as Transportation Management Associations (TMAs) that facilitate ride sharing in carpools and vanpools.

- The proposed Project would not conflict with this policy, as it would not preclude the formation of a TMA to facilitate ridesharing in carpools and vanpools.

Goal M11: Improved air quality and health of residents as a result of decreased single-occupant automobile demand and reduced vehicle miles traveled.

Policy M11.1 *Parking management districts:* Support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities.

- The proposed Project would not conflict with this policy, as it would not preclude the creation of a parking management district.

Policy M11.2 *Performance-based parking supply:* Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements.

- The proposed Project would not conflict with this Policy. Parking demand and capacity was analyzed in "Parking Analysis for West Harbor", prepared by Gibson Transportation Consulting, Inc. and included in the "Draft West Harbor Parking Management Plan", prepared by Jerico Development and LAZ Parking.

Policy M11.3 *Convert surface lots to structures:* Support the development of City-owned or other surface parking lots into parking structures where appropriate.

- The proposed Project does not include the conversion of surface parking lots to parking structures as proposed. However, the proposed Project would not preclude future conversion of surface parking lots, thus, the proposed Project does not conflict with this policy.

Goal M12: Parking policies and requirements that capture the true cost of private vehicle use and support livable neighborhoods, environmental/ energy sustainability, and the use of alternative modes of transportation.

Policy M12.3 *Priority parking for alternative fuel vehicles:* Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels.

- The proposed Project does not conflict with this policy. As proposed, the proposed Project does not contain priority parking for alternative fuel vehicles, though it would not preclude future implementation of priority spots using the proposed parking supply.

Policy M12.4 *Connections for electric vehicles:* Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and/or plug-in electric hybrids (PHEV).

- The proposed Project would not conflict with this policy, as it would not preclude the implementation of wired outdoor receptacles for ZEVs or PHEVs.

G.4 Review of Consistency with Plan for a Healthy Los Angeles

The Plan for a Healthy Los Angeles was adopted in 2015 as part of the Los Angeles General Plan.

The Plan for a Healthy Los Angeles aims to address health issues in Los Angeles. The Plan uses multiple objectives to improve citizens' health and quality of life. Per the City's new TAG, a review of the Plan for a Healthy Los Angeles was conducted to evaluate whether the project conflicts with or precludes the implementation of the plan's framework.

Chapter 2, A City Built for Health

Chapter 2 includes policies intended to address health concerns in Los Angeles through changes to the built environment and transportation.

Policy 2.2: *Healthy building design and construction*: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

- The proposed Project would not conflict with the transportation-related aspect of this policy (pedestrian-oriented circulation), as the existing pedestrian infrastructure along Harbor Boulevard, which includes sidewalks, marked crosswalks, and curb ramps with truncated domes, would be retained.

Policy 2.4: *Aging in place*: Mobilize and support a life-long process of active aging by making Los Angeles an "age-friendly" city that strives to create a positive, socially inclusive, and supportive environment, that encourages barrier-free buildings and streets, enhanced mobility and independence of people with disabilities, safe neighborhoods, and opportunities for volunteer and paid work.

- The proposed Project would not conflict with this policy, as existing pedestrian infrastructure along Harbor Boulevard, which includes sidewalks, marked crosswalks, and curb ramps with truncated domes, would be retained.

G.5 Review of Consistency with Los Angeles Vision Zero Action Plan

The Los Angeles Vision Zero Action Plan was adopted in 2019.

The Los Angeles Vision Zero Action Plan intends to promote safety and eliminate traffic related fatalities through objectives and policies that improve upon safety standards in Los Angeles. Per the City's new TAG, a review of the Los Angeles Vision Zero Action Plan was conducted to evaluate whether the project conflicts with or precludes the implementation of the safety plan's framework.

The Vision Zero Action plan contains implementation actions within Chapter 6 of the plan. The following objective and policies are relevant to the proposed Project:

Chapter 6, Implementation Actions

Objective C, Collaborate with Communities to Enhance Roadway Safety

Objective C includes policies to add to roadway safety by enhancing community participation in developing measures for safety.

Policy C-2: Conduct demonstration projects to pilot innovative traffic safety features, which may include using evolving technology, on a semi-permanent basis and obtain community input on the design and implementation before permanent enhancements are implemented.

- The proposed Project would not conflict with this policy, as it would not preclude implementation of demonstration projects.

Policy C-3: Identify strategies for integrating art and culture into Vision Zero outreach and projects.

- The proposed Project would not conflict with this policy, as it would not preclude the integration of art and culture into Vision Zero outreach.

Policy C-5: Update traffic calming informational materials that highlight the benefits and implementation guidelines of various features.

- The proposed Project would not conflict with this policy, as it would not preclude the update of informational materials.

G.6 Review of Consistency with Citywide Design Guidelines

The Citywide Design Guidelines were adopted in 2019 by the City Planning Commission of Los Angeles.

The Citywide Design Guidelines aim to create a more cohesive design language for Los Angeles. The plan also aims to increase safety and climate resiliency through design. Per the City's new TAG, a review of the Citywide Design Guidelines was conducted to evaluate whether the project conflicts with or precludes the implementation of the design framework.

The guidelines are separated into three sections, with Section 1 and Section 3 both containing guidelines related to transportation and/or mobility. The following guidelines are relevant to the proposed Project:

Section 1: Pedestrian-First Design

This section of the Citywide Design Guidelines provides general guidance on the creation of pedestrian oriented spaces to make Los Angeles a more pedestrian friendly city all around.

Guideline 1: *Promote a safe, comfortable, and accessible pedestrian experience for all.*: Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable — children, seniors, and people with disabilities.

- The proposed Project would not conflict with this policy, as existing pedestrian infrastructure along Harbor Boulevard, which includes sidewalks, marked crosswalks, and curb ramps with truncated domes, would be retained.

Guideline 2: *Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*: Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users.

- The proposed Project would not conflict with this policy, as existing pedestrian infrastructure along Harbor Boulevard, which includes sidewalks, marked crosswalks, and curb ramps with truncated domes, would be retained. Existing vehicular access points to the proposed Project site would also be retained.

Guideline 3: Design projects to actively engage with streets and public space and maintain human scale: New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.

- The proposed Project would not conflict with this policy, as existing pedestrian infrastructure along the proposed Project site frontage (Harbor Boulevard), which includes sidewalks, marked crosswalks, and curb ramps with truncated domes, would be retained.

G.7 Review of Consistency with Port Master Plan (PMP)

The Port Master Plan was adopted in 2018 by the Port of Los Angeles. The proposed Project site is within Planning Area 1 (San Pedro) of the Port of Los Angeles Port Master Plan (PMP) (Port of Los Angeles (PoLA) 2018). The PMP establishes policies and guidelines to direct the future development of the Port of Los Angeles.

Goal 4: As a part of a larger community, the Port will provide for enhanced public access to the waterfront and visitor-serving facilities including retail restaurants, museums, and parks. Waterfront access should be provided to both the local communities of San Pedro and Wilmington. These visitor-serving areas should be developed to connect with local commercial districts directly outside the port district, such as Downtown San Pedro and the Wilmington Avalon Corridor. Within the visitor-serving areas, pedestrian and bicycle pathways should connect a series of commercial and open space destinations as well as allow the opportunity to network into regional resources such as the California Coastal Trail. Public access areas and residential areas adjacent to the port should be buffered through landscaping, as feasible.

- The proposed Project would not conflict with this policy but would instead directly support it by providing visitor-serving uses to the waterfront with pedestrian and bicycle access.

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Appendix D: Streetlight Data Results for Trip Length Analysis

Mode of Travel	Intersection Type	Zone ID	Zone Name	Zone Is Pass-Through	Zone is Bi-Direction	Day Type	Day Part	Average Daily Zone Traffic (StL Volume)	Average Daily Zone Traffic (StL Volume) Overwrite	Avg Travel Time (sec)	Avg All Travel Time (sec)	Avg Trip Length (mi)	Avg All Trip Length (mi)
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	0: All Days (M-Su)	0: All Day (12am-12am)	1378	1394	2975	2972	18.3	18.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	0: All Days (M-Su)	1: Early AM (12am-6am)	23		2122	2122	17.2	17.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	0: All Days (M-Su)	2: Peak AM (6am-10am)	156		2838	2793	22.8	22.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	0: All Days (M-Su)	3: Mid-Day (10am-3pm)	479		3179	3179	22.6	22.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	0: All Days (M-Su)	4: Peak PM (3pm-7pm)	311		2709	2698	14.3	14.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	0: All Days (M-Su)	5: Late PM (7pm-12am)	408		3034	3049	14.6	14.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	6: Saturday (Sa-Sa)	0: All Day (12am-12am)	1378		2975	2972	18.3	18.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	6: Saturday (Sa-Sa)	1: Early AM (12am-6am)	23		2122	2122	17.2	17.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	6: Saturday (Sa-Sa)	2: Peak AM (6am-10am)	156		2838	2793	22.8	22.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	6: Saturday (Sa-Sa)	3: Mid-Day (10am-3pm)	479		3179	3179	22.6	22.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	6: Saturday (Sa-Sa)	4: Peak PM (3pm-7pm)	311		2709	2698	14.3	14.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	6: Saturday (Sa-Sa)	5: Late PM (7pm-12am)	408		3034	3049	14.6	14.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	0: All Days (M-Su)	0: All Day (12am-12am)	9381	9866	3832	3817	19.3	19
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	0: All Days (M-Su)	1: Early AM (12am-6am)	69		3564	3469	31	28.9
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	0: All Days (M-Su)	2: Peak AM (6am-10am)	158		2782	2714	13.2	12.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	0: All Days (M-Su)	3: Mid-Day (10am-3pm)	430		2874	2863	15.9	15.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	0: All Days (M-Su)	4: Peak PM (3pm-7pm)	4158		3864	3854	21.6	21.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	0: All Days (M-Su)	5: Late PM (7pm-12am)	4566		3929	3916	17.5	17.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	1: Monday (M-M)	0: All Day (12am-12am)	13034		3295	3266	14.7	14.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	1: Monday (M-M)	1: Early AM (12am-6am)	105		3103	3075	25	20
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	1: Monday (M-M)	2: Peak AM (6am-10am)	147		3952	3952	20.2	20.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	1: Monday (M-M)	3: Mid-Day (10am-3pm)	379		2558	2558	15.6	15.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	1: Monday (M-M)	4: Peak PM (3pm-7pm)	6270		3126	3112	15.5	15
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	1: Monday (M-M)	5: Late PM (7pm-12am)	6131		3520	3461	13.5	12.9
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	2: Tuesday (Tu-Tu)	0: All Day (12am-12am)	8634		4449	4402	22.9	22.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	2: Tuesday (Tu-Tu)	1: Early AM (12am-6am)	78		3859	3089	56	37.7
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	2: Tuesday (Tu-Tu)	2: Peak AM (6am-10am)	144		2494	2494	6	6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	2: Tuesday (Tu-Tu)	3: Mid-Day (10am-3pm)	313		3341	3302	24.9	24.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	2: Tuesday (Tu-Tu)	4: Peak PM (3pm-7pm)	4232		4638	4616	25.5	25.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	2: Tuesday (Tu-Tu)	5: Late PM (7pm-12am)	3866		4410	4353	20.1	19.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	3: Wednesday (W-W)	0: All Day (12am-12am)	9147		3951	3957	20.3	20.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	3: Wednesday (W-W)	1: Early AM (12am-6am)	25		3479	3479	15.3	15.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	3: Wednesday (W-W)	2: Peak AM (6am-10am)	192		3451	3374	17.1	16.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	3: Wednesday (W-W)	3: Mid-Day (10am-3pm)	614		3199	3232	19.7	19
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	3: Wednesday (W-W)	4: Peak PM (3pm-7pm)	4171		4081	4071	21.5	21.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	3: Wednesday (W-W)	5: Late PM (7pm-12am)	4144		3949	3983	19.4	19.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	4: Thursday (Th-Th)	0: All Day (12am-12am)	5980		4168	4172	20.6	20.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	4: Thursday (Th-Th)	1: Early AM (12am-6am)	104		2271	2061	21.8	16.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	4: Thursday (Th-Th)	2: Peak AM (6am-10am)	156		1865	1865	5.6	5.7
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	4: Thursday (Th-Th)	3: Mid-Day (10am-3pm)	156		3056	3056	17.2	17.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	4: Thursday (Th-Th)	4: Peak PM (3pm-7pm)	1058		3913	3879	19.1	18.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	4: Thursday (Th-Th)	5: Late PM (7pm-12am)	4506		4375	4409	21.5	21.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	5: Friday (F-F)	0: All Day (12am-12am)	10426		4068	4047	17.9	17.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	5: Friday (F-F)	1: Early AM (12am-6am)	56		3502	3502	23.2	23.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	5: Friday (F-F)	2: Peak AM (6am-10am)	232		3076	3001	15	13.9
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	5: Friday (F-F)	3: Mid-Day (10am-3pm)	542		2649	2619	12.5	12
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	5: Friday (F-F)	4: Peak PM (3pm-7pm)	4671		4127	4119	20.4	20.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	5: Friday (F-F)	5: Late PM (7pm-12am)	4925		4203	4177	16.2	15.9
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	6: Saturday (Sa-Sa)	0: All Day (12am-12am)	8780		3522	3512	19.3	19
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	6: Saturday (Sa-Sa)	1: Early AM (12am-6am)	73		4566	4379	49.2	45
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	6: Saturday (Sa-Sa)	2: Peak AM (6am-10am)	110		2000	1956	10.8	9.7
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	6: Saturday (Sa-Sa)	3: Mid-Day (10am-3pm)	385		3023	2994	16.1	15.8
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	6: Saturday (Sa-Sa)	4: Peak PM (3pm-7pm)	4017		3503	3504	22.2	22
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	6: Saturday (Sa-Sa)	5: Late PM (7pm-12am)	4193		3606	3597	16.4	16.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	7: Sunday (Su-Su)	0: All Day (12am-12am)	10259		3690	3672	22.3	22
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	7: Sunday (Su-Su)	1: Early AM (12am-6am)	105		2200	2650	8.1	14.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	7: Sunday (Su-Su)	2: Peak AM (6am-10am)	76		2006	2006	6.8	6.8
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	7: Sunday (Su-Su)	3: Mid-Day (10am-3pm)	294		2124	2081	15.3	14.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	7: Sunday (Su-Su)	4: Peak PM (3pm-7pm)	4507		3821	3795	25.5	25.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	7: Sunday (Su-Su)	5: Late PM (7pm-12am)	5277		3714	3701	20.5	20.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	0: All Days (M-Su)	0: All Day (12am-12am)	582	713	2846	2859	16.9	16.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	0: All Days (M-Su)	1: Early AM (12am-6am)	8		3216	3212	23.7	21.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	0: All Days (M-Su)	2: Peak AM (6am-10am)	35		2459	2509	16.7	16.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	0: All Days (M-Su)	3: Mid-Day (10am-3pm)	81		3092	2980	19	17.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	0: All Days (M-Su)	4: Peak PM (3pm-7pm)	153		2950	2967	18.2	17.7
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	0: All Days (M-Su)	5: Late PM (7pm-12am)	305		2767	2803	15.7	15.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	1: Monday (M-M)	0: All Day (12am-12am)	417		3594	3579	23.8	23.9
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	1: Monday (M-M)	2: Peak AM (6am-10am)	37		2574	2574	11.2	11.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	1: Monday (M-M)	4: Peak PM (3pm-7pm)	180		2095	2211	12.5	13.9
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	1: Monday (M-M)	5: Late PM (7pm-12am)	200		5006	5006	35.3	35.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	2: Tuesday (Tu-Tu)	0: All Day (12am-12am)	490		2574	2660	13.7	13.8
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	2: Tuesday (Tu-Tu)	1: Early AM (12am-6am)	4		7924	7924	100.2	100.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	2: Tuesday (Tu-Tu)	2: Peak AM (6am-10am)	22		2963	2963	11	11
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	2: Tuesday (Tu-Tu)	3: Mid-Day (10am-3pm)	47		1855	1855	12.7	12.7
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	2: Tuesday (Tu-Tu)	4: Peak PM (3pm-7pm)	131		2596	2689	12.7	13.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	2: Tuesday (Tu-Tu)	5: Late PM (7pm-12am)	287		2586	2689	13.4	13.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	3: Wednesday (W-W)	0: All Day (12am-12am)	568		3192	3082	20.2	19.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	3: Wednesday (W-W)	1: Early AM (12am-6am)	4		0	3050	0	0.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	3: Wednesday (W-W)	2: Peak AM (6am-10am)	22		2493	2493	22.1	22.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	3: Wednesday (W-W)	3: Mid-Day (10am-3pm)	48		2546	1899	12.9	9.7
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	3: Wednesday (W-W)	4: Peak PM (3pm-7pm)	144		3734	3734	28.3	28.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	3: Wednesday (W-W)	5: Late PM (7pm-12am)	349		3063	3012	17.3	16.7
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	4: Thursday (Th-Th)	0: All Day (12am-12am)	569		2732	2730	15.4	14.8
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	4: Thursday (Th-Th)	1: Early AM (12am-6am)	3		8585	8585	78.6	78.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	4: Thursday (Th-Th)	2: Peak AM (6am-10am)	32		2144	2151	12.4	11
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	4: Thursday (Th-Th)	3: Mid-Day (10am-3pm)	143		2446	2417	16.1	15.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	4: Thursday (Th-Th)	4: Peak PM (3pm-7pm)	124		2857	2749	18	17
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	4: Thursday (Th-Th)	5: Late PM (7pm-12am)	267		2827	2898	13.6	13.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	5: Friday (F-F)	0: All Day (12am-12am)	557		2651	2697	14.4	14.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	5: Friday (F-F)	1: Early AM (12am-6am)	3		2851	2443	7.7	5.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	5: Friday (F-F)	2: Peak AM (6am-10am)	47		2382	2425	16.8	16.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	5: Friday (F-F)	3: Mid-Day (10am-3pm)	31		2121	2061	15.2	14.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	5: Friday (F-F)	4: Peak PM (3pm-7pm)	153		2874	2868	15.9	15.7
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	5: Friday (F-F)	5: Late PM (7pm-12am)	323		2635	2722	13.3	13.8
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	6: Saturday (Sa-Sa)	0: All Day (12am-12am)	717		3133	3120	19.7	18.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	6: Saturday (Sa-Sa)	1: Early AM (12am-6am)	1		6084	6084	18.3	18.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	6: Saturday (Sa-Sa)	2: Peak AM (6am-10am)	45		2503	2596	18.8	18.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	6: Saturday (Sa-Sa)	3: Mid-Day (10am-3pm)	164		3999	3816	22.6	20.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	6: Saturday (Sa-Sa)	4: Peak PM (3pm-7pm)	146		3426	3497	21.3	19.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	6: Saturday (Sa-Sa)	5: Late PM (7pm-12am)	360		2706	2695	17.9	17
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	7: Sunday (Su-Su)	0: All Day (12am-12am)	515		2682	2676	18.1	17.8
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	7: Sunday (Su-Su)	1: Early AM (12am-6am)	41		2344	2513	17	17.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	7: Sunday (Su-Su)	2: Peak AM (6am-10am)	8		3235	3309	15.6	11.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	7: Sunday (Su-Su)	3: Mid-Day (10am-3pm)	45		2618	2441	20.8	18.9
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	7: Sunday (Su-Su)	4: Peak PM (3pm-7pm)	209		2514	2514	17.6	17.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	7: Sunday (Su-Su)	5: Late PM (7pm-12am)	212		2909	2894	18.3	18.1

Appendix D: Streetlight Data Results for Trip Length Analysis

Mode of Travel	Zone Type	Zone ID	Zone Name	Zone Is Pass-Through	Zone is Bi-Direction	Day Type	Day Part	Average Daily Zone Traffic (StL Volume)	Avg Travel Time (sec)	Avg All Travel Time (sec)	Avg Trip Length (mi)	Avg All Trip Length (mi)	Avg Trip Speed (mph)
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	0: All Days (M-Su)	0: All Day (12am-12am)	2954	2987	3051	20.2	20.5	20
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	0: All Days (M-Su)	1: Early AM (12am-6am)	45	2205	2247	15.5	15.7	23
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	0: All Days (M-Su)	2: Peak AM (6am-10am)	115	1697	1771	5.8	6.1	13
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	0: All Days (M-Su)	3: Mid-Day (10am-3pm)	342	2243	2321	9.1	9.4	13
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	0: All Days (M-Su)	4: Peak PM (3pm-7pm)	196	2298	2431	8.9	9.6	12
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	0: All Days (M-Su)	5: Late PM (7pm-12am)	2257	3236	3297	23.7	23.9	22
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	1: Monday (M-M)	0: All Day (12am-12am)	2575	2870	2918	21.9	22.1	23
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	1: Monday (M-M)	1: Early AM (12am-6am)	41	1610	1610	18.1	18.1	35
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	1: Monday (M-M)	2: Peak AM (6am-10am)	51	1706	1706	3.6	3.6	7
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	1: Monday (M-M)	3: Mid-Day (10am-3pm)	161	2071	2071	9.6	9.6	15
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	1: Monday (M-M)	4: Peak PM (3pm-7pm)	111	2023	2023	8.4	8.4	14
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	1: Monday (M-M)	5: Late PM (7pm-12am)	2211	3025	3076	24	24.3	25
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	0: All Day (12am-12am)	2516	2894	2916	19.9	20	20
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	1: Early AM (12am-6am)	34	2255	2255	14.6	14.6	23
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	2: Peak AM (6am-10am)	73	1389	1577	3.6	4.3	9
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	3: Mid-Day (10am-3pm)	326	2462	2472	12	12	13
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	4: Peak PM (3pm-7pm)	211	2628	2663	9.4	9.5	10
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	5: Late PM (7pm-12am)	1871	3065	3086	23.2	23.2	23
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	3: Wednesday (W-W)	0: All Day (12am-12am)	3153	3126	3146	23.3	23.3	22
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	3: Wednesday (W-W)	1: Early AM (12am-6am)	21	1803	1803	13.6	13.6	27
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	3: Wednesday (W-W)	2: Peak AM (6am-10am)	112	1985	2176	6.5	7.3	11
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	3: Wednesday (W-W)	3: Mid-Day (10am-3pm)	258	2353	2473	10.2	10.6	13
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	3: Wednesday (W-W)	4: Peak PM (3pm-7pm)	140	2478	2531	8.1	7.9	11
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	3: Wednesday (W-W)	5: Late PM (7pm-12am)	2622	3292	3298	26.1	26.1	24
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	4: Thursday (Th-Th)	0: All Day (12am-12am)	3015	3236	3282	23.5	23.7	22
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	4: Thursday (Th-Th)	1: Early AM (12am-6am)	29	2124	2124	16.9	16.9	24
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	4: Thursday (Th-Th)	2: Peak AM (6am-10am)	58	1574	1574	4.2	4.2	9
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	4: Thursday (Th-Th)	3: Mid-Day (10am-3pm)	208	2554	2661	9.7	10.3	12
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	4: Thursday (Th-Th)	4: Peak PM (3pm-7pm)	141	2536	2579	10.1	10	12
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	4: Thursday (Th-Th)	5: Late PM (7pm-12am)	2580	3378	3422	25.8	26	23
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	5: Friday (F-F)	0: All Day (12am-12am)	2721	2939	2993	18.8	18.9	19
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	5: Friday (F-F)	1: Early AM (12am-6am)	75	1806	1956	12.9	13.9	24
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	5: Friday (F-F)	2: Peak AM (6am-10am)	104	1545	1576	5.1	5.2	12
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	5: Friday (F-F)	3: Mid-Day (10am-3pm)	273	2180	2174	8	8	12
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	5: Friday (F-F)	4: Peak PM (3pm-7pm)	189	2057	2162	7.4	7.7	12
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	5: Friday (F-F)	5: Late PM (7pm-12am)	2080	3224	3285	22	22.2	20
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	0: All Day (12am-12am)	3342	2837	2962	17	17.7	18
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	1: Early AM (12am-6am)	52	2293	2293	13.5	13.5	18
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	2: Peak AM (6am-10am)	188	1785	1827	6.9	7.3	14
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	3: Mid-Day (10am-3pm)	544	2192	2261	8.8	9	13
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	4: Peak PM (3pm-7pm)	277	2281	2482	9.1	10.5	12
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	5: Late PM (7pm-12am)	2281	3157	3296	20.8	21.7	20
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	7: Sunday (Su-Su)	0: All Day (12am-12am)	2816	2923	2989	20.8	20.8	21
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	7: Sunday (Su-Su)	1: Early AM (12am-6am)	46	3598	3598	27.1	27.1	27
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	7: Sunday (Su-Su)	2: Peak AM (6am-10am)	151	1653	1784	5.9	5.8	15
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	7: Sunday (Su-Su)	3: Mid-Day (10am-3pm)	444	1958	2171	7.7	8.6	13
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	7: Sunday (Su-Su)	4: Peak PM (3pm-7pm)	208	1990	2291	9.4	11.3	15
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	7: Sunday (Su-Su)	5: Late PM (7pm-12am)	1967	3304	3325	25.7	25.6	24
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	0: All Days (M-Su)	0: All Day (12am-12am)	3491	3134	3183	16.3	16.6	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	0: All Days (M-Su)	1: Early AM (12am-6am)	27	1848	1848	9.8	9.8	19
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	0: All Days (M-Su)	2: Peak AM (6am-10am)	221	2410	2435	14.5	14.8	19
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	0: All Days (M-Su)	3: Mid-Day (10am-3pm)	354	2838	2926	17.3	17.7	17
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	0: All Days (M-Su)	4: Peak PM (3pm-7pm)	1100	3350	3364	19	19.2	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	0: All Days (M-Su)	5: Late PM (7pm-12am)	1789	3167	3235	14.8	15.1	14
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	1: Monday (M-M)	0: All Day (12am-12am)	2999	3030	3094	15.9	16.8	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	1: Monday (M-M)	1: Early AM (12am-6am)	20	1017	1017	7.3	7.3	23
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	1: Monday (M-M)	2: Peak AM (6am-10am)	172	2542	2542	14.6	14.6	17
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	1: Monday (M-M)	3: Mid-Day (10am-3pm)	111	2619	2619	11.2	11.2	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	1: Monday (M-M)	4: Peak PM (3pm-7pm)	1100	2999	3077	17	18.5	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	1: Monday (M-M)	5: Late PM (7pm-12am)	1595	3161	3224	15.8	16.3	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	0: All Day (12am-12am)	3196	3178	3190	16.3	16.2	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	1: Early AM (12am-6am)	15	1197	1197	3.5	3.5	12
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	2: Peak AM (6am-10am)	197	2620	2620	13.3	13.3	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	3: Mid-Day (10am-3pm)	337	2769	2769	15.5	15.5	17
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	4: Peak PM (3pm-7pm)	1001	3304	3305	18.6	18.5	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	5: Late PM (7pm-12am)	1647	3272	3292	15.5	15.5	14
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	3: Wednesday (W-W)	0: All Day (12am-12am)	3577	3523	3562	18.7	18.9	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	3: Wednesday (W-W)	1: Early AM (12am-6am)	7	2372	2372	18.4	18.4	24
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	3: Wednesday (W-W)	2: Peak AM (6am-10am)	164	2357	2395	12.7	12.7	17
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	3: Wednesday (W-W)	3: Mid-Day (10am-3pm)	271	2816	3015	16.6	18.6	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	3: Wednesday (W-W)	4: Peak PM (3pm-7pm)	1123	3626	3624	21.6	21.5	17
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	3: Wednesday (W-W)	5: Late PM (7pm-12am)	2013	3654	3702	17.8	17.9	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	4: Thursday (Th-Th)	0: All Day (12am-12am)	3934	3296	3336	16	16	14
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	4: Thursday (Th-Th)	1: Early AM (12am-6am)	10	1141	1141	5.4	5.4	18
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	4: Thursday (Th-Th)	2: Peak AM (6am-10am)	122	3165	3165	15.7	15.7	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	4: Thursday (Th-Th)	3: Mid-Day (10am-3pm)	272	2766	2904	16.3	16.5	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	4: Thursday (Th-Th)	4: Peak PM (3pm-7pm)	1254	3513	3507	19	18.9	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	4: Thursday (Th-Th)	5: Late PM (7pm-12am)	2277	3250	3311	14.3	14.5	13
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	5: Friday (F-F)	0: All Day (12am-12am)	3240	3219	3315	15.9	16.5	14
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	5: Friday (F-F)	1: Early AM (12am-6am)	10	2643	2643	15.1	15.1	22
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	5: Friday (F-F)	2: Peak AM (6am-10am)	190	2285	2315	11	11.4	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	5: Friday (F-F)	3: Mid-Day (10am-3pm)	321	3038	3247	17.2	17.7	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	5: Friday (F-F)	4: Peak PM (3pm-7pm)	954	3634	3668	19.6	20.3	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	5: Friday (F-F)	5: Late PM (7pm-12am)	1765	3129	3248	14.2	14.8	13
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	0: All Day (12am-12am)	3724	2869	2922	15.7	15.9	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	1: Early AM (12am-6am)	66	1814	1814	9.1	9.1	19
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	2: Peak AM (6am-10am)	353	2274	2322	16.1	16.7	22
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	3: Mid-Day (10am-3pm)	507	2721	2737	15.8	15.9	17
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	4: Peak PM (3pm-7pm)	1181	3063	3084	17.6	17.7	17
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	5: Late PM (7pm-12am)	1618	2946	3037	14.4	14.8	14
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	7: Sunday (Su-Su)	0: All Day (12am-12am)	3020	2775	2788	17.1	17.2	17
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	7: Sunday (Su-Su)	1: Early AM (12am-6am)	47	2188	2188	12.6	12.6	19
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	7: Sunday (Su-Su)	2: Peak AM (6am-10am)	275	2161	2161	15.9	15.9	22
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	7: Sunday (Su-Su)	3: Mid-Day (10am-3pm)	426	3061	3109	25	25.5	22
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	7: Sunday (Su-Su)	4: Peak PM (3pm-7pm)	985	3067	3081	20	20	19
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	7: Sunday (Su-Su)	5: Late PM (7pm-12am)	1287	2608	2609	12.6	12.7	14

Appendix E: List of 2019 Comparable Venue Event Days for StreetLight Analysis
City National Grove of Anaheim

Date	Event
16-Jan-19	Peter Murphy / David J
25-Jan-19	Ron White
2-Feb-19	D.S.B.
8-Feb-19	Brian McKnight
14-Feb-19	Engelbert Humperdinck
1-Mar-19	Which One's Pink - Trib. To Pink Floyd at City National Grove Of Anaheim
2-Mar-19	Bijan Mortazavi
7-Mar-19	Chris D'Elia
9-Mar-19	Welcome To Night Vale
12-Mar-19	Gordon Lightfoot
23-Mar-19	Led Zepagain - Trib. to Led Zeppelin / Nightshift
24-Mar-19	Franco Escamilla
26-Mar-19	J Boog
30-Mar-19	Swanfest
5-Apr-19	Chad Prather
7-Apr-19	Craig Ferguson
11-Apr-19	Good Friends Are Nice Tour / Jack & Jack / Spencer Sutherland / Alec Bailey
12-Apr-19	The Fab Four - The Ultimate Tribute
16-Apr-19	Beth Hart / Kenny Wayne Shepherd / Kenny Wayne Shepherd at City National Grove Of Anahei
26-Apr-19	Kevin James
28-Apr-19	Alisan Porter / John Lloyd Young / Chris Mann / Marissa Jaret Winokur / 'Nita Whitaker at City National Grove Of Anaheim
3-May-19	Robin Trower
9-May-19	Countess LuAnn
10-May-19	Mario Aguilar
19-May-19	Avantasia
30-May-19	The Winery Dogs
7-Jun-19	DJ Quik / scarface
11-Jun-19	Rain - A Tribute to The Beatles
19-Jun-19	Hotel Diablo tour
21-Jun-19	Eric B. & Rakim / Jaz-O
22-Jun-19	Xavier Wulf
24-Jul-19	Cuco / Your Grandparents
2-Aug-19	The Wiggles
3-Aug-19	Sad Summer Fest 2019
13-Sep-19	Air Supply
14-Sep-19	The Man In Black: A Tribute to Johnny Cash
5-Oct-19	Kamelot / Sonata Arctica / Battle Beast
9-Oct-19	Experience Hendrix
11-Oct-19	Delain / Amorphis
13-Oct-19	Nick Offerman
20-Oct-19	Todrick Hall
24-Oct-19	Loverboy
25-Oct-19	America
10-Nov-19	Michael W. Smith
14-Nov-19	Rumours: The Ultimate Fleetwood Mac Tribute Show
16-Nov-19	Musiq Soulchild
22-Nov-19	Groovin at the Grove
23-Nov-19	Sasy Mankan
29-Nov-19	The Fab Four - The Ultimate Tribute
3-Dec-19	King Diamond / Uncle Acid & the Deadbeats / The Idle Hands
9-Dec-19	Jaden and Willow Smith
28-Dec-19	Kenny Metcalf at City National Grove Of Anaheim

Appendix E: List of 2019 Comparable Venue Event Days for StreetLight Analysis

Kia Forum

Date	Event
19-Jan-19	iHeartRadio ALTer EGO 2019
1-Feb-19	Elton John
2-Feb-19	Elton John
13-Feb-19	Bring Me The Horizon / Thrice / FEVER 333
15-Feb-19	Panic! At the Disco / Two Feet / Conan Grey
11-Mar-19	Muse
17-Apr-19	Blackpink
10-May-19	Ariana Grande / Normani / Social House
7-Jun-19	Jennifer Lopez
8-Jun-19	Jennifer Lopez
6-Jul-19	GOT7
17-Jul-19	Twice World Tour
27-Jul-19	Robyn / Troye Sivan
13-Sep-19	John Mayer
15-Sep-19	Bon Iver
11-Oct-19	Babymetal
19-Nov-19	The Black Keys / Modest Mouse / Shannon and The Clams
20-Nov-19	Post Malone / Swae Lee / Tyla Yaweh
21-Nov-19	Post Malone / Swae Lee / Tyla Yaweh
26-Nov-19	5 Seconds of Summer / The Chainsmokers
29-Nov-19	Slayer
30-Nov-19	Slayer
6-Dec-19	KIIS FM's Jingle Ball 2019
13-Dec-19	Fine Line One Night Only
14-Dec-19	Jonas Brothers
15-Dec-19	Jonas Brothers
19-Dec-19	Jonas Brothers
21-Dec-19	Ariana Grande
22-Dec-19	Ariana Grande

Appendix E: List of 2019 Comparable Venue Event Days for StreetLight Analysis

Long Beach Terrace Theater

Date	Event
2-Feb-19	Long Beach Symphony
16-Feb-19	Long Beach Symphony
9-Mar-19	Long Beach Symphony
23-Mar-19	Long Beach Symphony
27-Apr-19	Long Beach Symphony
4-May-19	Long Beach Symphony
8-Jun-19	Long Beach Symphony
28-Sep-19	Long Beach Symphony
26-Oct-19	Long Beach Symphony
16-Nov-19	Long Beach Symphony
21-Dec-19	Long Beach Symphony

Appendix E: List of 2019 Comparable Venue Event Days for StreetLight Analysis

Greek Theater

Dates provided directly by GMD in 2021
04/02/2019-04/02/2019
04/13/2019-04/13/2019
04/19/2019-04/19/2019
04/27/2019-04/27/2019
05/02/2019-05/05/2019
05/09/2019-05/09/2019
05/11/2019-05/11/2019
05/14/2019-05/16/2019
05/25/2019-05/25/2019
06/13/2019-06/15/2019
06/18/2019-06/18/2019
06/27/2019-06/27/2019
06/29/2019-06/29/2019
07/11/2019-07/12/2019
07/14/2019-07/14/2019
07/16/2019-07/16/2019
07/20/2019-07/20/2019
07/23/2019-07/23/2019
07/26/2019-07/27/2019
07/31/2019-07/31/2019
08/02/2019-08/02/2019
08/04/2019-08/10/2019
08/16/2019-08/17/2019
08/21/2019-08/26/2019
08/28/2019-08/29/2019
08/31/2019-08/31/2019
09/01/2019-09/03/2019
09/05/2019-09/06/2019
09/12/2019-09/15/2019
09/18/2019-09/19/2019
09/21/2019-09/22/2019
09/25/2019-09/27/2019
10/04/2019-10/05/2019
10/10/2019-10/12/2019
10/17/2019-10/17/2019
10/22/2019-10/23/2019
10/25/2019-10/27/2019
10/29/2019-10/30/2019

Appendix F: LADOT VMT Calculator Trip Length for West Harbor Project Area

TAZ	CBD_TOD	1mile Emp	30min Transit	HHSize	Vehicles PerHH	Int Dens	HBW_P_ TripLength	HBO_P_ TripLength	NHB_P_ TripLength	HBW_A_ TripLength	HBO_A_ TripLength	NHB_A_ TripLength	APC	APC_Per_VMT	APC_Emp_VMT	1mile Pop	1mile RetEmp	APC Name
1877	Yes	6654	320860	0	0	81.473169	0	0	7.74025974	7.77142857	5.05882353	6.80082136	7000	10.8	14.5	7292	389	Harbor
1878	Yes	8650	316904	3.4468085	1.6025563	81.561935	9.83547926	6.81549573	7.6015625	7.76153846	5.46271706	6.12790698	7000	10.8	14.5	8213	484	Harbor
1879	Yes	9423	322478	0	0	82.571053	0	0	7.66372392	7.50371471	4.73234984	6.82039574	7000	10.8	14.5	16220	797	Harbor
1880	Yes	8094	303086	3.451512	1.60604108	85.856769	9.69571865	6.65640308	7.45379147	7.68361582	5.25264919	5.99160671	7000	10.8	14.5	10945	754	Harbor
1881	No	4591	328612	0	0	41.036781	0	0	7.61625282	8.50988142	5.62716049	7.00929368	7000	10.8	14.5	2316	719	Harbor
1882	No	7833	326356	0	0	41.064981	0	0	7.85303514	8.42979719	5.99799096	7.02922443	7000	10.8	14.5	1654	798	Harbor
1883	No	2879	298295	0	0	40.816338	0	0	7.69499241	8.55154639	5.93333333	7.27625	7000	10.8	14.5	3647	633	Harbor
1884	No	3137	336750	2.6673347	1.55406481	40.193791	8.76097561	6.43594903	7.28849558	8.3812825	5.87214286	7.01589595	7000	10.8	14.5	5054	705	Harbor
1885	No	2613	322666	2.6673347	1.55408877	104.48263	8.29516129	6.26474531	7.49491525	8.30030488	5.77821202	7.08905852	7000	10.8	14.5	8625	580	Harbor
1888	No	4051	271038	3.4618705	1.577741 39	92.476624	9.801752 46	6.3678269	8.53338018	7.80774366	5.40510471	7.23162939	7000	10.8	14.5	7578	531	Harbor
1889	No	4767	266373	3.4597315	1.57399411	42.627044	9.61734694	6.54899777	8.42288557	7.87227414	5.72684458	7.0411215	7000	10.8	14.5	5219	207	Harbor
1890	No	6733	308117	0	0	58.016461	0	0	9.44168147	9.24244713	7.5472837	7.44055522	7000	10.8	14.5	5933	422	Harbor
1891	No	7457	323607	3.7276423	1.83121572	58.044277	9.95846645	6.9317905	8.37966102	9.23611111	5.78100264	6.34146341	7000	10.8	14.5	5449	377	Harbor
1892	No	6637	337665	3.7188406	1.83091546	116.19253	10	6.87862797	8.18023256	9.04	5.41176471	6.15289256	7000	10.8	14.5	14734	311	Harbor
1893	No	6503	349719	3.7233503	1.83201778	132.66658	9.95418327	6.85416667	7.9519774	9	5.21126761	6.08712121	7000	10.8	14.5	16667	383	Harbor
1894	Yes	7043	318385	3.7208539	1.45751368	81.915828	9.73684211	6.25572722	8.25096525	8.93867925	5.32873807	6.56862745	7000	10.8	14.5	18238	250	Harbor
1895	Yes	7310	327003	0	0	81.737499	0	0	7.30919623	9.3061117	4.73245614	7.71876507	7000	10.8	14.5	9604	389	Harbor
1896	No	3309	364015	3.1191067	1.30338259	50.772628	9.57352941	5.9210084	5.34375	0	4.47435897	5.44827586	7000	10.8	14.5	13622	367	Harbor
1897	No	4406	369149	3.1264368	1.30527151	51.87259	9.66292135	6.18518519	8.87821044	6.84033613	5.84355828	6.05872193	7000	10.8	14.5	13154	382	Harbor
1898	No	2479	352066	3.1222031	1.30167181	160.29097	9.99829642	6.39603365	5.71014493	0	4.64829396	5.56506849	7000	10.8	14.5	14563	344	Harbor
1945	No	790	8559	2.2740247	1.57903692	80.428662	14.2819615	10.2358366	12.2631404	12.6933702	8.79046563	11.7341954	7000	10.8	14.5	3677	7	Harbor
1946	No	790	8559	2.2738516	1.57830147	95.456455	14.1704545	9.68617021	12.2426657	12.4505208	8.68360277	11.723491	7000	10.8	14.5	3677	7	Harbor
1964	No	1175	40231	2.7895981	1.47261311	53.474692	12.9664804	7.69133858	8.18393782	11.8333333	5.89123867	10.4623116	7000	10.8	14.5	9892	280	Harbor
1965	No	2751	47750	2.7898089	1.47585477	116.81671	12.800207	7.50370714	8.60323501	11.3421053	4.55360701	10.5691203	7000	10.8	14.5	15964	593	Harbor
1967	No	2871	48148	2.3081841	1.43812197	161.64456	12.6011268	7.94341085	6.7602108	11.5	7.23107837	9.39054054	7000	10.8	14.5	11495	643	Harbor
1968	No	565	54231	0	0	111.00312	0	0	9.1	11.4516129	5.24528302	11.0483871	7000	10.8	14.5	5732	99	Harbor
1969	No	6836	65286	2.3074792	1.43683279	142.19587	11.8521303	6.98102679	8.1142632	11	4.93605116	10.1076795	7000	10.8	14.5	17702	713	Harbor
1970	No	2780	59278	2.3097713	1.43959147	121.39696	12.2794118	7.42704918	7.07526882	11.0689655	6.30275229	9.39179104	7000	10.8	14.5	11843	494	Harbor
1971	No	3285	59547	2.5514512	1.57301312	80.008641	11.4360087	6.99140893	6.0862069	0	7.09862385	8.77380952	7000	10.8	14.5	7875	191	Harbor
1972	No	3791	64432	2.5506329	1.57304144	101.4571	11.5710594	7.10429769	6.14930556	0	7.08522727	8.73758865	7000	10.8	14.5	8708	279	Harbor
1973	No	59	61144	2.5474308	1.57200922	105.07566	11.9983819	7.6389074	6.375	0	7.3070018	9.02222222	7000	10.8	14.5	7478	11	Harbor
1974	No	4916	85605	2.5480896	1.57229662	117.20894	11.0364641	6.50567644	8.93652344	10.5506692	5.8477057	9.74953271	7000	10.8	14.5	11816	283	Harbor
1975	No	4916	94415	2.5494071	1.57218058	118.00675	11.5695793	7.20860495	6.33043478	0	7.19163763	8.97321429	7000	10.8	14.5	9237	283	Harbor
1976	No	4496	130522	3.0399419	1.42593391	125.79137	8.42475305	5.4137931	7.14462577	9.9462572	5.62455161	8.05803255	7000	10.8	14.5	21031	542	Harbor
1977	No	6027	131789	2.7466828	1.54354893	177.32162	9.1637931	5.69137255	6.62183021	9.38738739	4.8856492	8.03705419	7000	10.8	14.5	29287	832	Harbor
1978	No	2954	114179	2.7451691	1.54244107	133.18216	9.44433962	6.1703645	6.6653144	9.29681979	5.60285132	7.92768959	7000	10.8	14.5	16992	493	Harbor
1979	No	3827	132101	3.0789302	1.6918105	118.06404	8.50627615	6.41398075	8.04361827	9.83826879	5.84769316	8.78267201	7000	10.8	14.5	15430	389	Harbor
1981	Yes	4864	171302	3.7513572	1.47733691	108.49203	7.7364486	5.6259856	6.63733447	7.37146795	4.65122157	7.12175439	7000	10.8	14.5	23132	273	Harbor
1982	Yes	10015	165631	3.1082996	1.56114442	102.42034	7.46929825	6.02504944	6.71535581	7.83846154	5.15319149	6.57734628	7000	10.8	14.5	11040	756	Harbor
1983	Yes	10605	163860	3.1076159	1.56051238	93.537256	7.4437165	5.76315094	5.98551959	7.625	4.83139013	6.33539945	7000	10.8	14.5	15358	789	Harbor
1984	No	4106	149666	2.6740173	1.64755237	89.733395	8.39485981	6.01109702	6.39298004	10.1384365	5.87993236	9.21200387	7000	10.8	14.5	19248	383	Harbor
1985	Yes	9741	191480	3.6330895	1.53229918	71.626209	7.69579158	6.3124429	7.38498789	9.33982684	6.39482825	7.62265016	7000	10.8	14.5	10924	796	Harbor
1986	No	288	47750	2.3735714	1.49546605	116.02762	14.0311526	10.3933971	10.2509448	13.575	7.71043072	11.6998069	7000	10.8	14.5	3323	40	Harbor
1987	No	3134	114849	2.4626116	1.52042662	92.362145	11.4140721	7.86228081	7.84936854	11.6927931	6.5980669	10.562658	7000	10.8	14.5	8826	926	Harbor
1988	No	3162	56291	2.5293556	1.32067348	134.40359	12.308977	6.80216323	8.95214791	11.5154639	6.16241299	9.94919972	7000	10.8	14.5	18089	675	Harbor
1989	No	5231	63284	2.5286822	1.32056945	130.70684	12.3462567	6.76765376	6.6294964	0	5.87860395	9.003663	7000	10.8	14.5	23353	566	Harbor
1990	No	2722	50153	2.5268595	1.319471	169.93783	12.2049037	6.42857143	6.7	0	5.14864865	9.12682927	7000	10.8	14.5	13985	587	Harbor
1991	Yes	9098	291375	2.8	1.25730233	17.017863	9.06779661	6.43055556	8.64855688	9.46137381	6.90436153	8.70690028	7000	10.8	14.5	392	608	Harbor
1992	Yes	9632	267592	3	0.801531	17.001004	12	9.33333333	8.47129909	9.59259259	7.10963455	8.82297773	7000	10.8	14.5	497	508	Harbor
1993	Yes	7876	234305	2.7631579	1.24346858	16.938328	8.025	6.08108108	8.23579545	9.69528728	7.15655577	9.03938731	7000	10.8	14.5	772	563	Harbor
1994	No	11308	72367	2.5672576	1.28865952	122.55432	11.3257713	6.01635323	7.37388724	13.3772455	5.6184739	9.93152639	7000	10.8	14.5	33908	1010	Harbor
1995	No	10547	86313	2.565625	1.28713453	111.87189	11.5702479	5.96897375	7.63043478	13.3902439	4.72009569	10.1666667	7000	10.8	14.5	27723	869	Harbor
1996	No	4204	60501	2.5672576	1.28853871	86.196119	11.8946396	6.92736409	9.63273935	13.5621351	5.37755666	10.8187942	7000	10.8	14.5	24649	814	Harbor
1997	No	5003	70968	2.565625	1.2869466	117.36553	11.8721088	6.52254478	7.76408451	13.6484848	5.28367876	10.2754591	7000	10.8	14.5	23517	588	Harbor
1998	No	8857	70705	2.565625	1.28743691	132.11773	10.984	6.04844291	7.4	13.7411765	5.67317073	10.0963455	7000	10.8	14.5	17224	839	Harbor
1999	No	3351	141310	0	0	120.5671	0	0	0	0	0	0	7000	10.8	14.5	9228	935	Harbor
2000	No	509	136691	2.5606061	1.49797126	35.834856	10.6708861	7.63095238	9.11563877	9.8584392	6.4428795	9.88548057	7000	10.8	14.5	169	59	Harbor
2001	No	1083	115735	2.5561139	1.49293895	30.888214	10.2291667	7.28208556	9.28132992	8.87150838	6.34949495	7.87953795	7000	10.8	14.5	6076	192	Harbor
2002	No	9159	118289	3.1056701	1.51057932	104.77188	10.8044807	5.9476584	9.40399002	10.8028674	5.57056277	10	7000	10.8	14.5	21441	539	Harbor
2003	No	7150	124407	3.2150621	1.53943025	113.72224	11.7314075	7.39896531	8.63591199	11.9026549	7.32283915	10.4461538	7000	10.8	14.5	16185	328	Harbor
2004	No	5468	115676	3.0923077	1.50401769	75.220142	11.5542169	7.0257732	6.6	0	9.6091954	10.4285714	7000	10.8	14.5	15198	302	Harbor
2005	No	4065	111399	3.1082474	1.51137467	76.574486	11.1895161	6.65770609	6.23863636	0	6.84708249	8.85465116	7000	10.8	14.5	13479	254	Harbor
2006	No	3469	121777	3.1162791	1.5180618	112.25313	11.0235294	6.84126984	6.27586207	0	6.92696629	8.80357143	7000	10.8	14.5	8238	156	Harbor
2009	Yes	12501	108596	2.8642951	1.39081931	132.42409	11.1930636	6.35417884	8.11075441	13.4413454	6.48218643	10.436958	7000	10.8	14.5	26641	764	Harbor
2010	Yes	9796	109767	2.8642951	1.39082257	125.72693	11.3461092	6.62860438	8.20128051	13.6197531	6.52253116	10.5493848	7000	10.8	14.5	28945	543	Harbor
2011	Yes	12347	86990	2.8631579	1.39190204	126.00093	11.4225352	6.32300885	8.19457735	13.4772727	6.00362976	10.4833997	7000	10.8	14.5	28496	1036	Harbor
2012	Yes	9785	86990	2.8631579	1.39184101	125.63656	11.6398104	6.49438202	8.3516129	13.6611842	6.00914077	10.6246649	7000	10.8	14.5	28976	577	Harbor
2021	No	4172	141353	3.1245552	1.23961156	118.46828	8.80952381	5.28374836	7.07135135	10.0755337	5.41788321	8.75875118	7000	10.8	14.5	19316	411	Harbor
2022	No	1858	160328	0	0	24.836283	0	0	8.75405007	10.2530513	5.03233591	9.74201788	7000	10.8	14.5	11191	291	Harbor
2023	No	2898	143352	3.1245552	1.23937938	89.132003	9.32022472	5.47734327	7.28540066	9.92976589	5.42735769	8.69457659	7000	10.8	14.5	14596	299	Harbor
2024	No	1744	149312	2.9364407	1.58277705	145.53652	9.0909971	5.8862218	8.04407444	9.91022965	5.44082211	8.79171598	7000	10.8	14.5	8133	147	Harbor
2025	No	3304	153979	2.9353349	1.58322742	170.39584	9.36421219	5.92202729	7.10438729	10.0544554	5.86463621	8.12898089	7000	10.8	14.5	8133	534	Harbor
2026	No	386	8559	2.1084214	1.34494341	133.49817	15.5170912	13.5292726	12.1042196	15.9210526	11.9484536	14.4243176	7000	10.8	14.5	6184	13	Harbor
2027	Yes	9463	94478	2.9394904	1.24112795	142.47391	12.4571642	7.41856392	9.25940265	15.1776	8.13352941	11.3714286	7000	10.8	14.5	22695	532	Harbor
2028	Yes	8903	101305	2.9958848	1.25488063	145.64948	12.0926641	6.83662478	10.0859492	14.5083871	6.40811456	12.0927152	7000	10.8	14.5	22812	541	Harbor
2029	Yes	8837	118740	2.5876951	1.42102431	150.99474	11.8622487	7.45254366	9.85164114	14.9603604	8.20049505	11.7804114	7000	10.8	14.5	22305	450	Harbor
2030	Yes	9465	107675	2.5860307	1.42029203	154.38413	11.6390041	6.89932432	10.3126283	14.5190424	7.63066955	11.719954	7000	10.8	14.5	24456	477	Harbor
2041	No	3418	159140	4.0014327	1.75147896	104.43685	9.60018382	6.17457827	8.00440529	9.65686275	5.87541345	7.89666667	7000	10.8	14.5	11191	678	Harbor
2042	No	2728	158696	4.0009551	1.75329993	113.46008	9.97586634	6.10797721	8.24084084	9.46	5.56228814	7.83033033	7000	10.8	14.5	21719	401	Harbor
2043	No	5182	127817	0	0	113.88771	0	0	9.47619048	12.2938776	6.51829268	11.5448505	7000	10.8	14.5	11056	214	Harbor
2044	No	6194	136444	3	2.32996	114.46966	11	7	10	12.4666667	5.92307692	11.25	7000	10.8	14.5	11784	271	Harbor
2045	No	2769	77729	2.5087719	1.3372078	121.21379	13.2135922	8.74584323	10.9362081	13.0133333	6.57611111	12.7426526	7000	10.8	14.5	9444	127	Harbor
2051	No	5082	153741	4.0784884	1.7963131	133.25964	9.86666667	5.67990341	9.55981541	7.90350877	5.70118005	7.67936227	7000	10.8	14.5	31337	1134	Harbor
2052	No	3724	157099	4.1736402	1.71004285	157.24812	10.4460154	6.33296943	6.85581395	0	5.42239186	7.29864253	7000	10.8	14.5	26196	528	Harbor
2053	No	3724	152481	4.1736402	1.71003205	133.08149	10.4587629	6.39108635	8.95273264	8.76373626	5.35820896	8.28429423	7000	10.8	14.5	26196	528	Harbor
2059	No	2554	161941	4.0188934	1.84899995	164.70026	11.0715503	7.28603705	9.20219436	7.16	4.64841986	6.15454545	7000	10.8	14.5	16464	320	Harbor
2060	No	958	128401	0	0	119.29395	0	0	10.8657968	8.54379211	6.81983806	9.76442308	7000	10.8	14.5	0	22	Harbor
2064	No	5294	173578	3.8097072	1.87593679	127.56603	10.0347432	6.45363528	8.6180947	9.12846715	5.67624914	8.26923077	7000	10.8	14.5	22031	1677	Harbor
2065	No	2794	149343	3.9081309	1.44447886	124.01039	11.4458647	6.86334992	9.82394566	9.88585099	6.6016523	9.42555066	7000	10.8	14.5	14663	345	Harbor
2066	No	4534	164197	4.0685714	1.67744867	114.22813	10.1625364	5.85562359	8.14619883	8.98314607	5.1987395	8.3220339	7000	10.8	14.5	32682	951	Harbor
2067	No	3768	158308	3.9898374	1.44358008	128.07468	10.7461859	6.04352941	8.23076923	10.4978723	5.35591603	8.4994709	7000	10.8	14.5	21903	505	Harbor
2068	No	3907	154117	3.9950249	1.44694914	159.44637	10.688027	6.01157742	8.37669593	10.4182825	4.97508039	8.57364341	7000	10.8	14.5	24881	508	Harbor
2072	No	2656	176658	3.9297246	1.91951467	103.94785	10.2606023	6.75014732	9.64097279	9.44474394	5.90216128	8.93044539	7000	10.8	14.5	14276	467	Harbor
2073	No	830	117661	68.375	4.5	120.61161	13.5	11.6538462	10.6514983	10.925	10.1197007	11.8442029	7000	10.8	14.5	1094	17	Harbor
2074	No	1105	100082	0	0	120.62122	0	0	12.2504488	11.884434	11.4888889	13.2268485	7000	10.8	14.5	0	22	Harbor
2075	No	3703	167001	3.6779279	1.64558995	175.55493	10.1714744	6.05416667	7.56220222	9.1682243	5.37415946	8.73330745	7000	10.8	14.5	25161	716	Harbor
2076	No	3108	149759	3.6771772	1.64815117	109.31595	10.5079197	6.4143753	8.59244373	9.228571 43	5.68707483	8.64581763	7000	10.8	14.5	19647	797	Harbor
2083	No	3384	156217	4.0527325	1.70969087	143.49776	11.1633441	7.90215785	8.95225027	10.6314779	6.86805556	9.27125506	7000	10.8	14.5	13489	479	Harbor
2090	No	2405	141406	3.0818584	1.25545153	82.733358	11.7367424	7.97641921	9.61763341	11.1217438	7.40834743	10.7915421	7000	10.8	14.5	7438	239	Harbor
2091	No	673	137502	0	0	75.235606	0	0	10.0981873	10.9510582	8.18959108	11.2151394	7000	10.8	14.5	0	21	Harbor
2092	No	4215	151906	3.0797101	1.25726454	77.553306	11.2560976	7.26052632	9.112	10.305	6.3962963	9.96254682	7000	10.8	14.5	10481	382	Harbor
2093	No	0	70737	0	0	75.272189	0	0	13.7824934	12.4830508	10.7628205	13.1045752	7000	10.8	14.5	0	0	Harbor
2103	No	368	159236	0	0	75.155769	0	0	10.0807292	11.4255814	7.63087248	11.141791	7000	10.8	14.5	0	11	Harbor
2104	No	703	162457	4.5426945	2.12314549	47.655199	10.935654	7.79691517	8.50109409	11.3805668	7.09065421	9.59401709	7000	10.8	14.5	6621	180	Harbor
2105	No	282	241298	0	0	72.73088	0	0	9.75308642	11.3809524	7.12121212	10.6385542	7000	10.8	14.5	3893	17	Harbor
2106	No	146	150910	0	0	75.223709	0	0	10.379085	11.5144509	8.37037037	11.3544304	7000	10.8	14.5	0	4	Harbor
2107	No	399	163532	0	0	74.70916	0	0	10.1253012	11.3227848	7.51851852	11.1241379	7000	10.8	14.5	0	12	Harbor
2115	No	0	68970	0	0	120.6275	0	19	11.5	18	17	13	7000	10.8	14.5	0	0	Harbor

Attachment C.1: Access Assessment Worksheet

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Access Assessment Worksheet

This Worksheet supports the analysis needed to assess the project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. If the project exceeds the screening criteria in Section V of the MOU, complete and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.:

I. PROJECT INFORMATION

Project Name: West Harbor Modification Project (aka West Harbor Amphitheater)

Project Address: San Pedro waterfront

Project Description: 6,200 seat amphitheater development within the West Harbor project area at the San Pedro waterfront
Performances are scheduled for evening/night time (start between 7-8pm)

LADOT Project Case Number: _____

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? □ ITE 10th Edition ☒ Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed	All amphitheater employees and visitors using private vehicles would park at the Bluff Lot (across Harbor Boulevard to west), the 22nd St Lot (south of Project area) or other off-site lots. Thus, as maximum of 5,803 vehicle trips would end a pedestrian trips between the lots and the Project site. Some visitors would also utilize the shuttle service between lots and the Project site	Visitors	5,580
		Employees	223
		Total new trips:	5,803 (conservative, without shuttle)

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? □ Yes □ No

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones

Please see attached map

- pedestrian generation/distribution values
  - Geographic Distribution: N 100 % S ____ % E ____ % W _____ %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and other municipal bus stops)

- Key pedestrian destinations with hours of operation:
    - schools (school times)
    - government offices with a public counter or meeting room
    - senior citizen centers
    - recreation centers or playgrounds
    - public libraries
    - medical centers or clinics
    - child care facilities
    - post offices
    - places of worship
    - grocery stores
    - other facilities that attract pedestrian trips
- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Please see attached map

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? □ Yes ☒ No

If yes, list streets and include distance from the project:

None _____ at _____(feet)

_____ at _____(feet)

_____ at _____(feet)

_____ at _____(feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the Transportation Assessment Support Map

Crossing Distances

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

□ Yes ☒ No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

For each street along the property frontage, provide:

the roadway configuration:

- **2-Lane**
- **3-Lane w/ striped median**
- **3-Lane w/ raised median**
- **4-Lane**
- **5-Lane w/ striped median**
- **5-Lane w/ raised median**
- **6-Lane**
- **Other:** 4-lane w/ raised median

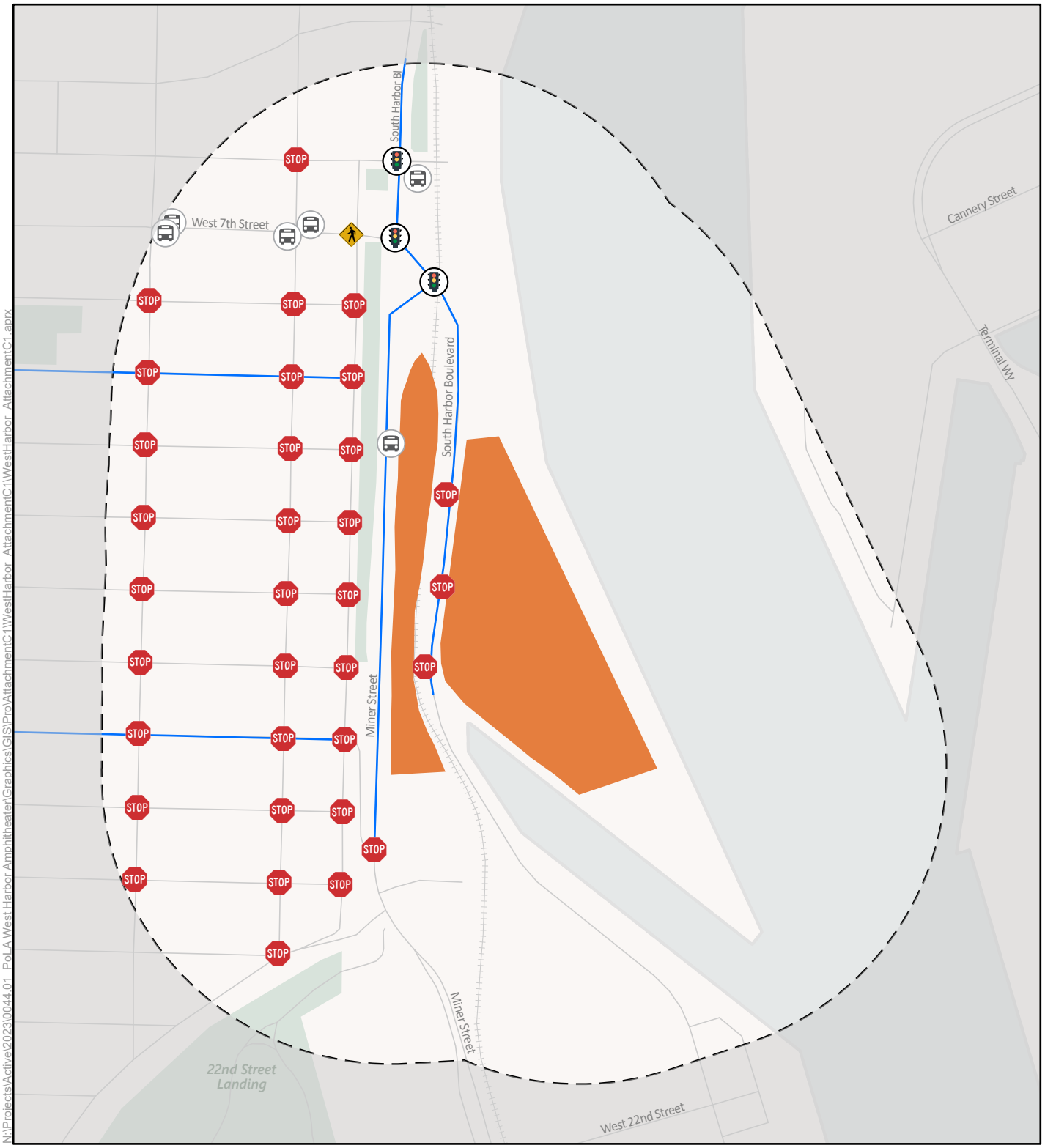
and crossing distance: 75 ft total 32 ft to median 27 ft to median

V. Project Construction

Will the project require any construction activity within the city right-of-way? □ Yes ☒ No

If yes, will the project require temporary closure of any of the following city facilities?

- sidewalk
- bike lane
- parking lane
- travel lane
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: _____



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Project Site

Study Area

Transit Stops

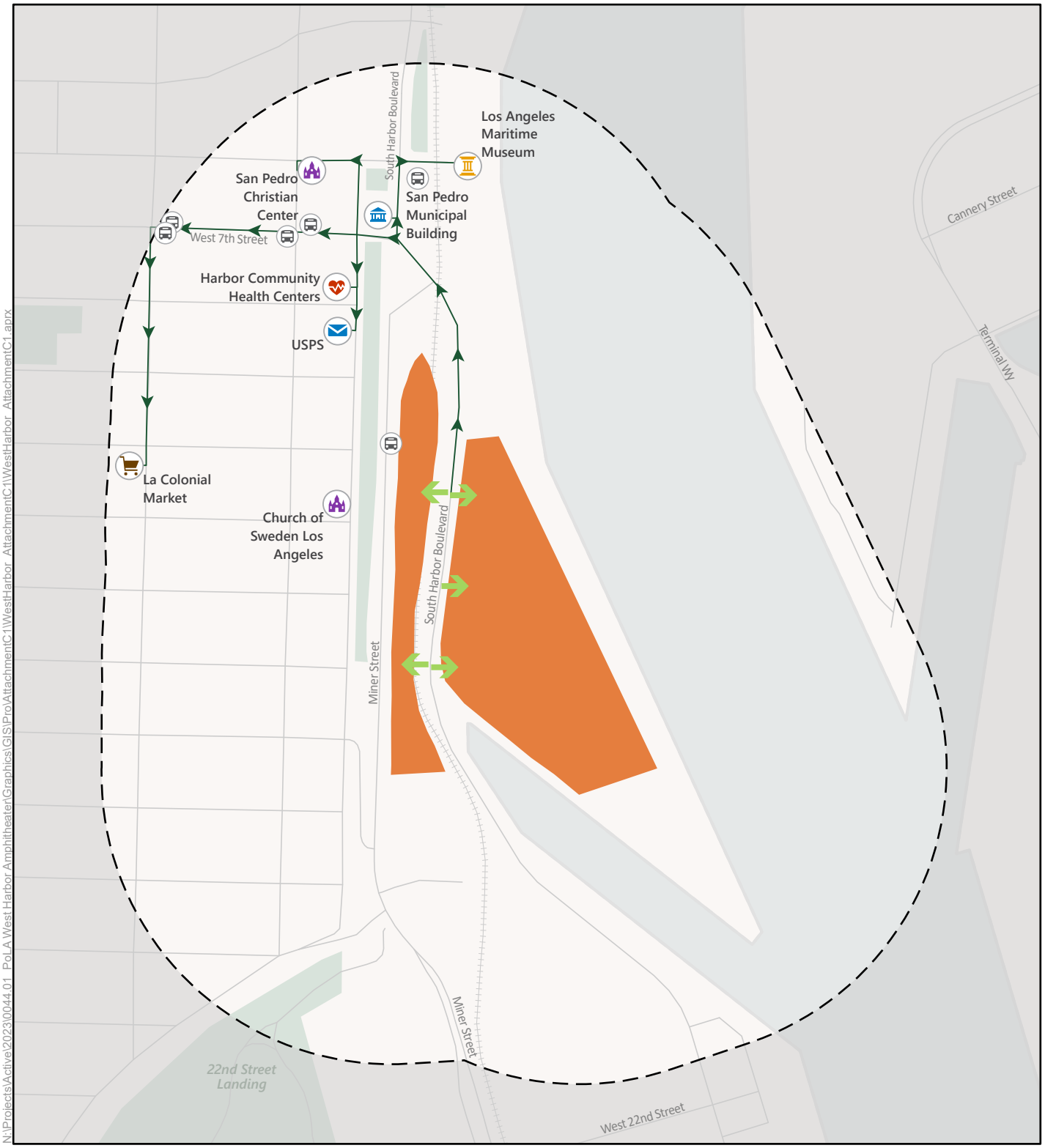
Bicycle Lane (Tier 2)

Traffic Control Devices for Controlled Crossings

Stop Sign for Controlled Crossings

Uncontrolled Crosswalks

C.1-IV. Facilities Inventory



Project Site

1,320 Foot Radius

Site Pedestrian Entrance

West Harbor Lot

Bluff Lot

Tansit Stops

Post Office

Places of Worship

Grocery Stores

Government Offices with a Public Counter or Meeting Room

Medical Center

Others - Museum

C.1-II. Pedestrian Attractors Inventory

Transit Boarding and Alighting of Transit Stops

		Weekday			Saturday			Sunday		
	Station	ONs	OFFs	Activities	ONs	OFFs	Activities	ONs	OFFs	Activities
Metro	Harbor/6th SB	3	8	11	1	5	6	0	0	0
	Harbor/6th NB	4	1	5	3	0	3	4	1	5
	7th/Palos Verdes EB	22	3	25	5	2	7	9	3	12
	7th/Palos Verdes WB	4	20	24	0	7	7	0	12	12
LADOT Commuter Express	Miner St/Harbor Blvd									
	7th St/Palos Verdes St WB									
	7th St/Palos Verdes St EB									

Hours of Operation for Key Pedestrian Destinations Listed:

- United States Postal Service
    - Monday - Friday: 9:30 AM - 5 PM
    - Saturday: 10 AM - 3:30 PM
    - Sunday: Closed
- Church of Sweden Los Angeles
    - Friday: 10 AM - 8 PM
    - Saturday - Thursday: Closed
- San Pedro Christian Center
    - Monday - Tuesday: 6:30 PM - 8 PM
    - Wednesday: 6:30 PM - 9 PM
    - Friday: 6:30 PM - 10 PM
    - Sunday: 9 AM - 1:30 PM
    - Thursday and Saturday: Closed
- La Colonial Market:
    - 7:30 AM - 8 PM
- San Pedro Municipal Building:
    - Monday - Friday: 9 AM - 5 PM
    - Saturday & Sunday: Closed
- Harbor Community Health Centers:
    - Monday - Thursday: 8 AM - 5 PM
    - Friday: 8:30 AM - 5 PM
    - Saturday & Sunday: Closed
- Los Angeles Maritime Museum:
    - Wednesday - Sunday: 12 PM - 5 PM
    - Monday & Tuesday: Closed

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Attachment D: Plan, Policy, and Program Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> ***Threshold T-1***: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e.□ **Yes** or □ **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

□ Yes □ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

□ Yes ☒ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

□ Yes ☒ No

II. PLAN CONSISTENCY ANALYSIS

Plan Consistency Analysis is included in Appendix A

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

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Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? □ Yes □ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. □ Yes □ No □ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

□ Yes □ No □ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

□ **Yes** □ **No** □ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 2 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 3 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 4 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

B.1 Does the project propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of developer-initiated physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

□ Yes □ No

B.2 Driveway Access
These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> ***Mobility Plan 2035 Program PL.1. Driveway Access.*** *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*
>
> ***Citywide Design Guidelines - Guideline 2****: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*
>
> *Site Planning Best Practices:*
>
> - *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
> - *Minimize both the number of driveway entrances and overall driveway widths.*
> - *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
> - *Orient vehicular access as far from street intersections as possible.*
> - *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
> - *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

□ **Yes** □ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

□ **Yes** □ No □ N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

□ **Yes** □ No □ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

□ Yes □ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

□ Yes □ **No** □ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

□ Yes □ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

□ Yes □ **No** □ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

□ Yes □ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

□ Yes ◘ **No** □ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

□ Yes ◘ **No**

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

□ Yes □ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

□ Yes □ **No** □ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

□ Yes □ No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

□ **Yes** □ No □ N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?

□ **Yes** □ No □ N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1
http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines.
https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035
https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

Appendix H

Event Parking & Mgmt Plan

Gibson transportation consulting, inc.

TECHNICAL MEMORANDUM

TO: Eric Johnson, Jerico Development

FROM: Eugene Tang, AICP, and Lauren Mullarkey-Williams

DATE: Updated August 9, 2024

RE: Event Parking and Circulation Management Plan for the West Harbor Project
San Pedro, California **Ref:** J1734

Gibson Transportation Consulting, Inc., developed an Event Parking and Circulation Management Plan (EMP) to provide guidance for the management of traffic and parking operations during amphitheater events at the West Harbor Project.

At a basic level, the purpose of any EMP is to minimize the potential operational effects, on-site and off-site, associated with a large number of visitors entering and leaving a project site due to a special event. This EMP presents a series of measures that may be implemented with event operations at the West Harbor Project during amphitheater events.

The West Harbor Project developer will be responsible for acquiring the required approvals and permits, coordinating amongst the participating parties and agencies, and procuring the necessary service providers, as well as those costs necessary to implement this EMP.

Ultimately, the EMP is intended to be an evolving document subject to refinement over time in order to respond to changes in traffic patterns and mobility/parking technologies that may alter travel to and attendance at amphitheater events at the West Harbor Project.

PROJECT BACKGROUND

The West Harbor Project is a multi-phased redevelopment project. The initial phase (Phase 1A & 1B) includes the construction of approximately 127,600 square feet (sf) of commercial space approved by the Port of Los Angeles (Port) in 2016[1]. At the request of the Project Applicant, the Port currently is reviewing the potential environmental impacts of a 6,200 seat amphitheater to be included as part of the West Harbor Project. This EMP is intended to support the Port's environmental review of the proposed amphitheater. As illustrated in Figure 1, the West Harbor Project is located along the San Pedro Waterfront at the site of the former San Pedro Ports O' Call and generally southeast of the intersection of Harbor Boulevard & Miner Street, east of Downtown San Pedro.

[1] The 2016 approval included a total of 300,000 sf of commercial area; two development phases (Phase 1 and Phase 2) each consisting of 150,000 sf of commercial area were identified. The parking projections identified here represent approximately 127,600 sf of Phase 1. The completion of Phase 2 is anticipated at a later date.

The amphitheater is proposed to primarily operate as a seasonal open-air concert venue between April and October (with the peak season occurring between July and October). In general, events at the amphitheater will typically start at 7:00 PM on scheduled weeknights and weekends, with a typical end time around 10:00 PM. Additionally, smaller-scale community events may be scheduled at various times throughout the year.

Parking demand projections for the initial phase of the West Harbor Project (Phase 1A & B) with an amphitheater event indicate that the peak month parking demand is anticipated to occur during August evenings (8:00 PM) on weeknights and weekends.

- Weekday – 2,961 spaces (comprised of 729 spaces for the West Harbor Project and 2,232 spaces for the amphitheater event)
- Weekend – 3,343 spaces (comprised of 1,111 spaces for the West Harbor Project and 2,232 spaces for the amphitheater event)

For planning purposes, this EMP specifically assumes a peak concert event at the amphitheater. When planning for smaller scale events, the measures identified here may be adjusted as determined appropriate.

ACCESS MANAGEMENT

Due to its location, access to the West Harbor Project is primarily provided by Harbor Boulevard, which provides regional connectivity to both the Harbor Freeway (I-110) and the Vincent-Thomas Bridge (SR 47). Additional local access is available through Downtown San Pedro, located to the west, and 22nd Street, located to the south.

Site Access

Direct access to the West Harbor Project is provided through the Harbor Boulevard & Miner Street intersection. Access to the on-site West Harbor Lot is provided by three driveways located on the east side of Harbor Boulevard. The adjacent Bluff Lot is located on the west side of Harbor Boulevard and accessed by two driveways.

Off-site parking is generally located in the vicinity of Miner Street & 22nd Street; the primary off-site parking supply is in the 22nd Street Lot, located on the northeast corner of the intersection. Access into the 22nd Street Lot is provided by a driveway on 22nd Street.

Rideshare Pick-up / Drop-off

A rideshare pick-up/drop-off zone has been designated within the West Harbor Lot and is generally adjacent to the off-site parking shuttle zone. This pick-up/drop-off area may be accessed from the main West Harbor Lot driveway on Harbor Boulevard.

Parking Operations

The on-site parking is comprised of the West Harbor Lot (providing 940 spaces) and the adjacent Bluff Lot (720 spaces), a total of 1,660 surface parking spaces.

The off-site parking supply will be provided by multiple lots:

- The primary off-site parking supply is the 22nd Street Lot, which will provide a total of 1,900 spaces. The 22nd Street Lot is generally located on 22nd Street between Harbor Boulevard and Miner Street.

- Supplemental off-site parking is available at the 22nd Street/Miner Street Lot on the northwest corner (approximately 429 spaces[2]) and the Fruit Terminal (approximately 1,257 spaces[3]).

- Additional off-site parking in the vicinity may be utilized based on availability and as determined necessary.

Figure 2 illustrates the on- and off-site parking locations.

Event visitor parking could be purchased in advance (at time of ticket purchase) or on the day of amphitheater event at the parking lot. Two types of parking will be provided: Premium and General. All Premium parking will be available in the on-site West Harbor and Bluff lots. General parking will be available in the 22nd Street Lot and the other off-site parking lots, if necessary.

A shuttle connecting the off-site parking to the amphitheater will be available in the 22nd Street Lot and the supplemental off-site parking lots, if necessary. The shuttle will utilize 22nd Street and the portion of Harbor Boulevard between the amphitheater and 22nd Street. Amphitheater event employees will also utilize the off-site parking.

The parking fee structure will be developed to effectively preserve the parking in the West Harbor Lot for visitors not attending the event and the Bluff Lot for non-amphitheater employees. Specific aspects of the event parking operation are described in *West Harbor Parking Management Plan* (LAZ Parking, August 2024).

For conservative purposes, this EMP assumes that all West Harbor parking will be accommodated by the identified on- and off-site parking supplies. While third-party public parking may be available in Downtown San Pedro, the use of those parking supplies is not incorporated into the operating assumptions of this EMP.

GUEST COMMUNICATIONS

Communicating event information to guests is a vital component of the EMP. This advance communication will require coordination between the amphitheater operator and event

[2] Based on parking inventory performed by West Harbor project team staff on May 16, 2024.
[3] Includes 757 outdoor and 500 indoor spaces, generally available between May and November.

promoter, as well as existing West Harbor Project businesses, to ensure that consistent information is provided to all visitors.

With the advance purchase of an amphitheater event ticket, the directions/wayfinding to West Harbor Project will be conveyed along with available travel options (e.g., traffic routes, transit trip planning, rideshare, and links to current event information). In addition, the option to purchase amphitheater event parking with the amphitheater event ticket will be made available. Identification of the parking lot locations (e.g., Premium vs. General) along with wayfinding and operational information about amphitheater event parking will be provided.

On amphitheater event days, current traffic and amphitheater event information may be distributed through the appropriate medium (e.g., West Harbor Project/amphitheater event websites and apps, social media accounts, etc.) or pushed via text message. General messaging and wayfinding may also be provided with static signage located within the amphitheater and parking lots. At the end of an amphitheater event, traffic announcements may be made through the public address system in addition to pushing via text messages and app/website/social media postings.

Marketing and promotional programs through West Harbor Project tenants and businesses along with message coordination with ridesharing services will facilitate the dissemination of event information to a wider audience. Amphitheater event day messaging may also complement the Changeable Message Sign program described below.

TRAFFIC MANAGEMENT MEASURES

The overall consideration of the traffic management measures is how amphitheater event traffic will arrive at and depart from the West Harbor Project. The traffic management measures described below are the physical components of the EMP and intended to operate in conjunction with the previously described guest communications component.

For planning purposes, the traffic management measures should begin approximately three hours prior to the amphitheater event (assuming a 7:00 PM amphitheater event start, traffic management measures should be in place by 4:00 PM) and continue for a minimum of 90 minutes after the amphitheater event (assuming a 10:00 PM amphitheater event ending, traffic management measures should remain in place until 11:30 PM). These operating hours are preliminary; the specific times will be determined through amphitheater event planning and may vary depending on the amphitheater event.

Due to the nature of the traffic management measures proposed below, multi-agency coordination is anticipated and may warrant the establishment of a Unified Command Center. This would be typically located in the vicinity of the amphitheater event to facilitate local coordination among the parties providing traffic management. In addition to the amphitheater event operator, this is anticipated to include the Los Angeles Port Police (Port Police), Los Angeles Department of Transportation (LADOT) Special Traffic Operations, the Los Angeles Police Department (LAPD) Operations Bureau for Special Events, California Highway Patrol (CHP), California Department of Transportation (Caltrans), and the Los Angeles County Metropolitan Transportation Authority (Metro). In general, traffic management measures

deployed on arterial streets are provided through Port Police, LADOT, LAPD, and/or Metro, with freeway-related traffic control measures requiring coordination with CHP and Caltrans.

The traffic management measures identified below include:

- Traffic Control
- Pedestrian Control/Crossing Guard
- Temporary Travel Lane and Detours
- Changeable Message Signs
- Transit Service Coordination

Due to the location of the West Harbor Project and the generally limited access points into the area, the requirements for inbound and outbound operation will be unique.

Traffic Control

Traffic Control Officers (TCO) provided through the appropriate agencies[4] will be deployed to selected locations on an as-needed basis to assist with the inbound and outbound event traffic operations. TCOs are tasked with monitoring the general flow of traffic and directing traffic when necessary. Under certain conditions, this may include utilizing the LADOT Traffic Management Center to override traffic signals to address localized congestion in real time. The ability to adjust the traffic signals will be determined at the discretion of LADOT and may be formalized into the operating plan of specific events.

For the purposes of this EMP, the following preliminary locations have been identified for TCO deployment:

- Harbor Boulevard/Front Street & SR 47 eastbound ramps (outbound)
- Harbor Boulevard & SR 47 ramps/Swinford Street (inbound/outbound)
- Harbor Boulevard & O'Farrell Street (inbound/outbound)
- Harbor Boulevard & 1st Street (inbound/outbound)
- Harbor Boulevard & 5th Street (inbound/outbound)
- Harbor Boulevard & 6th Street (inbound/outbound)
- Harbor Boulevard & 7th Street (inbound/outbound)
- Harbor Boulevard & Miner Street (inbound/outbound)
- 22nd Street & Miner Street (inbound/outbound)

Figure 3 illustrates the preliminary locations for TCO deployment; however, specific locations will be determined with amphitheater event planning and may vary between events.

[4] Typically, along Harbor Boulevard Port Police will be deployed to locations south of 7th Street and LADOT/LAPD will be deployed to locations north of 7th Street. CHP/Caltrans may also assist with the ramp locations.

Pedestrian Control / Crossing Guards

Pedestrian control and/or crossing guards may also be deployed at select locations to supplement the TCOs or enhance pedestrian safety; this may be provided by Port Police, LAPD, or LADOT as determined appropriate. Pedestrian control may be deployed to key crossings (e.g., signalized intersections) in order to enhance pedestrian safety and are generally anticipated to be tasked with monitoring pedestrian safety. This may include ensuring that stopped vehicles do not encroach on crosswalks, that pedestrians follow the traffic controls, and/or that pedestrians do not overflow into the street. Crossing guards may also be utilized at uncontrolled locations (e.g., unsignalized or mid-block crossings) to assist pedestrian crossings. Officers and crossing guards may be deployed before and/or after the amphitheater event, as determined necessary.
Preliminary locations identified for the deployment may include:

- Harbor Boulevard & 5th Street (pedestrian control)
- Harbor Boulevard & 6th Street (pedestrian control)
- Harbor Boulevard & 7th Street (pedestrian control)
- Harbor Boulevard at the Bluff Lot (crossing guard)
- Harbor Boulevard at the 22nd Street Lot (crossing guard)
- Miner Street & 22nd Street (crossing guard)

Figure 4 illustrates the preliminary locations for pedestrian controls and crossing guards; specific/additional locations will be determined with amphitheater event planning and may vary between amphitheater events.

Temporary Travel Lane & Detours

Temporary capacity enhancements may be utilized on Harbor Boulevard generally between the SR 47 off-ramp & Swinford Street intersection and the Harbor Boulevard & 7th Street intersection. This is anticipated to include the establishment of a third travel lane through the temporary turn restrictions, temporary restriction of on-street parking, and/or a temporary detour of the bike lane along Harbor Boulevard.

- During the inbound amphitheater event operations, this temporary lane could extend from the SR 47 off-ramps to 7th Street along southbound Harbor Boulevard.

- During the outbound amphitheater event operations, the temporary lane could extend from 7th Street to immediately north of O'Farrell Street. Additionally, the northbound left-turn at 1st Street will need to be prohibited and through traffic allowed the use of the closed left-turn lane[5].

The temporary lane requires clear instructions to drivers, which may be accomplished with a coning plan or other physical demarcation, along with notifications to local residents to identify any traffic detours. In addition, coordination with the LADOT Bicycle Group is anticipated to identify and properly notice any detours or temporary closures of area bicycle facilities.

[5] Alternatively, the temporary third outbound lane on Harbor Boulevard may begin immediately north of 1st Street.

Figure 5 illustrates the preliminary extent of the temporary lanes. The specific extents of the temporary lanes and locations of detours will be determined with amphitheater event planning.

Changeable Message Signs

Changeable Message Signs (CMS) may be utilized to convey up-to-date messaging related to traffic routing, directions to parking locations, and other general information on amphitheater event days. The CMS may supplement other static signage and are anticipated to be located at select arterial and freeway locations. The use of CMS on arterial or freeway locations will require coordination/permitting with Port Police/LADOT/Bureau of Street Services and Caltrans, respectively.

Examples of messaging on the CMS may include, but are not limited to:

- Inbound messaging:
  A. “West Harbor Amphitheater, use SR-47 and exit Harbor”
  B. “West Harbor Amphitheater, exit Harbor”
  C. “Amphitheater Parking, Turn Right”
  D. “Premium Parking & Rideshare, Left Lane”
  E. “General Parking, Right Lane”
  F. “Parking Ahead @ 22nd St”

- Outbound messaging:
  G. “All Lanes to Freeways”
  H. “East SR 47, Left Lane”
  I. “North I-110, Right Lane”
  J. “East SR 47, Turn Left”
  K. “North I-110, Second Left”

The CMS messages above have been preliminarily identified for placement at the following freeway and arterial locations:

- Freeway Locations:
  - I-110 Southbound, near Channel Street/Pacific Avenue exit [Exit 1B] (Message A)
  - SR 47 Westbound, near Ferry Street exit (Message B)

- Arterial Locations:
  - Harbor Boulevard & SR 47 eastbound on-ramp/Swinford Street (Messages C, J/K)
  - Harbor Boulevard & 2nd Street Messages D/E, H/I)
  - Harbor Boulevard & 7th Street (Messages D/E/F, G)
  - Miner Street & Gulch Road (Messages F, G)
  - Miner Street & 22nd Street (Message G)

Figure 6 illustrates the preliminary locations for CMS placement. The specific locations, messaging, and quantity of CMS will be identified during amphitheater event planning.

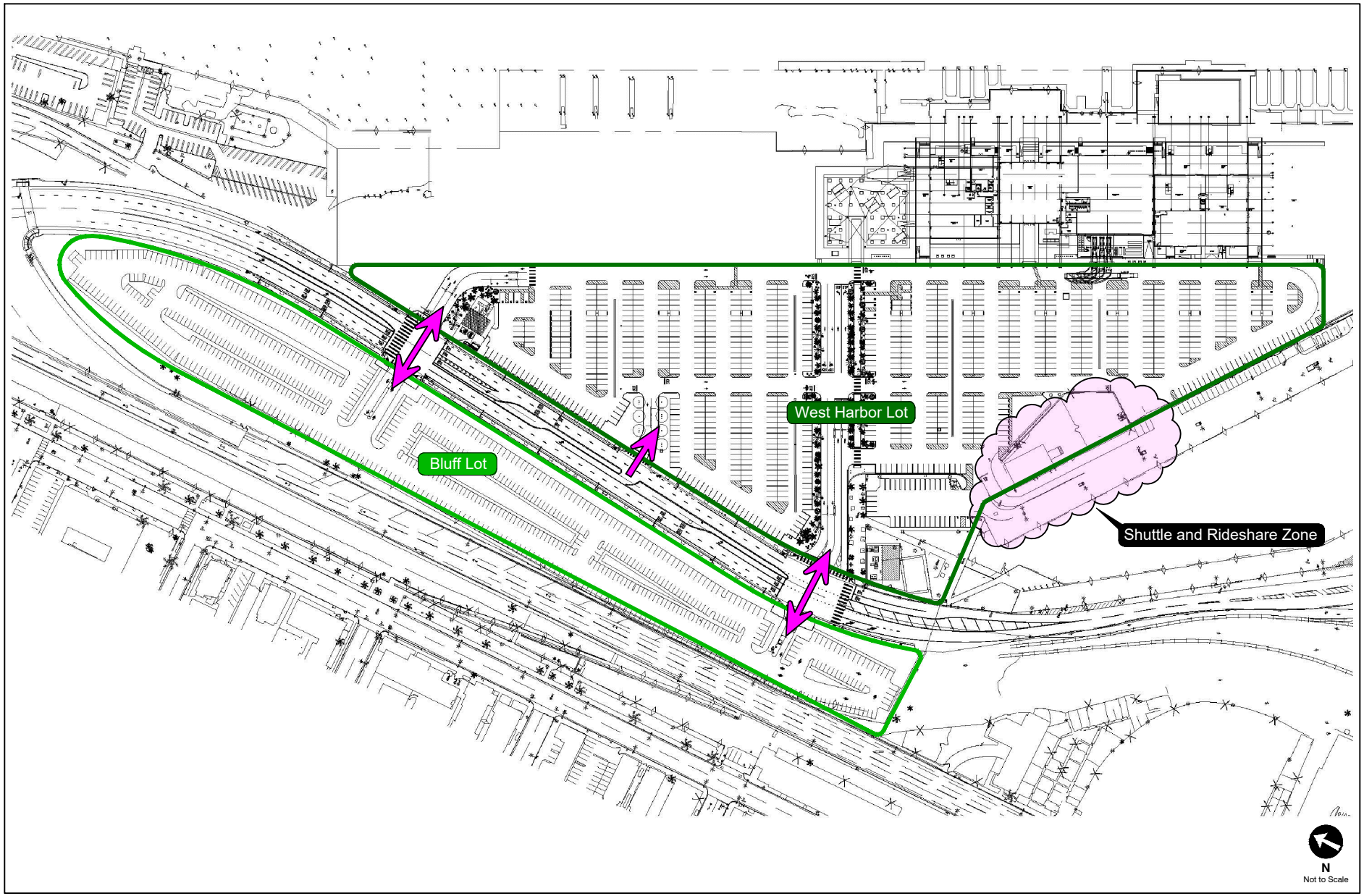
Transit Service Coordination

If determined necessary during amphitheater event planning, the West Harbor Project developer may coordinate with LADOT and Metro to optimize land-based transit service and frequency into San Pedro and specifically to the West Harbor Project site during events. This can include the establishment of a transit staging area in the vicinity of the West Harbor Project site, either on- or off-site, and can potentially utilize the street closures identified in this EMP. The unique location of the West Harbor Project may also warrant coordination with water-based transit service during events. This measure could also include exploring the feasibility of establishing regional shuttle system for specific events, similar in function to the Hollywood Bowl shuttle network.

RESPONSIBILITIES

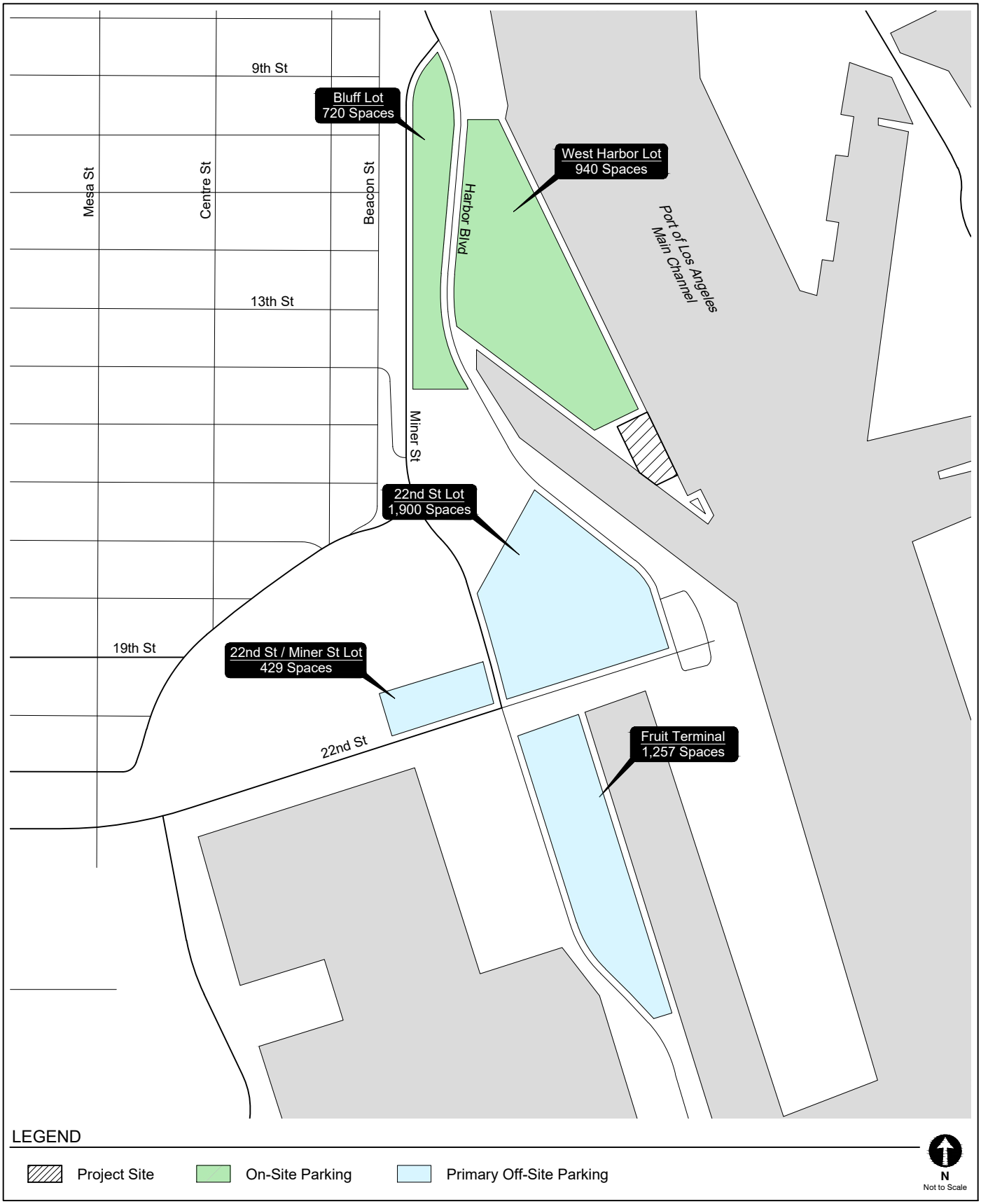
As noted above, the West Harbor Project developer will be responsible for acquiring the required approvals and permits, coordinating amongst the participating parties and agencies, and procuring the necessary service providers, as well as those costs necessary to implement this EMP.

This EMP is intended to be an evolving document subject to modification over time in coordination and consultation with the participating agencies (Port Police, LADOT, LAPD, CHP, Caltrans, Metro, etc.) in order to respond to changes in traffic patterns and mobility/parking technologies which may alter the travel to and attendance of amphitheater events at the West Harbor Project. In addition to ongoing EMP updates, additional future coordination may be necessary to accommodate future reconstruction activities of the Vincent Thomas Bridge.



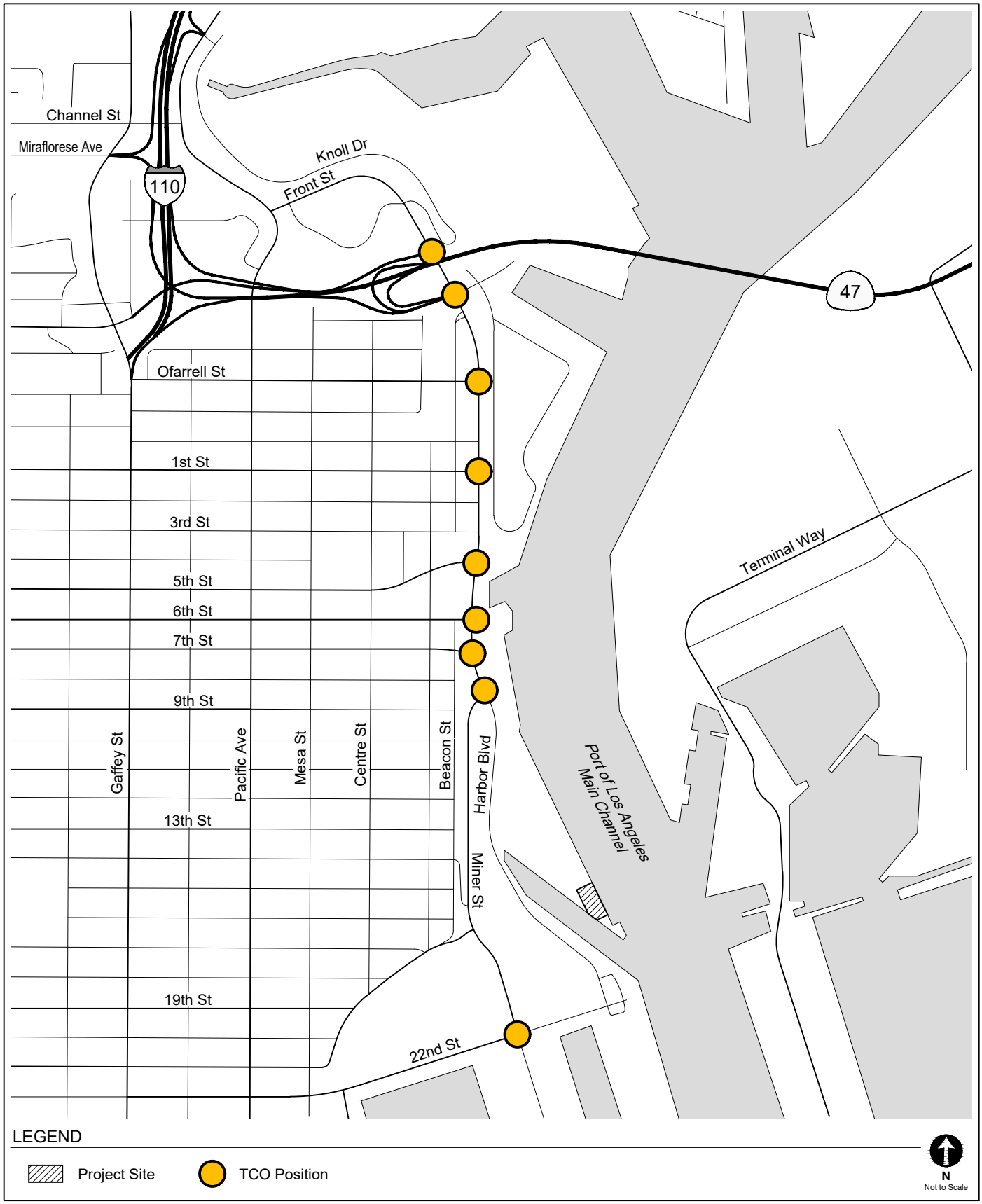
WEST HARBOR SITE

FIGURE 1



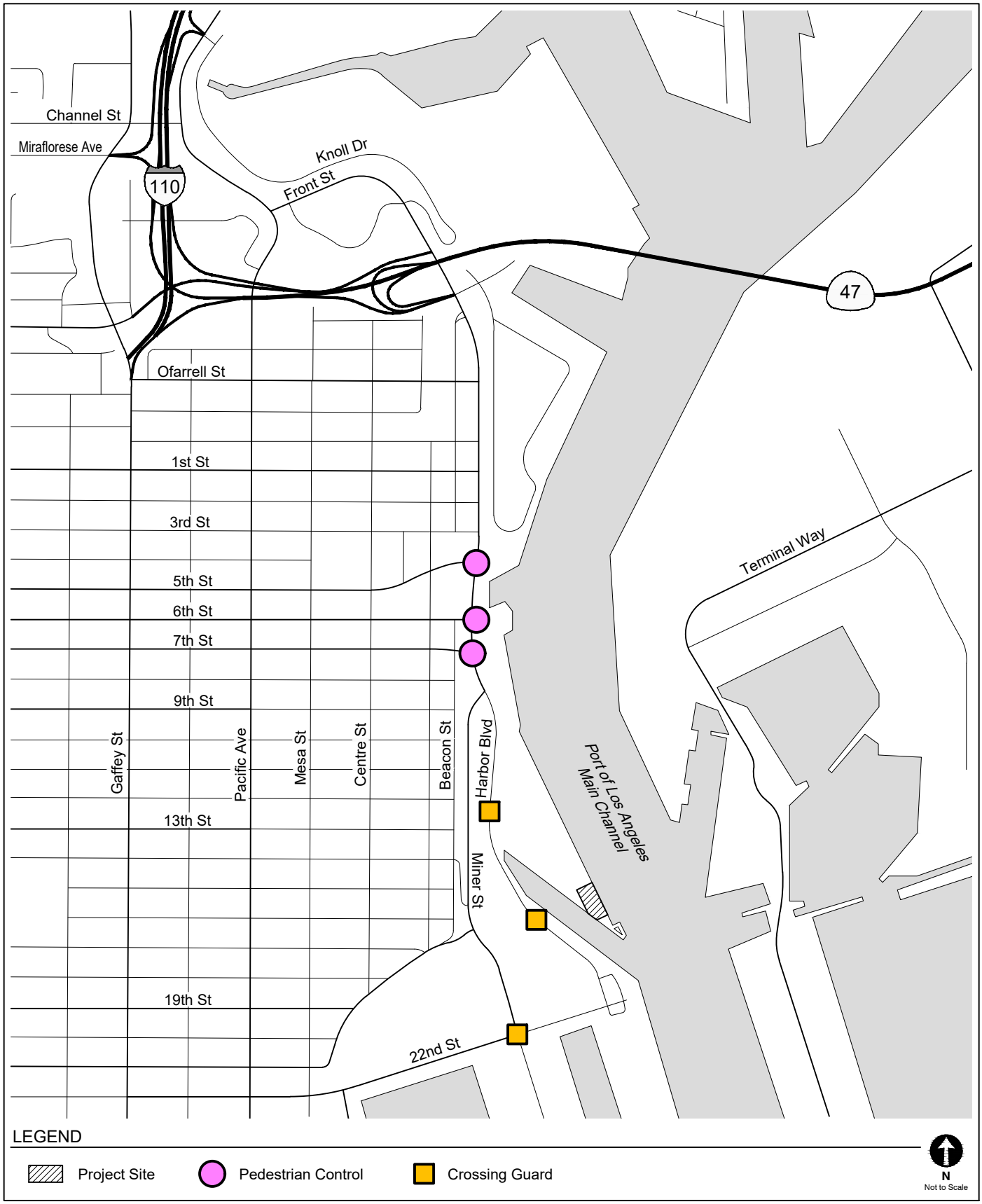
EVENT PARKING LOCATIONS

FIGURE 2



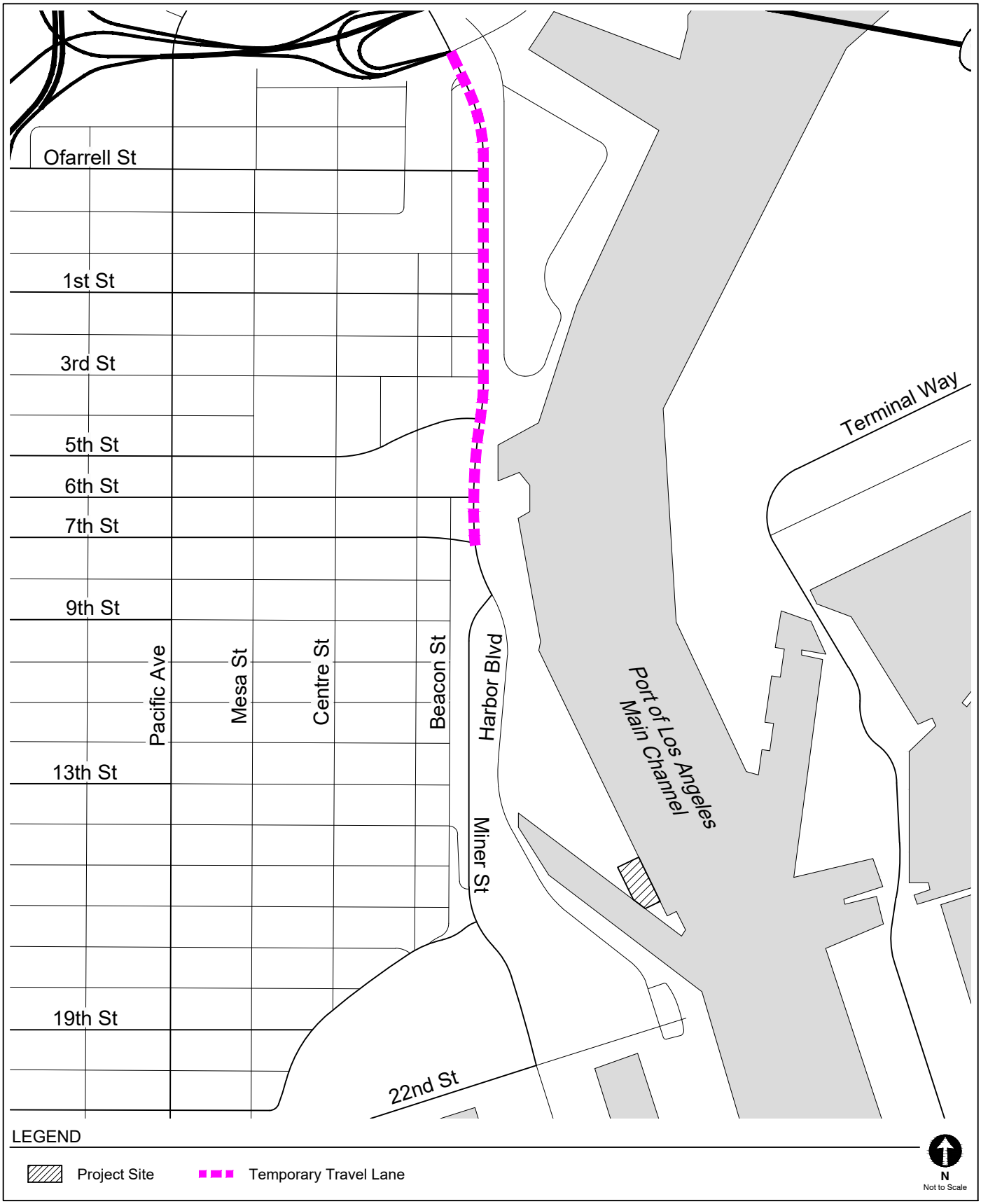
TRAFFIC CONTROL LOCATIONS

FIGURE 3



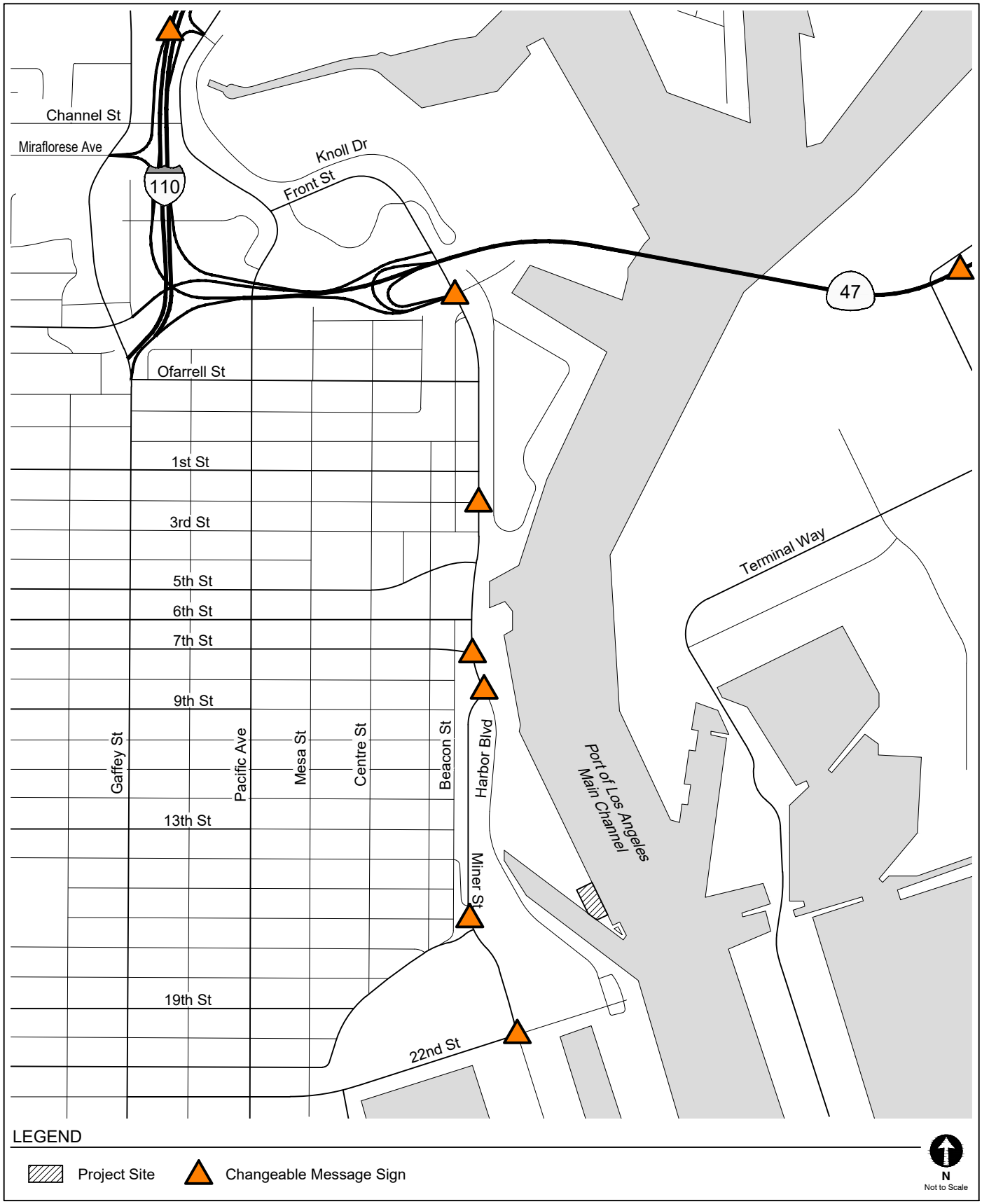
PEDESTRIAN CONTROL AND CROSSING GUARD LOCATIONS

FIGURE 4



TEMPORARY TRAVEL LANE

FIGURE 5



CMS PLACEMENT LOCATIONS

FIGURE 6

Appendix I

Parking Mgmt Plan

WEST HARBOR

Parking Management Plan

Jerico Development Inc. | August 8, 2024

JERICO DEVELOPMENT

LAZ PARKING

1. TABLE OF CONTENTS

2. EXECUTIVE SUMMARY

Parking Management Plan – West Harbor

Attn: Liz Griggs
SVP, Management & Operations
Jerico Development Inc.
461 W. 6th Street, Suite 300
San Pedro, CA 90711

August 8, 2024

Dear Liz,

LAZ Parking is pleased to present the following Parking Management Plan regarding the West Harbor project, located along the waterfront in San Pedro. The primary objective of this plan is to tailor an operation that best meets the parking requirements of the project through effective management and technological solutions that also maximize ingress and egress throughput, resulting in efficient overall circulation and a user-friendly parking experience.

This Parking Management Plan shall serve as the baseline operating strategy, but as the project evolves with increased and new tenancy, the plan shall likewise respond to the project's changing parking needs. Staffing allocations, space assignments and policies will be refined, so that ultimately, the parking operation achieves optimum standards for serving all user groups of this highly anticipated and exciting new waterfront destination.

Should you have any questions regarding this parking management plan, please do not hesitate to contact us.

Warm Regards,

Rio Lupisan
Special Projects/Development Manager
RLupisan@lazparking.com

3. INTRODUCTION

Project Understanding

West Harbor, located beyond the southern end of the 110 freeway, sits on the site previously known as Ports O' Call Village, San Pedro's famed waterfront retail/restaurant destination. All that remains of the old project is the San Pedro Fish Market, as the rest of the site has been demolished in preparation for the development of West Harbor. The West Harbor project will consist of new shops and restaurants, the square footages for which have already been approved, and will host events throughout the year at its proposed 6,200-person capacity, waterfront open-air amphitheater.

Previously referred to as the San Pedro Public Market, the project was recently rebranded as West Harbor, with bright and dynamic nautical themes and colors that represent the rejuvenation that this project aims to inject into the San Pedro waterfront area. The appeal and attraction of this unique destination has resulted in leasing discussions with such tenants as Yamashiro, Mike Hess Brewing, Poppy+Rose, and Harbor Breeze Cruises, and Nederlander Concerts. While the project will also feature some retail spaces, its main focus will be on dining, entertainment, and recreational uses.

The Project will be served by a total of approximately 1,660 spaces,940 on-site surface parking spaces and an additional 720 spaces located directly across the street, along with additional parking resources in the surrounding area for when overflow parking becomes necessary. The existing surface parking facility that previously served Ports O' Call does not currently possess any gated controls at the driveways, which allowed for free and unobstructed access into and out of the lot. However, with the proposed upgraded tenancy and corresponding parking demand that will result, it will be necessary to devise a strategy for organizing and managing ingress and egress so that circulation conflicts are minimized and overall throughput is maximized.

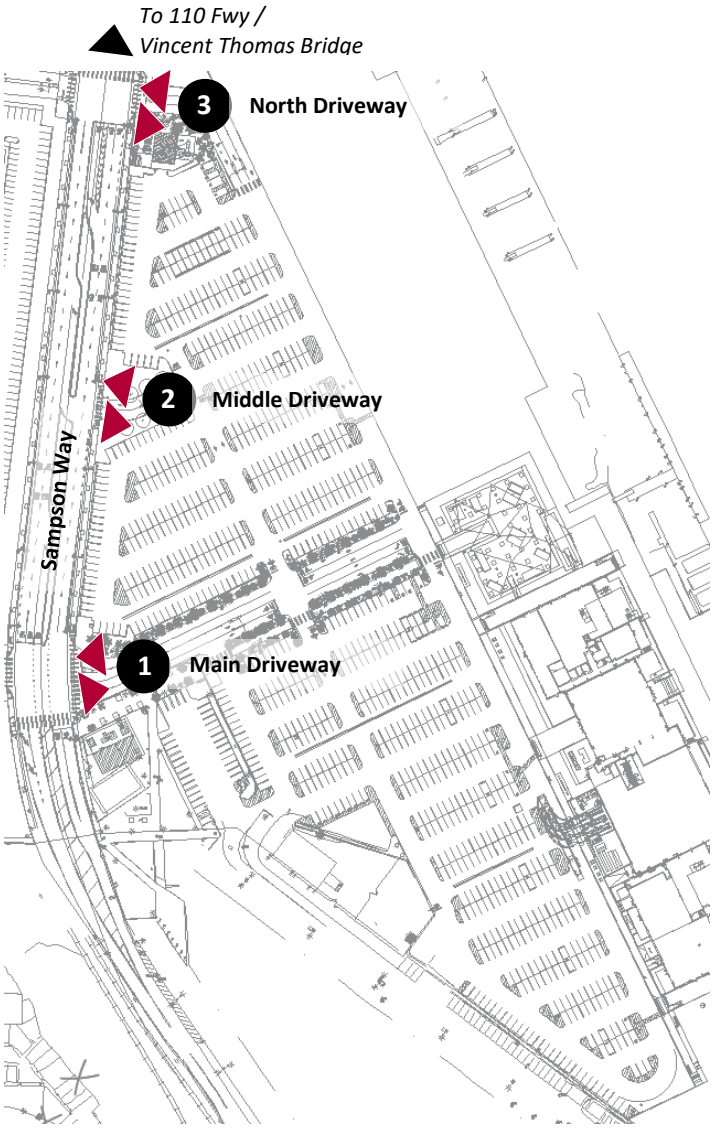
Given the dynamics of the project and the existence of paid parking in the San Pedro area, a gated, paid parking operation for West Harbor makes the most sense for providing maximum parking management and control capabilities. In addition, the technologies associated with today's gated parking systems offer flexible solutions for accommodating the different needs of various user groups, including visitors, employees, event attendees, etc., so that their respective parking experiences can be as streamlined as possible.

4. ON-SITE PARKING

PROPOSED PARKING ACCESS

The triangular shaped site is bordered by Sampson Way along with northwestern edge and fronted by the water along its southwestern and eastern boundaries. As the West Harbor project is located south of and near the 110 freeway and Vincent Thomas Bridge, the majority of vehicular traffic has historically approached from the northern direction via Harbor Blvd to Sampson Way. The first opportunity to enter the site existed via a driveway at the northern end of the site, which allowed parkers to circulate the entire frontage of West Harbor, while two other access points also existed off of Sampson Way – one at the midpoint of the site and the other in between the two driveways.

Per the latest site plan, the driveway located at the midpoint of the site has been designed as the main driveway (**1**), possessing two entry lanes and two exit lanes. The logic behind this design decision was to eliminate unnecessary internal circulation for those parkers whose destinations are located at the southern half of the site, which would include the future Nederlander Amphitheater. The access point (**2**) located prior to the main driveway will be utilized as a single entrance and single exit, providing convenient access for those parkers intending to park on the northern portion of the site. Likewise, the northernmost driveway (**3**) is proposed to provide direct access into the northernmost part of the site, accommodating a dedicated left turn lane into the project with two entry lanes. A two-lane exit configuration has also been design at this driveway, the reason for which is two-fold: 1) exit lane redundancy for an automated system, particular one serving a relatively high-volume operation, is best practice in order to provide a secondary means for parkers to exit in the event of exception transactions in the other lane; and 2) to minimize vehicular conflicts in the northern half of the site by encouraging exiting parkers to proceed directly to the northernmost driveway.



PARKING LAYOUT

The parking layout incorporates 90-degree spaces with corresponding two-way drive aisles, providing parkers with flexible options for circulating throughout the lot. The drive aisles are required to be wider to accommodate the space required for

4. ON-SITE PARKING

reversing out of a 90-degree stall, but also inherently allows for greater passing room for when vehicles are temporarily queued within the drive aisle as they wait for a space to be vacated. As opposed to narrower drive aisles required in angled parking layouts, the additional drive aisle width also serves to provide for more comfortable pedestrian movement amongst circulating vehicles. With the drive aisles oriented towards the West Harbor project, the need for pedestrians to walk through parking rows and parked vehicles is also minimized.

The on-site surface lot will possess a total of 940 spaces, including required accessible spaces. All standard stalls have been designed with 9'-0" widths, which is the most common per most municipal codes, providing typical user comfort. The table below provides a breakdown of the proposed on-site parking inventory by space type.

	Standard	Compact	Accessible	Total
On-Site Surface Lot	902	18	20	**940**
	902	**18**	**20**	**940**

5. PARKING ACCESS AND REVENUE CONTROL SYSTEM

PARKING ACCESS AND REVENUE CONTROL SYSTEM

PARCS are automated parking solutions that, in concert with calibrated rate structures, are used to control parking access for intended project users and properly collected and account for revenues. The proposed PARCS for the West Harbor parking operation will possess specific functionality for managing the different parking users that can be grouped into the following categories: 1) self-parking visitors; 2) valet patrons; 3) event attendees; and 4) employees. The visitor self parking operation will employ a Pay-on-Foot system, designed to maximize exiting throughput, while the valet parking operation will utilize handheld devices for mobile ticketing, which is most effective for serving heavy ingress volumes. Event attendees will have different payment options, as the goal would be to have these users pay in advance as much as possible, either online or upon arrival. Lastly, employees will be regular users, so they will be issued an access credential for being able to park without having to pull tickets per use.

The following equipment/operational summary is based on current parking technologies available in the market today. As these technologies continuously evolve, for example with the integration of mobile app-based solutions, such solutions will be considered for further enhancing the parking experience at West Harbor as the project nears completion.

Self Parking Visitors

Over the last decade in particular, Pay-on-Foot (POF) operations have become the preferred standard for self park facilities, offering a more efficient operating methodology over cashiered operations. In addition to typically decreased staffing requirements, POF systems also offer improved revenue security, faster throughput at exiting, and promotion of better air quality in garages resulting from less vehicle queuing. Similar to exit cashiering operations, ticket dispensers are installed in each of the entry lanes. However, instead of paying parking fees to a cashier in an exit lane, visitor parkers are encouraged to pre-pay at a POF machine, pay station, or online by scanning a QR code with their mobile devices prior to returning to their vehicles. The pay stations are capable of accepting both cash and credit card payments. Once payment has been made, the original entry ticket is converted to work as an exit ticket that simply needs to be inserted into, or scanned at, an exit machine, installed in each of the exit lanes. Once the exit machine verifies that parking fees have been paid and/or that no balance is due, the gate arm raises to allow exit. If a balance is due, then parkers will be required to either pay by credit card or otherwise interact with an attendant in order to complete the transaction.

To maximize capture of pre-paying parkers, pay stations are ideally installed near the main pedestrian portals that lead to the parking areas, which in the case of West Harbor, at locations along the sidewalk between the project and surface parking lot. This strategic placement will maximize utilization of the pay stations, which will minimize delay in the exit lanes that results from visitors instead processing their transactions upon departure while in their vehicles.

TIBA *FLASH*

SAMPLE PAY STATIONS

5. PARKING ACCESS AND REVENUE CONTROL SYSTEM

Validations

Another inherent benefit of POF solutions are the automated validation solutions that come with them. Follow-up, or chaser tickets, are a common option, but the need to insert a second ticket into a pay station or exit machine results in additional delay and especially with one of the driveways possessing only a single exit lane for processing self park visitor transactions, it would be most preferred to minimize transaction times. This can be achieved through the use of offline validators, which apply a validation directly onto the original entry ticket by imprinting a secondary barcode.

The other alternative would be to implement the use of online validations, which is a more sophisticated process in that the tickets can be validated through a web portal with tenants inputting ticket numbers and selecting the desired validation value online or using handheld devices to perform this function. This may be a cumbersome process for some tenants, particularly those that will experience a high volume of transactions, such as a restaurant. For such instances, a barcode scanner, like that shown to the right, would be the more practical validating alternative, simply requiring that the ticket be held directly beneath the scanner in order to be validated. Whether the online validation solution or offline validator previously described, both maximize egress throughput by only requiring only the single entry ticket to be processed.

Online Validation Scanner/Kiosk

5. PARKING ACCESS AND REVENUE CONTROL SYSTEM

Employee Parkers

The PARCS is capable of limiting employee access to select entry and exit lanes of designated parking areas, which will ensure that the closest and most convenient parking spaces remain available for project visitors. Employees will be issued proximity keycards and present such keycards to readers installed in each entry and exit lane of the Bluff Lot in order to gain access through the gate arms. All lanes, including those controlling access of the on-site lot, will actually be equipped with keycard readers, so that certain parkers, i.e. management personnel, maintenance staff, and other authorized individuals can be provided with access privileges, as necessary.

To limit any potential abuse, employees will be required to adhere to an "anti-passback" policy, which prevents keycards from being used for multiple entries or exits. This is accomplished by programming employee keycards to have to register an entrance into the parking facility followed by an exit out of the same facility. Once an attempt is made to use the keycard out of the required sequence of entries and exits, it may be temporarily deactivated with further attempts to pass through a gate arm denied. When this occurs, the keycard will have to be reset by the attendant on duty or other authorized personnel, at which time a warning could be administered and recorded. The other alternative would be to deploy "soft" anti-passback, in which the violating employee will be allowed to gain attempted access through the gate, so that any potential immediate backup within the lane is averted, but parking staff will be alerted to the violation for future follow-up.

During the project's initial ramp up period, the Bluff Lot may be manually controlled with attendants, in which case, vehicle hangtags would be issued to employee parkers for visual inspection.

License Plate Recognition

To further enhance the parking experience and increase exiting throughput, License Plate Recognition (LPR) is being contemplated for deployment at West Harbor, whereby LPR cameras would exist in the entry and exit lanes. With every visitor entry, a license plate read would be captured and associated with the number of the ticket that was dispensed. Visitors would proceed as they normally would in a POF operation, potentially receiving validation from one of the participating tenants and handling their transaction at one of the designated pay stations. However, as the visitor approaches the exit lane equipment upon departure, their license plate will once again be read and recognize that if the associated parking ticket had already been paid or is fully validated, that the system should automatically raise the gate arm. In other words, no transaction is required to be handled in the exit lane and pre-paid/fully-validated parkers can exit freely.

Equipment Lane Configuration

The diagrams on the following page reflect the proposed equipment configurations for the entry and exit lanes off of Sampson Way that will serve the self park operation. The entry lanes will consist of ticket dispensers, while the exit lanes will consist of exit machines that are capable of accepting tickets and credit card payments. Both lane types will be equipped with gate arms, keycard readers for any monthly parking/staff access, 2D barcode readers for scanning mobile credentials, and intercom units for instances in which assistance is needed within the lanes, whether related to transaction issues or equipment malfunctions.

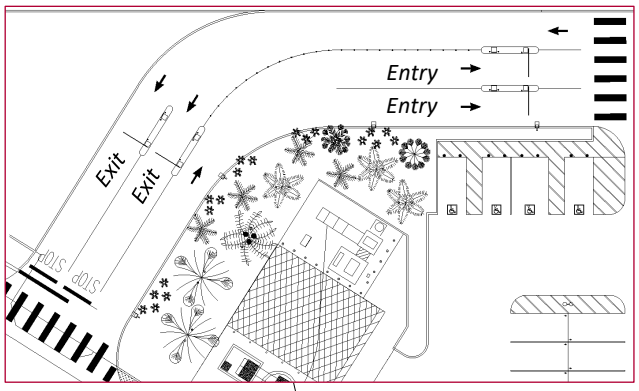
5. PARKING ACCESS AND REVENUE CONTROL SYSTEM

Entry Lanes

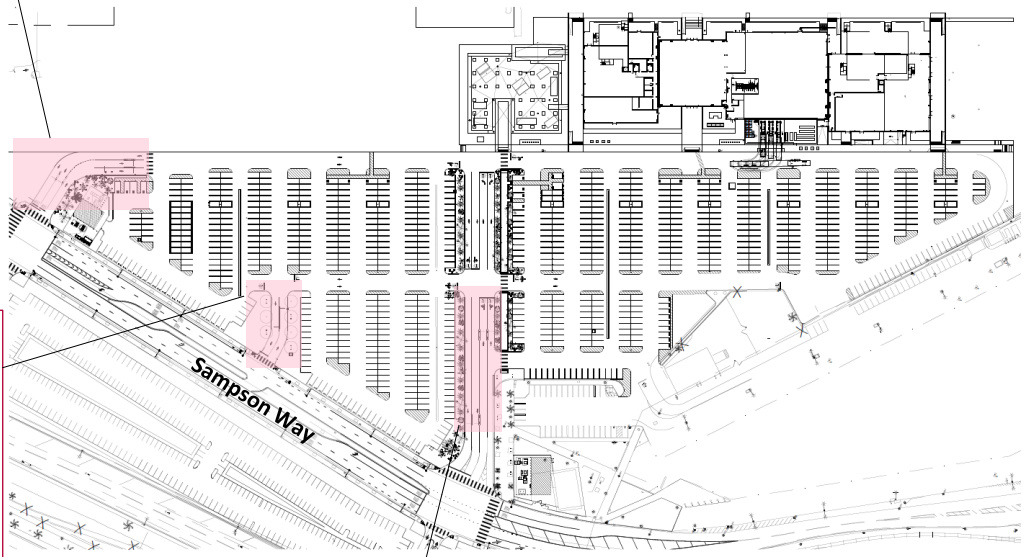
- Ticket Dispenser
- Keycard Reader
- 2D Barcode Scanner

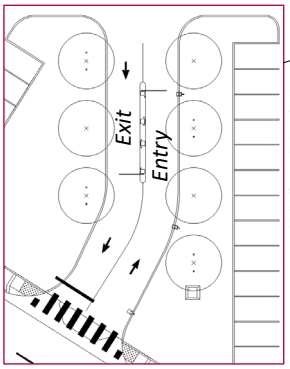
Exit Lanes

- Ticket Acceptor
- Credit Card Reader
- Keycard Reader
- 2D Barcode Scanner

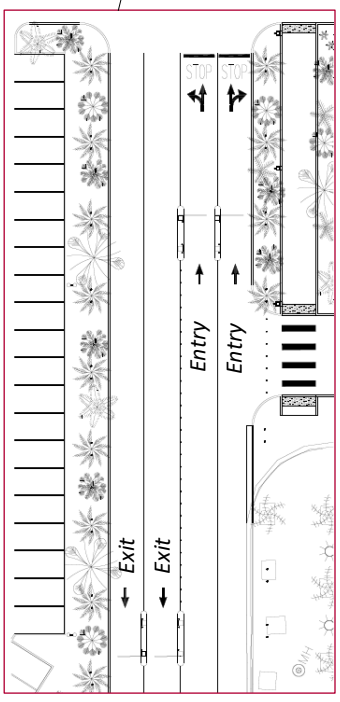


North Driveway





Middle Driveway



Main Driveway

5. PARKING ACCESS AND REVENUE CONTROL SYSTEM

During the normal hours of operation, the intercom calls will be directed to the parking office or otherwise, to a mobile device, with a parking representative available to answer the calls and provide appropriate assistance. Required assistance may consist of instructing parkers through the payment process, remotely raising the gate arm, or deploying an attendant to provide physical assistance.

Possible Pay Station Locations

As the project site remains under development and exact tenant locations have yet to be determined, it is premature to identify exact locations for future pay stations. However, the diagram below presents a conceptual layout of pay stations, strategically placed between the project and the parking areas, as well as near major pedestrian crosswalks (tentative locations reflected below). As the project's program is further refined and committed tenant locations are identified, additional factors will be evaluated to help determine ideal pay station locations. Such factors shall include projected visitor volumes for the various tenants, identification of tenants that may validate most, if not all, of their patrons, and pedestrian travel paths from tenant storefronts. One of the other decisions that will need to be made in the future are the amount of pay stations to be installed that will accept cash and credit card payments versus just credit card payments only. The promotion of credit card only payments has become increasingly popular to reduce the labor required, as well as inherent risk, associated with cash handling. Particularly given the current COVID-19 situation, property owners and managers are striving to provide as many "touchless" solutions as possible within their parking operations.

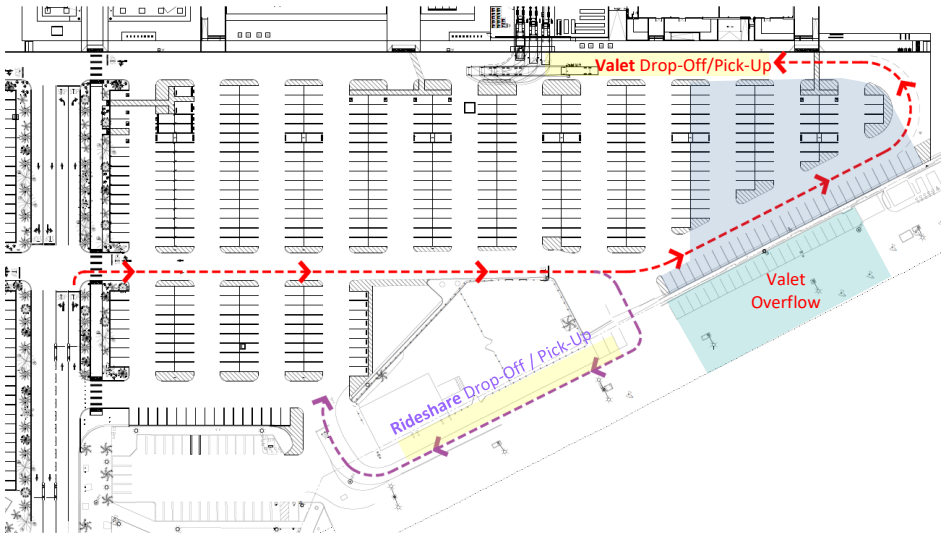
Conceptual Pay Station Locations

6. VALET PARKING OPERATION

Possible Valet Parking Station / Vehicle Storage

A valet parking service is envisioned to be implemented at West Harbor to provide an elevated level of customer service for those patrons seeking to take advantage of such an amenity. Predominant users within a mixed-use environment often consist of restaurant patrons, but the valet service will also be utilized by other retail patrons, and most definitely by some event attendees. Given that the first phase of development, located in the southern portion of the project, is scheduled to include the restaurant tenants, it would make sense for the valet operation to be planned in this area as well. Designing the valet drop-off/pick-up area near the southernmost tip of the site would especially be convenient for future Nederlander patrons, while also keeping associated circulation away from self park traffic flow.

In this scenario, valet patrons would enter the site using the main driveway off of Sampson Way and then make a right turn towards south end of the site. The diagram below depicts how valet patrons would be guided around the southern tip of the parking lot towards the valet drop-off/pick-up area along the curb. Curbside is proposed for valet drop-off/pick-up activity, as the Nederlander Amphitheater ticketing office will be located in close proximity to the southern edge of the parking lot and as such, associated pedestrian queuing could likely overflow towards the curb line of the parking lot. Ideally, a parking area would be reserved for the sole purpose of storing valet parked vehicles, so that valet circulation is isolated from self park vehicular circulation, pedestrian movements, and corresponding liability exposure inherent with both. The area shaded in blue below reflects the proposed parking area that could be assigned primarily for 50 VIP parkers during Nederlander events, with additional general valet demand potentially accommodated in an expanded version of this storage area and/or potentially in the area shown in green.



Rideshare Drop-Off / Pick-Up

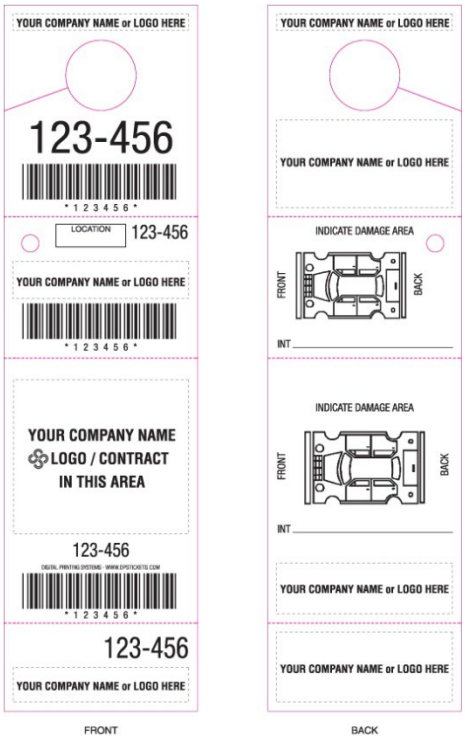
West Harbor patrons will certainly be anticipated to utilize rideshare services, particularly given the project's makeup of high restaurant use. The same diagram above reflects a tentative routing plan for rideshare vehicles, encouraging the same path of travel as valet patrons, but diverting toward the right to allow drop-off / pick-up outside of the main parking field and for drivers to be able to timely exit the paid parking operation within a designated grace period.

6. VALET PARKING OPERATION

Valet Parking Procedure / Equipment

As valet patrons enter the valet drop-off area, a Doorman/Lead Valet, equipped with handheld devices and pre-printed, barcoded tickets, will issue one portion of a perforated ticket to the customer, while the remaining portions of the barcoded ticket remain with the valet attendant that will park the vehicle. The ticket will be scanned to activate the ticket within the valet system. Different colored tickets can be utilized if different valet stations will exist in order to easily identify where the valet process was initiated. During this ticketing process, the Doorman/Lead, along with the valet attendant, are visually inspecting the vehicle for pre-existing damage, so that it can be noted on the ticket.

The valet attendant will drive away from the valet station and proceed to park the vehicle in the designated valet storage area. Once parked, the valet attendant will input the make, color, license plate and vehicle location onto the valet ticket. This ticket will then be affixed to the vehicle keys and submitted to the valet station, where keys for vehicles are stored and secured. The cashier/dispatch is then responsible for scanning the valet ticket and inputting the vehicle information into the valet database.



Sample Pre-Printed, Barcode Valet Tickets

When the patron is ready to retrieve their vehicle, they simply report to the cashier station to present their ticket. As the cashier scans the ticket and collects the valet fee, the ticket and corresponding keys are handed to a valet attendant for vehicle retrieval and delivery back to the valet drop-off/pick-up area. Valet patrons will then be directed to the respective waiting area,

Advanced Texting Feature

Some valet systems possess an advanced texting feature, where valet patrons can text for their vehicles in advance. This is accomplished by simply texting their valet ticket number to the pre-printed phone number on the ticket and is a great amenity that minimizes any wait time. A common issue that arises is that patrons either text for their vehicles too far in advance or get distracted on their way back to the valet station. In both cases, the retrieved vehicles end up congesting the valet pick-up area and need to be staged nearby or otherwise, re-parked entirely. The implementation of this feature can be further evaluated once the logistics of the valet parking area have been further defined and a potential staging area is identified.

Valet Station

Valet stations can range from a simple off-the-shelf podium to a more elaborate, customized reception desk type station, depending on the size of the operation and level of design and impression that is desired. Vehicle keys are typically able to be secured within these valet stations, which could also be designed to accommodate water bottle service or other patron amenities.

7. PARKING DEMAND / OFF-SITE PARKING

PARKING DEMAND

Based on the current project program, West Harbor will possess a total of approximately 128,000 square feet of retail and restaurant uses. The corresponding projected parking demand, prepared by Gibson Transportation Consulting, Inc., is reflected in the following tables below for the peak month, as well as a busy non-peak month, incorporating base visitor and employee parking ratios, as guided by ULI (Urban Land Institute) / ICSC (International Council of Shopping Centers) / NPA (National Parking Association) standards. The tables also include assumptions for Non-Captive demand and projected Drive Ratios. Non-captive demand accounts for those parkers who will patronize a certain use within the mixed-use environment yet will not have already been counted as parked on site patronizing another use. The drive ratio represents a reduction in parking demand to account for visitors and employees that will have arrived to the project by means other than a single-occupant vehicle, which may include walking, bicycling, mass transit, carpooling, and taxi/rideshare.

Peak Month (July)– NO Amphitheater Event

Shared Parking Demand Summary
Peak Month: JULY -- Peak Period: 8 PM, WEEKEND

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 7 PM	Peak Mo Adj July	Estimated Parking Demand	Peak Hr Adj 8 PM	Peak Mo Adj July	Estimated Parking Demand
Retail																		
West Harbor - Retail (entitled)	23,730	sf GLA	2.90	90%	82%	2.13	ksf GLA	3.20	90%	72%	2.07	ksf GLA	80%	100%	40	65%	100%	32
Employee			0.70	90%	100%	0.63		0.80	90%	100%	0.72		100%	100%	15	75%	100%	13
Food and Beverage																		
West Harbor - Fine Restaurant (entitled)	69,597	sf GLA	9.29	90%	100%	8.34	ksf GLA	15.25	90%	100%	13.70	ksf GLA	100%	100%	581	100%	100%	954
Employee			2.25	90%	100%	2.03		2.50	90%	100%	2.25		100%	100%	141	100%	100%	157
West Harbor - Family Restaurant (entitled)	34,798	sf GLA	8.97	90%	100%	8.07	ksf GLA	15.00	90%	100%	13.50	ksf GLA	80%	100%	225	65%	100%	305
Employee			2.15	90%	100%	1.94		2.10	90%	100%	1.89		95%	100%	64	95%	100%	63
Entertainment and Institutions																		
Los Angeles Maritime Museum (existing)	31,000	sf GLA	1.12	100%	100%	1.12	ksf GLA	1.61	100%	100%	1.61	ksf GLA	0%	100%	-	0%	100%	-
Employee			0.11	90%	100%	0.10		0.18	90%	100%	0.16		0%	97%	-	0%	82%	-
Hotel and Residential																		
Office																		
Additional Land Uses																		

Customer/Visitor	847	Customer	1,291
Employee/Resident	221	Employee/Resident	233
Reserved	-	Reserved	-
Total	1,067	Total	1,524

Non-Peak Month (April) – NO Amphitheater Event

Shared Parking Demand Summary
Peak Month: APRIL -- Peak Period: 8 PM, WEEKEND

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 7 PM	Peak Mo Adj April	Estimated Parking Demand	Peak Hr Adj 8 PM	Peak Mo Adj April	Estimated Parking Demand
Retail																		
West Harbor - Retail (entitled)	23,730	sf GLA	2.90	90%	82%	2.13	ksf GLA	3.20	90%	72%	2.07	ksf GLA	80%	90%	36	65%	90%	29
Employee			0.70	90%	100%	0.63		0.80	90%	100%	0.72		100%	90%	14	75%	90%	12
Food and Beverage																		
West Harbor - Fine Restaurant (entitled)	69,597	sf GLA	9.29	90%	100%	8.34	ksf GLA	15.25	90%	100%	13.70	ksf GLA	100%	90%	523	100%	90%	859
Employee			2.25	90%	100%	2.03		2.50	90%	100%	2.25		100%	90%	127	100%	90%	141
West Harbor - Family Restaurant (entitled)	34,798	sf GLA	8.97	90%	100%	8.07	ksf GLA	15.00	90%	100%	13.50	ksf GLA	80%	90%	203	65%	90%	275
Employee			2.15	90%	100%	1.94		2.10	90%	100%	1.89		95%	90%	58	95%	90%	57
Entertainment and Institutions																		
Los Angeles Maritime Museum (existing)	31,000	sf GLA	1.12	100%	100%	1.12	ksf GLA	1.61	100%	100%	1.61	ksf GLA	0%	65%	-	0%	65%	-
Employee			0.11	90%	100%	0.10		0.18	90%	100%	0.16		0%	60%	-	0%	100%	-
Hotel and Residential																		
Office																		
Additional Land Uses																		

Customer/Visitor	762	Customer	1,162
Employee/Resident	199	Employee/Resident	209
Reserved	-	Reserved	-
Total	961	Total	1,372

7. PARKING DEMAND / OFF-SITE PARKING

As shown by the findings in the previous tables, the total supply of 1,660 parking spaces (940 spaces on site and 720 unreserved spaces within the Bluff Lot) is sufficient to accommodate parking demand on peak weekdays and weekends for currently approved uses. This is especially the case during non-peak months when all visitor demand is expected to be accommodated within the on-site lot on weekdays. On weekends, some of the demand will spill over into the Bluff Lot during the evening hours. Important to note is that the projected figures included employee parking demand, which will be accommodated in The Bluff parking lot. By assigning employees to regularly park off site, as opposed to only on the weekends or other peak periods, employees get accustomed to their parking assignment and the project can continuously offer the more convenient spaces to the majority of its patrons. Not until the amphitheater is approved will the need for off-site parking be required.

On days in which an event is scheduled at the amphitheater, the projected parking demand for the retail and restaurant uses on site is actually shown to be decreased. This is attributed to the assumption that event attendees will patronize the retail/restaurant uses on these days; thus, the corresponding parking demand will have already been captured through the event parking demand projections. The additional spaces available on site will allow the parking operation to accommodate VIP parkers for the event, headliner entourage vehicles, as well as event attendees who wish to pay premium parking rates for self or valet parking on site. The cushion of on-site spaces also ensures that visitors specifically patronizing project tenants will have ample parking available to them.

Peak Month (Aug) – WITH Amphitheater Event

Shared Parking Demand Summary
Peak Month: AUGUST -- Peak Period: 8 PM, WEEKEND

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 8 PM	Peak Mo Adj August	Estimated Parking Demand	Peak Hr Adj 8 PM	Peak Mo Adj August	Estimated Parking Demand
Retail																		
West Harbor - Retail (entitled)	23,730	sf GLA	2.90	90%	80%	2.08	ksf GLA	3.20	90%	68%	1.97	ksf GLA	65%	100%	32	65%	100%	30
Employee			0.70	90%	100%	0.63		0.80	90%	100%	0.72		75%	100%	11	75%	100%	13
Food and Beverage																		
West Harbor - Fine Restaurant (entitled)	69,597	sf GLA	9.29	90%	74%	6.19	ksf GLA	15.25	90%	74%	10.16	ksf GLA	75%	100%	323	80%	100%	566
Employee			2.25	90%	100%	2.03		2.50	90%	100%	2.25		100%	100%	141	100%	100%	157
West Harbor - Family Restaurant (entitled)	34,798	sf GLA	8.97	90%	74%	5.97	ksf GLA	15.00	90%	74%	9.99	ksf GLA	75%	100%	156	80%	100%	278
Employee			2.15	90%	100%	1.94		2.10	90%	100%	1.89		95%	100%	64	100%	100%	67
Entertainment and Institutions																		
Los Angeles Maritime Museum (existing)	31,000	sf GLA	1.12	100%	99%	1.11	ksf GLA	1.61	100%	98%	1.58	ksf GLA	0%	62%	-	0%	62%	-
Employee			0.11	90%	100%	0.10		0.18	90%	100%	0.16		0%	78%	-	0%	86%	-
West Harbor Amphitheater (proposed)	6,200	seats	0.36	90%	100%	0.32	seat	0.36	90%	100%	0.32	seat	100%	100%	2,009	100%	100%	2,009
Employee			0.04	90%	100%	0.04		0.04	90%	100%	0.04		100%	100%	223	100%	100%	223
Hotel and Residential																		
Office																		
Additional Land Uses																		

Customer/Visitor	2,521	Customer	2,883
Employee/Resident	440	Employee/Resident	459
Reserved	-	Reserved	-
Total	2,961	Total	3,342

7. PARKING DEMAND / OFF-SITE PARKING

Parking Supply / Demand Summary

The tables below summarize the projected parking demands for the previously referenced scenarios: 1) **Peak Month** – *No Amphitheater Event*; 2) **Non-Peak Month** – *NO Amphitheater Event; and 3)* **Peak Month** – *WITH Amphitheater Event.* The purpose of this analysis is to quantify how many excess spaces will exist on site, at the Bluff Lot, or both during non-event periods, as well as to understand the potential parking shortfall that will exist when an event is scheduled and sold out at the amphitheater and the level of off-site parking that will be needed to offset the shortfall.

	WEEKDAYS		WEEKENDS	
Parking Supply	**On-Site**	**Bluff Lot**	**On-Site**	**Bluff Lot**
	940	720	940	720

PEAK MONTH (July) - NO Amphitheater Event

	WEEKDAY - 7pm		WEEKEND - 8pm	
Land Use	**Visitors**	**Employees**	**Visitors**	**Employees**
Retail	40	15	32	13
Fine Restaurant	581	141	954	157
Family Restaurant	225	64	305	63
Parking Demand	**846**	**220**	**1,291**	**233**
On-Site Excess or Shortfall / Overflow to Bluff Lot	*94*		*(351)* →	*351*
Total Excess/Shortfall	**94**	**500**		**136**

NON-PEAK MONTH (Apr) - NO Amphitheater Event

	WEEKDAY - 7pm		WEEKEND - 8pm	
Land Use	**Visitors**	**Employees**	**Visitors**	**Employees**
Retail	36	14	29	12
Fine Restaurant	523	127	859	141
Family Restaurant	203	58	275	57
Parking Demand	**762**	**199**	**1,163**	**210**
On-Site Excess or Shortfall / Overflow to Bluff Lot	*178*		*(223)* →	*223*
Total Excess/Shortfall	**178**	**521**		**287**

PEAK MONTH (Aug) - WITH Amphitheater Event

	WEEKDAY - 8pm		WEEKEND - 8pm	
Land Use	**Visitors**	**Employees**	**Visitors**	**Employees**
Retail	32	11	30	13
Fine Restaurant	323	141	566	157
Family Restaurant	156	64	278	67
Parking Demand	**511**	**216**	**874**	**237**
On-Site Excess or Shortfall / Overflow to Bluff Lot	*429*		*66*	
Sub-Total Excess/Shortfall	**429**	**504**	**66**	**483**
Amphitheater Visitors / Employees		**2,232**		**2,232**
Total Excess/Shortfall		**(1,728)***		**(1,749)***

* Sufficient off-site parking is available to accommodate this shortfall and is addressed in a subsequent section of this report.

7. PARKING DEMAND / OFF-SITE PARKING

Important to note is that the previously presented parking demand projections do not factor the loss of capture resulting from event parkers that may opt to utilize available on-street parking or other parking supplies that may be made available on event days by private entities. As it is currently unknown what parking resources may materialize, this analysis assumes worse-case scenario for planning purposes; however, it is reasonable to assume that actual parking/shuttle demand could be significantly less than projected.

BLUFF LOT

The preliminary layout for the Bluff Lot currently reflects a total capacity of 720 spaces in a 90-degree layout with two-way drive aisles and access points existing directly across from the proposed West Harbor main and northernmost driveways. Aside from just being used for employee and possible overflow purposes, The Bluff Lot will be the preferred parking area for all Nederlander event attendees, allowing the on-site spaces to be available for the rest of the West Harbor patrons, while also minimizing the on-site congestion that would be associated with event ingress and egress.

Event attendees will have the option to park on site, especially if they elect to pay a premium rate for valet parking, but the self parking pricing strategy will be such that the Bluff Lot will be the more appealing alternative for most event parkers, as validations will not be offered by the amphitheater. Based on the calendar of events, parking arrangements will be coordinated with off-site lot operators, so that their parking supplies can be made available for generating additional income, while other lots will likely naturally open for business in an attempt to capture some of this demand.

Vehicular Access Points – Bluff Lot

Lane / Parking Equipment Requirements

The quantities of lanes serving The Bluff lot have yet to be confirmed but given the ingress and egress demands associated with events, multiple lanes (and perhaps reversible lanes) will be required. Event

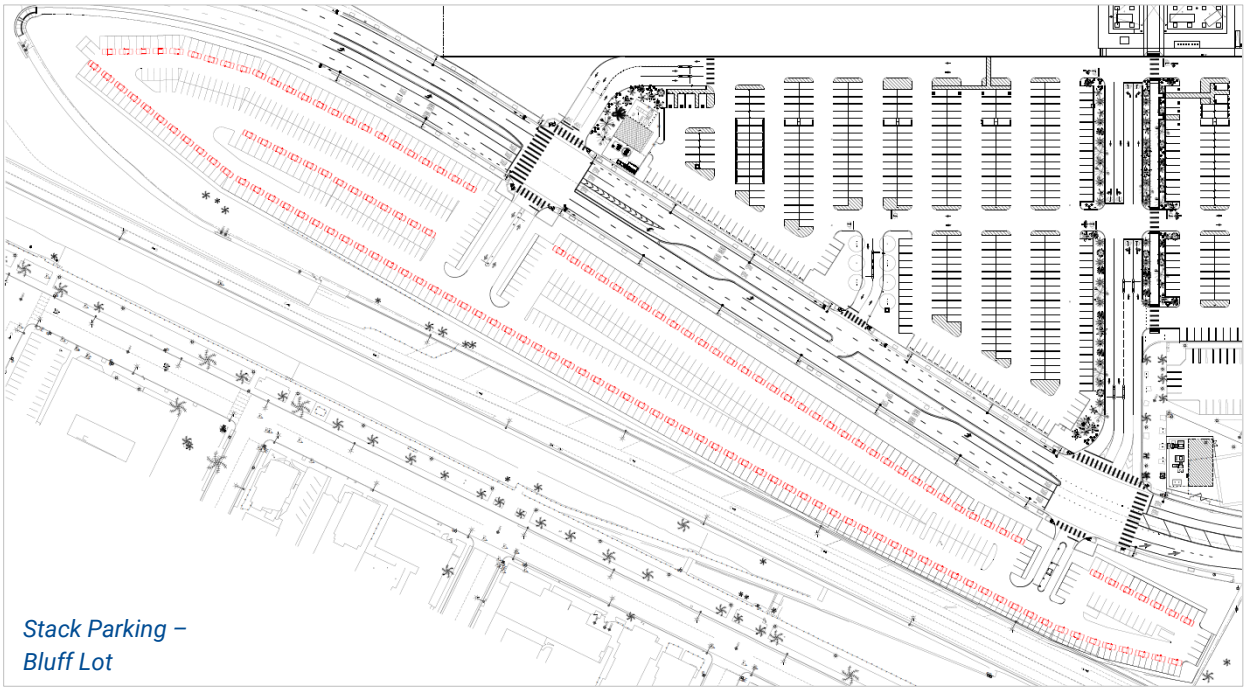
attendees will have the ability to pay for parking in advance through the West Harbor and/or Nederlander websites via widgets that link to a payment portal or otherwise, at the Bluff Lot entry lanes upon arrival. If parking is paid in advance of an event, event parkers will be provided with paid vouchers that can be printed or scanned from their mobile devices when entering The Bluff lot. For those that had not pre-paid for event parking, attendants will be present within the Bluff Lot entry lanes to assist with the Pay-at-Entry operation, charging a flat fee in order to expedite egress throughput following the event.

Stack Parking

As additional overflow parking capacity becomes necessary, it may be possible to deploy a stack parking operation to accommodate vehicles within the drive aisles of the Bluff Lot. To effectively accomplish this, the drive aisles would be converted to one-way traffic, signed accordingly to communicate the intended traffic flow to incoming parkers. By converting to one-way traffic, circulating vehicles can be more easily managed and the drive aisles could maintain comfortable maneuvering space.

Parking attendants would be stationed throughout the lot to direct parkers as to where to pull over alongside the drive aisle to drop off their vehicles. Parkers would then be handed a claim ticket in exchange for their keys and the attendants would reposition their vehicles, as necessary, securing the keys once completed. The attendants would remain stationed during all hours of stack parking operations, readily available to shuffle vehicles for parkers that may be blocked in, as well as to retrieve keys for any remaining stack parked vehicles.

While the above-described stack parking strategy could be effective on non-event days, it would not likely be deployed on event days due to the associated egress volume that would overwhelm the operation. The diagram below depicts a conceptual stack parking layout, which yields a total of approximately 150 additional spaces.



Stack Parking – Bluff Lot

7. PARKING DEMAND / OFF-SITE PARKING

ADDITIONAL OVERFLOW PARKING LOTS

With the Bluff Lot possessing approximately 720 spaces and employees and overflow project visitors occupying about 400 of these spaces during peak periods, 300 spaces will be available to serve Nederlander event attendees. Based on Nederlander's preliminary proforma, it is anticipated that attendance will average about 3,600 attendees per show. Assuming about 3 persons per vehicle, this equates to 1,200 vehicles and an approximate shortfall of 900 spaces on a peak weekend. When the amphitheater reaches its full capacity of 6,200 seats, the shortfall could be as high as almost 2,000 spaces. Based on a survey of downtown area, there are approximately 5,710 public and private parking spaces within about 0.6 mile of the West Harbor project that could be made available for overflow parking.

Of these parking resources, the closest ones with the largest capacities would obviously be the most ideal for a few reasons:

Location	Address	Type		Spaces
		Surface	Garage	
Crown Plaza Hotel	601 S Palos Verdes St.		X	300
Topaz	222 W 6th St.		X	130
Pacific Place	222 W 6th St.		X	630
ILWU Chapter 13	630 S Center St.		X	40
LADOT Lot No. 735	396 W 6th St.	X		50
LADOT Lot No. 684	458 W 7th St.	X		86
LADOT Lot No. 647	474 W 8th St.	X		41
LADOT Lot No. 683	471 W 5th St.	X		26
Rafaellos	400 S Pacific Ave.	X		26
All Star Inn	411 S Pacific Ave.		X	25
LADOT Lot No. 699	529 W 11th St.	X		40
22nd Street Park	140 W 22nd St.	X		176
22nd / Signal St.		X		1,900
				3,470
Additional Possible Parking Supplies				
22nd / Miner St.		X		429
Cabrillo Marina		X		554
Fruit Terminal		X		1,257
				2,240
			Total	5,710

1) Potential walkability;
2) Decreased shuttle requirements;
3) Minimized shuttle headways and resulting wait times;
4) Less vehicular congestion on surrounding streets; and
5) Decreased labor requirements for managing less vs more facilities.

In addition, securing larger off-site facilities that could accommodate most, if not all, of any potential overflow parking demand would result in the ability to permanently market these locations as dedicated off-site parking facilities serving West Harbor, as opposed to attempting to direct event parkers to varying lots.

Potential Off-Site Parking Facilities

7. PARKING DEMAND / OFF-SITE PARKING

POLA-Managed Parking Facilities

The parking facilities managed by the Port of Los Angeles (POLA) and located south of the project would work well to serve this purpose. Not only do they possess approximately 4,140 total spaces combined to be able to easily accommodate overflow parking needs, but wayfinding and shuttle routing become easier to address as well since they are also all located along Miner Street. It is our understanding that the parking spaces within the 22nd/Minor, Cabrillo Marina and/or Fruit Terminal lots may not be available due to planned developments or other commitments, but nevertheless, are included for reference as possible additional parking supplies. In any event, the 22nd/Signal Street lot possesses sufficient capacity to accommodate the projected parking shortfall.

The 22nd / Signal Street lot currently possesses a total of approximately 687 spaces; however, POLA is planning to further develop this lot for additional parking, which would increase its total capacity to 1,900 spaces. This lot would ideally serve as the primary overflow parking option for West Harbor event attendees given its proximity, about 0.5 mile from the lot the southernmost part of project site. The demand for this overflow parking facility will not be required until the development of the amphitheater.

8. PARKING RATES

Parking Rate Survey

While San Pedro does possess some paid parking operations, competing facilities are limited. Those that do exist, mainly throughout the downtown core, are operated by the City and possess relatively low rates or otherwise, offer free parking. Following is a rate survey and corresponding map consisting of paid parking operations that were identified.

Map ID	Location	Address	Spaces	FREE Period	Rate	Increment	Max
1	**Catalina Island Express**	385 Swinford St	673	1st Hour	$2.00	ea hr	$20.00
2	**World Cruise Center**	100 Swinford St	3,102	1st Hour	$2.00	ea hr	$20.00
3	**Crowne Plaza**	601 S. Palos Verdes		-	$5.50		$11.00
4		505 S. Center St.	83	-	Free		
5	**Lot 735**	396 W 6th St.	50	-	$0.25	ea. 30 mins	$2.00
6	**Lot 683**	445 W 5th St.	26	-	$0.50	ea hr	$2.00
7	**Lot 684**	460 W 7th St.	86	-	$0.25	ea. 30 mins	$2.00
8	**Lot 647**	474 W 8th St.	41	-	Free		
9	**Lot 641**	462 W 9th St	102	-	Free		
10	**Lot 699**	529 W 11th St	40	-	Free		
11	**San Pedro Regional Library**	931 S Gaffey St		-	Free		

The ability to effectively manage parking is largely driven by parking rates; however, with the parking rates in the area as low as they are, it would be difficult to control where parkers opted to park if the rates were similarly low. For this reason, it is important to focus on those rates currently established for the lots serving Catalina Island Express and the World Cruise Center, but also review rates from nearby Long Beach, especially of parking facilities serving retail and restaurant uses near the waterfront. Of particular interest will be the validated parking rates currently offered for the Gladstone's and Harbor Breeze Long Beach locations, as these are both currently projected to be future West Harbor tenants.

Parking Survey Locations

8. PARKING RATES

Parking Rates - Other Coastal Retail/Restaurant Project

The parking facilities serving The Pike, Aquarium of the Pacific (Aquarium), Shoreline Village, 2nd & PCH, and Pacific City were identified as comparable for the purpose of the rate survey, as each provides parking in a coastal environment for the same type of retail/restaurant clientele that will patronize West Harbor. The Pike and Aquarium Garages are owned by the City of Long Beach, while Shoreline Village, 2nd & PCH, and Pacific City are each owned by private entities. With the Pike and Aquarium garages under the City's control, their rates match and are established on a tiered structure; whereas, Shoreline Village, 2nd & PCH, and Pacific City have standard incremental rate structures.

Pike/Aquarium Garages - Long Beach

Posted Rate		Validated Rates	
Rate	Increment	Gladstone's	Harbor Breeze
Free	0 - 0.5 hrs	2 Hrs Free	
$3.00	0.5 - 1.5 hrs		
$6.00	1.5 - 2.5 hrs		
$9.00	2.5 - 4.0 hrs	$3.00	$8.00
$12.00	4.0 - 5.0 hrs	$9.00	
$15.00	5.0 - 6.0 hrs	$12.00	
$16.00	+ 6.0 hrs	$15.00	
$16.00	**Daily Max.**		

Shoreline Village - Long Beach

Posted Rate		Validated Rates
Rate	Increment	
$2.00	ea 20 mins	$2.00 - up to 2 hrs
$24.00	**Daily Max.**	$10.00 - up to 6 hrs
		$16.00 Daily Max.

2nd & PCH - Long Beach

Posted Rate		Validated Rates	
Rate	Increment		
Free	1st 90 mins	Whole Foods	90 mins free
$2.00	ea 20 mins	Bungalow	3 hrs free
$30.00	**Daily Max.**		

Pacific City - Huntington Beach

Posted Rate		Validated Rates	
Rate	Increment		
$8.00	ea 1 hour	Varies by day/season	2 or 3 Hrs Free
$40.00	**Daily Max.**		

The table on the following page graphically compares the different rate structures for the Long Beach parking facilities, along with that of the Catalina Island Express and World Cruise Center rates to better understand hourly fees and at what durations daily maximum rates are applied.

8. PARKING RATES

With such a low incremental rate at the Catalina Island Express / World Cruise Terminal lots, the daily maximum rate is not charged until the 10.5 hr. duration, while the maximum rates are achieved much earlier in the other rate structures.

Important to note is that while Shoreline Village and 2nd & PCH possess the same incremental rate, $2 each 20 min., 2nd & PCH opened the project with offering 2 hours of free parking with the intent to eliminate this free period beyond the introductory period. Given the impact of COVID-19, the free introductory period still remains, but has been reduced to 90 minutes and will eventually be replaced by the need to obtain a validation for free parking.

Length of Stay	Catalina Island / World Cruise	Pike / Aquarium	Shoreline Village	2nd & PCH	Pacific City
0.5 hrs	Free	Free	$4.00	Free	$8.00
1.0 hrs	Free	$3.00	$6.00	Free	$8.00
1.5 hrs	$2.00	$3.00	$10.00	Free	$16.00
2.0 hrs	$2.00	$6.00	$12.00	$4.00	$16.00
2.5 hrs	$4.00	$9.00	$16.00	$6.00	$24.00
3.0 hrs	$4.00	$9.00	$18.00	$10.00	$24.00
3.5 hrs	$6.00	$9.00	$22.00	$12.00	$32.00
4.0 hrs	$6.00	$12.00	**$24.00**	$16.00	$32.00
4.5 hrs	$8.00	$12.00	$24.00	$18.00	**$40.00**
5.0 hrs	$8.00	$15.00	$24.00	$22.00	$40.00
5.5 hrs	$10.00	$15.00	$24.00	$24.00	$40.00
6.0 hrs	$10.00	**$16.00**	$24.00	**$30.00**	$40.00
6.5 hrs	$12.00	$16.00	$24.00	$30.00	$40.00
7.0 hrs	$12.00	$16.00	$24.00	$30.00	$40.00
7.5 hrs	$14.00	$16.00	$24.00	$30.00	$40.00
8.0 hrs	$14.00	$16.00	$24.00	$30.00	$40.00
8.5 hrs	$16.00	$16.00	$24.00	$30.00	$40.00
9.0 hrs	$16.00	$16.00	$24.00	$30.00	$40.00
9.5 hrs	$18.00	$16.00	$24.00	$30.00	$40.00
10.0 hrs	$18.00	$16.00	$24.00	$30.00	$40.00
10.5 hrs	**$20.00**	$16.00	$24.00	$30.00	$40.00
11.0 hrs	$20.00	$16.00	$24.00	$30.00	$40.00

In determining the most appropriate parking rate structure for West Harbor, it is important to consider the following objectives:

- Free/validated parking for retail/restaurant patrons;
- Establish an incremental rate that will discourage event parkers from using the on-site lot; and
- Create a flat event rate for The Bluff lot that will appeal to event parkers, yet be high enough to limit demand based on available capacity.

Proposed West Harbor Parking Rate Structure

Daily Rate:

$2.00 **each 20 minutes**
$26.00 **Daily Maximum**

Event Rate:

$8 - $15 **Flat Fee –** *Bluff Lot*
$5.00 **Flat Fee –** *Off-Site Lots*

Validated Rates:

Retail – One (1) Hour Free
Restaurant – Two (2) Hours Free
Harbor Breeze – $7 Flat Rate

Length of Stay		West Harbor
	20 mins	$2.00
	40 mins	$4.00
1.0 hr		$6.00
1.0 hr	20 mins	$8.00
1.0 hr	40 mins	$10.00
2.0 hrs		$12.00
2.0 hrs	20 mins	$14.00
2.0 hrs	40 mins	$16.00
3.0 hrs		$18.00
3.0 hrs	20 mins	$20.00
3.0 hrs	40 mins	$22.00
4.0 hrs		$24.00
4.0 hrs	20 mins	**$26.00**
4.0 hrs	40 mins	$26.00

9. STAFFING

Below is a preliminary staff schedule, which is likely to evolve as the project requirements continue to be refined. The management team, preliminarily proposed to consist of a Facility Manager, an Office Manager, and a Supervisor, will be responsible for ensuring that all contractual obligations are being met, which shall include all tasks associated with the daily parking operations for West Harbor, including staff scheduling, reporting, access credential administration, tenant billings, validation printing, customer service issues, etc. All other parking staff members list below will report to the management team and include Customer Service Representatives, or Ambassadors, who will primarily be responsible for assisting patrons at the exit lane equipment locations, mitigating exception transactions and simply guiding patrons through the payment process to ensure that egress throughput remains as consistent and efficient as possible.

Position	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	REG Hours
Facility Manager			9a - 6p	9a - 6p	9a - 6p	9a - 6p	9a - 6p	40.00
Office Manager /Bookkeeper	10a-6:30p	10a-6:30p	10a-6:30p	10a-6:30p	10a-6:30p			40.00
Evening/Weekend Supervisor			4p-12a	4p-12a	4p-12a	4p-12:30a	10a-6:30p	40.00
Customer Service Rep 1	12p-8:30p	12p-8:30p	12p-8:30p	12p-8:30p	12p-8:30p			40.00
Customer Service Rep 2					4p-12:30a	4p-12:30a	10a-6:30p	24.00
Customer Service Rep 3						12p-8:30p	12p-8:30p	16.00
Customer Service Rep 4						2p-10:30p		8.00
Valet Attendant 1	10a-6:30p	10a-6:30p	10a-6:30p	10a-6:30p	10a-6:30p			40.00
Valet Attendant 2	11a-7:30p	11a-7:30p	11a-7:30p	11a-7:30p	11a-7:30p			40.00
Valet Attendant 3	2p - 10:30p	2p - 10:30p	2p - 10:30p	2p - 10:30p	2p - 10:30p			40.00
Valet Attendant 4	4p-11p	4p-11p	4p-11p	4p-11p	4p-11p			35.00
Valet Attendant 5	5p-11p	5p-11p	5p-11p	5p-11p	5p-11p			30.00
Valet Attendant 6						10a-6:30p	10a-6:30p	16.00
Valet Attendant 7						11a-7:30p	11a-7:30p	16.00
Valet Attendant 8						2p - 10:30p	2p - 10:30p	16.00
Valet Attendant 9						4p-12a	4p-12a	16.00
Valet Attendant 10						5p-1a	5p-1a	16.00
Maintenance Specialist 1	6a-2:30p	6a-2:30p	6a-2:30p	6a-2:30p	6a-2:30p			40.00
Maintenance Specialist 2						6a-2:30p	6a-2:30p	16.00

10. EVENT PARKING / SHUTTLE OPERATIONS

OFF-SITE PARKING FACILIITIES

In collaboration with the Port of Los Angeles (POLA), multiple off-site parking facilities have been identified as being able to accommodate overflow parking demand for when the amphitheater is activated. Each of these facilities is located south of the West Harbor project along Miner Street and combined, possess a total of approximately 4,140 spaces. Based on parking demand projections prepared by Gibson Transportation Consulting, Inc., up to about 1,749 off-site spaces may be required to satisfy overflow parking needs during a peak month in which the amphitheater is sold out to capacity; therefore, the available off-site parking supply is more than sufficient to be able to accommodate such demand. In addition, since the majority of the events will be scheduled on weekend evenings, the surface parking lots are expected to be entirely unoccupied during these times.

The off-site parking facilities, along with corresponding capacities, are listed below:

- 22nd Street/Signal Street Lot: 1,900 sp
- 22nd Street/Miner Street Lot: 429 sp
- Cabrillo Way Marina Lot: 554 sp
- Fruit Terminal Lot: 1,257 sp

Total: 4,140 sp

Through regular planning meetings, the Parking/Traffic Manager will be abreast of projected attendance for each of the upcoming events and will coordinate in advance with a POLA representative regarding off-site parking needs. While the request for the overflow sites will primarily be to accommodate event attendee and employee parking, there may also likely be a need to park larger production trucks and equipment, which may be staged in a separate facility than the passenger vehicles.

Given the capacity and proximity of the 22nd / Signal Street lot to West Harbor, this facility would be the primary off-site parking option during events. As shown in the diagram to the right, the amphitheater location is about 0.5 mile from the northernmost part of the lot; thus, it is reasonable to assume that, while a shuttle service will be deployed to service off-site parking patrons, some event attendees will opt to walk to the site. For the purpose of this plan, it is conservatively assumed that 10% of the parkers within the 22nd/Signal Street lot (1,900 spaces) will walk to West Harbor, reducing the total off-site spaces to be accommodated via shuttle service from 1,749 to 1,559. Assuming an average of 2.8 passengers per vehicle, this equates to approximately 4,365 passengers to be transported via shuttle service.

Off-Site Parking Facilities

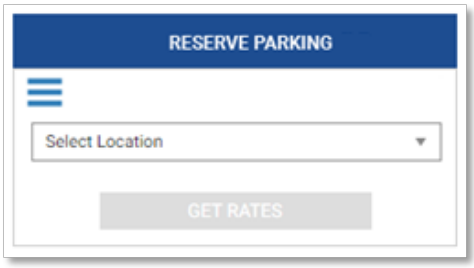
10. EVENT PARKING / SHUTTLE OPERATIONS

PRICING STRATEGY

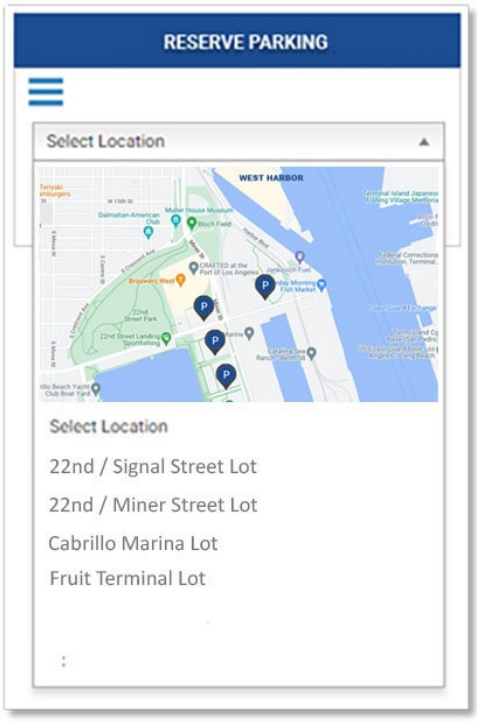
The pricing structure for the parking facilities will be the most effective management tool for distributing parking demand between the designated lots and will be strategically tiered based on available supplies. A premium rate will be charged at the Bluff lot for its proximity and convenience, while an economical rate will be established at the off-site lots to encourage maximum utilization. These rates will fluctuate per event depending on anticipated volumes and available capacities with a stabilized pricing strategy determined once historical data is accumulated.

EVENT PARKING PAYMENTS

Upon arrival to the Bluff lot or any of the designated off-site parking facilities, patrons will have the ability to purchase parking through attendants stationed at the main entry points. Each attendant will be equipped with a handheld device capable of issuing parking tickets, accepting credit card payments and scanning credentials for previously booked parking reservations. Pre-payment of parking fees for events is strategically most effective for the operation in any transactional procedure will not be required during the mass exodus associated with post-event egress. In addition, with attendants using wireless handheld devices, they will have the ability to be mobile, positioning themselves further into the lot as necessary to help alleviate vehicularly queuing on the street.



Parking Reservation Web Widget

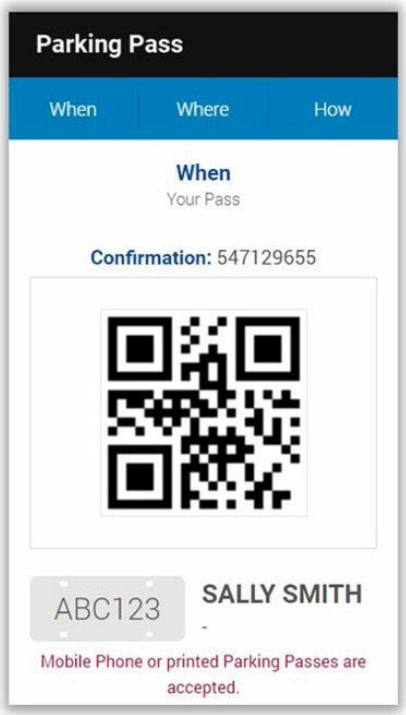


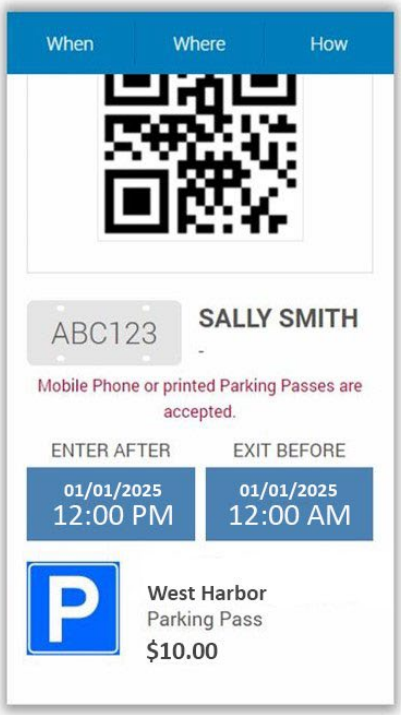
Along with being able to pay for parking on site upon arrival, event goers will also be able to make parking reservations online. An online payment platform will be created for West Harbor that will include a web widget to a dedicated landing page, placed on West Harbor's website, the amphitheater's website, and any other website desired, providing patrons with access to reserving parking. The landing page would display:

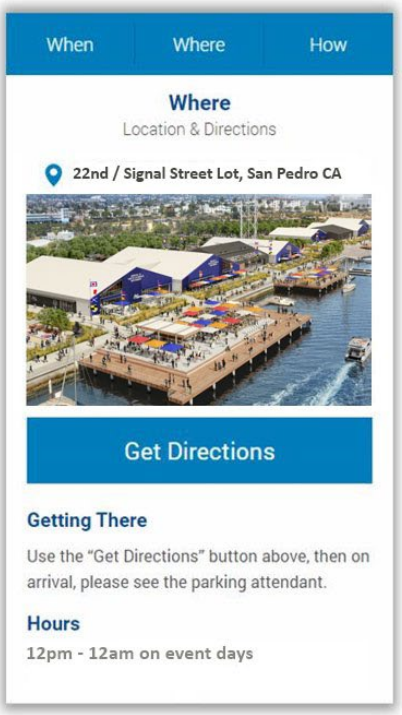
- Reservation options for designated facilities;
- A clear schedule of fees;
- Cancellation and refund policies;
- Any parking facility restrictions;
- PCI compliance statement; and
- An integrated drop-down map, so patrons can see the parking lots' proximity to the venue.

Once a location has been selected and payment is made, the patron will receive a receipt via email, along with a link to the event parking pass. The parking pass possesses a QR code, which will be redeemed at the location by an attendant before entering the parking facility on the day of the event.

10. EVENT PARKING / SHUTTLE OPERATIONS







SHUTTLE OPERATIONS

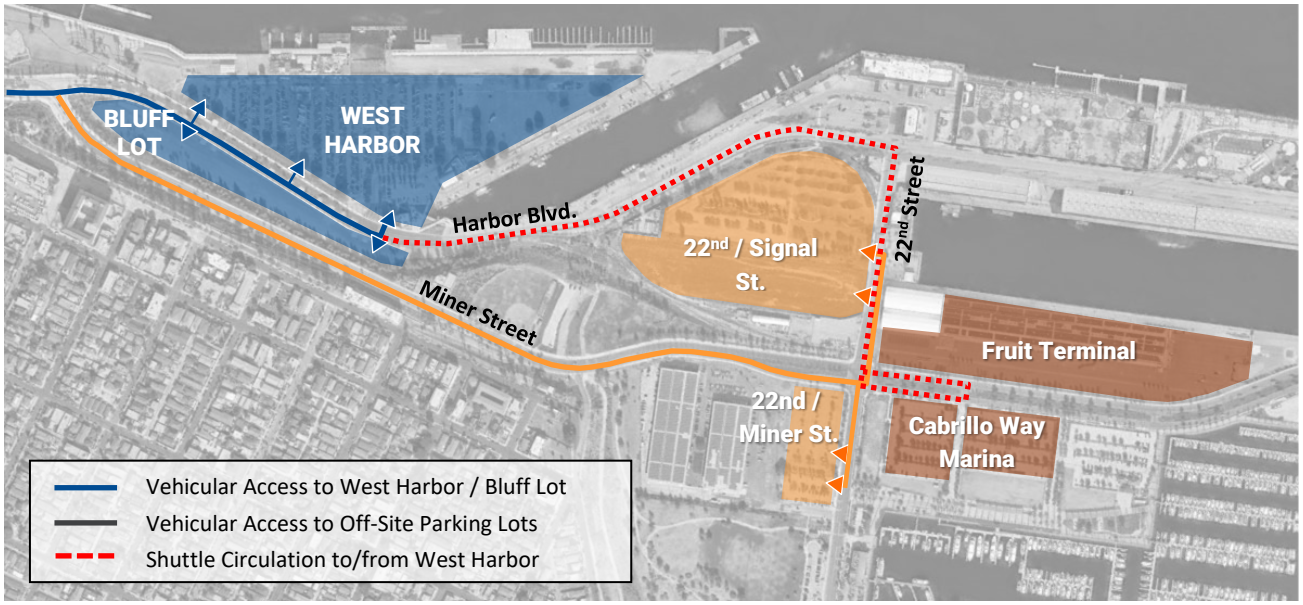
In addition to parking management, the parking operator shall be responsible for all aspects of the shuttle operation needed for events, including but not limited to, vehicle cleaning, maintenance, staffing, permitting, compliance with Americans with Disabilities Act (ADA), fueling, and reporting with the objective of delivering safe, friendly and efficient shuttle services. By contracting both parking and shuttle services with a single operator, the respective operational plans can be efficiently coordinated to ensure that shuttle, passenger vehicle and pedestrian circulation are designed to function in concert with one another.

Pre- and Posts-Event Shuttle Routes

With each of the off-site parking lots located less than one mile away, shuttle headways will be nominal; however, this is dependent on the shuttles possessing efficient routes to and from the pick-up and drop-off areas, along with return route to the starting destination. This can realistically be achieved since the majority of event traffic is expected to approach from the north and can be routed to utilize Miner Street to access the off-site lots, leaving Harbor Blvd. (south of West Harbor) and 22nd Street to be utilized primarily for shuttle circulation.

As depicted in the diagram on the following page, passenger vehicles and the shuttles would only share 22nd Street between the access points for the 22nd/Signal St. and 22nd/Miner Street lots. With 22nd Street possessing two lanes in both directions, along with dedicated left turn lanes onto Miner Street, passenger vehicle circulation to and from these lots will not impede the shuttle routes to and from West Harbor.

10. EVENT PARKING / SHUTTLE OPERATIONS



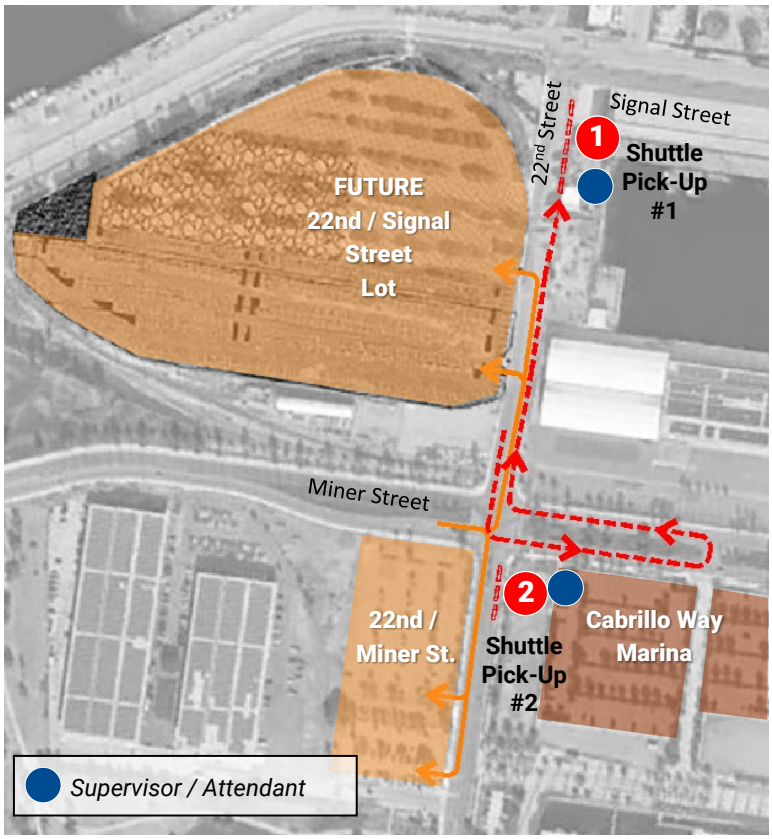
Off-Site Parking Facilities

PRE-Event Shuttle Pick-Up / Drop-Off Areas

All event parkers will first be directed to the 22nd/Signal Street Lot and as it nears capacity, and if warranted by continued incoming demand, will next be directed to utilize the 22nd/Miner Street Lot. Both of the designated shuttle stops for the 22nd/Signal Street and 22nd/Miner Street Lots are proposed to be located across 22nd Street, the purpose of which, is for a few reasons:

- Shortest and quickest travel time for event parkers since shuttle vehicles will have already been turned around;
- Promotes pedestrian path towards shuttles away from vehicular driveways; and
- Available sidewalk space for shuttle passenger queuing away from lot.

Supervisors/attendants will be present at each of the shuttle stops to welcome event attendees, maintain organization of passenger queuing and assist in loading the shuttle based on available seating capacities.

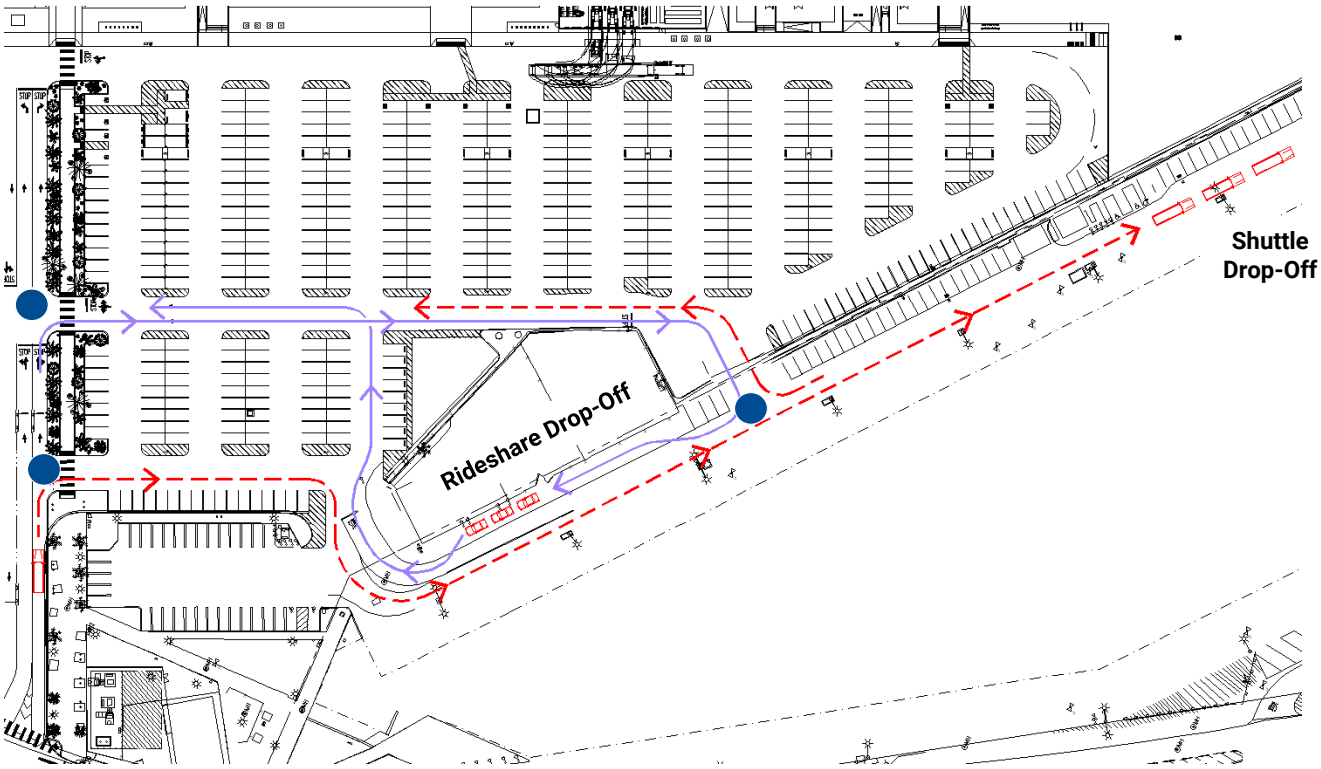


Shuttle Pick-Up Locations

10. EVENT PARKING / SHUTTLE OPERATIONS

A portion of the pre-event service and most of the post-game service will operate on a load-and-go basis, with on-site supervisors ultimately deciding when buses will depart. During the early periods of the pre-event shuttle operation, supervisors may hold departures by a few minutes to allow the buses to fill before beginning their trips. Conversely, as the event start time approaches, crowds are expected to quickly fill shuttle buses, at which point, buses would leave immediately once full. As demand subsides, the schedule can revert to staggered departures.

Upon arriving on site at West Harbor, shuttles will be allowed to make an immediate right turn into the driveway that would normally be blocked by bollards during normal operations. A traffic director will be stationed at this position to facilitate shuttle access, while preventing non-shuttle vehicles from entering. The shuttle will proceed to drop off passengers as close as possible to the amphitheater. (Note: direct pedestrian access to be coordinated with design team). Once the shuttle has turned around, it will enter the parking area in order to approach the exit lanes in order to avoid any turning movement conflicts with arriving shuttles. In addition to the proposed routes, the diagram below indicates the placement of traffic directors at key intersections to ensure that shuttle circulation is as expeditious as possible.



Shuttle / Rideshare Internal Circulation

Traffic Director

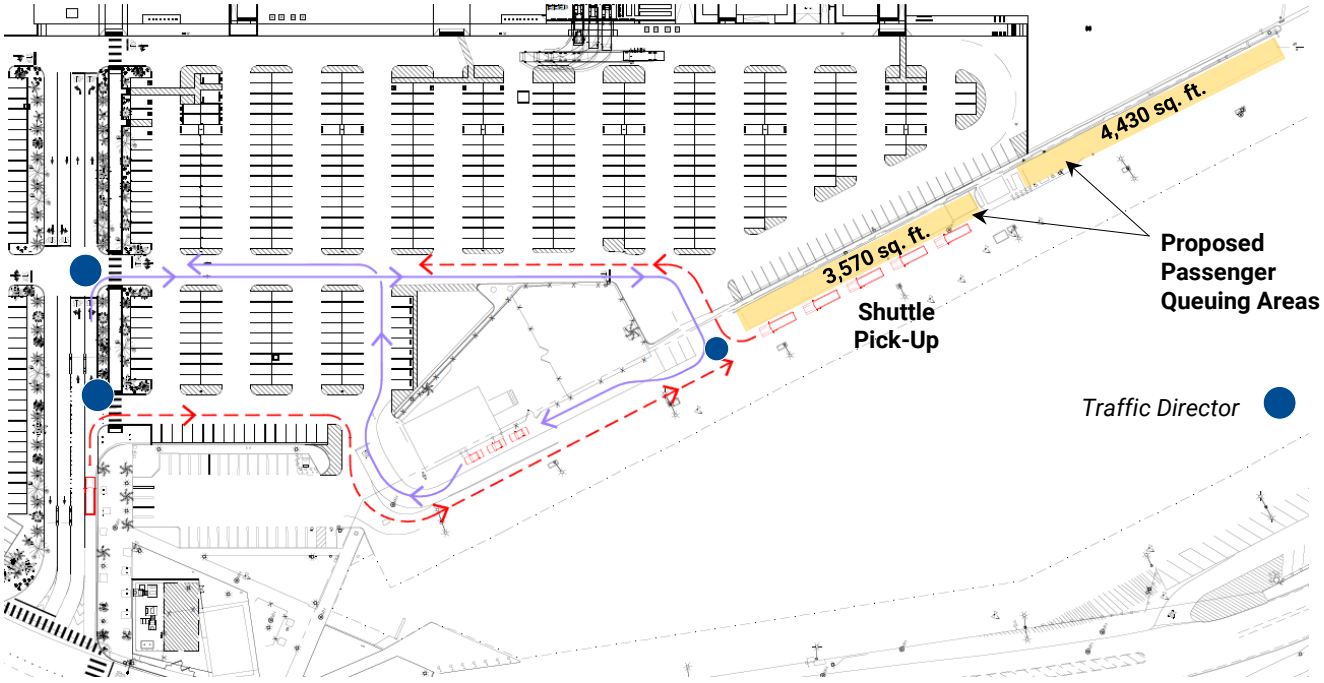
10. EVENT PARKING / SHUTTLE OPERATIONS

POST-Event Shuttle Pick-Up / Drop-Off Areas

During post-event shuttle operations, it is likely that the trips before the scheduled end of the event will operate on a load-and-go basis, but surges in demand will prompt a shift to a convoy or platoon operation. In the convoy/platoon scenario, up to three buses would be loaded and depart at the same time for the first two groups of departures after the immediate post-event surge of passengers begins arriving at the pick-up area. After these first two convoys depart, remaining and returning buses would operate in load-and-go mode, most likely with one bus departing at a time. During such time, one shuttle would be loaded at a time in order to maximize occupancy. Once the shuttle is full and directed to depart, customers would be directed to board the next shuttle in line. After the post-event surge subsides, the schedule will likely transition back to headway intervals.

In preparation for post-event departures, all shuttles will be stationed south of, and oriented towards, the designated shuttle pick-up area on site. Crowd control devices will also be necessary in order to maintain organization of passenger queuing leading up to the shuttle pick-up area, which can be accomplished using portable belt stanchions. These portable stanchions would be used to create zig-zagging lines within the orange highlighted area below, which possesses approximately 8,000 square feet. Using 5 sq. ft per person as a common metric for pedestrian queuing, this passenger staging area could accommodate approximately 1,600 passengers at any given time.

Portable Belt Stanchion

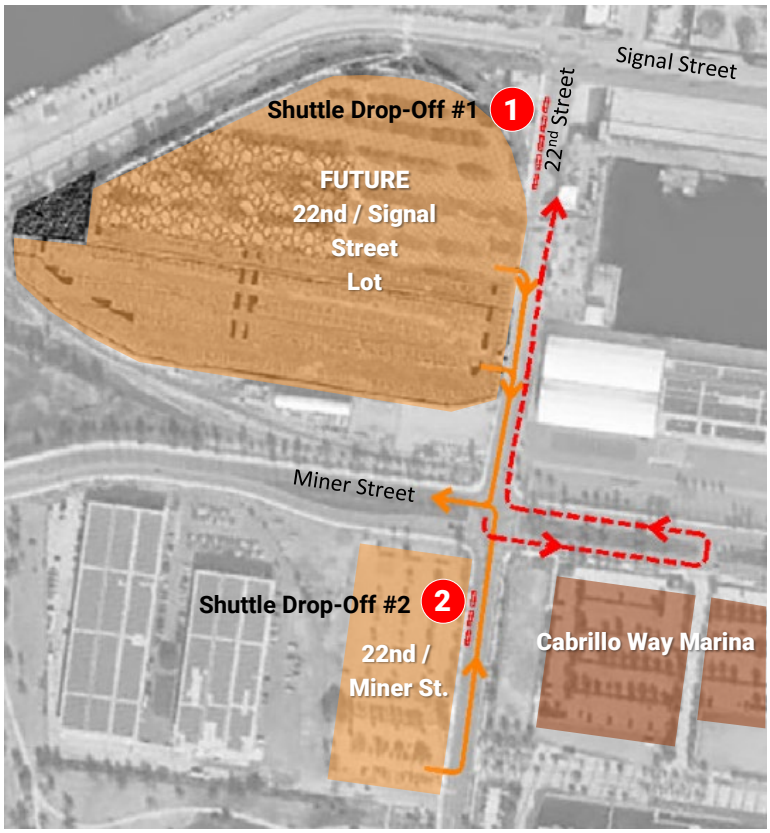


On-Site Shuttle Pick-Up Location

10. EVENT PARKING / SHUTTLE OPERATIONS

When shuttles return to the off-site lots, they will drop passengers off on the same side of the street as the parking lots to shortening passenger travel times. This is a feasible option since all vehicles exiting the 22nd/Signal Street Lot will be forced to make right turns; thus, shuttle and passenger vehicle turning conflicts will be avoided.

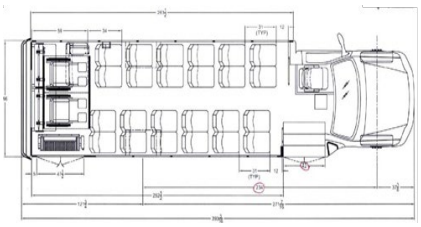
After passengers have disembarked the shuttle after the initial stop at the 22nd/Signal Street Lot, if there are any passengers remaining on the shuttle, it shall proceed to the shuttle drop-off point at the 22nd/Miner Street Lot, also on the same side of the street.



Shuttle Drop-Off Locations

Shuttle Bus Type

To service the West Harbor event operation, 30-passenger shuttle vehicles are proposed. As opposed to larger transit buses that can transport greater capacities, these 30-passenger vehicles would be able to navigate the tighter turning conditions that will be encountered when entering and exiting West Harbor. The seating layout shown in the graphic below depicts a bus with wheelchair accommodations, which will be available to service accessible patrons with disabilities; however, the standard seating configuration includes five seats in the rear for a total of 29 passenger seats, plus one driver seat.



10. EVENT PARKING / SHUTTLE OPERATIONS

PARKING / TRAFFIC SIGNAGE

Aside from the proposed CMS, the deployment details for which are provided in the Event Management Plan, a wayfinding program will be deployed to further guide event attendees with clear and concise directions to and through the off-site parking and shuttle operations, so that the parking and shuttle processes seamlessly integrate into their overall event experiences. To achieve this plan, a conceptual signage package will be developed that incorporates the primary colors of the project's logo in order to maintain branding consistency, but most importantly, to provide a visual connection between the project and the off-site parking facilities that event parkers will be searching for.

WEST HARBOR

The conceptual signage package on the following page includes standard signage that will be deployed for the off-site parking/shuttle operation, using a 24x36 A-frame format. Such standardization will allow for functional flexibility, along with ease of deployment and storage.

These standard signs consist of the following basic types, which includes corresponding sign designations:

- Event Payment (**EP**);
- Event Parking (**PK**); and
- Shuttle Stop (**SS**)

10. EVENT PARKING / SHUTTLE OPERATIONS

Standard Sign Types

Event Payment Signage

EP-01

Parking Directional Signage

PK-S

PK-L

PK-R

Shuttle Stop Directional Signage

SS-01

SS-S

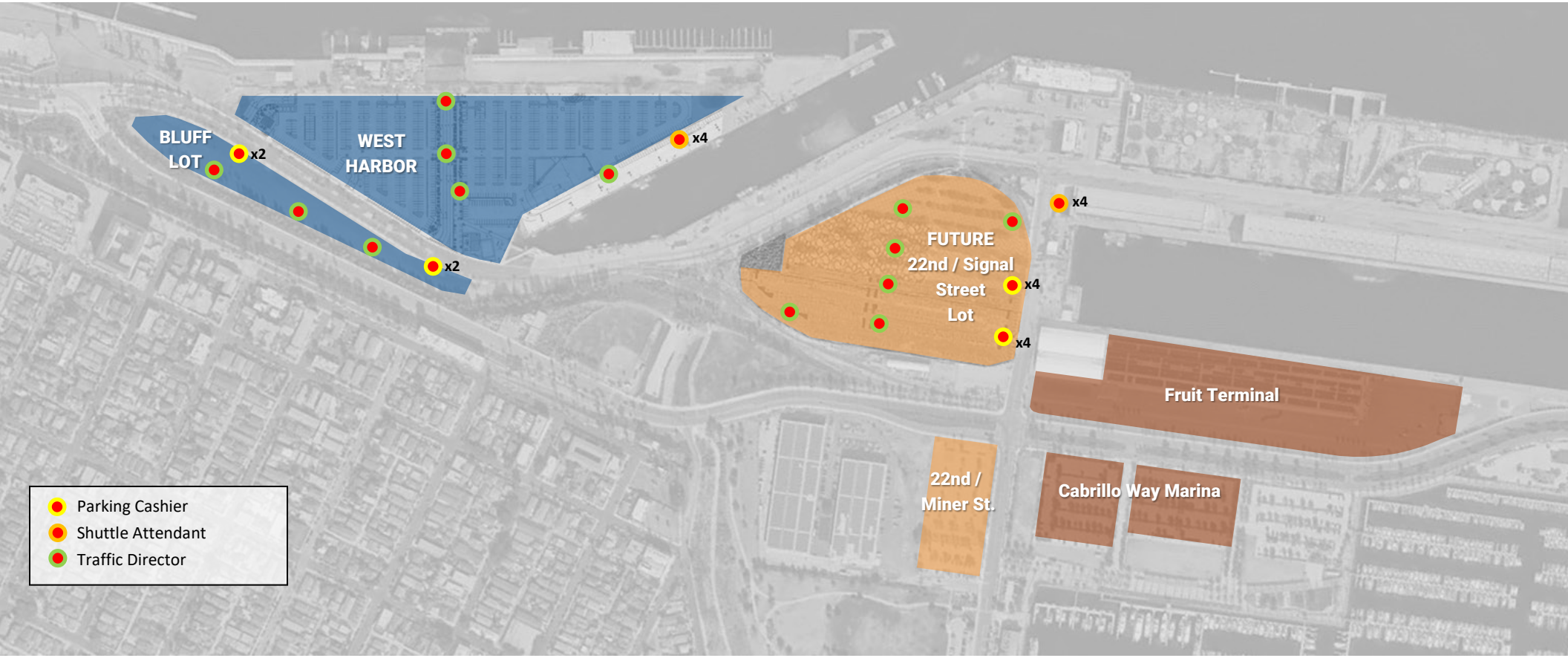
SS-L

SS-R

10. EVENT PARKING / SHUTTLE OPERATIONS

Event Parking Staffing

On event days, cashiers, traffic directors and shuttle attendants will be deployed on site at West Harbor and at the off-site parking lots to facilitate vehicular circulation and to assist event attendees with payment upon arrival, their search for available spaces, and guidance boarding the shuttle to and from the amphitheater. Staffing levels will vary depending on amphitheater sales, which will be identified in the days leading up to each event. The diagram below illustrates preliminary staff assignments for a sold-out event with positions identified on-site, at the Bluff Lot, and the 22nd/Signal Street Lot. In the event the 22nd/Miner Street Lot is necessary for additional overflow parking, the staff from the 22nd/Signal Street Lot will simply be redeployed to manage the payment process and traffic direction.



MEMORANDUM

TO: Eric Johnson, Jerico Development

FROM: Eugene Tang, AICP, and Lauren Mullarkey-Williams

DATE: Updated August 9, 2024

RE: Parking Analysis for West Harbor
San Pedro, California **Ref:** J1734

Gibson Transportation Consulting, Inc. (GTC) was retained by San Pedro Public Market LLC to prepare an updated parking analysis for West Harbor (Project) in San Pedro, California. This memorandum summarizes our analysis.

BACKGROUND

The Project is a multi-phased redevelopment that was approved by the Port of Los Angeles (Port) in 2016. At the time of entitlement, the entire development program consisted of 300,000 square feet (sf) of commercial space with recreational uses. The current iteration of the Project continues to provide 300,000 sf of commercial space, though it has exchanged some of the previously proposed recreational and amusement uses for a 6,200 seat outdoor amphitheater[1].

Figure 1 illustrates the Project site.

Development Phases

GTC assessed the capacity of the proposed parking supply to meet the parking demand generated during various phases of the Project, which are anticipated to include:

Phases 1A/1B – Construct up to 127,600 sf of commercial space plus the 6,200 seat amphitheater. Based on tenant information, the commercial space is comprised of approximately 23,730 sf of retail space with 69,597 sf for fine dining and 34,798 sf for family dining restaurants.

Phase 1C – Construct 22,400 sf of commercial space (to provide a total of 150,000 sf). The additional commercial space is anticipated to result in approximately 27,233 sf of retail space, 81,881 sf of fine dining, and 40,886 sf of family dining restaurants.

[1] The amphitheater is proposed to primarily operate as a seasonal open-air concert venue. This analysis assumes a full capacity concert condition for the amphitheater. Smaller-scale community events may be scheduled at the amphitheater and those operating conditions are reasonably anticipated not to exceed the analyzed operating condition.

Phase 2 – Construct 150,000 sf of commercial space (for a total of 300,000 sf of commercial space with 6,200 seat amphitheater). The commercial space was assumed to include approximately 77,233 sf of retail space, 131,881 sf of fine dining, and 90,886 sf of family dining restaurants[2].

Although the approximately 31,000 sf Los Angeles Maritime Museum is not a part of the Project, the parking demand of the museum is conservatively included in this analysis due to the proximity and likely utilization of the Project's parking supply.

Parking Supply

As part of the development program, the primary parking supply will be provided within the West Harbor site in a surface parking lot with approximately 940 spaces. A secondary parking supply will be located in the adjacent Bluff Lot, which has approximately 720 surface spaces. For the purposes of this analysis, the combined parking supplies of West Harbor and the Bluff Lot represent a total on-site parking supply of 1,660 spaces. It should be noted that the Bluff Lot has been previously identified as the site of a potential parking structure to be constructed when conditions warrant.

An Event Management Plan has identified supplemental parking supplies for use with events at the amphitheater. These supplemental supplies are considered off-site parking for the purposes of this analysis. The primary off-site parking supply is located at the 22nd Street Lot, on the northeast corner of Miner Street & 22nd Street, where a total of 1,900 surface parking spaces will be available for use during events.

Additional off-site parking is located in the immediate vicinity of the Miner Street & 22nd Street intersection:

- 22nd Street & Miner Street (northwest corner) – 429 spaces[3]
- Fruit Terminal – 1,257 spaces (total)[4]

As indicated by the Port, these supplemental off-site supplies, which represent up to 1,686 additional spaces for potential use by the Project, may be accessed when determined necessary. However, these supplemental lots may be affected by future development and/or seasonal uses and their future availability should be confirmed.

Figure 2 illustrates the Project's on-site parking supply and the adjacent off-site parking lots.

[2] The actual composition of the Phase 2 program is currently undefined; for purposes of this analysis, the additional 150,000 sf of commercial space with the full Project buildout was assumed to be distributed among those land uses identified in Phase 1A/B/C. The quantities assumed here for each use may be subject to refinement as the tenant program develops.

[3] Parking inventory conducted by West Harbor Project team on May 16, 2024; data from parking occupancy surveys conducted on May 16 and May 18, 2024 are provided in the Attachment.

[4] Includes 757 outdoor spaces and 500 indoor spaces.

Additionally, private/third-party operators may offer parking for public use in Downtown San Pedro or adjacent areas. This analysis does not include use of that private parking supply and assumes that all Project parking will be satisfied by the identified parking facilities where feasible.

This analysis evaluated the projected parking demands of each development phase and the ability of the proposed parking supply to meet those projected demands.

PARKING DEMAND MODEL

The parking demand projections were developed using the *Shared Parking, 3rd Edition* (Urban Land Institute, International Council of Shopping Centers, and National Parking Association, 2020) model to estimate parking conditions at the Project.

Floor Area

The shared parking model utilizes floor area and seating capacity as the metric to generate parking demand for each land use. The breakdown of floor area by use type is described above and was input by each development phase.

Parking Model Methodology

The *Shared Parking, 3rd Edition* methodology defines national averages to be used for parking demand rates for various land uses and it suggests ranges of assumptions to be used for transit and internal capture. The recommended methodology, however, states that the best way to estimate the demand at a particular project is to use local data to modify the national averages so that they reflect local conditions.

Three key data sets were utilized in the model development: (1) the parking demand rates and (2) hourly parking utilization patterns adjusted based on operational information, and (3) seasonal activity patterns derived from previously conducted studies on the San Pedro Waterfront.

Parking Demand Ratio. The parking demand ratio is utilized by the model to generate parking demand for the selected land uses. For the purposes of this analysis, the utilized parking demand ratios are a combination of *Shared Parking, 3rd Edition* and previously developed rates, along with adjustments to reflect the proposed setting.

The proposed commercial uses for the Project utilize the base parking demand rates for retail uses[5]:

- Retail use: weekday demand rate of 3.6 spaces per thousand sf (ksf) and weekend demand rate of 4.0 spaces/ksf

The base weekend parking demand rates for fine dining and family restaurants were utilized for this analysis. The weekday parking demand rates were adjusted based on a comparison of parking

[5] Parking demand rates utilized for retail less than 400,000 sf.

operations data at two restaurants located in a comparable coastal setting[6]. The parking demand rates are as follows:

- Fine dining restaurant: weekday demand rate of 11.54 spaces/ksf and weekend demand rate of 17.75 spaces/ksf
- Family restaurant: weekend demand rate of 11.12 spaces/ksf and weekend demand rate of 17.10 spaces/ksf

The parking demand rate of the amphitheater was developed in collaboration with Port staff and based on operational assumptions for the amphitheater[7]:

- Amphitheater: weekday and weekend parking demand rate of 0.40 spaces per seat

As noted above, the Los Angeles Maritime Museum is not a part of the Project but included due to the shared use of the facility and the Project's parking supply. The parking demand rate was derived from a prior study[8] of the San Pedro Waterfront:

- Los Angeles Maritime Museum: weekday demand rate of 1.23 spaces/ksf and weekend demand rate of 1.79 spaces/ksf

Hourly Parking Utilization. Time of day is one of the key assumptions of the shared parking model, as the hourly parking pattern of the analyzed land use is identified. The hourly fluctuations in parking demand by land use facilitate the ability to share parking.

- The hourly parking patterns of the retail and restaurant uses primarily utilize the base data with adjustments made to reflect the proposed operations.
- The amphitheater hourly pattern was developed from proposed operational assumptions[9].
- The hourly patterns of the Los Angeles Maritime Museum were derived from previously developed data based on operating hours.

Seasonal Variation. Seasonal variations take into account the fluctuations in parking demand experienced over the course of a year (or 12-month period) by each land use. For the purposes of this analysis, the seasonal patterns of the restaurant/retail and museum uses were derived

[6] LAZ Parking provided weekday and weekend parking operations data at two restaurants in a comparable setting (Mastro's Ocean Club, Malibu and Chart House, Redondo Beach). The data was used to identify the differences between weekday and weekend parking operations. The data suggests that weekday parking demand represents approximately 65% of weekend parking demand, which was applied as an adjustment factor to the base weekend parking demand rates.

[7] The visitor travel characteristics of comparable Southern California live entertainment venues were reviewed in consultation with Port staff; an average vehicle ridership (AVR) of 2.75 persons per vehicle was identified. This AVR was utilized to develop the visitor parking rate (0.36 spaces per seat). The operational assumptions of employees for the amphitheater were reviewed to develop the employee parking rate (0.04 spaces per seat). The total parking demand rate of the amphitheater is 0.40 spaces per seat.

[8] *Parking Study for the San Pedro Waterfront at the Port of Los Angeles* (GTC, April 2013)

[9] The amphitheater hourly pattern is based on a typically event start at 7:30 PM and end time around 10:00 PM on weeknights and weekends. The hourly pattern also includes a buildup before and winddown after the event.

from previously developed data. The amphitheater seasonal pattern was developed from the proposed operations of the venue[10].

Mode Split and Internal Capture. Two factors that affect the overall parking demand at a particular development are the number of visitors and employees that arrive by automobile and the number of visitors that visit multiple venues within the development.

The mode split accounts for the number of visitors and employees that arrive by means other than automobile (rideshare, transit, walk, bicycle, etc.) Internal capture accounts for the number of visitors and employees that arrive for one intended purpose and visit other uses within the site without making an additional vehicle trip; this is effectively the interaction among the land uses withing a particular development.

The Project's proximity to Downtown San Pedro and the anticipated arrival patterns are reflected in the driving adjustments, which assumes a 10% non-auto arrival. The internal capture for the restaurant and retail uses is based on the internal capture module of the parking demand model, which estimates a capture rate up to 32% based on the land use and time of day. Additional capture adjustments were estimated for amphitheater event days.

PARKING DEMAND ANALYSIS

The parking demand projections were prepared for the development phases identified above.

Parking Demand – Phase 1A/1B

As presented in Tables 1A and 1B and Charts 1A-C, the Phase 1A/1B peak parking demand without an amphitheater event is projected to occur on weekdays and weekends in July (peak month):

Day	Time	Project Demand
Weekday	7:00 PM	1,067 spaces
Weekend	8:00 PM	1,524 spaces

Chart 1A show the hourly parking demand for this development phase on weekdays and weekends without an amphitheater event, respectively. As shown during July daytime hours (before 6:00 PM), the parking demand is projected to be 1,000 spaces on weekdays at 12:00 PM and 1,228 spaces on weekends at 12:00 PM. Charts 1B and 1C also illustrate that the peak months of parking demand are projected to occur in July and August.

During the non-peak months (October through June), the highest weekday parking demand is projected to occur in April with a demand of 961 spaces at 7:00 PM. The highest weekend parking demand is similarly projected in April peak with a demand of 1,372 spaces at 8:00 PM. Table 1C summarizes the highest off-peak month parking demand.

[10] As a seasonal open-air concert venue, the amphitheater is anticipated to operate between April and October with the peak season typically occurring between July and October. Smaller scale events may also occur during this season.

With Amphitheater Event. With the addition of an amphitheater event, the peak parking demand is projected to occur on weekdays and weekends in August (peak month):

Day	Time	Project Demand
Weekday	8:00 PM	2,961 spaces
Weekend	8:00 PM	3,342 spaces

Tables 2A and 2B and Charts 2A-C illustrate the projected parking demand patterns during Phase 1A/1B of the Project on amphitheater event days and that during the amphitheater season (April through October) the peak activity generally occurs between July and October. In the period between April and June, the highest parking demand is projected to occur in May, with a weekday demand of approximately 2,228 spaces at 8:00 PM and a weekend demand of approximately 2,518 spaces at 8:00 PM.

Parking Demand – Phases 1A/1B + 1C

As presented in Tables 3A and 3B and Charts 3A-3C, the Phase 1A/1B/1C peak parking demand without an amphitheater event is projected to occur on weekdays and weekends in July (peak month):

Day	Time	Project Demand
Weekday	7:00 PM	1,253 spaces
Weekend	8:00 PM	1,791 spaces

Chart 3A shows the hourly parking demand for this development phase on weekdays and weekends without an amphitheater event. The daytime parking demand (before 6:00 PM) in July is estimated at 1,167 spaces on weekdays at 12:00 PM and 1,436 spaces on weekends at 12:00 PM. As illustrated in Charts 3A-B, the peak months of parking demand are projected in July and August.

During the non-peak months (October through June), the highest weekday parking demand is projected to occur in April, with a demand of 1,128 spaces at 7:00 PM. On weekends, the highest parking demand is also estimated to occur in April, with a demand of 1,612 spaces at 8:00 PM.

With Amphitheater Event. With the addition of an amphitheater event, the peak parking demand is projected to occur on weekdays and weekends in August (peak month):

Day	Time	Project Demand
Weekday	8:00 PM	3,087 spaces
Weekend	8:00 PM	3,536 spaces

Tables 4A-B and Charts 4A-C illustrate the projected parking demand patterns during Phase 1A/1B/1C of the Project on amphitheater event days during the amphitheater season of April through October. In the period between April and June, the highest parking demand is projected to occur in May, with a weekday demand of approximately 2,324 spaces at 8:00 PM and weekend demand of approximately 2,665 spaces at 8:00 PM.

Parking Demand – Full Project Buildout (Phases 1A/1B +1C + 2)

As presented in Tables 5A-B and Charts 5A-C, the Full Project Buildout peak parking demand without an amphitheater event is projected to occur on weekdays and weekends in July (peak month):

Day	Time	Project Demand
Weekday	7:00 PM	2,314 spaces
Weekend	8:00 PM	3,226 spaces

Charts 5A-C show the hourly parking demand for this development phase along with the weekday and weekend patterns without an amphitheater event during the year. As shown, the daytime (before 6:00 PM) parking demand in August is estimated at 2,213 spaces on weekdays at 12:00 PM and 2,781 spaces on weekends at 12:00 PM.

Table 5C summarizes the highest non-peak month (October through June) parking demand, which is projected to occur in April, with a weekday demand of 2,083 spaces at 7:00 PM and a weekend demand of 2,904 spaces at 8:00 PM.

With Amphitheater Event. With the addition of an amphitheater event, the peak parking demand is projected to occur on weekdays and weekends in August (peak month):

Day	Time	Project Demand
Weekday	8:00 PM	3,839 spaces
Weekend	8:00 PM	4,658 spaces

Tables 6A-B and Charts 6A-C illustrate the projected parking demand patterns of the Full Project Buildout on amphitheater event days during the amphitheater season of April through October. In the period between April and June, the highest parking demand is projected to occur in May, with a weekday demand of approximately 2,895 spaces at 8:00 PM and weekend demand of approximately 3,518 spaces at 8:00 PM.

PARKING SUPPLY ANALYSIS

The Project's parking supply was evaluated against the projected parking demand of each development phase. Table 7 summarizes this analysis.

Phase 1A/1B

The peak parking demand on days without an amphitheater event is projected to be 1,524 spaces on weekends in July. The highest parking demand during the off-peak months is projected to be 1,372 spaces on weekends in April.

The Project's on-site parking supply of 1,660 spaces is sufficient to meet the projected parking demands of the Project Phase 1A/1B on days without an amphitheater event during the peak and off-peak months.

With an amphitheater event, the overall peak parking demand is projected to be 2,961 spaces on a weekday and 3,342 spaces on a weekend in August. This results in a peak parking deficit of 1,301 to 1,685 spaces based on the on-site supply of 1,660 spaces. The highest demand projected in the off-peak period with an amphitheater event is 2,228 spaces on a weekday and 2,518 spaces on a weekend, both occurring in May; this represents an on-site parking deficit of approximately 568 to 858 spaces.

Off-site parking will be needed to meet the projected parking demands on days with an amphitheater event. As noted in *West Harbor Parking Management Plan* (LAZ Parking, August 2024) (PMP), the 1,900 spaces available in the 22nd Street Lot will be utilized, with a shuttle service, during amphitheater events. Additional off-site parking may be utilized, if necessary.

Therefore, sufficient on-site parking is available to meet the Phase 1A/1B parking demand on days without an amphitheater event. A combination of on-site and off-site parking will be needed to satisfy the projected parking demand on days with an amphitheater event.

Phases 1A/1B + 1C

The peak parking demand on days without an amphitheater event is projected at 1,253 spaces on weekdays and 1,791 spaces on weekends in July. This represents an on-site parking deficit of approximately 131 spaces on weekends. The highest parking demand during the off-peak months is projected at 1,128 spaces on weekdays and 1,612 spaces on weekends in April.

The Project's on-site parking supply of 1,660 spaces is able to meet the projected parking demands of the Project Phases 1A/1B + 1C on weekdays without an amphitheater event during the peak and off-peak months. An on-site parking deficit is projected on weekends during the peak months. Due to the relatively low parking deficit on weekends, the use of weekend off-site parking should be considered before exploring expansion of the on-site parking supply.

With an amphitheater event, the projected parking demand is 3,087 spaces on a weekday and 3,536 spaces on a weekend in August. This results in an on-site peak parking deficit of 1,428 to 1,683 spaces. In the off-peak period with an amphitheater event, the highest parking demand is projected at 2,324 spaces on a weekday and 2,665 spaces on a weekend in May. This represents an on-site parking deficit of approximately 664 to 1,005 spaces.

Off-site parking will be needed to meet the projected parking demands on days with an amphitheater event. As noted in the PMP, the 1,900 spaces available in the 22nd Street Lot will be utilized, with a shuttle service, during amphitheater events. Additional off-site parking may be utilized, if necessary.

Therefore, sufficient on-site parking is available to meet the Phases 1A/1B + 1C parking demand on weekdays without an amphitheater event. A combination of on-site and off-site parking will be needed to satisfy the projected parking demand on weekend days and days with an amphitheater event.

Full Project Buildout (Phases 1A/1B + 1C + 2)

The overall peak parking demand at Full Project Buildout on days without an amphitheater event is projected at 2,314 spaces on weekdays and 3,226 spaces on weekends in July. This represents a peak on-site parking deficit ranging from 654 to 1,566 spaces. The highest parking demand during the off-peak months is projected at 2,083 spaces on weekdays and 2,904 spaces on weekends in April. This represents an on-site parking deficit of 423 to 1,244 spaces.

With an amphitheater event, the projected parking demand is 3,839 spaces on a weekday and 4,658 spaces on a weekend in August; this results in an on-site peak parking deficit of 2,179 to 2,998 spaces. In the off-peak months with an amphitheater event, the highest parking demand is projected at 2,895 spaces on a weekday and 3,518 spaces on a weekend in May. This represents an on-site parking deficit of approximately 1,235 to 1,858 spaces.

While the use of off-site parking is identified in the PMP, the intention of off-site parking is generally to supplement the on-site supply during peak demand conditions (e.g., amphitheater event). At Full Project Buildout, both weekday and weekend parking deficits are projected to occur during regular operating conditions and on days with an amphitheater event. On amphitheater event days, the off-site parking supply typically used at the 22nd Street Lot will need to be supplemented by a combination of the 22nd Street & Miner Street and the Fruit Terminal lots. These off-site supplies may not be available on a daily or continuous basis.

Therefore, completion of the Full Project Buildout is projected to result in a parking deficit that may not be feasibly addressed by the continuous use of on-site and off-site parking. The expansion of the on-site parking supply should be evaluated to meet the Project's daily parking demands and the use of off-site parking as part of the PMP should be reviewed at the appropriate time.

Future Parking Opportunities

The projected daily parking deficits identified above suggest that the Project may require a larger, regularly available parking supply. The continuous use of the supplemental off-site parking lots identified above (22nd Street & Miner Street and the Fruit Terminal) to satisfy the Project's daily parking demands may not be feasible given their availability and/or other uses in the San Pedro Waterfront that may require supplemental parking.

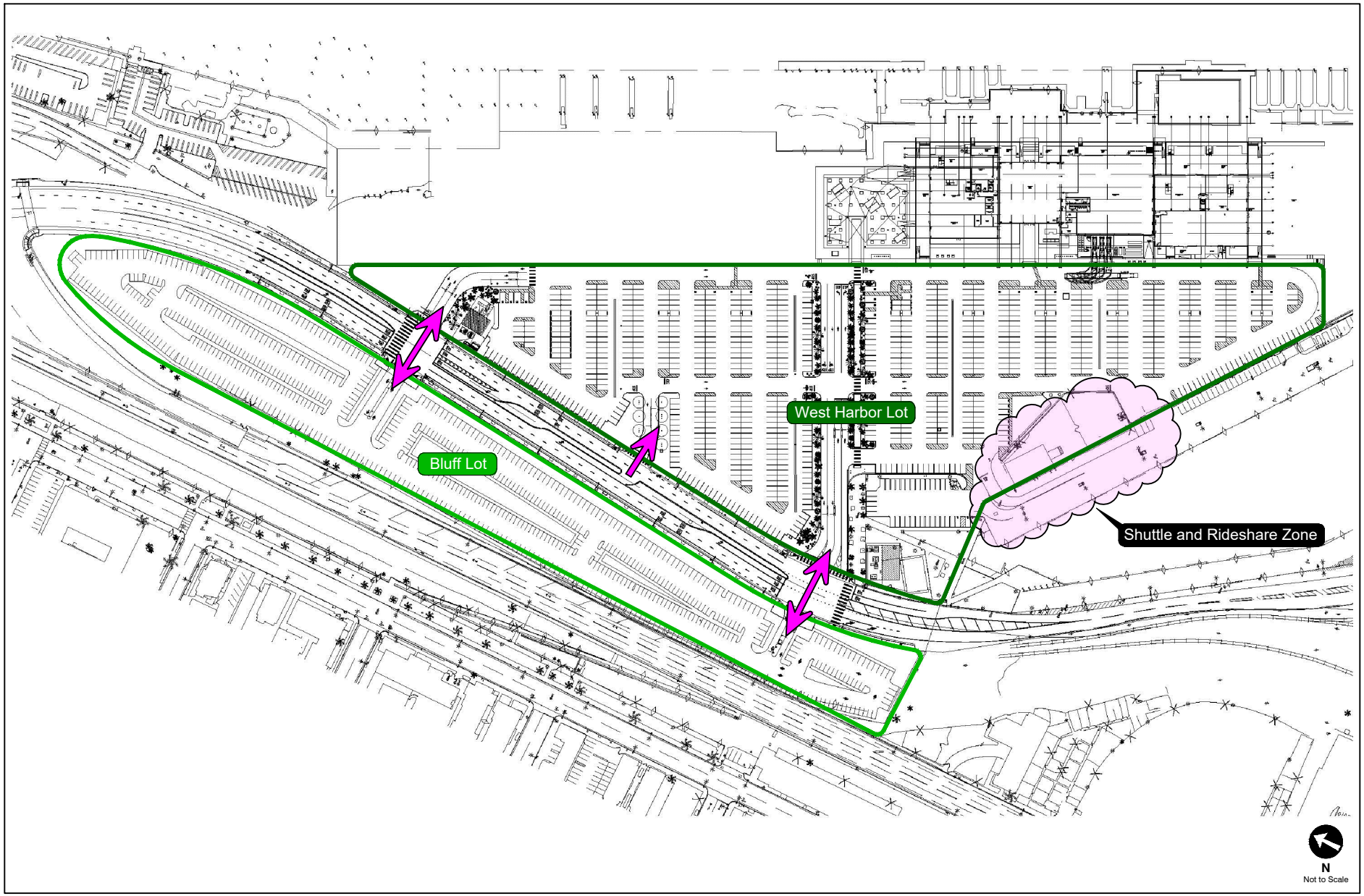
With the projected daily parking demands at Full Project Buildout, without and with an amphitheater event, a larger on-site parking facility should be evaluated. As referenced above, the Bluff Lot was previously identified as a potential site for a larger parking facility and the size and feasibility should be evaluated when details of the final Project are identified/refined.

SUMMARY

This analysis indicates that the on-site parking is generally sufficient to meet the projected parking demands during the Project's Phase 1A/1B development without an amphitheater event. The addition of an amphitheater event will require the use of off-site parking (22nd Street Lot) to satisfy the projected parking demand.

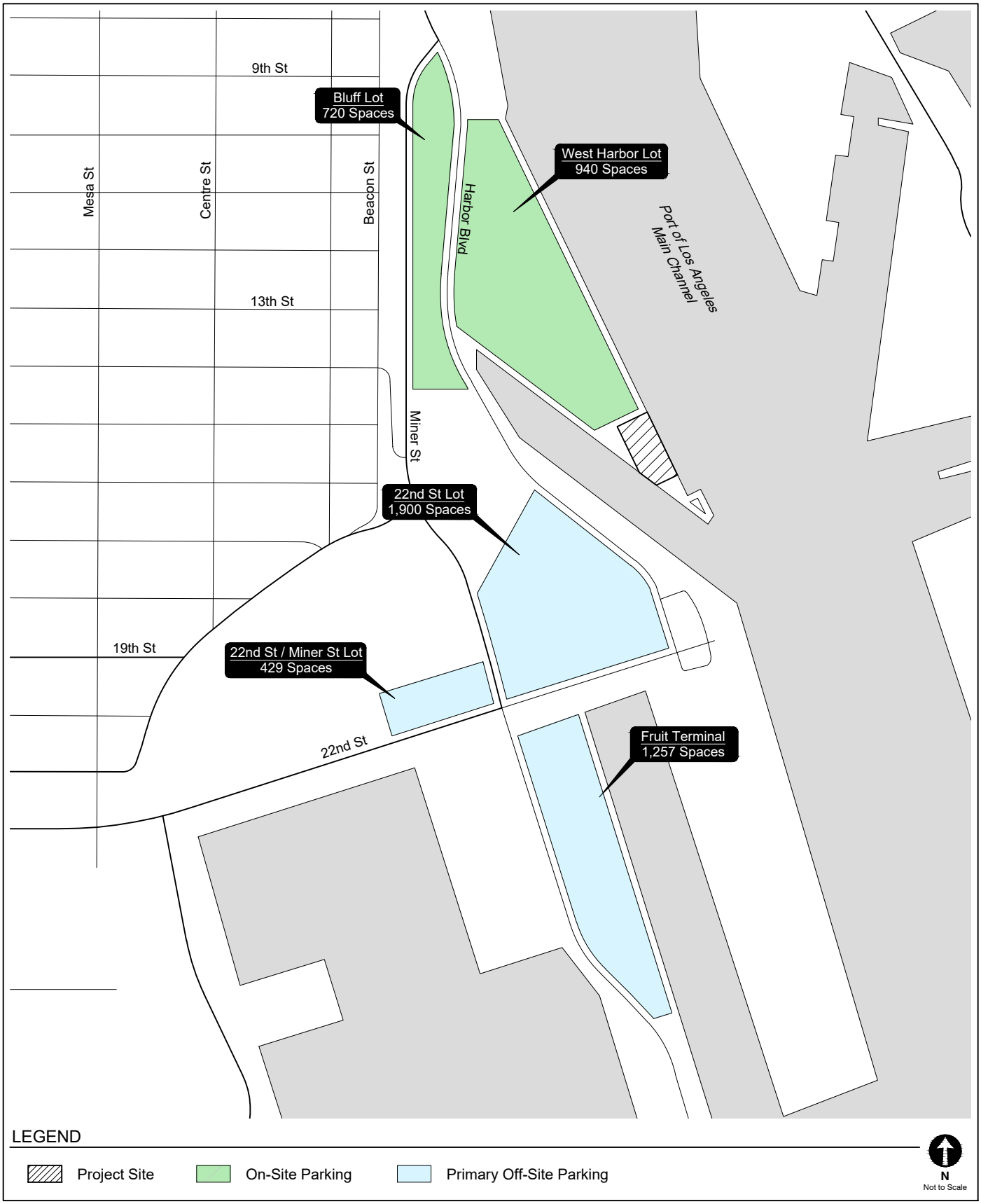
With the completion of Phases 1A/1B + 1C, the on-site supply is generally sufficient to meet the projected parking demand on weekdays during the peak month (July) and on weekdays and weekends during the off-peak months) on days without an amphitheater event. The use of off-site parking is anticipated on weekends during the peak month without an amphitheater event and at all times with an amphitheater event.

At Full Project Buildout (Phases 1A/1B + 1C + 2), a parking deficit is projected to occur on weekdays and weekends with and without an amphitheater event and additional parking will be needed. While off-site parking may be considered to meet this parking demand, the continuous use of off-site parking to satisfy this daily parking demand suggests that a larger and regularly available parking supply may be necessary.



WEST HARBOR SITE

FIGURE 1



EVENT PARKING LOCATIONS

FIGURE 2

TABLE 1A
PEAK MONTH PARKING DEMAND SUMMARY FOR
FUTURE PHASE 1A/1B

Shared Parking Demand Summary

Peak Month: JULY -- Peak Period: 8 PM, WEEKEND

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 7 PM	Peak Mo Adj July	Estimated Parking Demand	Peak Hr Adj 8 PM	Peak Mo Adj July	Estimated Parking Demand
Retail																		
West Harbor - Retail (entitled)	23,730	sf GLA	2.90	90%	82%	2.13	ksf GLA	3.20	90%	72%	2.07	ksf GLA	80%	100%	40	65%	100%	32
Employee			0.70	90%	100%	0.63		0.80	90%	100%	0.72		100%	100%	15	75%	100%	13
Food and Beverage																		
West Harbor - Fine Restaurant (entitled)	69,597	sf GLA	9.29	90%	100%	8.34	ksf GLA	15.25	90%	100%	13.70	ksf GLA	100%	100%	581	100%	100%	954
Employee			2.25	90%	100%	2.03		2.50	90%	100%	2.25		100%	100%	141	100%	100%	157
West Harbor - Family Restaurant (entitled)	34,798	sf GLA	8.97	90%	100%	8.07	ksf GLA	15.00	90%	100%	13.50	ksf GLA	80%	100%	225	65%	100%	305
Employee			2.15	90%	100%	1.94		2.10	90%	100%	1.89		95%	100%	64	95%	100%	63
Entertainment and Institutions																		
Los Angeles Maritime Museum (existing)	31,000	sf GLA	1.12	100%	100%	1.12	ksf GLA	1.61	100%	100%	1.61	ksf GLA	0%	100%	-	0%	100%	-
Employee			0.11	90%	100%	0.10		0.18	90%	100%	0.16		0%	97%	-	0%	82%	-
Hotel and Residential																		
Office																		
Additional Land Uses																		

Customer/Visitor	847	Customer	1,291
Employee/Resident	221	Employee/Resident	233
Reserved	-	Reserved	-
Total	1,067	Total	1,524

TABLE 1B
PEAK MONTH PARKING DEMAND SUMMARY FOR
FUTURE PHASE 1A/1B

July

Weekday Estimated Peak-Hour Parking Demand

Land Use	Monthly Adjustment	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	**Overall Pk 7 PM**	AM Peak Hr 11 AM	PM Peak Hr 12 PM	Eve Peak Hr 7 PM
Retail																								
West Harbor - Retail (entitled)	100%	1	3	8	19	33	42	56	56	53	47	47	43	46	40	33	23	8	3	0	40	42	56	40
Employee	100%	2	2	4	7	11	15	15	15	15	15	15	15	15	15	14	9	6	3	0	15	15	15	15
Food and Beverage																								
West Harbor - Fine Restaurant (entitled)	100%	0	0	0	0	87	232	435	435	377	232	290	436	552	581	581	581	552	436	145	581	232	435	581
Employee	100%	0	28	71	106	127	127	127	127	127	106	106	141	141	141	141	141	141	120	49	141	127	127	141
West Harbor - Family Restaurant (entitled)	100%	0	14	70	141	239	254	282	254	141	127	127	211	225	225	225	169	155	141	70	225	254	282	225
Employee	100%	0	34	51	61	68	68	68	68	68	51	51	64	64	64	64	54	44	44	24	64	68	68	64
Entertainment and Institutions																								
Los Angeles Maritime Museum (existing)	100%	0	0	1	2	9	19	18	16	16	14	14	18	7	0	0	0	0	0	0	0	19	18	0
Employee	97%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Hotel and Residential																								
Office																								
Additional Land Uses																								
Customer/Visitor		1	17	80	162	369	546	790	760	586	420	478	708	830	847	839	773	714	579	216	847	546	790	847
Employee/Resident		2	64	125	174	206	209	210	210	210	172	172	221	221	221	219	204	191	167	73	221	209	210	221
Reserved		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		2	81	205	336	575	756	1,000	970	796	592	650	929	1,050	1,067	1,058	977	905	746	289	1,067	756	1,000	1,067

July

Weekend Estimated Peak-Hour Parking Demand

Land Use	Monthly Adjustment	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	**Overall Pk 8 PM**	AM Peak Hr 11 AM	PM Peak Hr 12 PM	Eve Peak Hr 8 PM
Retail																								
West Harbor - Retail (entitled)	100%	1	3	18	30	42	54	57	60	60	57	54	39	37	34	32	25	15	5	0	32	54	57	32
Employee	100%	2	3	7	13	15	16	17	17	17	17	17	16	15	14	13	11	8	3	0	13	16	17	13
Food and Beverage																								
West Harbor - Fine Restaurant (entitled)	100%	0	0	0	0	0	143	477	524	429	429	429	572	859	906	954	859	859	859	477	954	143	477	954
Employee	100%	0	31	47	94	117	117	117	117	117	117	117	157	157	157	157	157	157	133	78	157	117	117	157
West Harbor - Family Restaurant (entitled)	100%	0	70	141	329	423	423	470	399	305	188	211	282	329	329	305	141	117	70	47	305	423	470	305
Employee	100%	33	50	60	60	67	67	67	67	67	50	50	63	63	63	63	53	43	43	23	63	67	67	63
Entertainment and Institutions																								
Los Angeles Maritime Museum (existing)	100%	0	0	2	3	9	19	23	25	31	32	25	26	10	0	0	0	0	0	0	0	19	23	0
Employee	82%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Hotel and Residential																								
Office																								
Additional Land Uses																								
Customer/Visitor		1	73	161	361	474	638	1,027	1,009	825	705	719	920	1,234	1,269	1,291	1,024	991	934	524	1,291	638	1,027	1,291
Employee/Resident		35	84	114	167	199	200	201	201	201	185	185	236	234	234	233	221	208	179	102	233	200	201	233
Reserved		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		36	157	274	528	672	839	1,228	1,210	1,026	890	904	1,156	1,469	1,503	1,524	1,245	1,198	1,113	626	1,524	839	1,228	1,524

TABLE 1C
OFF-PEAK PARKING DEMAND SUMMARY FOR
FUTURE PHASE 1A/1B

Shared Parking Demand Summary

Peak Month: APRIL -- Peak Period: 8 PM, WEEKEND

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 7 PM	Peak Mo Adj April	Estimated Parking Demand	Peak Hr Adj 8 PM	Peak Mo Adj April	Estimated Parking Demand
Retail																		
West Harbor - Retail (entitled)	23,730	sf GLA	2.90	90%	82%	2.13	ksf GLA	3.20	90%	72%	2.07	ksf GLA	80%	90%	36	65%	90%	29
Employee			0.70	90%	100%	0.63		0.80	90%	100%	0.72		100%	90%	14	75%	90%	12
Food and Beverage																		
West Harbor - Fine Restaurant (entitled)	69,597	sf GLA	9.29	90%	100%	8.34	ksf GLA	15.25	90%	100%	13.70	ksf GLA	100%	90%	523	100%	90%	859
Employee			2.25	90%	100%	2.03		2.50	90%	100%	2.25		100%	90%	127	100%	90%	141
West Harbor - Family Restaurant (entitled)	34,798	sf GLA	8.97	90%	100%	8.07	ksf GLA	15.00	90%	100%	13.50	ksf GLA	80%	90%	203	65%	90%	275
Employee			2.15	90%	100%	1.94		2.10	90%	100%	1.89		95%	90%	58	95%	90%	57
Entertainment and Institutions																		
Los Angeles Maritime Museum (existing)	31,000	sf GLA	1.12	100%	100%	1.12	ksf GLA	1.61	100%	100%	1.61	ksf GLA	0%	65%	-	0%	65%	-
Employee			0.11	90%	100%	0.10		0.18	90%	100%	0.16		0%	60%	-	0%	100%	-
Hotel and Residential																		
Office																		
Additional Land Uses																		

Customer/Visitor	762	Customer	1,162
Employee/Resident	199	Employee/Resident	209
Reserved	-	Reserved	-
Total	961	Total	1,372

CHART 1A
PEAK MONTH PARKING DEMAND BY HOUR
FUTURE PHASE 1A/1B

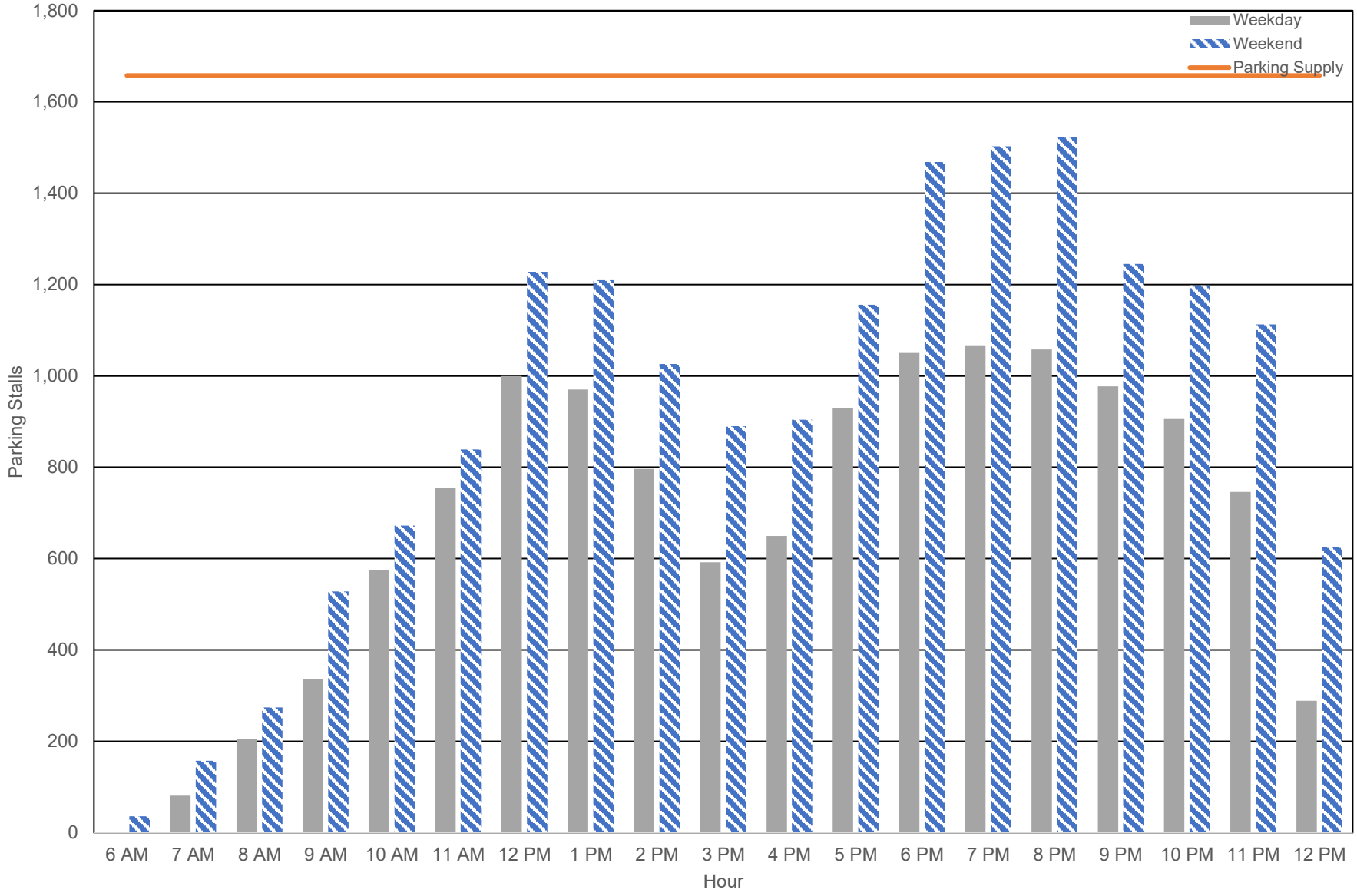


CHART 1B
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND
FUTURE PHASE 1A/1B

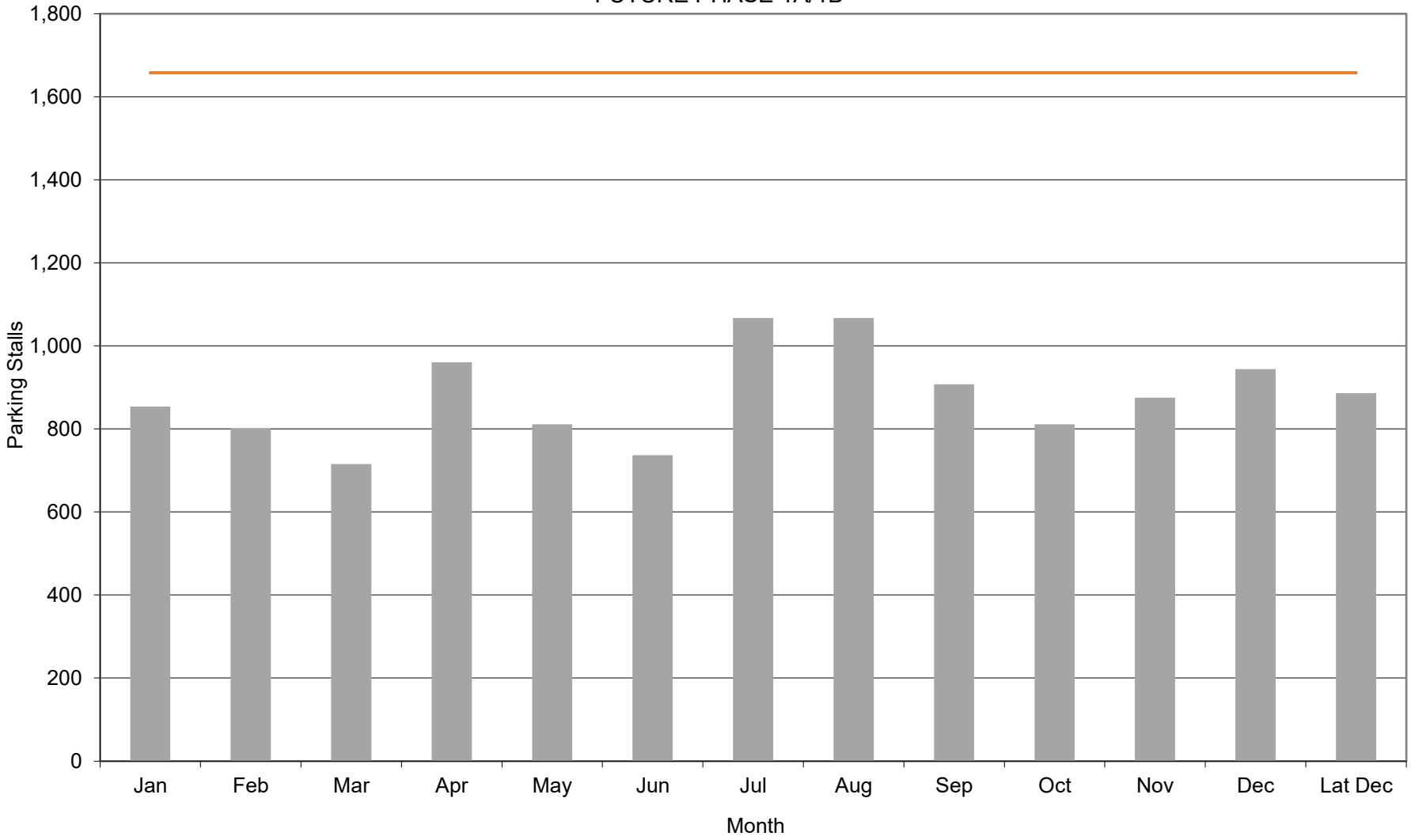


CHART 1C
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND
FUTURE PHASE 1A/1B

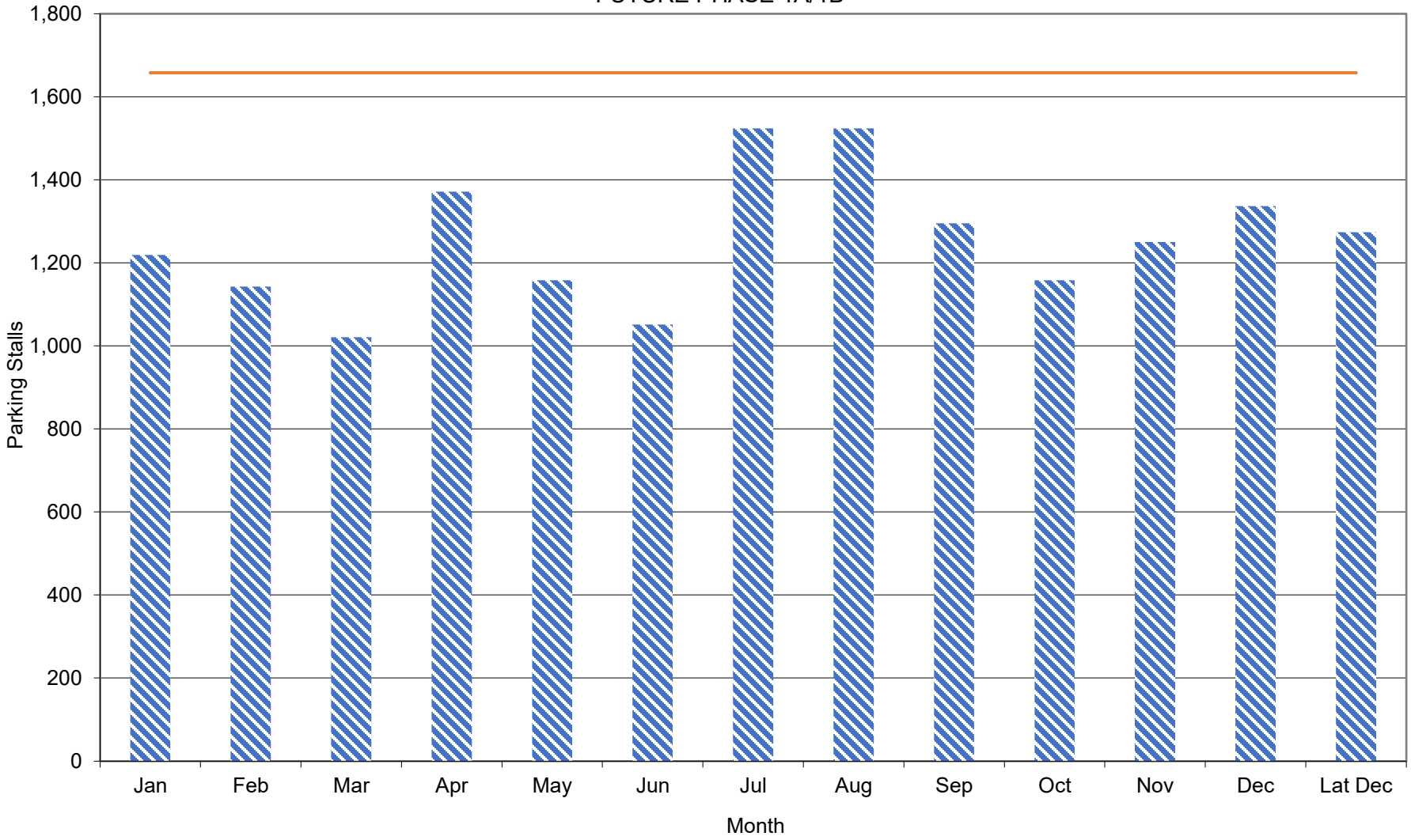


TABLE 2A
PARKING DEMAND SUMMARY FOR
FUTURE PHASE 1A/1B WITH AMPHITHEATER EVENT

Shared Parking Demand Summary

Peak Month: AUGUST -- Peak Period: 8 PM, WEEKEND

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 8 PM	Peak Mo Adj August	Estimated Parking Demand	Peak Hr Adj 8 PM	Peak Mo Adj August	Estimated Parking Demand
Retail																		
West Harbor - Retail (entitled)	23,730	sf GLA	2.90	90%	80%	2.08	ksf GLA	3.20	90%	68%	1.97	ksf GLA	65%	100%	32	65%	100%	30
Employee			0.70	90%	100%	0.63		0.80	90%	100%	0.72		75%	100%	11	75%	100%	13
Food and Beverage																		
West Harbor - Fine Restaurant (entitled)	69,597	sf GLA	9.29	90%	74%	6.19	ksf GLA	15.25	90%	74%	10.16	ksf GLA	75%	100%	323	80%	100%	566
Employee			2.25	90%	100%	2.03		2.50	90%	100%	2.25		100%	100%	141	100%	100%	157
West Harbor - Family Restaurant (entitled)	34,798	sf GLA	8.97	90%	74%	5.97	ksf GLA	15.00	90%	74%	9.99	ksf GLA	75%	100%	156	80%	100%	278
Employee			2.15	90%	100%	1.94		2.10	90%	100%	1.89		95%	100%	64	100%	100%	67
Entertainment and Institutions																		
Los Angeles Maritime Museum (existing)	31,000	sf GLA	1.12	100%	99%	1.11	ksf GLA	1.61	100%	98%	1.58	ksf GLA	0%	62%	-	0%	62%	-
Employee			0.11	90%	100%	0.10		0.18	90%	100%	0.16		0%	78%	-	0%	86%	-
West Harbor Amphitheater (proposed)	6,200	seats	0.36	90%	100%	0.32	seat	0.36	90%	100%	0.32	seat	100%	100%	2,009	100%	100%	2,009
Employee			0.04	90%	100%	0.04		0.04	90%	100%	0.04		100%	100%	223	100%	100%	223
Hotel and Residential																		
Office																		
Additional Land Uses																		

Customer/Visitor	2,521	Customer	2,883
Employee/Resident	440	Employee/Resident	459
Reserved	-	Reserved	-
Total	2,961	Total	3,342

TABLE 2B
PEAK MONTH PARKING DEMAND SUMMARY FOR
FUTURE PHASE 1A/1B WITH AMPHITHEATER EVENT

August

Weekday Estimated Peak-Hour Parking Demand

Land Use	Monthly Adjustment	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	**Overall Pk 8 PM**	AM Peak Hr 11 AM	PM Peak Hr 5 PM	Eve Peak Hr 8 PM
Retail																								
West Harbor - Retail (entitled)	100%	1	3	8	19	33	41	55	55	52	47	47	42	45	40	32	17	7	2	0	32	41	42	32
Employee	100%	2	2	4	7	11	15	15	15	15	15	15	15	15	15	11	8	6	3	0	11	15	15	11
Food and Beverage																								
West Harbor - Fine Restaurant (entitled)	100%	0	0	0	0	87	233	437	437	378	233	291	280	431	388	323	302	302	302	215	323	233	280	323
Employee	100%	0	28	71	106	127	127	127	127	127	106	106	141	141	141	141	141	141	120	71	141	127	141	141
West Harbor - Family Restaurant (entitled)	100%	0	14	70	141	239	254	282	254	141	127	141	135	188	188	156	146	73	31	21	156	254	135	156
Employee	100%	0	34	51	61	68	68	68	68	68	51	51	68	68	68	64	54	44	44	24	64	68	68	64
Entertainment and Institutions																								
Los Angeles Maritime Museum (existing)	62%	0	0	1	1	6	12	11	10	10	9	9	11	4	0	0	0	0	0	0	0	12	11	0
Employee	78%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
West Harbor Amphitheater (proposed)	100%	0	0	0	0	0	0	0	0	0	0	22	100	301	1,306	2,009	2,009	1,004	100	0	2,009	0	100	2,009
Employee	100%	0	11	11	11	22	22	22	33	112	167	223	223	223	223	223	223	223	112	22	223	22	223	223
Hotel and Residential																								
Office																								
Additional Land Uses																								
Customer/Visitor		1	17	79	161	366	540	784	755	581	415	510	569	969	1,921	2,521	2,474	1,386	436	236	2,521	540	569	2,521
Employee/Resident		2	75	136	185	228	232	232	243	322	339	395	447	447	447	440	426	414	279	117	440	232	447	440
Reserved		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		2	92	216	346	594	771	1,017	999	903	755	905	1,017	1,416	2,368	2,961	2,900	1,801	714	353	2,961	771	1,017	2,961

August

Weekend Estimated Peak-Hour Parking Demand

Land Use	Monthly Adjustment	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	**Overall Pk 8 PM**	AM Peak Hr 11 AM	PM Peak Hr 5 PM	Eve Peak Hr 8 PM
Retail																								
West Harbor - Retail (entitled)	100%	1	3	18	30	42	54	57	59	59	57	54	37	35	33	30	23	14	5	0	30	54	37	30
Employee	100%	2	3	7	13	15	16	17	17	17	17	17	16	15	14	13	11	8	3	0	13	16	16	13
Food and Beverage																								
West Harbor - Fine Restaurant (entitled)	100%	0	0	0	0	0	143	478	526	430	430	478	460	707	637	566	495	495	495	354	566	143	460	566
Employee	100%	0	31	47	94	117	117	117	117	117	117	117	157	157	157	157	157	157	133	78	157	117	157	157
West Harbor - Family Restaurant (entitled)	100%	0	70	141	329	423	423	470	399	305	188	235	226	348	313	278	243	122	52	35	278	423	226	278
Employee	100%	33	50	60	60	67	67	67	67	67	50	50	63	67	67	67	63	43	43	23	67	67	63	67
Entertainment and Institutions																								
Los Angeles Maritime Museum (existing)	62%	0	0	1	2	5	12	15	16	19	20	16	16	6	0	0	0	0	0	0	0	12	16	0
Employee	86%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
West Harbor Amphitheater (proposed)	100%	0	0	0	0	0	0	0	0	0	0	22	100	301	1,306	2,009	2,009	1,004	100	0	2,009	0	100	2,009
Employee	100%	0	11	11	11	22	22	22	33	112	167	223	223	223	223	223	223	223	112	33	223	22	223	223
Hotel and Residential																								
Office																								
Additional Land Uses																								
Customer/Visitor		1	73	160	360	470	631	1,019	1,000	814	694	804	839	1,397	2,288	2,883	2,771	1,635	652	388	2,883	631	839	2,883
Employee/Resident		35	95	125	178	221	223	223	235	313	352	408	459	461	460	459	454	431	291	135	459	223	459	459
Reserved		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		36	168	285	538	691	854	1,242	1,235	1,127	1,046	1,212	1,299	1,858	2,748	3,342	3,225	2,066	943	524	3,342	854	1,299	3,342

CHART 2A
PEAK MONTH PARKING DEMAND BY HOUR
FUTURE PHASE 1A/1B WITH AMPHITHEATER EVENT

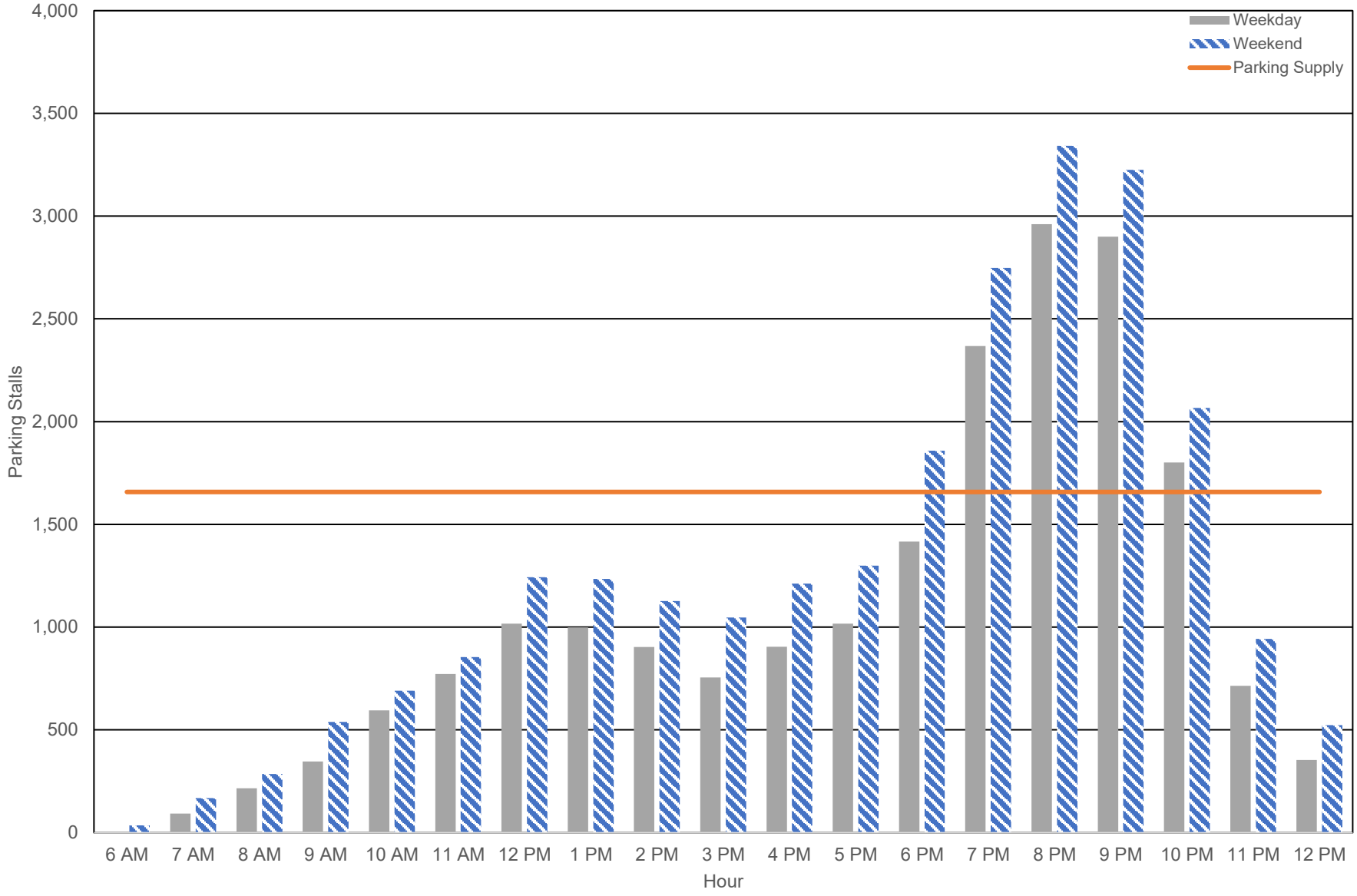


CHART 2B
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND
FUTURE PHASE 1A/1B WITH AMPHITHEATER EVENT

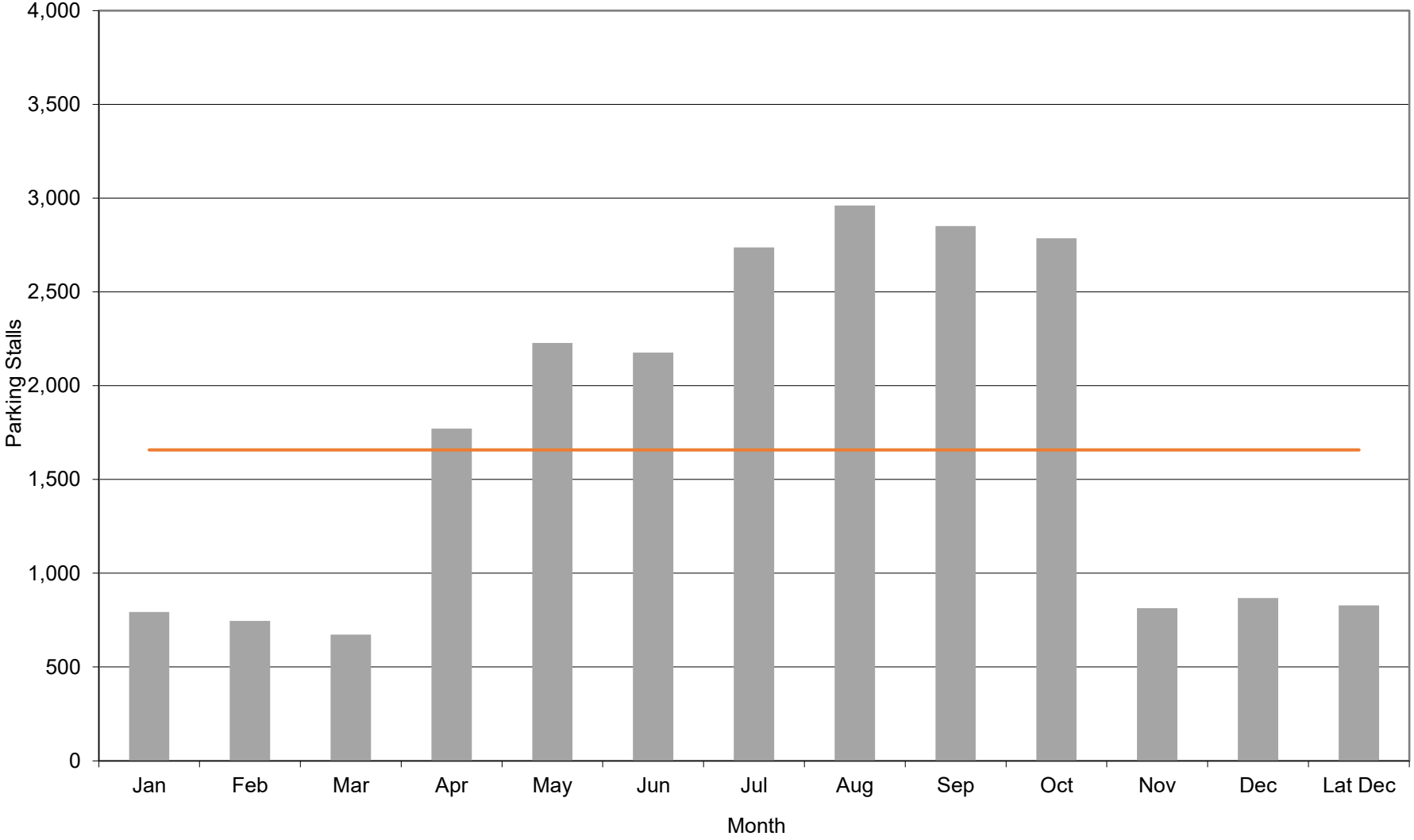


CHART 2C
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND
FUTURE PHASE 1A/1B WITH AMPHITHEATER EVENT

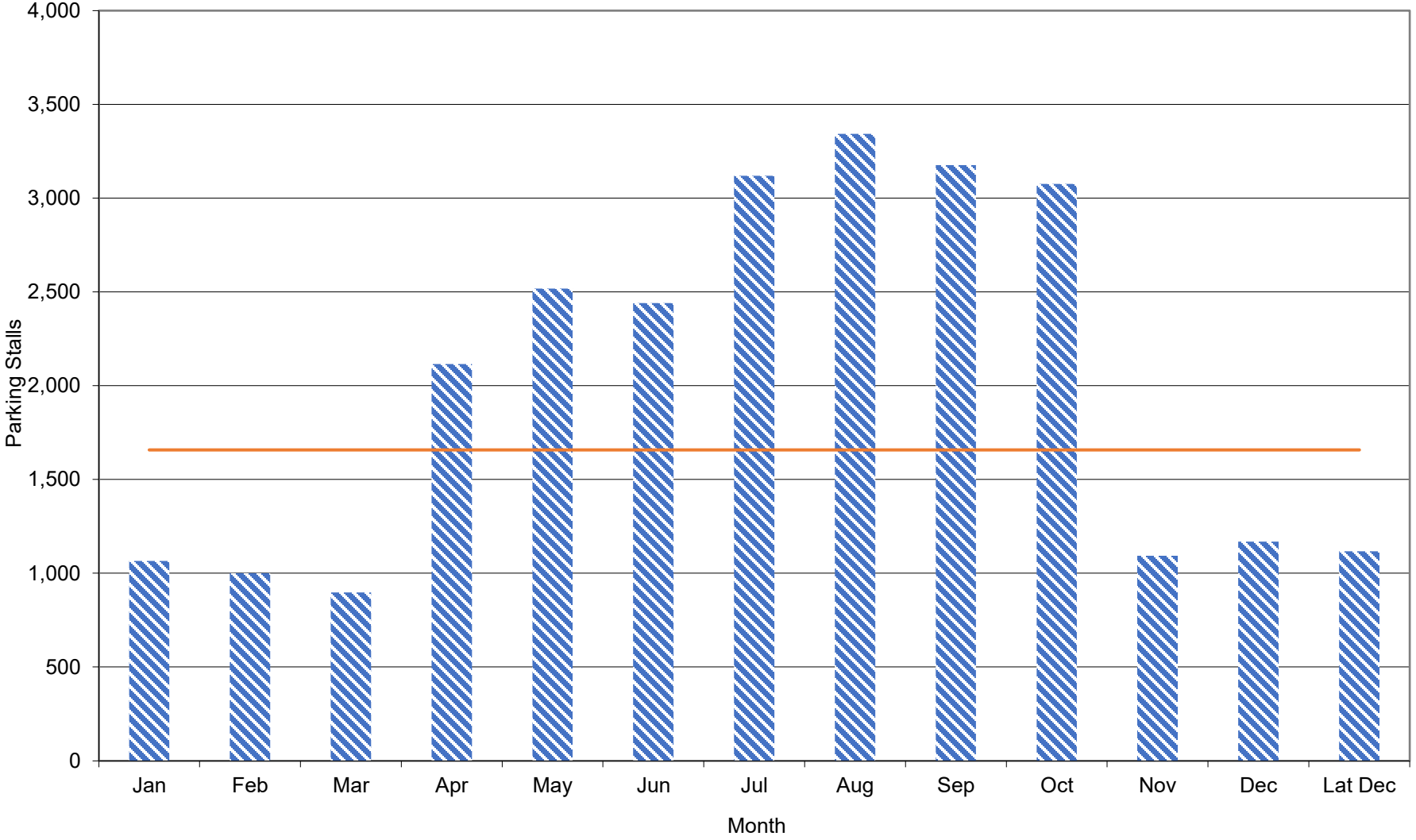


TABLE 3A
PEAK MONTH PARKING DEMAND SUMMARY FOR
FUTURE PHASE 1A/1B/1C

Shared Parking Demand Summary

Peak Month: JULY -- Peak Period: 8 PM, WEEKEND

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 7 PM	Peak Mo Adj July	Estimated Parking Demand	Peak Hr Adj 8 PM	Peak Mo Adj July	Estimated Parking Demand
Retail																		
West Harbor - Retail (entitled)	27,233	sf GLA	2.90	90%	81%	2.11	ksf GLA	3.20	90%	71%	2.05	ksf GLA	80%	100%	46	65%	100%	37
Employee			0.70	90%	100%	0.63		0.80	90%	100%	0.72		100%	100%	18	75%	100%	15
Food and Beverage																		
West Harbor - Fine Restaurant (entitled)	81,881	sf GLA	9.29	90%	100%	8.34	ksf GLA	15.25	90%	100%	13.70	ksf GLA	100%	100%	683	100%	100%	1,122
Employee			2.25	90%	100%	2.03		2.50	90%	100%	2.25		100%	100%	167	100%	100%	185
West Harbor - Family Restaurant (entitled)	40,886	sf GLA	8.97	90%	100%	8.07	ksf GLA	15.00	90%	100%	13.50	ksf GLA	80%	100%	264	65%	100%	359
Employee			2.15	90%	100%	1.94		2.10	90%	100%	1.89		95%	100%	75	95%	100%	74
Entertainment and Institutions																		
Los Angeles Maritime Museum (existing)	31,000	sf GLA	1.12	100%	100%	1.12	ksf GLA	1.61	100%	100%	1.61	ksf GLA	0%	100%	-	0%	100%	-
Employee			0.11	90%	100%	0.10		0.18	90%	100%	0.16		0%	97%	-	0%	82%	-
Hotel and Residential																		
Office																		
Additional Land Uses																		

Customer/Visitor	993	Customer	1,518
Employee/Resident	260	Employee/Resident	273
Reserved	-	Reserved	-
Total	1,253	Total	1,791

TABLE 3B
PEAK MONTH PARKING DEMAND SUMMARY FOR
FUTURE PHASE 1A/1B/1C

July

Weekday Estimated Peak-Hour Parking Demand

Land Use	Monthly Adjustment	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	**Overall Pk 7 PM**	AM Peak Hr 11 AM	PM Peak Hr 12 PM	Eve Peak Hr 7 PM
Retail																								
West Harbor - Retail (entitled)	100%	1	3	10	22	38	48	63	63	60	54	54	49	52	46	37	26	9	3	0	46	48	63	46
Employee	100%	2	3	5	8	14	17	18	18	18	18	18	18	18	18	16	11	7	4	0	18	17	18	18
Food and Beverage																								
West Harbor - Fine Restaurant (entitled)	100%	0	0	0	0	102	273	512	512	443	273	341	512	649	683	683	683	649	512	171	683	273	512	683
Employee	100%	0	33	83	125	150	150	150	150	150	125	125	167	167	167	167	167	167	142	58	167	150	150	167
West Harbor - Family Restaurant (entitled)	100%	0	17	83	165	281	297	330	297	165	149	149	248	264	264	264	198	182	165	83	264	297	330	264
Employee	100%	0	40	59	71	79	79	79	79	79	59	59	75	75	75	75	63	51	51	28	75	79	79	75
Entertainment and Institutions																								
Los Angeles Maritime Museum (existing)	100%	0	0	1	2	8	17	15	14	14	12	12	18	7	0	0	0	0	0	0	0	17	15	0
Employee	97%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Hotel and Residential																								
Office																								
Additional Land Uses																								
Customer/Visitor		1	20	93	189	429	634	920	886	682	488	555	827	972	993	985	907	839	680	253	993	634	920	993
Employee/Resident		2	76	147	204	243	246	247	247	247	202	202	260	260	260	258	241	225	197	86	260	246	247	260
Reserved		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		2	95	240	393	672	880	1,167	1,133	929	690	758	1,087	1,232	1,253	1,243	1,148	1,064	877	339	1,253	880	1,167	1,253

July

Weekend Estimated Peak-Hour Parking Demand

Land Use	Monthly Adjustment	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	**Overall Pk 8 PM**	AM Peak Hr 11 AM	PM Peak Hr 12 PM	Eve Peak Hr 8 PM
Retail																								
West Harbor - Retail (entitled)	100%	1	3	21	35	49	62	66	69	69	66	62	45	42	40	37	28	17	6	0	37	62	66	37
Employee	100%	2	3	8	15	17	19	20	20	20	20	20	19	17	16	15	13	9	3	0	15	19	20	15
Food and Beverage																								
West Harbor - Fine Restaurant (entitled)	100%	0	0	0	0	0	168	561	617	504	504	504	673	1,010	1,066	1,122	1,010	1,010	1,010	561	1,122	168	561	1,122
Employee	100%	0	37	55	111	138	138	138	138	138	138	138	185	185	185	185	185	185	157	92	185	138	138	185
West Harbor - Family Restaurant (entitled)	100%	0	83	166	387	497	497	553	470	359	221	249	332	387	387	359	166	138	83	55	359	497	553	359
Employee	100%	39	58	70	70	77	77	77	77	77	58	58	74	74	74	74	62	50	50	27	74	77	77	74
Entertainment and Institutions																								
Los Angeles Maritime Museum (existing)	100%	0	0	1	2	8	17	21	22	28	28	22	26	10	0	0	0	0	0	0	0	17	21	0
Employee	82%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Hotel and Residential																								
Office																								
Additional Land Uses																								
Customer/Visitor		1	86	188	424	554	745	1,200	1,178	961	820	838	1,076	1,449	1,492	1,518	1,204	1,165	1,098	616	1,518	745	1,200	1,518
Employee/Resident		41	98	133	195	233	235	236	236	236	216	216	277	275	274	273	259	244	210	119	273	235	236	273
Reserved		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		41	184	321	619	786	979	1,436	1,414	1,196	1,036	1,054	1,353	1,724	1,766	1,791	1,463	1,409	1,308	736	1,791	979	1,436	1,791

TABLE 3C
OFF-PEAK PARKING DEMAND SUMMARY FOR
FUTURE PHASE 1A/1B/1C

Shared Parking Demand Summary

Peak Month: APRIL -- Peak Period: 8 PM, WEEKEND

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 7 PM	Peak Mo Adj April	Estimated Parking Demand	Peak Hr Adj 8 PM	Peak Mo Adj April	Estimated Parking Demand
Retail																		
West Harbor - Retail (entitled)	27,233	sf GLA	2.90	90%	81%	2.11	ksf GLA	3.20	90%	71%	2.05	ksf GLA	80%	90%	41	65%	90%	33
Employee			0.70	90%	100%	0.63		0.80	90%	100%	0.72		100%	90%	16	75%	90%	13
Food and Beverage																		
West Harbor - Fine Restaurant (entitled)	81,881	sf GLA	9.29	90%	100%	8.34	ksf GLA	15.25	90%	100%	13.70	ksf GLA	100%	90%	615	100%	90%	1,010
Employee			2.25	90%	100%	2.03		2.50	90%	100%	2.25		100%	90%	150	100%	90%	166
West Harbor - Family Restaurant (entitled)	40,886	sf GLA	8.97	90%	100%	8.07	ksf GLA	15.00	90%	100%	13.50	ksf GLA	80%	90%	238	65%	90%	323
Employee			2.15	90%	100%	1.94		2.10	90%	100%	1.89		95%	90%	68	95%	90%	66
Entertainment and Institutions																		
Los Angeles Maritime Museum (existing)	31,000	sf GLA	1.12	100%	100%	1.12	ksf GLA	1.61	100%	100%	1.61	ksf GLA	0%	65%	-	0%	65%	-
Employee			0.11	90%	100%	0.10		0.18	90%	100%	0.16		0%	60%	-	0%	100%	-
Hotel and Residential																		
Office																		
Additional Land Uses																		

Customer/Visitor	894	Customer	1,366
Employee/Resident	234	Employee/Resident	246
Reserved	-	Reserved	-
Total	1,128	Total	1,612

CHART 3A
PEAK MONTH PARKING DEMAND BY HOUR
FUTURE PHASE 1A/1B/1C

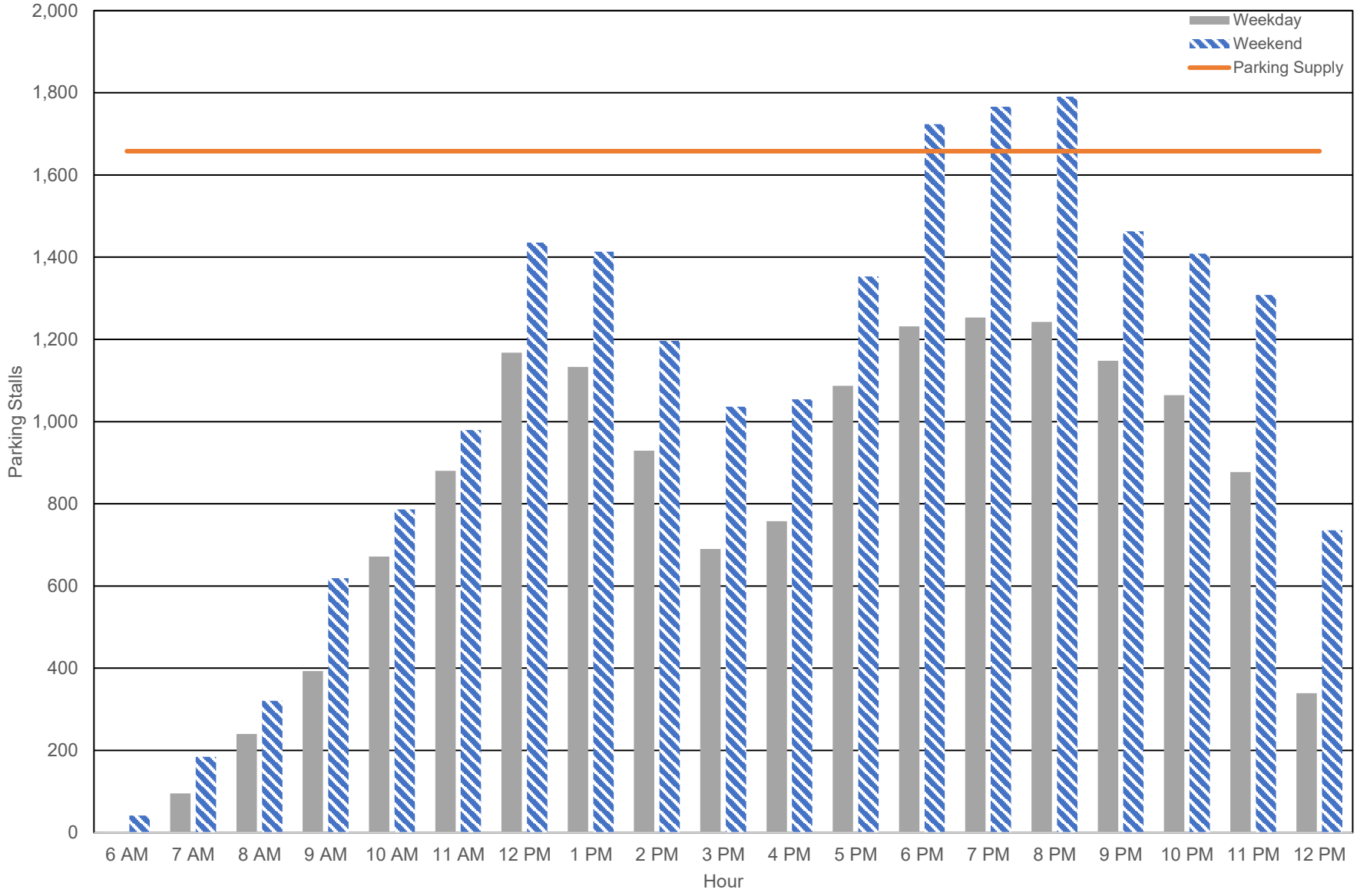


CHART 3B
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND
FUTURE PHASE 1A/1B/1C

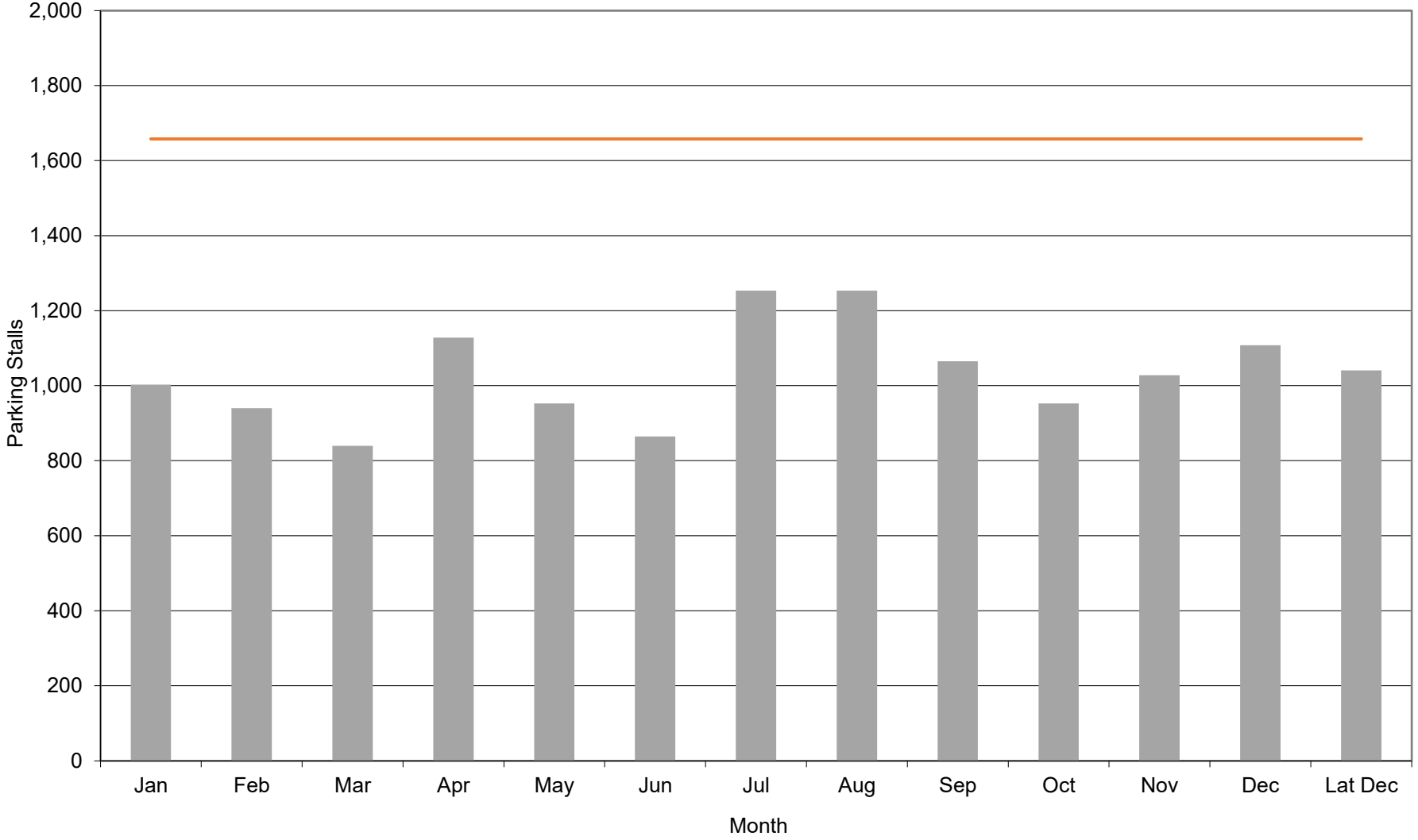


CHART 3C
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND
FUTURE PHASE 1A/1B/1C

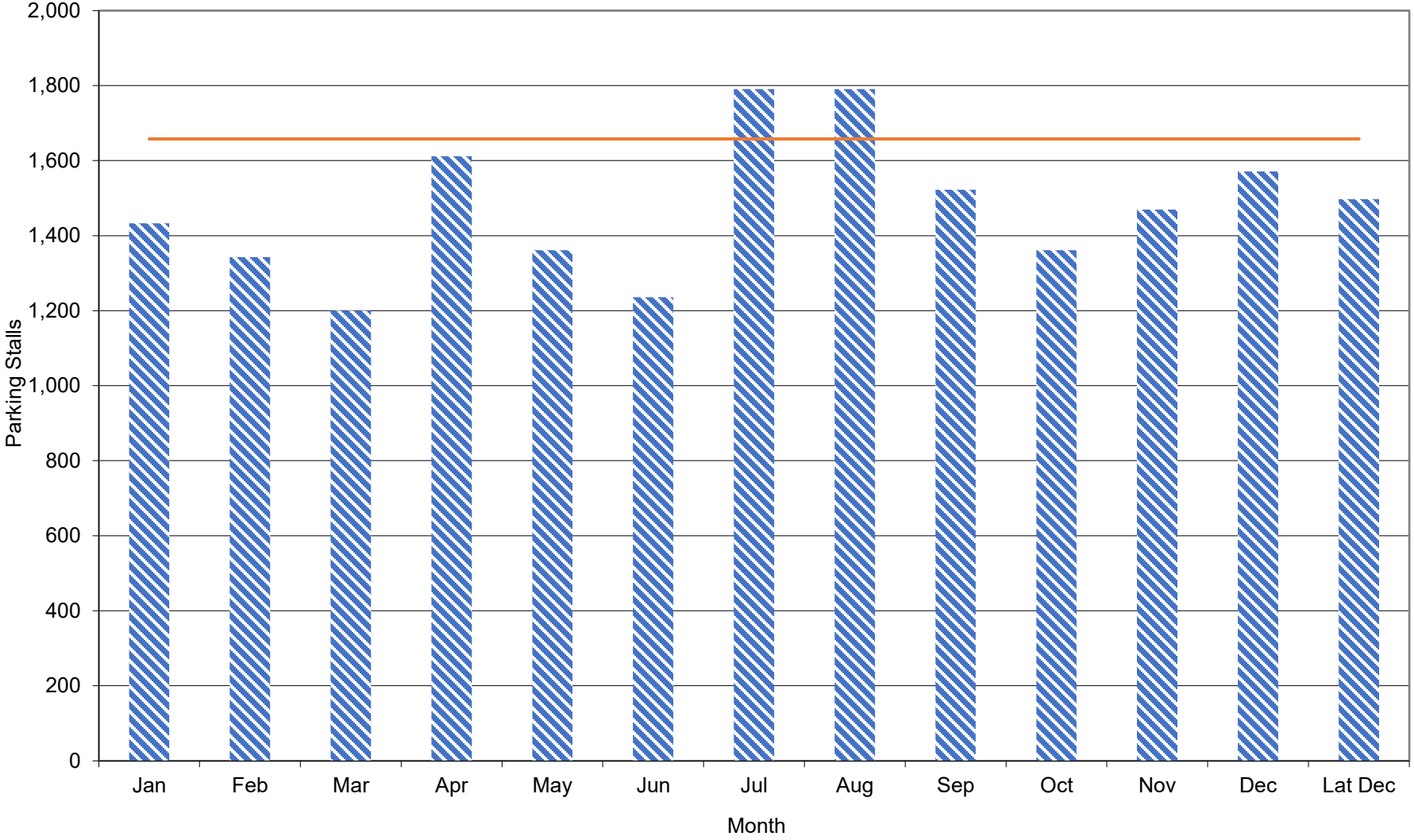


TABLE 4A
PARKING DEMAND SUMMARY FOR
FUTURE PHASE 1A/1B/1C WITH AMPHITHEATER EVENT

Shared Parking Demand Summary

Peak Month: AUGUST -- Peak Period: 8 PM, WEEKEND

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 8 PM	Peak Mo Adj August	Estimated Parking Demand	Peak Hr Adj 8 PM	Peak Mo Adj August	Estimated Parking Demand
Retail																		
West Harbor - Retail (entitled)	27,233	sf GLA	2.90	90%	80%	2.08	ksf GLA	3.20	90%	68%	1.97	ksf GLA	65%	100%	37	65%	100%	35
Employee			0.70	90%	100%	0.63		0.80	90%	100%	0.72		75%	100%	14	75%	100%	15
Food and Beverage																		
West Harbor - Fine Restaurant (entitled)	81,881	sf GLA	9.29	90%	74%	6.19	ksf GLA	15.25	90%	74%	10.16	ksf GLA	75%	100%	380	80%	100%	665
Employee			2.25	90%	100%	2.03		2.50	90%	100%	2.25		100%	100%	167	100%	100%	185
West Harbor - Family Restaurant (entitled)	40,886	sf GLA	8.97	90%	74%	5.97	ksf GLA	15.00	90%	74%	9.99	ksf GLA	75%	100%	183	80%	100%	327
Employee			2.15	90%	100%	1.94		2.10	90%	100%	1.89		95%	100%	75	100%	100%	77
Entertainment and Institutions																		
Los Angeles Maritime Museum (existing)	31,000	sf GLA	1.12	100%	99%	1.10	ksf GLA	1.61	100%	98%	1.57	ksf GLA	0%	62%	-	0%	62%	-
Employee			0.11	90%	100%	0.10		0.18	90%	100%	0.16		0%	78%	-	0%	86%	-
West Harbor Amphitheater (proposed)	6,200	seats	0.36	90%	100%	0.32	seat	0.36	90%	100%	0.32	seat	100%	100%	2,009	100%	100%	2,009
Employee			0.04	90%	100%	0.04		0.04	90%	100%	0.04		100%	100%	223	100%	100%	223
Hotel and Residential																		
Office																		
Additional Land Uses																		

Customer/Visitor	2,609	Customer	3,037
Employee/Resident	478	Employee/Resident	500
Reserved	-	Reserved	-
Total	3,087	Total	3,536

TABLE 4B
PEAK MONTH PARKING DEMAND SUMMARY FOR
FUTURE PHASE 1A/1B/1C WITH AMPHITHEATER EVENT

August

Weekday Estimated Peak-Hour Parking Demand

Land Use	Monthly Adjustment	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 8 PM	AM Peak Hr 11 AM	PM Peak Hr 12 PM	Eve Peak Hr 8 PM
Retail																								
West Harbor - Retail (entitled)	100%	1	3	9	22	38	47	63	63	60	53	53	48	51	45	37	20	8	3	0	37	47	63	37
Employee	100%	2	3	5	8	14	17	18	18	18	18	18	18	18	18	14	9	7	4	0	14	17	18	14
Food and Beverage																								
West Harbor - Fine Restaurant (entitled)	100%	0	0	0	0	103	274	514	514	445	274	342	329	507	456	380	355	355	355	253	380	274	514	380
Employee	100%	0	33	83	125	150	150	150	150	150	125	125	167	167	167	167	167	167	142	83	167	150	150	167
West Harbor - Family Restaurant (entitled)	100%	0	17	83	165	281	297	330	297	165	149	165	159	220	220	183	171	86	37	24	183	297	330	183
Employee	100%	0	40	59	71	79	79	79	79	79	59	59	79	79	79	75	63	51	51	28	75	79	79	75
Entertainment and Institutions																								
Los Angeles Maritime Museum (existing)	62%	0	0	1	1	5	10	9	9	8	8	7	11	4	0	0	0	0	0	0	0	10	9	0
Employee	78%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
West Harbor Amphitheater (proposed)	100%	0	0	0	0	0	0	0	0	0	0	22	100	301	1,306	2,009	2,009	1,004	100	0	2,009	0	0	2,009
Employee	100%	0	11	11	11	22	22	22	33	112	167	223	223	223	223	223	223	223	112	22	223	22	22	223
Hotel and Residential																								
Office																								
Additional Land Uses																								
Customer/Visitor		1	20	93	188	426	629	916	882	678	484	591	648	1,083	2,027	2,609	2,554	1,453	495	278	2,609	629	916	2,609
Employee/Resident		2	87	158	215	265	268	269	281	359	370	425	487	487	487	478	462	448	308	133	478	268	269	478
Reserved		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		2	106	251	404	691	897	1,186	1,163	1,037	853	1,016	1,135	1,570	2,514	3,087	3,017	1,902	803	411	3,087	897	1,186	3,087

August

Weekend Estimated Peak-Hour Parking Demand

Land Use	Monthly Adjustment	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 8 PM	AM Peak Hr 11 AM	PM Peak Hr 5 PM	Eve Peak Hr 8 PM
Retail																								
West Harbor - Retail (entitled)	100%	1	3	21	34	48	62	65	69	69	65	62	43	41	38	35	27	16	5	0	35	62	43	35
Employee	100%	2	3	8	15	17	19	20	20	20	20	20	19	17	16	15	13	9	3	0	15	19	19	15
Food and Beverage																								
West Harbor - Fine Restaurant (entitled)	100%	0	0	0	0	0	169	562	618	506	506	562	541	832	749	665	582	582	582	416	665	169	541	665
Employee	100%	0	37	55	111	138	138	138	138	138	138	138	185	185	185	185	185	185	157	92	185	138	185	185
West Harbor - Family Restaurant (entitled)	100%	0	83	166	387	497	497	553	470	359	221	276	266	409	368	327	286	143	61	41	327	497	266	327
Employee	100%	39	58	70	70	77	77	77	77	77	58	58	74	77	77	77	74	50	50	27	77	77	74	77
Entertainment and Institutions																								
Los Angeles Maritime Museum (existing)	62%	0	0	1	1	5	10	13	14	17	18	14	16	6	0	0	0	0	0	0	0	10	16	0
Employee	86%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
West Harbor Amphitheater (proposed)	100%	0	0	0	0	0	0	0	0	0	0	22	100	301	1,306	2,009	2,009	1,004	100	0	2,009	0	100	2,009
Employee	100%	0	11	11	11	22	22	22	33	112	167	223	223	223	223	223	223	223	112	33	223	22	223	223
Hotel and Residential																								
Office																								
Additional Land Uses																								
Customer/Visitor		1	86	187	423	550	738	1,193	1,171	951	810	937	966	1,589	2,460	3,037	2,904	1,746	749	457	3,037	738	966	3,037
Employee/Resident		41	109	144	206	255	257	258	269	347	384	439	500	502	501	500	494	467	322	153	500	257	500	500
Reserved		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		41	195	331	629	805	995	1,451	1,440	1,298	1,194	1,376	1,466	2,091	2,961	3,536	3,398	2,213	1,071	610	3,536	995	1,466	3,536

CHART 4A
PEAK MONTH PARKING DEMAND BY HOUR
FUTURE PHASE 1A/1B/1C WITH AMPHITHEATER EVENT

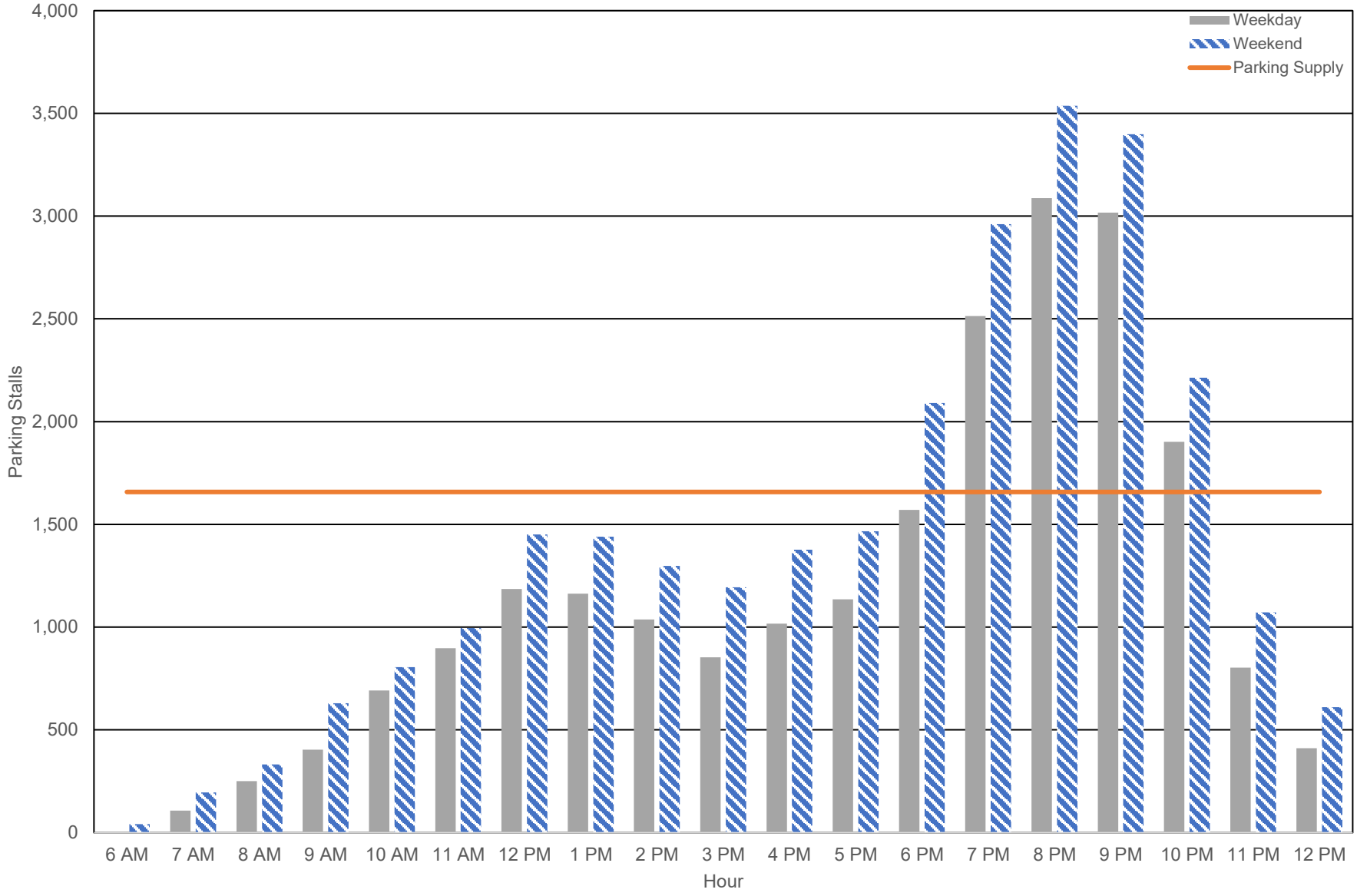


CHART 4B
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND
FUTURE PHASE 1A/1B/1C WITH AMPHITHEATER EVENT

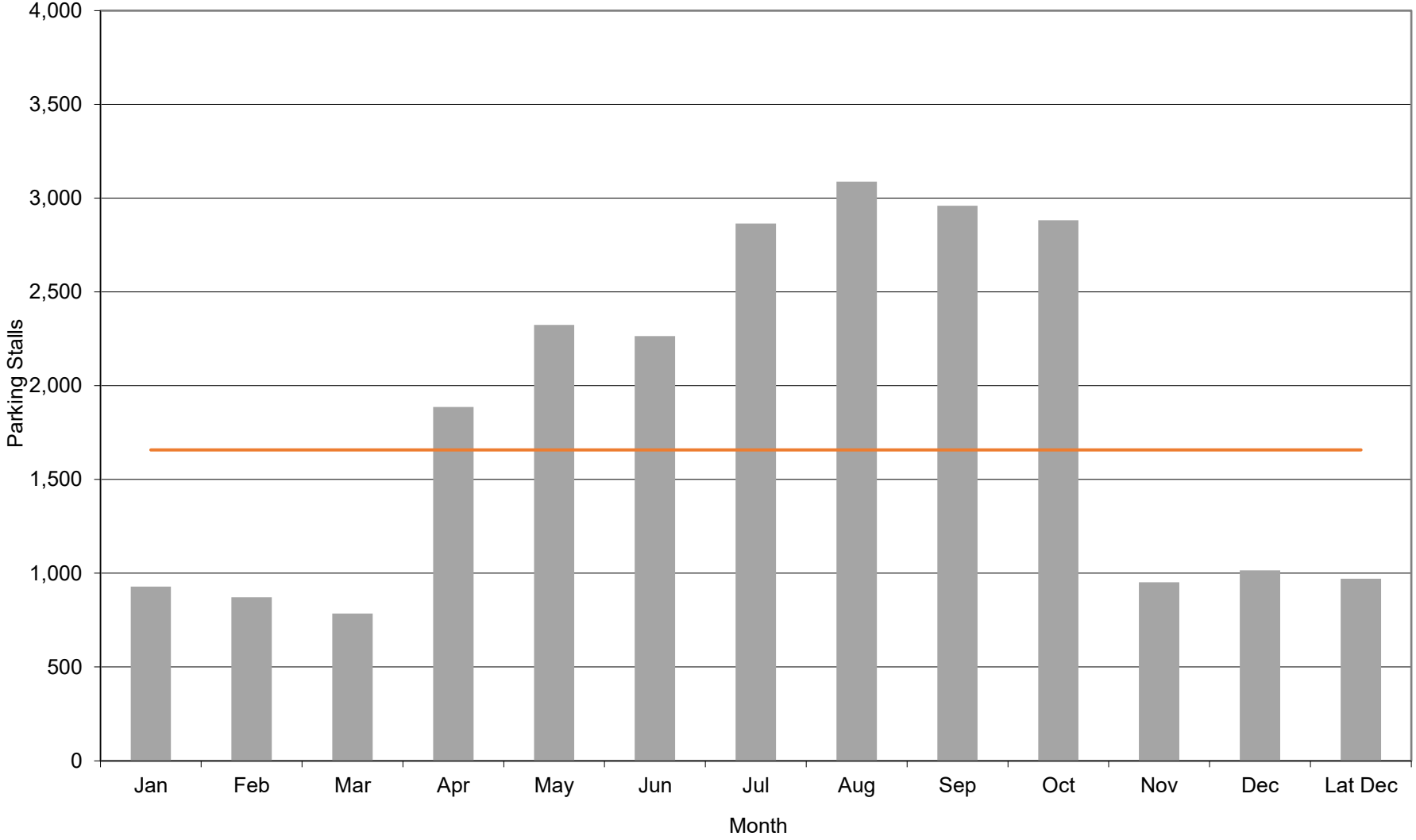


CHART 4C
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND
FUTURE PHASE 1A/1B/1C WITH AMPHITHEATER EVENT

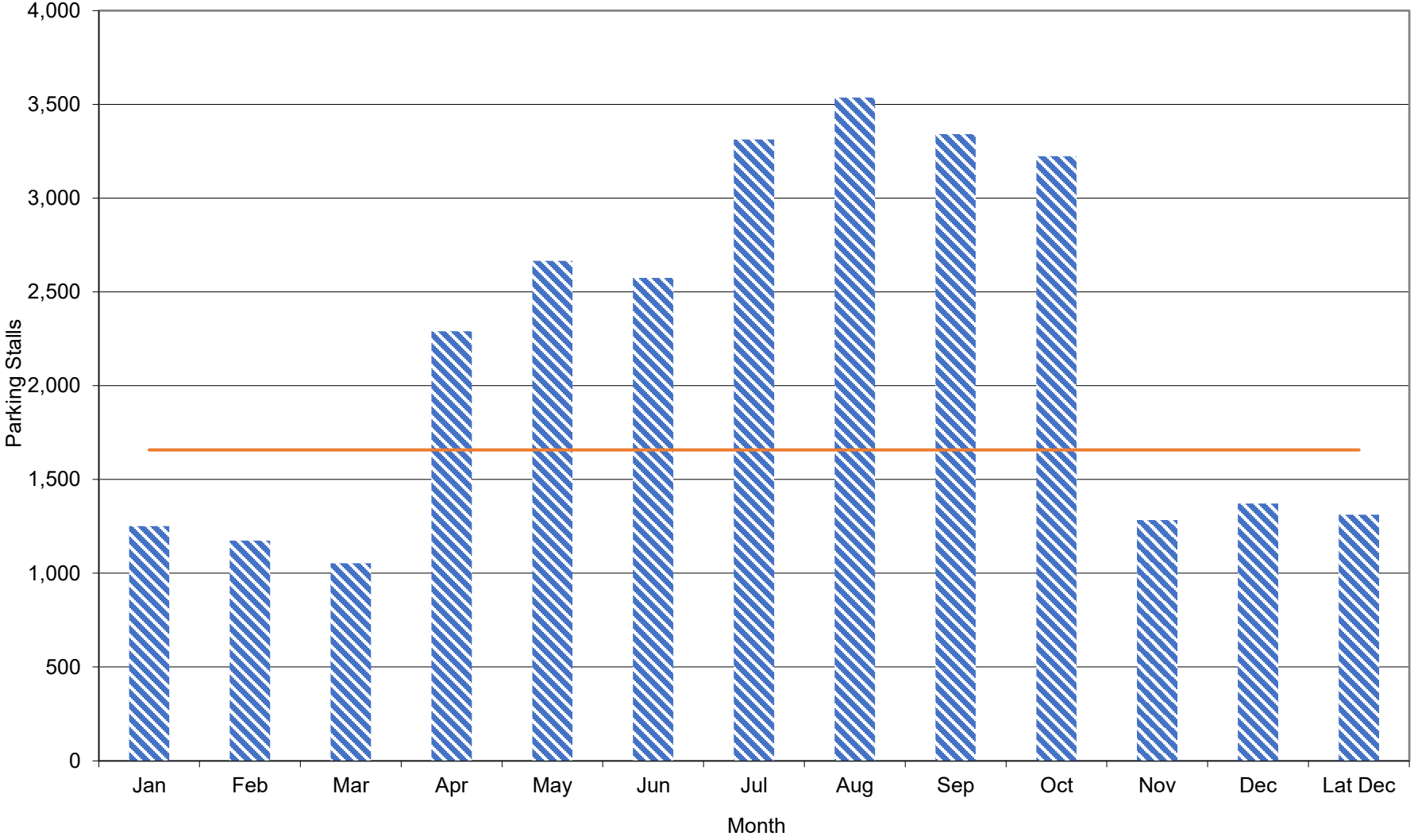


TABLE 5A
PARKING DEMAND SUMMARY FOR
FUTURE FULL PROJECT BUILDOUT (PHASES 1A/1B/1C & 2)

Shared Parking Demand Summary

Peak Month: JULY -- Peak Period: 8 PM, WEEKEND

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 7 PM	Peak Mo Adj July	Estimated Parking Demand	Peak Hr Adj 8 PM	Peak Mo Adj July	Estimated Parking Demand
Retail																		
West Harbor - Retail (entitled)	77,233	sf GLA	2.90	90%	88%	2.30	ksf GLA	3.20	90%	82%	2.36	ksf GLA	80%	100%	142	65%	100%	119
Employee			0.70	90%	100%	0.63		0.80	90%	100%	0.72		100%	100%	50	75%	100%	42
Food and Beverage																		
West Harbor - Fine Restaurant (entitled)	131,881	sf GLA	9.29	90%	100%	8.34	ksf GLA	15.25	90%	100%	13.70	ksf GLA	100%	100%	1,100	100%	100%	1,807
Employee			2.25	90%	100%	2.03		2.50	90%	100%	2.25		100%	100%	267	100%	100%	297
West Harbor - Family Restaurant (entitled)	90,886	sf GLA	8.97	90%	100%	8.07	ksf GLA	15.00	90%	100%	13.50	ksf GLA	80%	100%	588	65%	100%	798
Employee			2.15	90%	100%	1.94		2.10	90%	100%	1.89		95%	100%	168	95%	100%	163
Entertainment and Institutions																		
Los Angeles Maritime Museum (existing)	31,000	sf GLA	1.12	100%	100%	1.12	ksf GLA	1.61	100%	100%	1.61	ksf GLA	0%	100%	-	0%	100%	-
Employee			0.11	90%	100%	0.10		0.18	90%	100%	0.16		0%	97%	-	0%	82%	-
Hotel and Residential																		
Office																		
Additional Land Uses																		

Customer/Visitor	1,830	Customer	2,724
Employee/Resident	484	Employee/Resident	502
Reserved	-	Reserved	-
Total	2,314	Total	3,226

TABLE 5B
PEAK MONTH PARKING DEMAND SUMMARY FOR
FUTURE FULL PROJECT BUILDOUT (PHASES 1A/1B/1C & 2)

July

Weekday Estimated Peak-Hour Parking Demand

Land Use	Monthly Adjustment	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	**Overall Pk 7 PM**	AM Peak Hr 11 AM	PM Peak Hr 12 PM	Eve Peak Hr 7 PM
Retail																								
West Harbor - Retail (entitled)	100%	2	9	28	66	113	141	188	188	178	160	160	151	160	142	115	80	27	9	0	142	141	188	142
Employee	100%	5	7	12	22	37	47	50	50	50	50	50	50	50	50	45	30	20	10	0	50	47	50	50
Food and Beverage																								
West Harbor - Fine Restaurant (entitled)	100%	0	0	0	0	165	439	824	824	714	439	549	825	1,045	1,100	1,100	1,100	1,045	825	275	1,100	439	824	1,100
Employee	100%	0	53	134	200	241	241	241	241	241	200	200	267	267	267	267	267	267	227	94	267	241	241	267
West Harbor - Family Restaurant (entitled)	100%	0	37	184	367	624	661	734	661	367	330	330	551	588	588	588	441	404	367	184	588	661	734	588
Employee	100%	0	88	132	159	176	176	176	176	176	132	132	168	168	168	168	141	115	115	62	168	176	176	168
Entertainment and Institutions																								
Los Angeles Maritime Museum (existing)	100%	0	0	0	0	0	0	0	0	0	0	0	18	7	0	0	0	0	0	0	0	0	0	0
Employee	97%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Hotel and Residential																								
Office																								
Additional Land Uses																								
Customer/Visitor		2	46	212	433	902	1,242	1,747	1,673	1,260	930	1,040	1,545	1,799	1,830	1,803	1,621	1,476	1,201	459	1,830	1,242	1,747	1,830
Employee/Resident		5	149	278	382	454	464	466	466	466	382	382	484	484	484	479	438	402	352	155	484	464	466	484
Reserved		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		7	195	490	814	1,356	1,706	2,213	2,140	1,726	1,312	1,422	2,029	2,284	2,314	2,283	2,059	1,878	1,553	614	2,314	1,706	2,213	2,314

July

Weekend Estimated Peak-Hour Parking Demand

Land Use	Monthly Adjustment	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	**Overall Pk 8 PM**	AM Peak Hr 11 AM	PM Peak Hr 12 PM	Eve Peak Hr 8 PM
Retail																								
West Harbor - Retail (entitled)	100%	2	10	61	102	143	184	195	205	205	195	184	146	137	128	119	91	55	18	0	119	184	195	119
Employee	100%	6	8	22	42	47	53	56	56	56	56	56	53	47	45	42	36	25	8	0	42	53	56	42
Food and Beverage																								
West Harbor - Fine Restaurant (entitled)	100%	0	0	0	0	0	271	903	993	813	813	813	1,084	1,627	1,717	1,807	1,627	1,627	1,627	904	1,807	271	903	1,807
Employee	100%	0	59	89	178	223	223	223	223	223	223	223	297	297	297	297	297	297	252	149	297	223	223	297
West Harbor - Family Restaurant (entitled)	100%	0	184	368	859	1,105	1,105	1,228	1,043	798	491	552	737	859	859	798	368	307	184	123	798	1,105	1,228	798
Employee	100%	86	129	155	155	172	172	172	172	172	129	129	163	163	163	163	138	112	112	60	163	172	172	163
Entertainment and Institutions																								
Los Angeles Maritime Museum (existing)	100%	0	0	0	1	2	5	6	6	8	8	6	26	10	0	0	0	0	0	0	0	5	6	0
Employee	82%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Hotel and Residential																								
Office																								
Additional Land Uses																								
Customer/Visitor		2	194	430	962	1,250	1,565	2,331	2,248	1,823	1,506	1,556	1,993	2,633	2,704	2,724	2,086	1,988	1,829	1,026	2,724	1,565	2,331	2,724
Employee/Resident		92	197	266	375	442	448	450	450	450	407	407	513	508	505	502	471	434	373	209	502	448	450	502
Reserved		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		94	391	696	1,337	1,693	2,012	2,781	2,698	2,273	1,914	1,963	2,506	3,141	3,209	3,226	2,557	2,422	2,201	1,235	3,226	2,012	2,781	3,226

TABLE 5C
OFF-PEAK PARKING DEMAND SUMMARY FOR
FUTURE FULL PROJECT BUILDOUT (PHASES 1A/1B/1C & 2)

Shared Parking Demand Summary

Peak Month: APRIL -- Peak Period: 8 PM, WEEKEND

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 7 PM	Peak Mo Adj April	Estimated Parking Demand	Peak Hr Adj 8 PM	Peak Mo Adj April	Estimated Parking Demand
Retail																		
West Harbor - Retail (entitled)	77,233	sf GLA	2.90	90%	88%	2.30	ksf GLA	3.20	90%	82%	2.36	ksf GLA	80%	90%	128	65%	90%	107
Employee			0.70	90%	100%	0.63		0.80	90%	100%	0.72		100%	90%	45	75%	90%	38
Food and Beverage																		
West Harbor - Fine Restaurant (entitled)	131,881	sf GLA	9.29	90%	100%	8.34	ksf GLA	15.25	90%	100%	13.70	ksf GLA	100%	90%	990	100%	90%	1,627
Employee			2.25	90%	100%	2.03		2.50	90%	100%	2.25		100%	90%	241	100%	90%	267
West Harbor - Family Restaurant (entitled)	90,886	sf GLA	8.97	90%	100%	8.07	ksf GLA	15.00	90%	100%	13.50	ksf GLA	80%	90%	529	65%	90%	718
Employee			2.15	90%	100%	1.94		2.10	90%	100%	1.89		95%	90%	151	95%	90%	147
Entertainment and Institutions																		
Los Angeles Maritime Museum (existing)	31,000	sf GLA	1.12	100%	100%	1.12	ksf GLA	1.61	100%	100%	1.61	ksf GLA	0%	65%	-	0%	65%	-
Employee			0.11	90%	100%	0.10		0.18	90%	100%	0.16		0%	60%	-	0%	100%	-
Hotel and Residential																		
Office																		
Additional Land Uses																		

Customer/Visitor	1,647	Customer	2,452
Employee/Resident	436	Employee/Resident	452
Reserved	-	Reserved	-
Total	2,083	Total	2,904

CHART 5A
PEAK MONTH PARKING DEMAND BY HOUR
FUTURE FULL PROJECT BUILDOUT (PHASES 1A/1B/1C & 2)

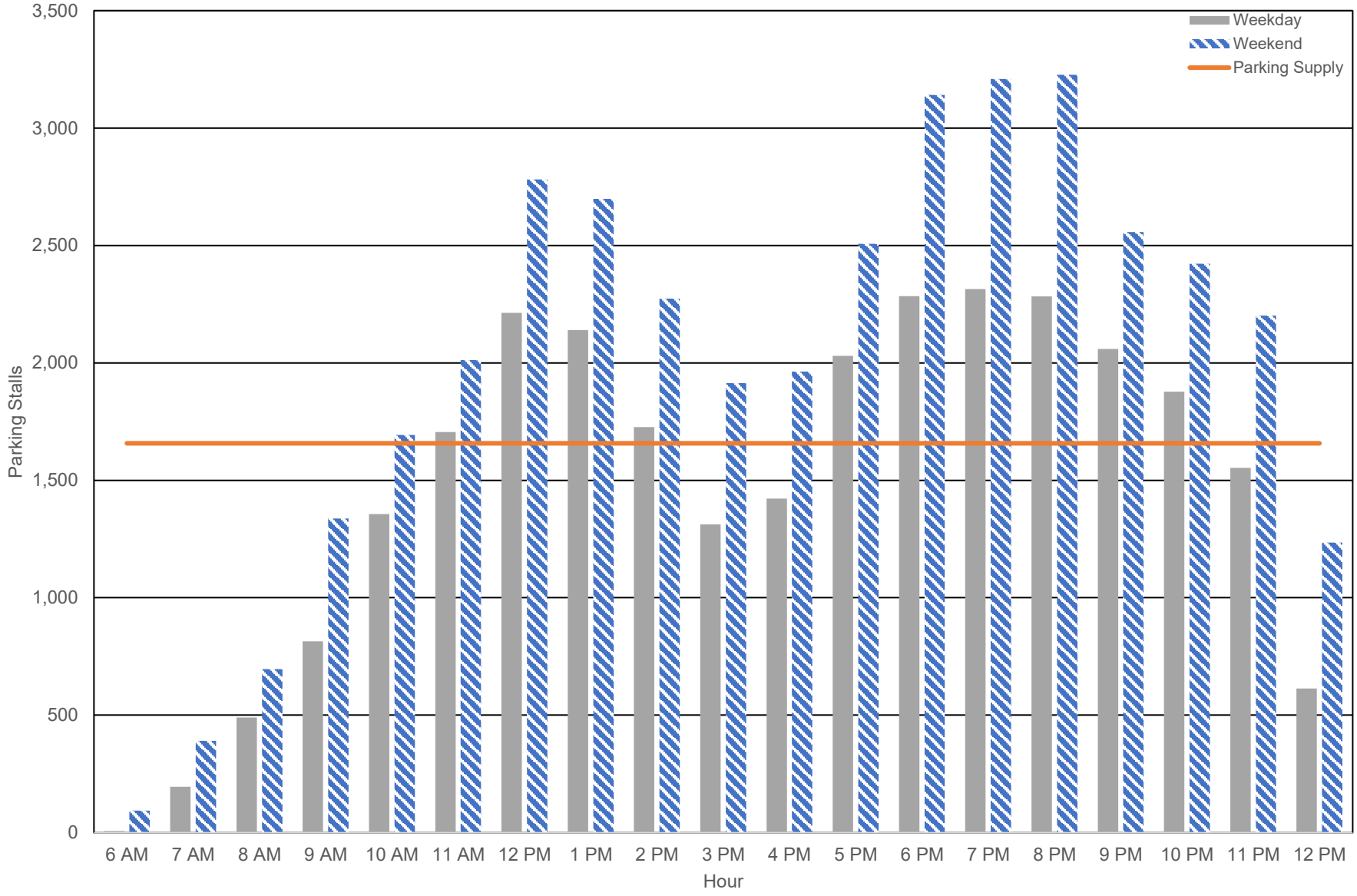


CHART 5B
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND
FUTURE FULL PROJECT BUILDOUT (PHASES 1A/1B/1C & 2)

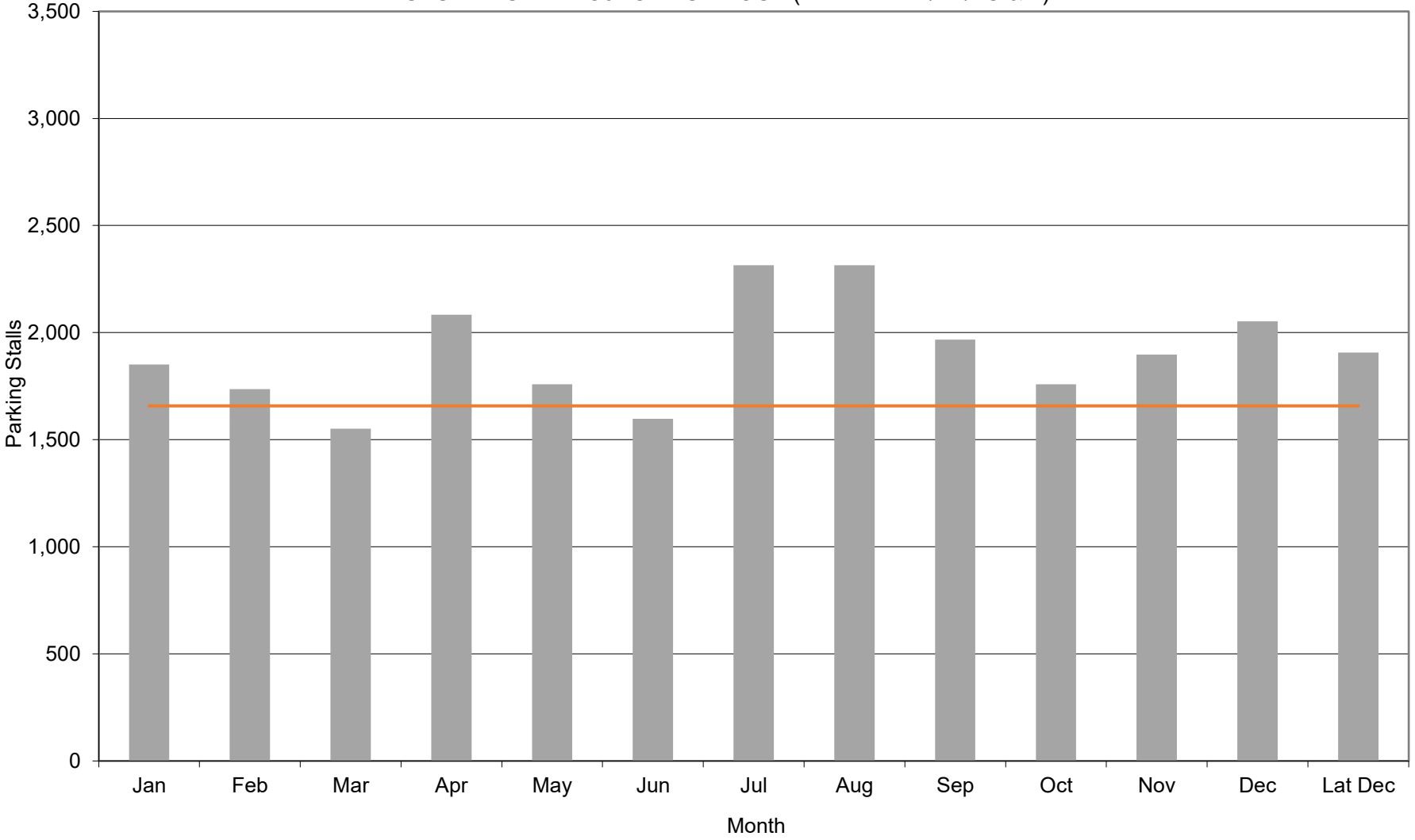


CHART 5C
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND
FUTURE FULL PROJECT BUILDOUT (PHASES 1A/1B/1C & 2)

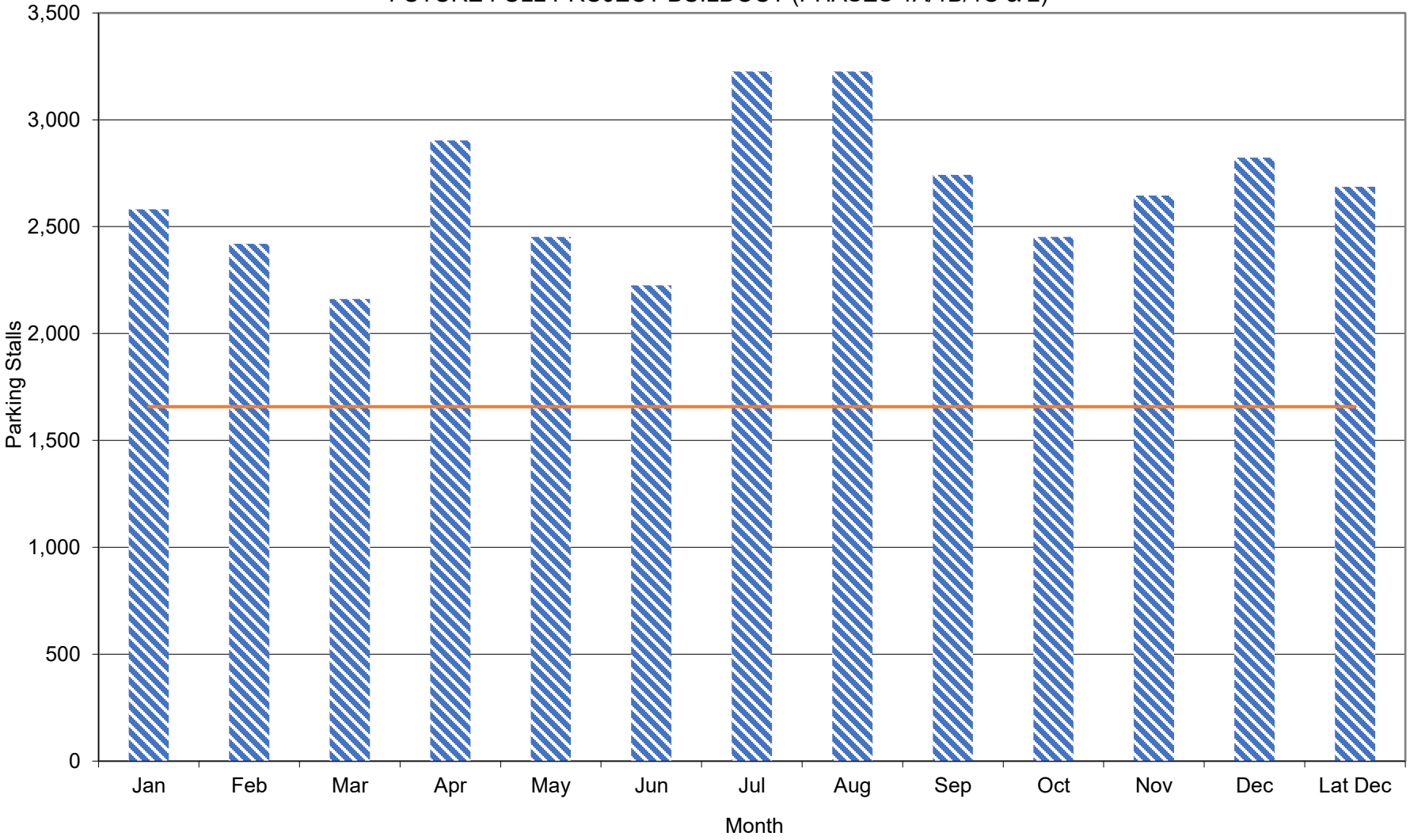


TABLE 6A
PARKING DEMAND SUMMARY FOR
FUTURE FULL PROJECT BUILDOUT WITH AMPHITHEATER EVENT

Shared Parking Demand Summary

Peak Month: AUGUST -- Peak Period: 8 PM, WEEKEND

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 8 PM	Peak Mo Adj August	Estimated Parking Demand	Peak Hr Adj 8 PM	Peak Mo Adj August	Estimated Parking Demand
Retail																		
West Harbor - Retail (entitled)	77,233	sf GLA	2.90	90%	88%	2.28	ksf GLA	3.20	90%	80%	2.31	ksf GLA	65%	100%	115	65%	100%	116
Employee			0.70	90%	100%	0.63		0.80	90%	100%	0.72		75%	100%	37	75%	100%	42
Food and Beverage																		
West Harbor - Fine Restaurant (entitled)	131,881	sf GLA	9.29	90%	74%	6.19	ksf GLA	15.25	90%	74%	10.16	ksf GLA	75%	100%	612	80%	100%	1,072
Employee			2.25	90%	100%	2.03		2.50	90%	100%	2.25		100%	100%	267	100%	100%	297
West Harbor - Family Restaurant (entitled)	90,886	sf GLA	8.97	90%	74%	5.97	ksf GLA	15.00	90%	74%	9.99	ksf GLA	75%	100%	408	80%	100%	727
Employee			2.15	90%	100%	1.94		2.10	90%	100%	1.89		95%	100%	168	100%	100%	172
Entertainment and Institutions																		
Los Angeles Maritime Museum (existing)	31,000	sf GLA	1.12	100%	97%	1.09	ksf GLA	1.61	100%	96%	1.54	ksf GLA	0%	62%	-	0%	62%	-
Employee			0.11	90%	100%	0.10		0.18	90%	100%	0.16		0%	78%	-	0%	86%	-
West Harbor Amphitheater (proposed)	6,200	seats	0.36	90%	100%	0.32	seat	0.36	90%	100%	0.32	seat	100%	100%	2,009	100%	100%	2,009
Employee			0.04	90%	100%	0.04		0.04	90%	100%	0.04		100%	100%	223	100%	100%	223
Hotel and Residential																		
Office																		
Additional Land Uses																		

Customer/Visitor	3,143	Customer	3,924
Employee/Resident	695	Employee/Resident	734
Reserved	-	Reserved	-
Total	3,839	Total	4,658

TABLE 6B
PEAK MONTH PARKING DEMAND SUMMARY FOR
FUTURE PROJECT BUILDOUT WITH AMPHITHEATER EVENT

August

Weekday Estimated Peak-Hour Parking Demand

Land Use	Monthly Adjustment	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 8 PM	AM Peak Hr 11 AM	PM Peak Hr 12 PM	Eve Peak Hr 8 PM
Retail																								
West Harbor - Retail (entitled)	100%	2	9	28	65	112	140	187	187	178	159	159	150	159	141	115	62	26	9	0	115	140	187	115
Employee	100%	5	7	12	22	37	47	50	50	50	50	50	50	50	50	37	25	20	10	0	37	47	50	37
Food and Beverage																								
West Harbor - Fine Restaurant (entitled)	100%	0	0	0	0	166	441	828	828	717	441	552	531	817	735	612	572	572	572	408	612	441	828	612
Employee	100%	0	53	134	200	241	241	241	241	241	200	200	267	267	267	267	267	267	227	134	267	241	241	267
West Harbor - Family Restaurant (entitled)	100%	0	37	184	367	624	661	734	661	367	330	367	353	489	489	408	380	190	82	54	408	661	734	408
Employee	100%	0	88	132	159	176	176	176	176	176	132	132	176	176	176	168	141	115	115	62	168	176	176	168
Entertainment and Institutions																								
Los Angeles Maritime Museum (existing)	62%	0	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	0	0	0	0	0
Employee	78%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
West Harbor Amphitheater (proposed)	100%	0	0	0	0	0	0	0	0	0	0	22	100	301	1,306	2,009	2,009	1,004	100	0	2,009	0	0	2,009
Employee	100%	0	11	11	11	22	22	22	33	112	167	223	223	223	223	223	223	223	112	22	223	22	22	223
Hotel and Residential																								
Office																								
Additional Land Uses																								
Customer/Visitor		2	46	212	433	902	1,243	1,749	1,676	1,262	931	1,100	1,145	1,770	2,671	3,143	3,023	1,793	762	463	3,143	1,243	1,749	3,143
Employee/Resident		5	160	289	393	476	486	489	500	578	550	605	716	716	716	695	656	625	463	218	695	486	489	695
Reserved		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		7	206	501	825	1,379	1,729	2,238	2,176	1,840	1,481	1,706	1,862	2,486	3,387	3,839	3,679	2,418	1,226	680	3,839	1,729	2,238	3,839

August

Weekend Estimated Peak-Hour Parking Demand

Land Use	Monthly Adjustment	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 8 PM	AM Peak Hr 11 AM	PM Peak Hr 12 PM	Eve Peak Hr 8 PM
Retail																								
West Harbor - Retail (entitled)	100%	2	10	61	102	143	184	194	204	204	194	184	143	134	125	116	89	54	18	0	116	184	194	116
Employee	100%	6	8	22	42	47	53	56	56	56	56	56	53	47	45	42	36	25	8	0	42	53	56	42
Food and Beverage																								
West Harbor - Fine Restaurant (entitled)	100%	0	0	0	0	0	272	905	996	815	815	905	871	1,340	1,206	1,072	938	938	938	670	1,072	272	905	1,072
Employee	100%	0	59	89	178	223	223	223	223	223	223	223	297	297	297	297	297	297	252	149	297	223	223	297
West Harbor - Family Restaurant (entitled)	100%	0	184	368	859	1,105	1,105	1,228	1,043	798	491	614	590	908	818	727	636	318	136	91	727	1,105	1,228	727
Employee	100%	86	129	155	155	172	172	172	172	172	129	129	163	172	172	172	163	112	112	60	172	172	172	172
Entertainment and Institutions																								
Los Angeles Maritime Museum (existing)	62%	0	0	0	0	1	3	4	4	5	5	4	15	6	0	0	0	0	0	0	0	3	4	0
Employee	86%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
West Harbor Amphitheater (proposed)	100%	0	0	0	0	0	0	0	0	0	0	22	100	301	1,306	2,009	2,009	1,004	100	0	2,009	0	0	2,009
Employee	100%	0	11	11	11	22	22	22	33	112	167	223	223	223	223	223	223	223	112	33	223	22	22	223
Hotel and Residential																								
Office																								
Additional Land Uses																								
Customer/Visitor		2	194	430	962	1,249	1,563	2,331	2,248	1,822	1,505	1,729	1,720	2,690	3,455	3,924	3,672	2,314	1,193	761	3,924	1,563	2,331	3,924
Employee/Resident		92	208	277	386	464	470	473	484	562	575	631	737	740	737	734	720	657	484	242	734	470	473	734
Reserved		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		94	402	707	1,348	1,714	2,033	2,803	2,731	2,384	2,080	2,360	2,457	3,429	4,191	4,658	4,392	2,971	1,677	1,003	4,658	2,033	2,803	4,658

CHART 6A
PEAK MONTH PARKING DEMAND BY HOUR
FUTURE PROJECT BUILDOUT WITH AMPHITHEATER EVENT

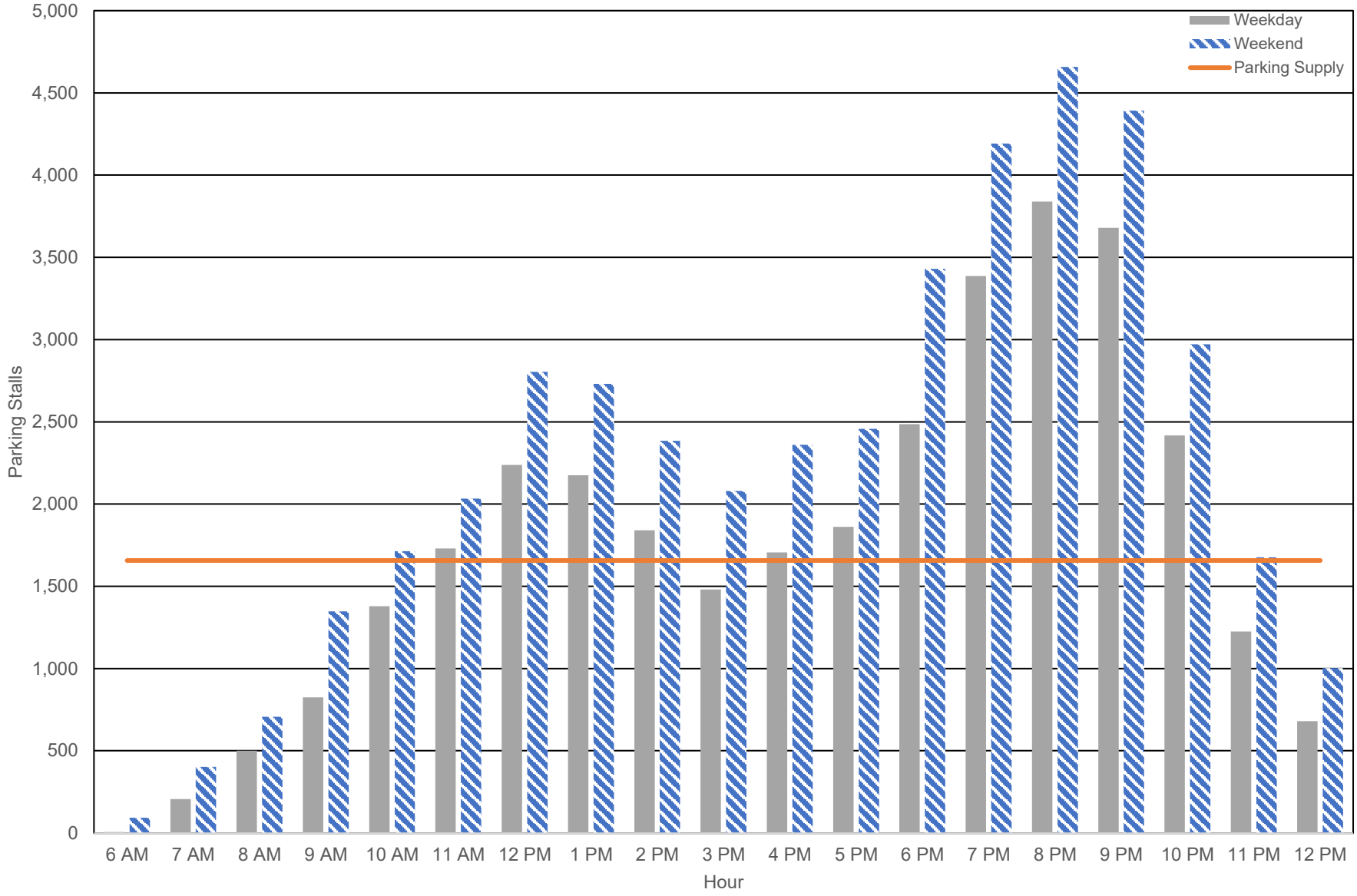


CHART 6B
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND
FUTURE PROJECT BUILDOUT WITH AMPHITHEATER EVENT

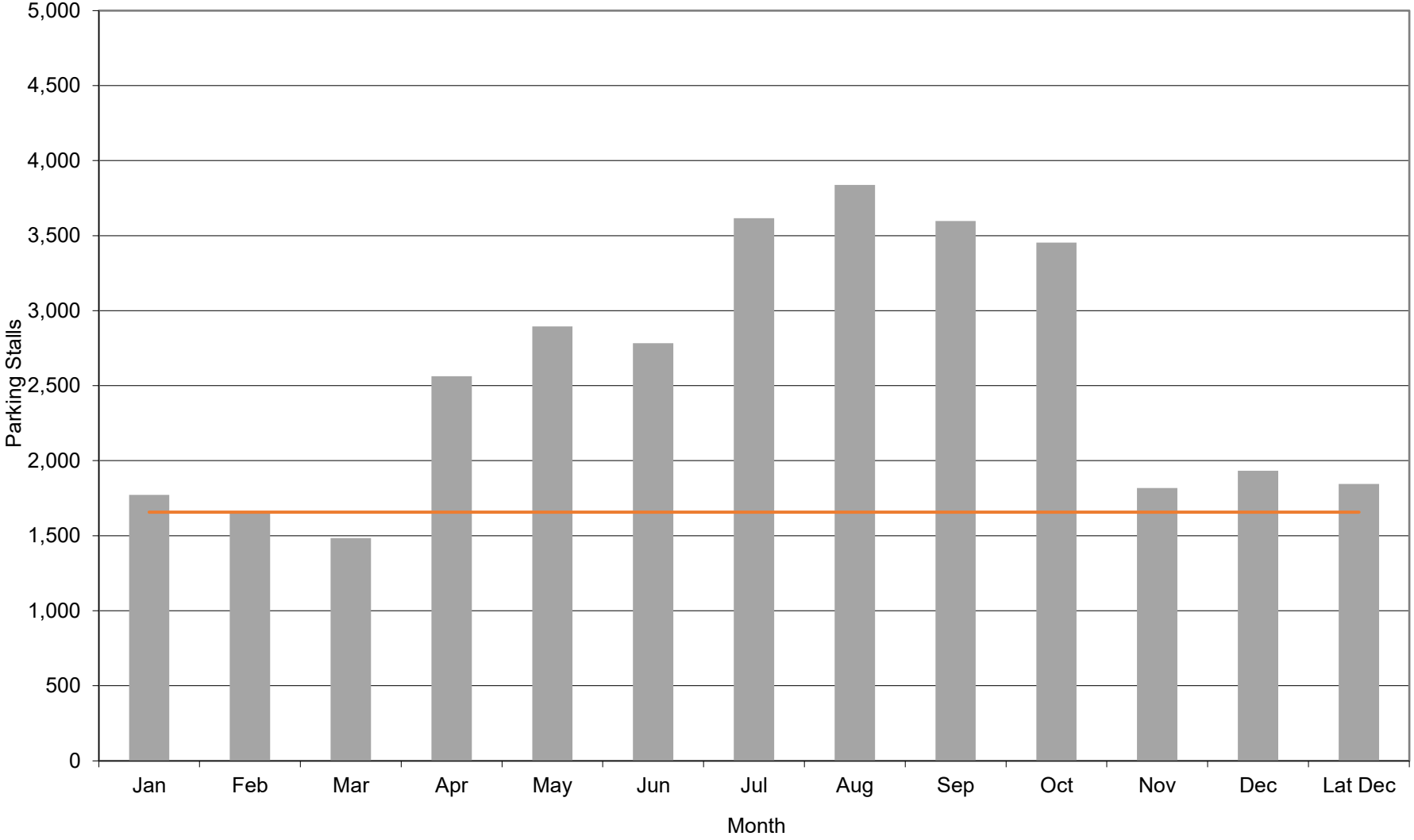


CHART 6C
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND
FUTURE PROJECT BUILDOUT WITH AMPHITHEATER EVENT

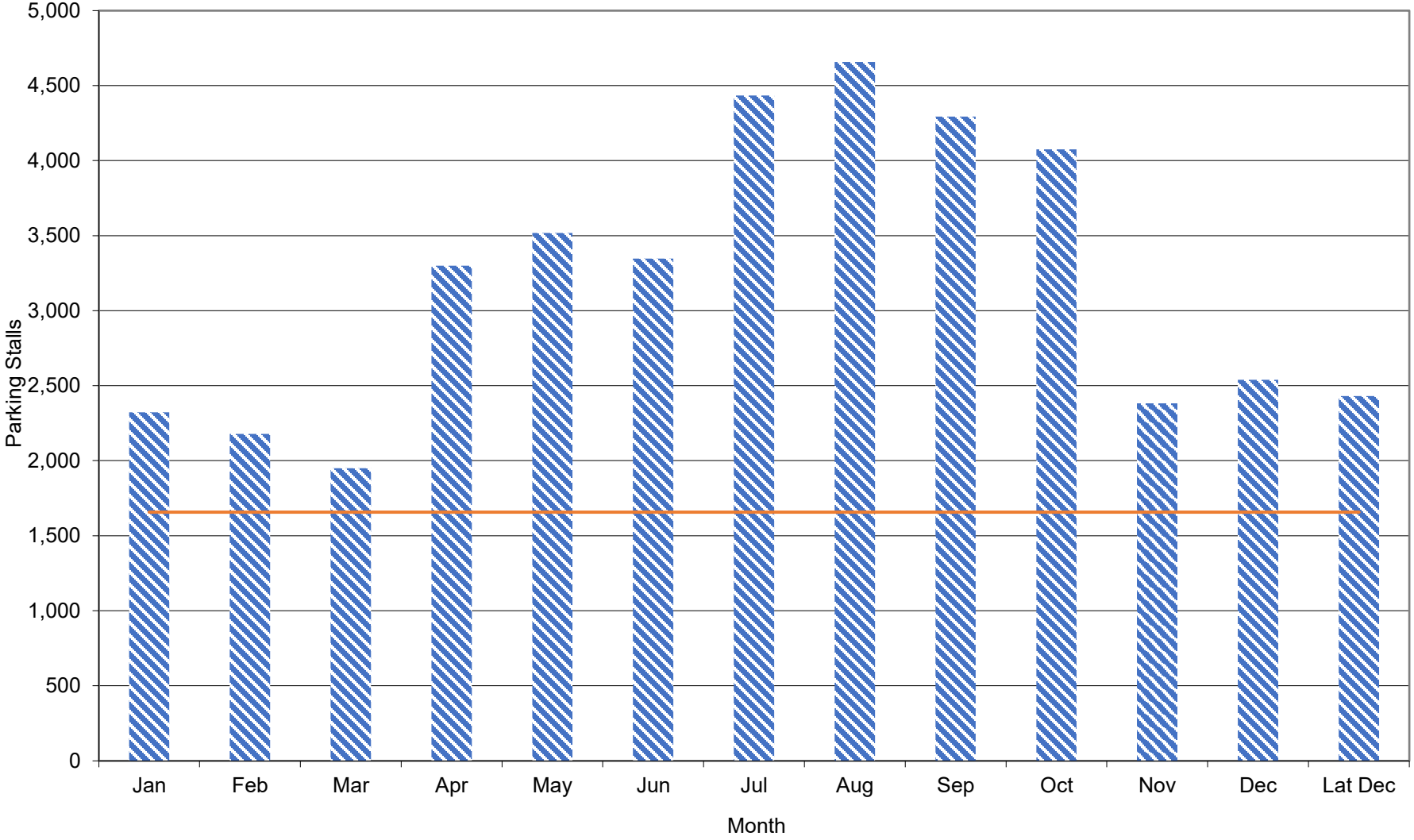


TABLE 7
PROJECTED PARKING DEMAND SUMMARY & COMPARISON TO PARKING SUPPLY

		Without Amphitheater Event				With Amphitheater Event			
		Weekday		Weekend		Weekday		Weekend	
Development Phase	**Month**	**Parking Demand**	**On-site +/-**	**Parking Demand**	**On-site +/-**	**Parking Demand**	**On-site +/-**	**Parking Demand**	**On-site +/-**
Phase 1A/1B	Peak (July / August)	1,067	593	1,524	136	2,961	**(1,301)**	3,342	**(1,682)**
	Off-Peak (April / May)	961	699	1,372	288	2,228	**(568)**	2,518	**(858)**
Phase 1A/1B/1C	Peak (July / August)	1,253	407	1,791	**(131)**	3,087	**(1,427)**	3,536	**(1,876)**
	Off-Peak (April / May)	1,128	532	1,612	48	2,324	**(664)**	2,665	**(1,005)**
Full Buildout (Phase 1A/1B/1C & 2)	Peak (July / August)	2,314	**(654)**	3,226	**(1,566)**	3,839	**(2,179)**	4,658	**(2,998)**
	Off-Peak (April / May)	2,083	**(423)**	2,904	**(1,244)**	2,895	**(1,235)**	3,518	**(1,858)**

On-site Parking Supply		**Off-site Parking Supply (Primary)**		**Off-site Parking Supply (Secondary)**		**Total Parking Supply**	
West Harbor Lot	940	22nd Street Lot	1,900	22nd Street & Miner Street Lot	429	On-site	1,660
Bluff Lot	720			Fruit Terminal	1,257	Off-site (Primary)	1,900
Sub-total	1,660			Sub-total	1,686	Off-site (Secondary)	1,686
						Total	5,246

Attachment

Parking Occupancy Survey Data

Gibson transportation consulting, inc.

MEMORANDUM TO FILE

DATE: May 20, 2024

RE: Parking Occupancy Survey, 22nd St & Miner St Lot **Ref: J1734**

On a joint call between POLA staff and the West Harbor project team on 4/22/24, POLA staff requested that a parking occupancy survey be performed at the surface parking lot located on the northwest corner of 22nd St & Miner St. The period of 5:00 PM through 8:00 PM was requested for survey on a typical weekday and Saturday.

A parking inventory was performed by staff from the West Harbor project team. The 22nd St & Miner St Lot is comprised of two sections with marked stalls providing a total of 429 spaces; the western portion of the lot provides 108 spaces and the eastern portion provides 321 spaces.

For the parking occupancy surveys, the dates of Thursday 5/16/24 and Saturday 5/18/24 were identified as representative of typical operating conditions with no events scheduled in the area. The total number of occupied spaces were counted for this survey in 30 minute intervals, for a total of eight counts.

The following summarizes the parking occupancy surveys:

Thursday 5/16/24

- The maximum observed parking occupancy was 33 spaces at 8:30 PM; this represents an overall 8% occupancy level.
- The observed parking occupancy ranged from 27 to 33 spaces and represented a 7% to 8% total occupancy level.
- The parking occupancy trend suggests that parking demand remained relatively stable over the course of the survey.

Saturday 5/18/24

- The maximum observed parking occupancy was 77 spaces at 5:00 PM; this represents an overall 18% occupancy level.
- The observed parking occupancy ranged from 37 to 77 spaces and represented a 9% to 18% total occupancy level.
- The parking occupancy trend suggests that parking demand decreased over the course of the survey.

Parking Occupancy Survey
22nd St & Miner St Parking Lots, San Pedro

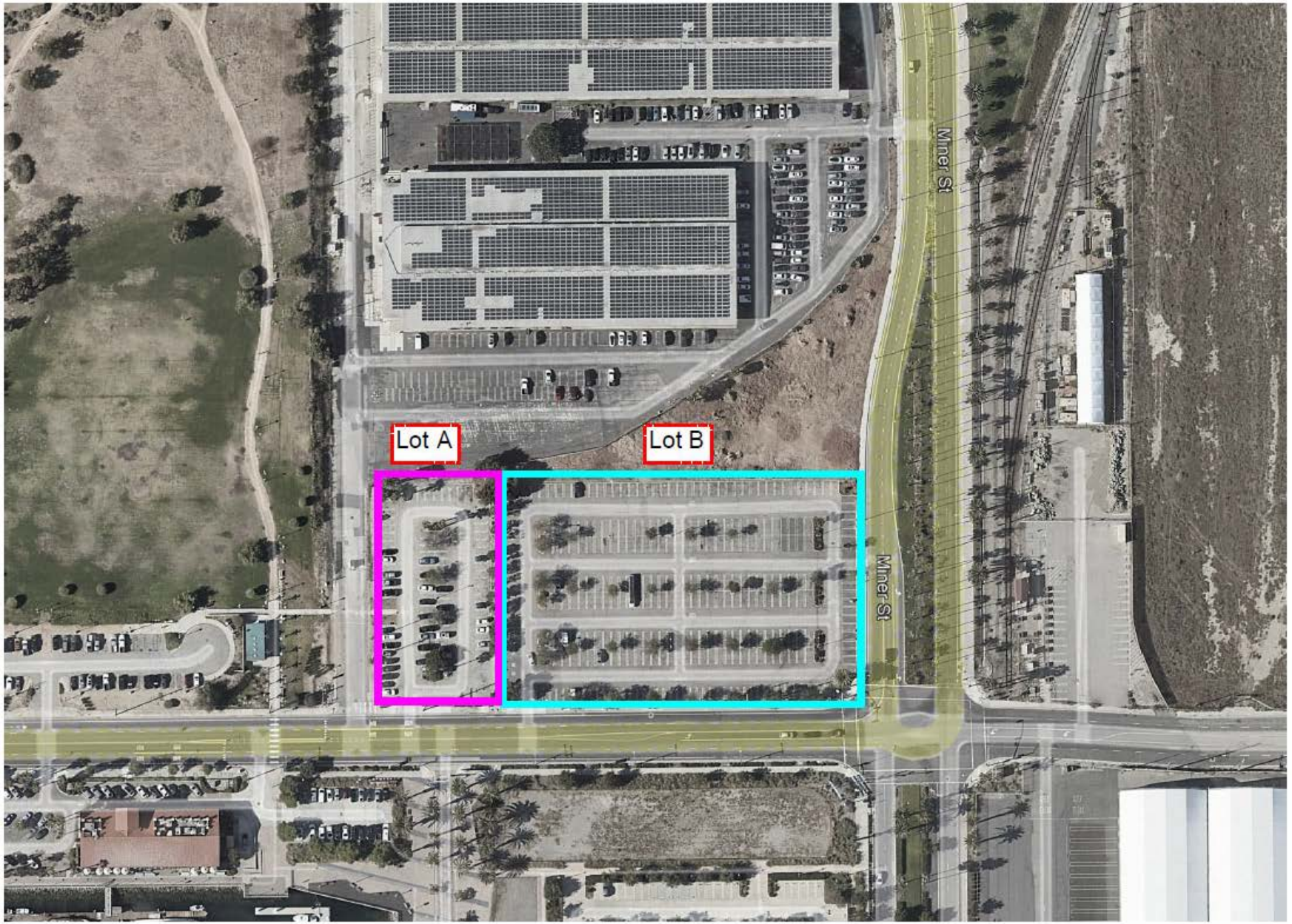
Thursday
Survey Date: 5/16/2024
Surveyor: Michael Burg

	Inventory	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM
22nd St Lot A									
Standard	105	24	26	24	22	24	24	28	32
ADA	3	0	0	0	0	0	0	0	0
Other	N/A								
Total	108	24	26	24	22	24	24	28	32
22nd St Lot B									
Standard	317	5	3	3	6	4	5	2	1
ADA	4	0	0	0	0	0	0	0	0
Other	N/A								
Total	321	5	3	3	6	4	5	2	1
Grand Total									
Standard	422	29	29	27	28	28	29	30	33
ADA	7	0	0	0	0	0	0	0	0
Other	N/A								
Total	429	29	29	27	28	28	29	30	33
Utilization		7%	7%	6%	7%	7%	7%	7%	8%

Parking Occupancy Survey
22nd St & Miner St Parking Lots, San Pedro

Saturday
Survey Date: 5/18/2024
Surveyor: Michael Burg

	Inventory	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM
22nd St Lot A									
Standard	105	65	60	58	54	53	47	39	36
ADA	3	3	3	3	1	0	0	0	0
Other	N/A								
Total	108	68	63	61	55	53	47	39	36
22nd St Lot B									
Standard	317	9	8	7	8	6	5	1	1
ADA	4	0	0	0	0	0	0	0	0
Other	N/A								
Total	321	9	8	7	8	6	5	1	1
Grand Total									
Standard	422	74	68	65	62	59	52	40	37
ADA	7	3	3	3	1	0	0	0	0
Other	N/A								
Total	429	77	71	68	63	59	52	40	37
Utilization		18%	17%	16%	15%	14%	12%	9%	9%


Lot A
Lot B
Miner St
Miner St