

**ADDENDUM TO THE
ENVIRONMENTAL IMPACT REPORT**

**CITY DOCK NO. 1
MARINE RESEARCH CENTER PROJECT**

SCH# 2010121013 / ADP# 100114-003

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EXECUTIVE SUMMARY

2 The Environmental Impact Report (EIR) for the City Dock No.1 Marine Research Center Project
3 (Project) was certified by the Los Angeles Board of Harbor Commissioners (Board) on October 18, 2012.
4 At the time of, and prior to certification, the lease timeframe for the Project was not yet known and
5 therefore the Project EIR evaluated a 30-year operational horizon starting in 2012 and ending in 2042.
6 Subsequent lease negotiations have resulted in a proposed 50-year lease, extending operations from 2042
7 to 2064 (proposed modified project). This addendum to the Project EIR serves to update the project
8 description with the proposed 50-year lease timeframe, and provides an analysis of any corresponding
9 changes in impacts that were previously described in the Project EIR.

10 Based on the analysis provided within this addendum, extending the Project's operational period by 22
11 years (i.e. 2042 to 2064) would not result in any new significant impacts or cause significant impacts
12 identified in the Project EIR to be more severe than previously disclosed. Moreover, there has not been a
13 substantial change in the circumstances under which the project is undertaken and no new information of
14 substantial importance that was not known and could not have been known at the time the Project EIR
15 was certified has been identified. Therefore, neither a subsequent EIR nor a supplemental EIR, as defined
16 under California Environmental Quality Act (CEQA) Sections 15162 and 15163, respectively, is required
17 and an addendum to the Project EIR, as permitted under Section 15164, is appropriate.

1.0

INTRODUCTION

1
2

3 **1.1 Overview**

4 This addendum to the Project EIR serves two primary purposes. First, it updates the
5 project description contained with the Project EIR to include an additional 22-year
6 operational timeframe of the Project provided under the proposed 50-year lease term.
7 This project description information was not known at the time of the Project EIR's
8 preparation and at the time of its October 18, 2012 certification.

9 Second, this addendum provides an analysis of the new Project information to
10 determine if any of the conditions listed in CEQA Guidelines Section 15162 would
11 occur. The specific conditions are provided in Section 1.2 below.

12 **1.2 CEQA and the Purpose of an Addendum**

13 The Los Angeles Harbor Department (LAHD) has prepared this addendum to the
14 Project EIR to assess the impacts associated with a proposed 22-year operational
15 extension of the Project associated with the proposed 50-year lease term. According
16 to Section 15164(a) of the State CEQA Guidelines, the lead agency or the responsible
17 agency will prepare an addendum to a previously certified EIR if changes or
18 additions are necessary, but none of the conditions described in Section 15162 calling
19 for the preparation of a subsequent or supplemental EIR have occurred. An
20 addendum need not be circulated for public review but can be included in or attached
21 to the EIR. The decision-making body must consider the addendum with the EIR
22 prior to making a decision on the project.

23 Section 15162 of the State CEQA Guidelines states that, for a project covered by a
24 certified EIR, preparation of a subsequent or supplemental EIR rather than an
25 addendum is required only if one or more of the following conditions occur:

- 26
- 27 1) Substantial changes are proposed in the project that will require major
28 revisions of the previous EIR due to the involvement of new significant
29 environmental effects or a substantial increase in the severity of previously
30 identified significant effects.
 - 31 2) Substantial changes occur with respect to the circumstances under which the
project is undertaken that will require major revisions of the previous EIR

1 due to the involvement of new significant environmental effects or a
2 substantial increase in the severity of previously identified significant effects.

- 3 3) New information of substantial importance, which was not known and could
4 not have been known with the exercise of reasonable diligence at the time the
5 previous EIR was certified as complete, shows any of the following:
- 6 a) The project will have one or more significant effects not discussed in the
7 previous EIR;
 - 8 b) Significant effects previously examined will be substantially more severe
9 than shown in the previous EIR;
 - 10 c) Mitigation measures or alternatives previously found not to be feasible
11 would in fact be feasible and would substantially reduce one or more
12 significant effects of the project, but the project proponents decline to
13 adopt the mitigation measure or alternative; or
 - 14 d) Mitigation measures or alternatives that are considerably different from
15 those analyzed in the previous EIR would substantially reduce one or
16 more significant effects on the environment, but the project proponents
17 decline to adopt the mitigation measure or alternative.

18 **1.3 Scope and Content of the Addendum**

19 This addendum has been prepared in accordance with the requirements of CEQA
20 (Public Resources Code [PRC] 21000 et seq.), and the State CEQA Guidelines
21 (California Code of Regulations [CCR] 1500 et seq.). This addendum describes the
22 affected environmental resources and evaluates the potential changes in the impacts
23 that were previously described in the Project EIR with respect to the additional 22
24 years the Project would operate.

25 The criteria for determining the significance of environmental impacts in this
26 addendum analysis are the same as those contained within the certified Project EIR.
27 The threshold of significance for a given environmental effect is the level at which
28 LAHD finds a potential effect of a proposed project to be significant. A threshold of
29 significance can be defined as a “quantitative or qualitative standard, or set of
30 criteria, pursuant to which significance of a given environmental effect may be
31 determined” (State CEQA Guidelines, Section 15064.7 [a]). Except as noted in
32 particular sections of the Project EIR, LAHD has adopted the City of Los Angeles
33 CEQA Thresholds for purposes of this addendum.

34 The analysis in this addendum focuses on the changes to the impacts that would
35 potentially occur as a result of the addition of a 22-year operating timeline. (i.e. 2042
36 to 2064). The scope of analysis contained within this addendum addresses each of
37 the environmental resource areas that were previously analyzed in the certified
38 Project EIR. The following issues are therefore evaluated in this addendum:

- 39 ■ Aesthetics
- 40 ■ Air Quality and Greenhouse Gases

- 1 ■ Biological Resources
- 2 ■ Cultural Resources
- 3 ■ Geology
- 4 ■ Groundwater and Soils
- 5 ■ Hazards and Hazardous Materials
- 6 ■ Land Use and Planning
- 7 ■ Noise and Vibration
- 8 ■ Public Services
- 9 ■ Transportation and Circulation (Ground)
- 10 ■ Transportation and Circulation (Marine)
- 11 ■ Utilities
- 12 ■ Water Quality, Sediments, and Oceanography

13 **1.4 Previous Environmental Documents**

14 **Incorporated by Reference**

15 Consistent with Section 15150 of the State CEQA Guidelines, the following
16 documents were used in preparation of this addendum and are incorporated herein by
17 reference:

- 18 ■ Port of Los Angeles. 2012, September. City Dock No.1 Marine Research
19 Center Final EIR (SCH No. 2010121013) .
- 20 ■ Port of Los Angeles. 2012, September. City Dock No.1 Marine Research
21 Center Mitigation Monitoring Report and Program.
- 22 ■ Port of Los Angeles. 2012, September. City Dock No.1 Marine Research
23 Center Findings of Fact and Statement of Overriding Considerations.
- 24 ■ Port of Los Angeles. 2012, May. City Dock No.1 Marine Research Center
25 Draft EIR (SCH No. 2010121013).

2.0

PROPOSED PROJECT MODIFICATIONS

2.1 Project Location

The Project site consists of approximately 28 acres of land within the Port near the San Pedro Community, and includes Berths 56 through 60 and Berths 70 and 71 within the San Pedro Waterfront area. The site also includes a 4.5-acre parking lot adjacent to the 28-acre site across 22nd Street and a 1.3-acre site at Berth 260, the current location of the Southern California Marine Institute (SCMI), for a total of 33.8 acres of land. At the local level, the proposed project site is bounded by the East Channel to the west, the Main Channel to the east, 22nd Street to the north, and the open water of the San Pedro Bay to the south. Local access to the site is provided by 22nd Street and Sampson Way. Figure 2-2 of the Draft EIR shows the Project site location.

2.2 Proposed Modifications

The proposed 50-year lease would not include any construction changes to the Project, nor would it include any physical changes from the project description provided in the Project EIR. It would, however, effectively extend the potential operational period of the Project from 2042 to 2064 (i.e. the proposed modified project). The same level of construction and operational buildout is anticipated, though it is possible that because the Project EIR only analyzed impacts of operations out to 2042, new impacts or impacts more severe than those previously disclosed could result from a change in the future Project area conditions by 2064. Therefore, the analysis contained within Section 3.0 below focuses on the potential change in conditions between 2042 and 2064, a time period that was not explicitly addressed in the Project EIR.

3.0

IMPACT DISCUSSION

3.1 Analysis of Impacts

This section provides an impact assessment of the project description provided in the Project EIR and updated with the current proposed 50-year lease term extending through approximately 2064. Potential impacts are limited to changes between 2042 (as assessed in the Project EIR) and 2064.

3.1.1 Aesthetics

The Project EIR determined that under both project-only and cumulative conditions there would be no impact related to the Project's potential to damage scenic resources within a state scenic highway from its construction and operation and no impact related to the Project's potential for light and glare during construction. The Project EIR determined that under both project-only and cumulative conditions there would be less-than-significant impacts on scenic vistas, existing visual character and quality, and shading during construction and operation and a less-than-significant impact from light and glare during operation. No mitigation measures were required for these less-than-significant impacts.

The proposed modified project does not change or alter any of the findings of the Project EIR's aesthetics impact assessment. The proposed modified project would not result in increases in construction or operational activity, nor would it result in any physical changes as compared to what was analyzed in the Project EIR. Therefore, the proposed modified project would not cause either a project-only or cumulatively considerable adverse aesthetics impact beyond what was already disclosed in the Project EIR. New significant environmental impacts or a substantial increase in the severity of previously identified significant effects would not occur as a result of the proposed project modification.

3.1.2 Air Quality and Greenhouse Gases

The Project EIR determined that under both project-only and cumulative conditions there would be significant and unavoidable impacts related to the Project exceeding a South Coast Air Quality Management District (SCAQMD) threshold of significance

and its production of a substantial amount of greenhouse gas (GHG) emissions during both the construction- and operation-related phases, as well as project-only significant offsite ambient air pollutant concentrations from its construction-related emissions and cumulative-related impacts from toxic air contaminants (TACs). Mitigation Measures MM AQ-1 through MM AQ-7 and MM GHG-1 were required in the Project EIR to reduce the significance of these impacts; however, even after mitigation, the impacts were determined to remain significant. At this time, there are no known mitigation measures or alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment. Similarly, there are no known mitigation measures or alternatives that are considerably different than those required by the Project EIR that would substantially reduce one or more significant effects on the environment.

The Project EIR determined that there would be less-than-significant operational impacts under the project-only and cumulative conditions related to offsite ambient air pollutant concentrations, carbon monoxide (CO) emissions from road traffic, and objectionable odors, and less-than-significant operational impacts under the project-only condition related to TACs. Overall, the Project would not conflict with or obstruct implementation of an applicable air quality plan or any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions in either the project-only condition or the cumulative condition. No mitigation measures were required for these less-than-significant impacts.

The proposed modified project does not change or alter any of the findings of the Project EIR's air quality and GHG impact assessment provided for both project-only impacts and cumulative-related impacts. Air quality impacts were analyzed in the Project EIR by evaluating the emissions associated with a peak day of activity. The Project's peak day emissions were determined to occur in 2024 when there would be an overlap of construction- and operation-related activities. Operational emissions between 2042 and 2064 would not be expected to reach these same levels because construction would be completed, and, as discussed in Section 311 of the Project EIR, cumulative traffic conditions would generally be unchanged over this period, resulting in a similar amount of vehicle emissions. Moreover, emissions within the air basin are anticipated to decrease with time as advancements in technology are implemented and future air quality standards become stricter. Thus, 2024 would still represent the worst year in terms of emissions for the proposed modified project. Therefore, air and GHG emissions associated with the extended operational period (i.e., 2042 to 2064) that would be provided by the proposed 50-year lease term would be similar to or slightly decrease when compared with the analysis contained within the Project EIR. Consequently, the proposed modified project would not result in new significant environmental impacts or a substantial increase in the severity of previously identified significant effects under either the project-only condition or the cumulative condition.

3.1.3 Biological Resources

The Project EIR determined that under both project-only and cumulative conditions there would be less-than-significant impacts after mitigation is incorporated related to

noise from pile driving (on marine life), nesting birds, and marine mammals during construction activities. Mitigation Measures MM BIO-1 through MM BIO-3 were required in the Project EIR to reduce the significance of these impacts to less-than-significant levels.

The Project EIR determined that there would be less-than-significant impacts, under both project-only and cumulative conditions, from construction- and operation-related activities related to the reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands; interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a species; disruption of local biological communities; and the permanent loss of marine habitat (during operation this is considered to result in no impact). No mitigation measures were required for these less-than-significant impacts.

The proposed modified project does not change or alter any of the findings of the Project EIR's biological resources impact assessment provided for both project-only impacts and cumulative-related impacts. The proposed modified project would not result in increases in construction or operational activity, nor would it result in any physical changes as compared to what was analyzed in the Project EIR. Moreover, the biological condition between 2042 and 2064 is anticipated to be similar to the future condition described in the Project EIR as water quality improves with continued implementation of the Water Resources Action Plan (WRAP) and future projects subject to environmental review continue to require mitigation to improve the biological resources conditions at the Port and within the harbor. Therefore, the proposed modified project would not cause either a project-only or cumulatively considerable adverse biological resources impact beyond what was already disclosed in the Project EIR. New significant environmental impacts or a substantial increase in the severity of previously identified significant effects would not occur as a result of the proposed modified project.

3.1.4 Cultural Resources

The Project EIR determined that construction and operation of the Project would result in a substantial adverse change in the significance of an historical resource. Mitigation Measure MM CR-1 (which has been completed) was required in the Project EIR to reduce the significance of this impact; however, even after mitigation, the impact remains significant. At this time, there are no known mitigation measures or alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment. Similarly, there are no known mitigation measures or alternatives that are considerably different than those required by the Project EIR that would substantially reduce one or more significant effects on the environment.

The Project EIR determined that under both project-only and cumulative conditions there would be less-than-significant impacts or no impacts on known or unknown prehistoric and historical archaeological resources, human remains, and paleontological resources. No mitigation measures were required for these less-than-significant impacts.

The proposed modified project does not change or alter any of the findings of the EIR's cultural resources impact assessment provided for both project-only impacts and cumulative-related impacts. The proposed modified project would not result in increases in construction or operational activity, nor would it result in any physical changes as compared to what was analyzed in the Project EIR. Therefore, the modified project would not cause either a Project-only or cumulatively considerable adverse cultural resources impact beyond what was already disclosed in the Project EIR. New significant environmental impacts or a substantial increase in the severity of previously identified significant effects would not occur as a result of the proposed modified project.

3.1.5 Geology

All construction- and operation-related geology impacts, under both project-only and cumulative conditions, were determined to be less than significant or to have no impact in the Project EIR. Specifically, the Project EIR determined that construction and operation of the Project would result in less-than-significant impacts or no impacts related to: fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure; tsunamis or seiches; land subsidence/ settlement; expansive soils; landslides or mudslides; and unstable soil conditions. Also, the Project would not destroy, permanently cover, or materially and adversely modify one or more distinct and prominent geologic or topographic features. No mitigation measures were required for these less-than-significant impacts.

The proposed modified project does not change or alter any of the findings of the Project EIR's geology impact assessment provided for both project-only impacts and cumulative-related impacts. The modified project would not result in any increases in construction or operational activity, nor would it result in any physical changes as compared to what was analyzed in the Project EIR. Therefore, the proposed modified project would not cause either a project-only or cumulatively considerable adverse geology impact beyond what was already disclosed in the Project EIR. New significant environmental impacts or a substantial increase in the severity of previously identified significant effects would not occur as a result of the proposed modified project.

3.1.6 Groundwater and Soils

The Project EIR determined that under both project-only and cumulative conditions construction and operation of the Project would result in less-than-significant impacts or no impacts related to: toxic substances or other contaminants; changes in the rate or direction of movement of existing contaminants, expansion of the area affected by contaminants, or increased level of groundwater contamination; a reduction in potable groundwater recharge capacity and potable water levels; or a violation of regulatory water quality standards at an existing production. No mitigation measures were required for these less-than-significant impacts.

The proposed modified project does not change or alter any of the findings of the Project EIR's groundwater and soils impact assessment provided for both project-

only impacts and cumulative-related impacts. The proposed modified project would not result in increases in construction or operational activity nor would it result in any physical changes as compared to what was analyzed in the Project EIR. Therefore, the proposed modified project would not cause either a project-only or cumulatively considerable adverse groundwater and soils impact beyond what was already disclosed in the Project EIR. New significant environmental impacts or a substantial increase in the severity of previously identified significant effects would not occur as a result of the proposed modified project.

3.1.7 Hazards and Hazardous Materials

The Project EIR determined that under both project-only and cumulative conditions there would be less-than-significant impacts with mitigation incorporated related to the construction- and operation-related phases of the Project introducing the general public to a hazard associated with offsite facilities (i.e., Mike's Marine Fueling Station). Mitigation Measure MM RISK-1 was required in the Project EIR to reduce the significance of this impact to a less-than-significant level.

The Project EIR determined that under both project-only and cumulative conditions construction and operation of the Project would result in less-than-significant impacts or no impacts related to: compliance with applicable federal, state, regional, and local security and safety regulations, and Port policies guiding Port development; interference with an existing emergency response or evacuation plan or requiring a new emergency or evacuation plan; and the accidental release, spill, or explosion of hazardous materials due to a tsunami, terrorist action, or Project-related modifications. No mitigation measures were required for these less-than-significant impacts.

The proposed modified project does not change or alter any of the findings of the Project EIR's hazards and hazardous materials impact assessment provided for both project-only impacts and cumulative-related impacts. The proposed modified project would not result in increases in construction or operational activity, nor would it result in any physical changes as compared to what was analyzed in the Project EIR. Therefore, the proposed modified project would not cause either a project-only or cumulatively considerable adverse impact related to hazards and hazardous materials beyond what was already disclosed in the Project EIR. New significant environmental impacts or a substantial increase in the severity of previously identified significant effects would not occur as a result of the proposed modified project.

3.1.8 Land Use and Planning

The Project EIR determined that under both project-only and cumulative conditions there would be less-than-significant impacts with mitigation incorporated related to the operational phase of Project introducing the general public to a hazard associated with offsite facilities (i.e., Mike's Marine Fueling Station). Mitigation Measures MM RISK-1 (same as discussed in Section 3.1.7) was required in the Project EIR to reduce the significance of this impact to a less-than-significant level.

The Project EIR determined that under both project-only and cumulative conditions construction and operation of the Project would result in less-than-significant land use and planning impacts related to: consistency with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site; and consistency with the General Plan or adopted environmental goals or policies contained in other applicable plans (construction only). No mitigation measures were required for these less-than-significant impacts.

The proposed modified project does not change or alter any of the findings of the Project EIR's land use and planning impact assessment provided for both project-only impacts and cumulative-related impacts. The proposed modified project would not result in increases in construction or operational activity, nor would it result in any physical changes as compared to what was analyzed in the Project EIR. Therefore, the proposed modified project would not cause either a project-only or cumulatively considerable adverse land use and planning impact beyond what was already disclosed in the Project EIR. New significant environmental impacts or a substantial increase in the severity of previously identified significant effects would not occur as a result of the proposed modified project.

3.1.9 Noise and Vibration

The Project EIR determined that under both project-only and cumulative conditions Project construction noise levels would exceed existing ambient exterior noise levels by 10 dBA (A-weighted decibels), resulting in a significant impact. Mitigation Measures MM NOI-1 through MM NOI-4 were required in the Project EIR to reduce the significance of these impacts; however, even after mitigation, the project-only impact and cumulative contribution were determined to remain significant. At this time, there are no known mitigation measures or alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment. Similarly, there are no known mitigation measures or alternatives that are considerably different than those required by the Project EIR that would substantially reduce one or more significant effects on the environment.

The Project EIR determined that under both project-only and cumulative conditions Project construction noise levels would not exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9 p.m. and 7 a.m. Monday through Friday, before 8 a.m. or after 6 p.m. on Saturday, or at any time on Sunday. The Project EIR also determined that under project-only and cumulative conditions the Project would not expose persons to, or generate, excessive groundborne vibration or groundborne noise levels. Finally, the Project EIR determined that Project-related operations under project-only and cumulative conditions would not result in ambient noise levels measured at the property line of affected uses increasing by 3 dBA in Community Noise Equivalent Level (CNEL) to or within the "normally unacceptable" or "clearly unacceptable category," or increasing in any way by 5 dBA or more. No mitigation measures were required for these less-than-significant impacts.

The proposed modified project does not change or alter any of the findings of the Project EIR's noise and vibration impact assessment provided for both project-only impacts and cumulative-related impacts. The proposed modified project would not result in increases in construction or operational activity, nor would it result in any physical changes as compared to what was analyzed in the Project EIR. No significant impacts would occur with the Project during operation, and because no changes to operations are proposed, only less-than-significant impacts would occur, as discussed in the Project EIR. Therefore, the proposed modified project would not cause either a project-only or cumulatively considerable adverse noise and vibration impact beyond what was already disclosed in the Project EIR. New significant environmental impacts or a substantial increase in the severity of previously identified significant effects would not occur as a result of the proposed modified project.

3.1.10 Public Services

All construction- and operation-related public services impacts were determined to be less than significant under both project-only and cumulative conditions in the Project EIR. Specifically, the Project EIR determined that construction and operation of the Project would not: substantially reduce public services such as law enforcement, emergency services, and park services; burden existing Los Angeles Police Department (LAPD) or Port Police staff levels and facilities such that the LAPD or Port Police would not be able to maintain an adequate level of service without constructing additional facilities that could cause significant environmental effects; require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service; or increase the demand for recreation and park services and facilities resulting in the physical deterioration of these facilities. No mitigation measures were required for these less-than-significant impacts.

The proposed modified project does not change or alter any of the findings of the Project EIR's public services impact assessment provided for both project-only impacts and cumulative-related impacts. The proposed modified project would not result in increases in construction or operational activity, nor would it result in any physical changes as compared to what was analyzed in the Project EIR. Therefore, the proposed modified project would not cause either a project-only or cumulatively considerable adverse public services impact beyond what was already disclosed in the Project EIR. New significant environmental impacts or a substantial increase in the severity of previously identified significant effects would not occur as a result of the proposed modified project.

3.1.11 Transportation and Circulation (Ground)

The Project EIR determined that under both project-only and cumulative conditions the Project would result in significant, but mitigable, construction-related short-term increases in truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and non-motorized travel. Mitigation Measure TC-1 was required in the Project EIR to reduce the significance of this impact to a less-than-significant level.

The Project EIR determined that operation of the Project would not substantially increase traffic volumes and degrade level of service (LOS) at intersections within the Project vicinity under any of the analyzed scenarios, including Existing plus Project, Year 2016 (Phase 1), Year 2024 (full build-out Phases 1 and 2), and Year 2042 (cumulative conditions) or in regard to operations on Congestion Management Plan (CMP) facilities. The Project EIR also determined that operation of the Project would not cause increases in demand for transit service beyond the supply of such services; result in a violation of the City's adopted parking policies; or include design elements that would result in conditions that would increase the risk of accidents, either for vehicular or non-motorized traffic. No mitigation measures were required for these less-than-significant impacts.

The proposed modified project does not change or alter any of the findings of the Project EIR's ground transportation and circulation impact assessment provided for both project-only impacts and cumulative-related impacts. The proposed project modification would not result in incremental traffic increases generated by the Project and any *potential* impacts would necessarily be limited to cumulative impacts that would occur from growth in ambient traffic conditions between 2042 and 2064. However, cumulative traffic is not anticipated to worsen between 2042 and 2064, for reasons described below.

The LOS results contained within the Project EIR indicate that only two intersections were projected to operate at LOS D or worse under year 2042 cumulative conditions (weekend peak hour only) with the Project traffic included and that would also result in an incremental volume-to-capacity ratio (V/C) change greater than 0.010 due to the Project. These two intersections are shown in the table below.

<i>Year 2042 LOS Analysis</i>			
<i>Intersection</i>	<i>Peak Hour</i>	<i>V/C (LOS)</i>	<i>Δ V/C</i>
Harbor Boulevard/7 th Street	Weekend	0.819 (D)	0.017
Harbor Boulevard/Sampson Way	Weekend	0.885 (D)	0.014

Cumulative traffic conditions between 2042 and 2064 are not anticipated to further degrade these two intersections to LOS E or F because traffic conditions in 2042 (as analyzed in the Project EIR) are projected to be similar to traffic conditions in 2064. This finding stems from the fact that traffic projections provided for year 2042 in the Project EIR are considered to be extremely conservative, for reasons described in the bullets below.

- The year 2042 traffic projections were developed using the Southern California Association of Government (SCAG) travel demand model available at the time of preparation of the Draft Project EIR, which was developed for the 2008 Regional Transportation Plan (RTP). The 2008 RTP model horizon year was 2035. SCAG, working with the State and all of the region's cities, counties, and transportation planning agencies, chose not to forecast socioeconomic growth beyond 2035 due primarily to the speculative nature of such long-term forecasting. In order to provide a conservative

estimate of 2042 conditions for the Project EIR analyses, traffic model trips generated outside the Ports of Los Angeles/Long Beach boundaries were increased slightly above the SCAG 2035 forecast.

- Compared to the 2008 RTP model, the current 2012 RTP model year 2035 trip ends for the adjacent San Pedro and Wilmington areas are now projected to be slightly lower.
- The 2012 RTP model projections are also very conservative since they do not account for the projected year 2035 trip reductions as a result of the approved 2012 RTP Sustainable Communities Strategy (SCS) element, which is a State mandate via Senate Bill 375, passed in 2008. The SCS is primarily directed at reducing vehicle miles of travel, but is also expected to reduce vehicle trips.
- Perhaps most critically, the cumulative 2042 traffic projections for the entire Ports of Los Angeles/Long Beach complex are based upon maximum capacity conditions for cargo terminals. In addition, the projections account for buildout of the high-density uses planned in the San Pedro Waterfront and Wilmington Waterfront areas, including the passenger cruise terminal and redeveloped Ports O' Call. The land use assumptions and corresponding trip generation rates contained in the San Pedro Waterfront Project EIR, and included in the Project EIR cumulative traffic assessment, are considered to be very conservative because traditional regional retail shopping center rates were applied, which likely overestimates the trips that would occur at the waterfront. Since the waterfront projects would be built out by 2042, it is not anticipated that additional traffic increases would occur between 2042 and 2064.

Therefore, the traffic volumes for 2042 represent the saturation of land use and socioeconomic factors, and are anticipated to be similar in the 2064 condition. Consequently, the cumulative traffic conditions in 2064, both with and without the Project, are not anticipated to degrade the Harbor Boulevard/ 7th St and Harbor Boulevard/Sampson Way intersections to LOS E or F. Accordingly, the proposed modified project would not cause either a project-only or cumulatively considerable ground transportation and circulation impact beyond what was already disclosed in the Project EIR. New significant environmental impacts or a substantial increase in the severity of previously identified significant effects would not occur as a result of the proposed modified project.

3.1.12 Transportation and Circulation (Marine)

All construction- and operation-related marine transportation and circulation impacts were determined to be less than significant under both project-only and cumulative conditions in the Project EIR. The Project EIR determined that construction and operation of the Project would not interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, West Basin area, East Basin area, or precautionary areas. No mitigation measures were required for this less-than-significant impact.

The proposed modified project does not change or alter any of the findings of the Project EIR's marine transportation and circulation impact assessment provided for both project-only impacts and cumulative-related impacts. The proposed modified project would not result in increases in construction or operational activity, nor would it result in any physical changes as compared to what was analyzed in the Project EIR. Therefore, the proposed modified project would not cause either a project-only or cumulatively considerable adverse marine transportation and circulation impact beyond what was already disclosed in the Project EIR. New significant environmental impacts or a substantial increase in the severity of previously identified significant effects would not occur as a result of the proposed modified project.

3.1.13 Utilities

All construction- and operation-related utility impacts were determined to be less than significant under both project-only and cumulative conditions in the Project EIR. Specifically, the Project EIR determined that the Project would not: exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; require new or expanded water entitlements; result in inadequate capacity to serve the project's projected wastewater demand; be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; and require new, offsite energy supply and distribution infrastructure, or capacity-enhancing alterations to existing facilities that are not anticipated by adopted plans or programs. No mitigation measures were required for these less-than-significant impacts.

The proposed modified project does not change or alter any of the findings of the Project EIR's utilities impact assessment provided for both project-only impacts and cumulative-related impacts. The proposed modified project would not result in increases in construction or operational activity, nor would it result in any physical changes as compared to what was analyzed in the Project EIR. Therefore, the proposed modified project would not cause either a project-only or cumulatively considerable adverse utilities impact beyond what was already disclosed in the Project EIR. New significant environmental impacts or a substantial increase in the severity of previously identified significant effects would not occur as a result of the proposed modified project.

3.1.14 Water Quality, Sediments, and Oceanography

All construction- and operation-related water quality, sediments, and oceanography impacts were determined to be less than significant or to have no impact under both project-only and cumulative conditions in the Project EIR. Specifically, the Project EIR determined that the Project would not substantially reduce or increase the amount of surface water in a water body, nor would it result in discharges that create pollution, contamination, or nuisance as defined by the California Water Code or that

cause regulatory standards to be violated. No mitigation measures were required for these less-than-significant impacts.

The proposed modified project does not change or alter any of the findings of the Project EIR's water quality, sediments, and oceanography impact assessment provided for both project-only impacts and cumulative-related impacts. The proposed modified project would not result in increases in construction or operational activity, nor would it result in any physical changes as compared to what was analyzed in the Project EIR. Therefore, the proposed modified project would not cause either a project-only or cumulatively considerable adverse water quality, sediments, and oceanography impact beyond what was already disclosed in the Project EIR. New significant environmental impacts or a substantial increase in the severity of previously identified significant effects would not occur as a result of the proposed modified project.

3.2 Conclusions

None of the conditions as described under Sections 15162 and 15163 of the State CEQA Guidelines requiring a subsequent or supplemental Project EIR have occurred. No new significant environmental effects and no substantial increase in the severity of previously identified significant effects would occur as a result of the proposed modified project. Furthermore, at this time there are no known mitigation measures or alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment identified in the Project EIR. Similarly, there are no known mitigation measures or alternatives that are considerably different than those required by the Project EIR that would substantially reduce one or more significant effects on the environment identified in the Project EIR.