

Second Addendum to the Permit Renewal for So. Cal. Ship Services Final Initial Study and Mitigated Negative Declaration

APP No. 161003-143

SCH No. 2018061043

Prepared By:

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

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1. Introduction

The So. Cal. Ship Services Final Initial Study/Mitigated Negative Declaration was adopted by the Los Angeles Board of Harbor Commissioners (Board) on September 6, 2018 (SCH# 2018061043 and APP No. 161003-143). The Board also approved the project itself, including minor improvements and expansion to the existing leasehold. The proposed project would be subject to Coastal Development Permit(s). The overall purpose of the previously approved project is to allow So. Cal. Ship Services to continue to serve both the Port of Los Angeles and the Port of Long Beach with water transport of materials, supplies and personnel, and land-based logistical support of offshore oil platforms and tank vessels. This project included the issuance of a 10-year lease, with two, five-year extension options, expansion to the site boundary, minor construction related activities, and continual maintenance of the site. Additional information on proposed construction activities and maintenance activities can be found in Section 2.1.2. The Final IS/MND was prepared by the City of Los Angeles Harbor Department (LAHD) as Lead Agency under the California Environmental Quality Act (CEQA) to address the potential environmental effects of the proposed project and recommend mitigation measures to avoid or minimize the significant effects.

The First Addendum to the So. Cal. Ship Services Final Initial Study Mitigated Negative Declaration (First Addendum) was considered by the Board of Harbor Commissioners on June 18, 2020. The First Addendum made minor alterations to the So. Cal. Ship Services proposed lease footprint and development area, as well as clarified the duration of their permit. Additionally, storm drain connections in the area to better serve the parking lot and adjacent area were also evaluated in the First Addendum. The First Addendum was prepared pursuant to the requirements of CEQA and determined no new significant impacts or an increase in severity of previously identified impacts that would occur as a result of the Revised Proposed Project in the First Addendum pursuant to CEQA Guidelines Section 15162 et seq.

The purpose of the Second Addendum to the So. Cal. Ship Services Final Initial Study Mitigated Negative Declaration (Second Addendum) is to clarify a minor boundary adjustment. This minor boundary adjustment would allow parking of passenger vehicles on an existing paved surface. The existing use of the boundary adjustment area is for parking of passenger vehicles. As such, there will be no change in use. There will be no additional square footage provided as a result of this change and no change in proposed use. The Second Addendum was prepared pursuant to the requirements of CEQA and determined no new significant impacts or an increase in severity of previously identified impacts that would occur as a result of the Revised Proposed Project in the First Addendum pursuant to CEQA Guidelines Section 15162 et seq.

2. Background

2.1.1 Facility Overview

Since 1990, So. Cal. Ship Services has been serving both Ports in the San Pedro Bay Complex with water transport of materials, supplies and personnel, and land-based logistical support to offshore oil platforms and tank vessels. So. Cal. Ship Services is a State and Federal Oil Spill Response Organization, which assists with emergency oil spill containment.

2.1.2 Previously Assessed and Approved Project

The Board adopted the Final MND, adopted a Mitigation Monitoring and Reporting Program and approved the proposed Project. The approved proposed Project contained the following components:

Construction Activities

Upgrades proposed for the site include the following:

- Paving and striping of two new, one-acre parking lots;
- Minor trenching for installation of utilities for the new parking lots;
- Installation of security fencing along the property line;
- Installation of security lighting; and
- Replacement of a utility cover on wharf.

Ongoing maintenance occurring on the site during the duration of the lease may include:

- Installation and repair to fencing;
- Repair of cracks and potholes in asphalt;
- Installation of lighting fixtures; and
- Other maintenance and repair to site as required.

In the First Addendum, So. Cal. Ship Services requested a minor modification to the footprint and development originally analyzed for the proposed Project. Figures 1 shows the Approved Project in the Final ISMND, and Figure 2 highlights the Revised Permitted Areas and the Revised Proposed Project associated with the First Addendum.

The Second Addendum clarifies a minor modification to the footprint that will not result in any additional square footage nor a change in proposed use. This minor boundary adjustment would allow parking of passenger vehicles on an existing paved surface. The existing use of the boundary adjustment area is for parking of passenger vehicles. As such, there will be no change in use. Figure 3 shows the proposed boundary adjustment associated with the Second Addendum.



Figure 1 – Approved Project from Final IS/MND



Figure 2 – Revised Proposed Project from the First Addendum

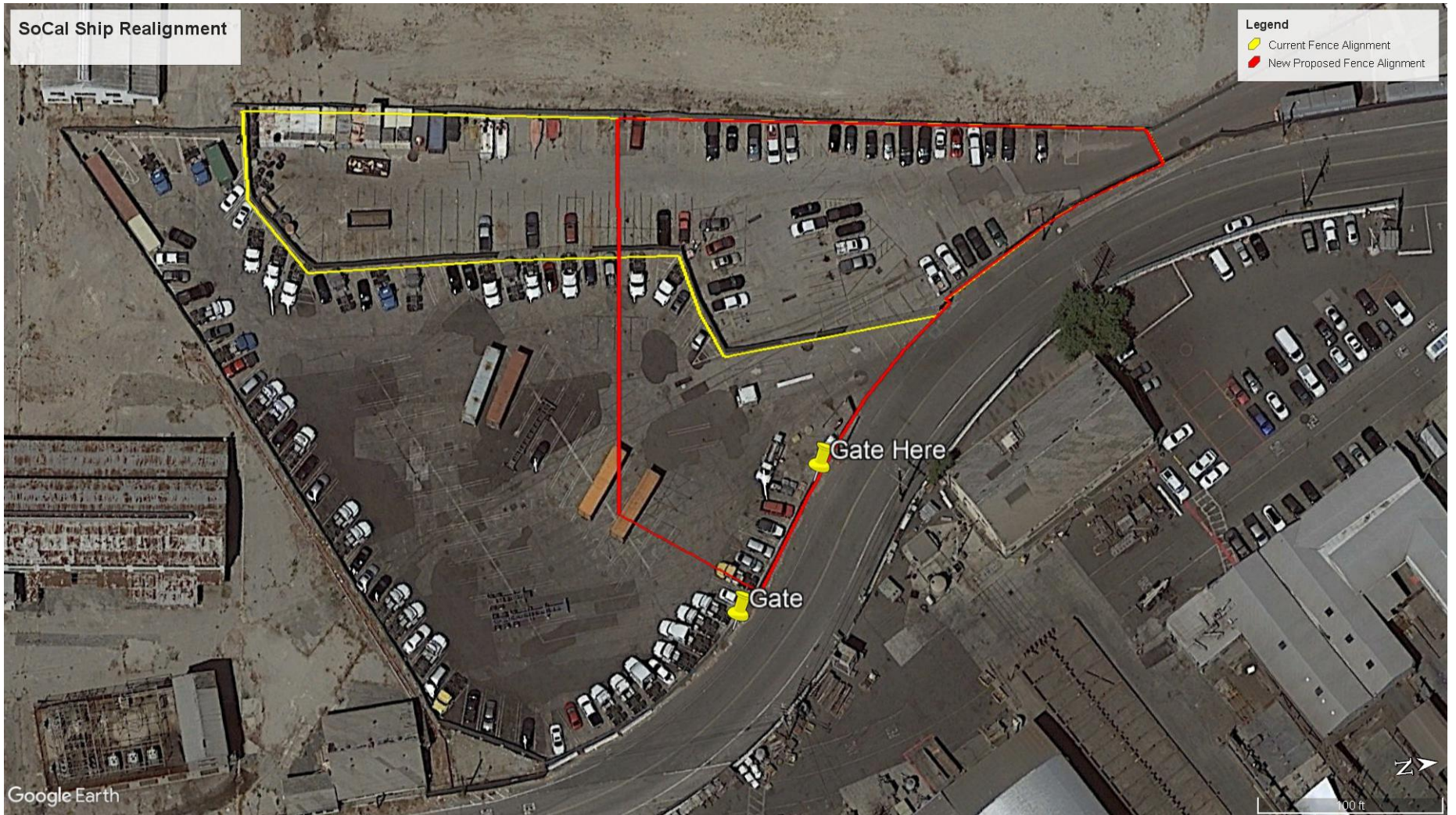


Figure 3 – Revised Leasable Area from Second Addendum

3. Revised Proposed Project

This Addendum serves to make minor alterations to the proposed lease footprint and development areas. There will be no change in proposed use or overall square footage. This minor boundary adjustment would allow parking of passenger vehicles on an existing paved surface. The existing use of the boundary adjustment area is for parking of passenger vehicles. As such, there will be no change in use. As this is just a minor administrative change and there will be no changes to impacts previously identified in the Final IS/MND and First Addendum.

4. Purpose

This Addendum has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] 21000 et seq.), and the State CEQA Guidelines (California Code of Regulation Title 14, Section 15000 et seq.), and focuses on changes to the original project description and any impacts that would occur as a result of the Revised Proposed Project. All previously identified mitigation measures for the Final MND would be incorporated into the Proposed Permit.

This analysis has determined that none of the conditions set forth in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR or negative declaration would occur as a result of the above described changes and additions. There are no new significant environmental effects and no substantial increase in the severity of previously identified significant effects that would occur as a result of the Revised Proposed Project. There are no known mitigation measures or alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment previously identified in the Final IS/MND. Similarly, there are no known mitigation measures or alternatives that are considerably different than those required by the adopted Final IS/MND that would substantially reduce one or more significant effects on the environment identified in the adopted Final IS/MND. Therefore, neither a subsequent EIR nor negative declaration, as defined under California Environmental Quality Act (CEQA) Sections 15162 is required. An Addendum to the Final MND, as permitted under Section 15164, is appropriate.

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

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

- 1) Substantial changes are proposed in the project that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR, was certified as complete or the negative declaration was adopted, shows any of the following:

- a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- b. Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

5. Scope and Content

For purposes of determining whether new or substantially more severe “significant effects” would occur under CEQA Guidelines Section 15162, the criteria for determining whether environmental effects would be significant in this analysis are the same as the significance thresholds contained within the adopted MND and First Addendum. As this is just a minor adjustment to the proposed leasable boundaries and there is no change in square footage nor proposed uses, there will be no changes to impacts previously identified in the Final IS/MND and First Addendum.

6. Previous Environmental Documents Incorporated by Reference

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

- **So. Cal. Ship Services Final Initial Study/Mitigated Negative Declaration** (SCH No. 2018061043 and APP No. 161003-143). This document addressed all potential environmental impact areas from the original project and included the full project description, existing setting, and the environmental checklist. This document determined that all areas were considered less than significant with the incorporation of mitigation measures. This document is incorporated by reference as all environmental analyses contained therein are being utilized for a comparison against the revised proposed project change to ensure that no new impact is created. This document was circulated for a 30-day public review and comment period. This document can be accessed through the Environmental Management Division at 425 S. Palos Verdes Street, San Pedro, CA or via the LAHD website under the Environmental Documents tab.
- **First Addendum to the So. Cal. Ship Services Final Initial Study/Mitigated Negative Declaration** (SCH No. 2018061043 and APP No. 161003-143). This document addressed minor alterations to the So. Cal. Ship Services proposed lease footprint and development area, as well as clarified the duration of their permit. Additionally, storm drain connections in the area to better serve the parking lot and adjacent area were also evaluated. This document determined that no new or substantially more severe “significant effects” would occur under CEQA Guidelines Section 15162. This document is incorporated by reference as all environmental analyses contained therein are being utilized for the Second Addendum to ensure that no new impact is created. This document was circulated for a 30-day public review and comment period. This document can be accessed through the Environmental Management Division at 425 S. Palos Verdes Street, San Pedro, CA or via the LAHD website under the Environmental Documents tab.

7. Required Permits and Approvals

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

- LAHD Coastal Development Permit;
- LAHD Engineering Permit;
- LAHD Permit(s) – i.e. Permit, Revocable Permit, Space Assignment, etc.;
- United States Army Corps of Engineers;
- Department of Toxic Substances Control;
- U.S. Environmental Protection Agency; and
- Any other permits that would be required from outside agencies.

8. Conclusions

The Second Addendum makes a minor adjustment to the proposed leasable boundaries with no change in overall square footage nor proposed uses. This minor boundary adjustment would allow parking of passenger vehicles on an existing paved surface. The existing use of the boundary adjustment area is for parking of passenger vehicles. As such, there will be no change in use. The impacts associated with this administrative change are the same as those identified in the Final Addendum. None of the conditions as described under Section 15162 of the State CEQA Guidelines requiring a subsequent EIR or negative declaration have occurred under the revised proposed project. No substantial changes to impact areas previously analyzed in the Final IS/MND or the First Addendum would occur as a result of the revised proposed project. Furthermore, there are no known mitigation measures or project 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 adopted Final IS/MND and First Addendum. For these reasons, the proposed modifications would create no potential adverse impacts nor substantial changes to impact areas previously analyzed in the Final IS/MND and First Addendum.

9. References

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City of Los Angeles. 2016. City of Los Angeles Mobility Plan 2035. September 7. Available at: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf. [Accessed March 16, 2020].

Los Angeles Department of Transportation (LADOT). 2019. Transportation Assessment Guidelines. July. Available at: https://ladot.lacity.org/sites/default/files/documents/ta_guidelines_-20190731_0.pdf. [Accessed March 16, 2020].

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Los Angeles Harbor Department. 2018. So. Cal. Ship Services Final Initial Study/Mitigated Negative Declaration (SCH No. 2018061043 and APP No. 161003-143).