SAN PEDRO WATERFRONT PROJECT
ENVIRONMENTAL REVIEW PROCESS SUMMARY
OCTOBER 2008

Release of the Draft Environmental Impact Statement/Draft Environmental Impact Report

The Los Angeles Harbor Department (Port) and the U.S. Army Corps of Engineers (USACE) have released the Draft Environmental Impact Report/Draft Environmental Statement (Draft EIS/EIR) for the San Pedro Waterfront. The purpose of this analysis is to inform the public of the proposed Project, alternatives, any potential environmental effects and measures identified to reduce significant environmental impacts. Community input was gathered during the scoping phase of the environmental review process and issues raised are addressed in the Draft EIS/EIR. Read on to learn more about the project and how you can get involved.

Renewing LA's Waterfront

The San Pedro Waterfront Project is focused on connecting the community with the waterfront, enhancing community- and visitor-serving commercial opportunities in and around the Port, and maintaining the Port's position as a source of economic vitality for the region.

San Pedro Waterfront Project Objectives

- Increase public access to the waterfront

  The San Pedro Waterfront will connect the community to the waterfront with new pedestrian and vehicular linkages, a waterfront promenade, and recreational and open spaces.

- Enhance community- and visitor-serving commercial opportunities along the waterfront

  Elements of the San Pedro Waterfront are designed to make Ports O'Call a regional destination, and complement revitalization efforts in downtown San Pedro.

- Meet growing cruise industry demands

  The San Pedro Waterfront Project will make the Port of Los Angeles viable to meet projected cruise industry growth by enhancing existing and creating new infrastructure to support anticipated West Coast growth in cruise demand.

- Improve transportation in and around the San Pedro Waterfront

  The Port is incorporating measures to improve vehicular access to and within the waterfront area to accommodate existing traffic and future growth.

- Grow in a sustainable manner

  The Port is committed to green growth. Sustainability policies will be reflected in project design, construction, and implementation.

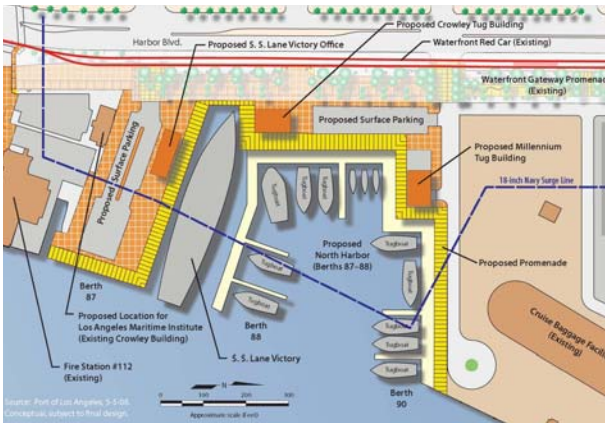
Proposed Project

See Figure 2-4 following page 2-18 in Chapter 2, Project Description, of the Draft EIS/EIR.

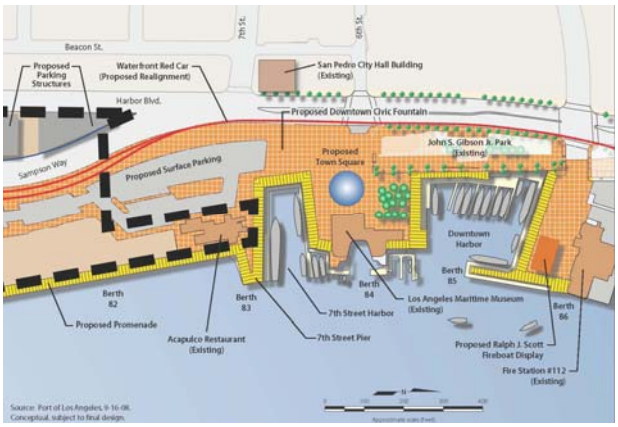
Maximizing Recreational Opportunities: Promenade, Harbors, and Open Space

The Port is proposing to develop a waterfront promenade, three new harbors, and public open spaces that include plazas, parks, and landscape and hardscape areas. As the community has voiced in many forums over recent years, pedestrian and bicycle access to the San Pedro Waterfront is an important element. Accordingly, nonvehicular access principles were incorporated to maximize access by foot or bicycle including a continuous bike path, trail connections, clearly identified pedestrian crossings, elimination of barriers such as fences for freight rail, and maintenance of water views.

North Harbor



Downtown Harbor, 7th Street Harbor, and 7th Street Pier

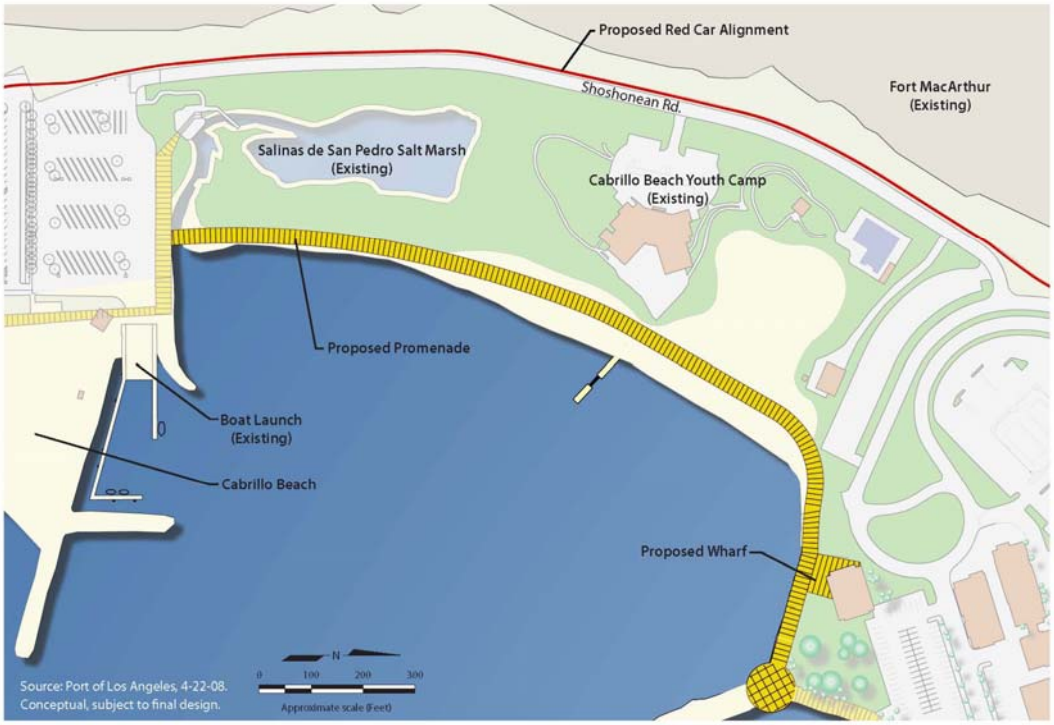


See Figures 2-9 and 2-10 following page 2-24 in Chapter 2, Project Description, of the Draft EIS/EIR.

Summary of Key Recreational Elements

Waterfront Promenade – The proposed Project would feature a continuous 8-mile long and up to 30-foot wide promenade extending throughout the entire proposed project area that would serve as a spur of the California Coastal Trail along the waterfront.

Salt Marsh and Cabrillo Beach Youth Camp Promenade



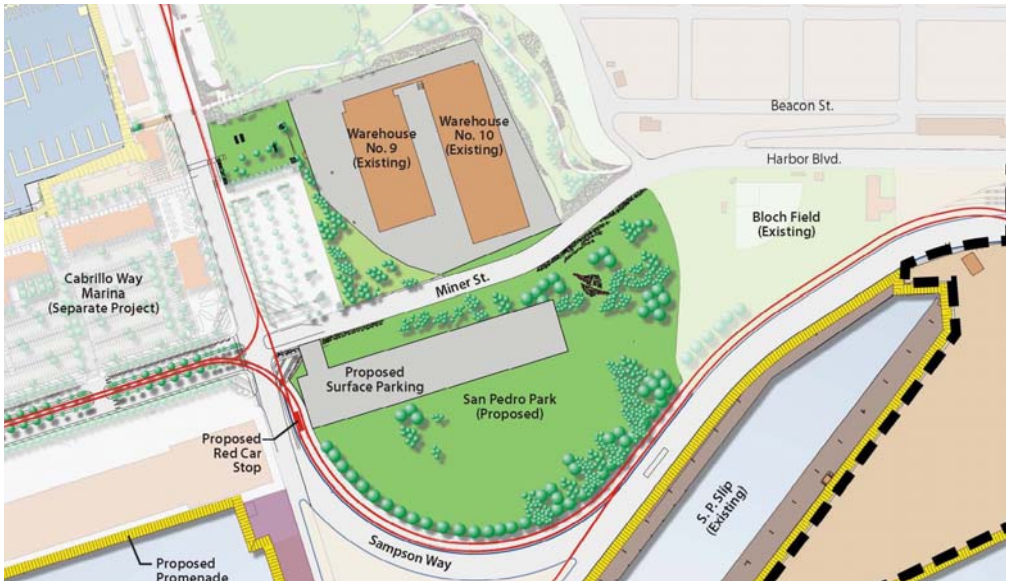
See Figure 2-8 following page 2-24 in Chapter 2, Project Description, of the Draft EIS/EIR.

New Harbor Water Cuts and 7th Street Pier – Three new harbors are proposed: the North Harbor, Downtown Harbor, and 7th Street Harbor. The North Harbor would include a 5.0-acre water cut located at Berths 87–90 to accommodate the Crowley and Millennium tugboats and the historic S.S. Lane Victory naval ship. The Downtown Harbor would include a 1.5-acre water cut to accommodate the Los Angeles Maritime Institute's TopSail Youth Program vessels, Port vessels, and other visiting ships. The 7th Street Harbor would include a 0.32-acre water cut for visiting public vessels near the Los Angeles Maritime Museum including tall ships. The 7th Street Harbor would also feature the 7th Street Pier, a public dock for short-term berthing of visiting vessels.

Open Spaces and Parks – The Town Square, a public plaza located in front of the Los Angeles Maritime Museum at the foot of 6th Street, would accommodate approximately 170 people for formal seating arrangements. The Town Square would include the Downtown Civic Fountain, a water feature designed to complement the civic setting of the nearby San Pedro City Hall Building. Approximately 27 acres of new parks would also be integrated throughout the project including the Fishermen's Park in Ports O'Call and San Pedro Park, an 18-acre "central park" designed to include an informal amphitheatre for harbor viewing, waterfront events, and concerts with lawn seating for approximately 3,000 people. Adjacent to proposed new cruise terminals in the Outer Harbor would be the Outer Harbor Park. The approximately

6-acre park would be designed to maximize harbor views (such as of Angel's Gate lighthouse), facilitate public access to the water's edge, encourage special events, and segregate park visitors from secure areas of the cruise terminals in compliance with the future security plan for the terminals. A conceptual design of the park and cruise terminal site design is located on page 6 of this guide.

San Pedro Park



See Figure 2-12 following page 2-28 in Chapter 2, Project Description, of the Draft EIS/EIR.

New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants

The proposed Project would include new development and/or redevelopment opportunities for commercial- and maritime-related uses, development of new cultural attractions, relocation and/or renewal of existing tenant leases, deindustrialization of Port lands, expansion of the cruise ship facilities, and provision of associated parking facilities.

Anticipated Growth in Cruise Operations – Cruise operations are projected to increase over time as cruise ships become larger and a higher demand for cruise vacations in the future is anticipated.

		Proposed Project	
Project Element	**CEQA Baseline (2006)**	**2015**	**2037**
Annual cruise ship calls	258	275	287
Cruise ship calls (monthly average)	22	23	24
Number of Inner Harbor berths	3*	2	2
Number of Outer Harbor berths	0	2	2
Total number of cruise ship berths	3	4	4
Annual cruise passengers**	1,150,548	1,440,946	2,257,335

Project Element	CEQA Baseline (2006)	Proposed Project	
		2015	2037
Passengers/ ship (annual average)	2,235	2,620	3,934
Maximum daily passenger throughput	14,540	20,959	31,472
Cars parking	1,840	2,875	4,317
Cars drop-off	1,064	1,663	2,497
Taxis	2,287	3,574	5,367
Buses	66	104	156
Total vehicles	5,257	8,216	12,337

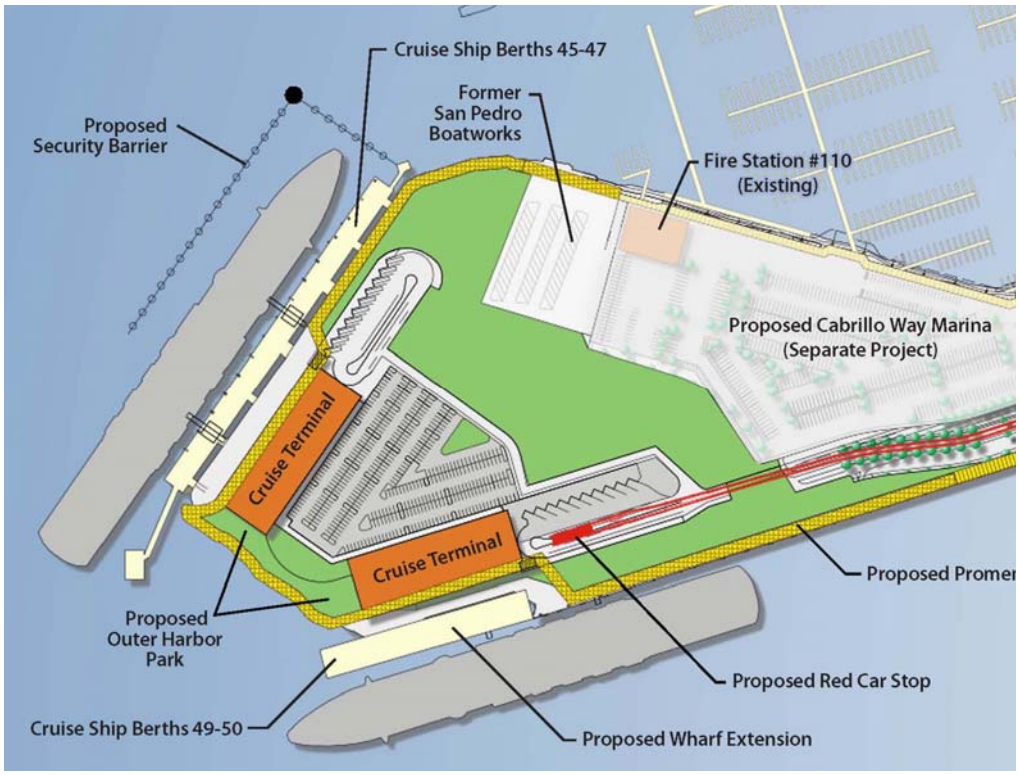
Notes:

*Non-permanent occasional-use berth at Berth 87

**Passenger quantity counts every time a passenger embarks and disembarks a cruise vessel

Berths and Terminal Facilities – In addition, two new Outer Harbor Cruise Terminals, both 2-story terminals totaling up to 200,000 square feet, would be constructed in the Outer Harbor. The Outer Harbor Cruise Terminals would incorporate green building principals designed to attain Leadership in Energy and Environmental Design (LEED) Gold status. Security measures would also be implemented as approved by the U.S. Coast Guard.

Outer Harbor Cruise Terminals and Berths

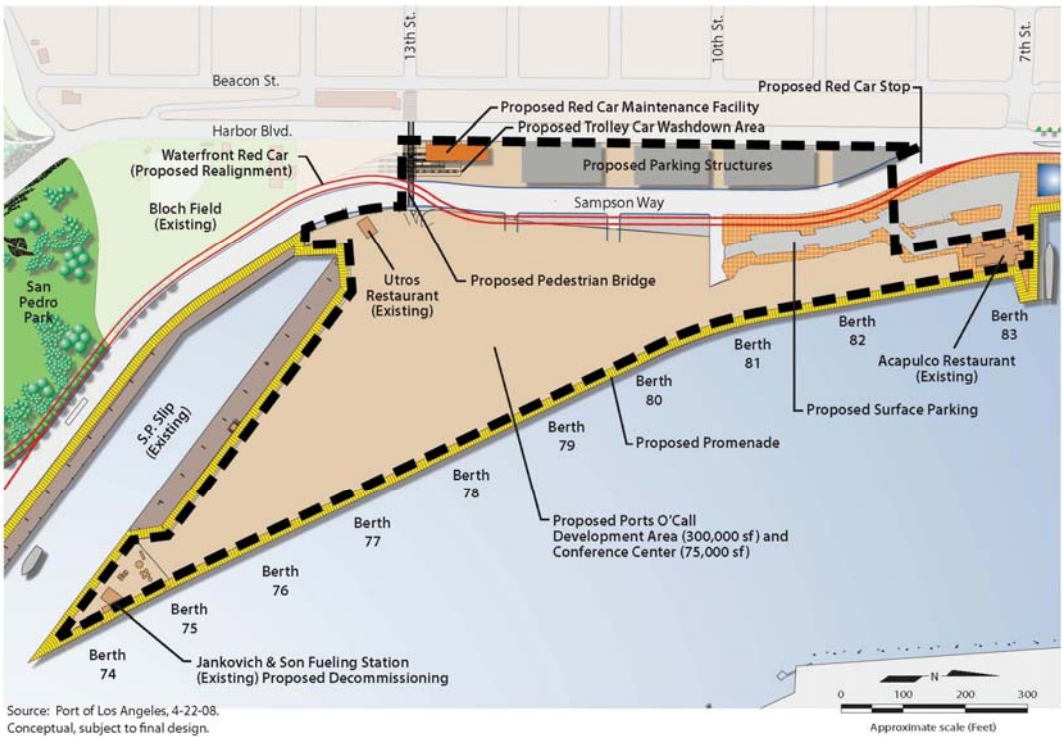


See Figure 2-11 following page 2-28 in Chapter 2, Project Description, of the Draft EIS/EIR.

Parking for Cruise Ships – Additional structured parking would be developed in the Inner Harbor to accommodate cruise passenger parking for both the Inner and Outer Harbor cruise terminals. Electric or CNG shuttle buses would transport passengers from the parking structures to the Outer Harbor.

Revitalizing Ports O' Call **–** The proposed Project would provide opportunities for upgrading the existing Ports O'Call through redevelopment and new commercial development including a conference center. The Port intends to partner with a master developer to create a cohesive design throughout the Ports O'Call redevelopment.

Ports O'Call and Southern Pacific Slip



See Figure 2-7 following page 2-22 in Chapter 2, Project Description, of the Draft EIS/EIR.

Currently containing 150,000 square feet of under-utilized property comprising commercial, retail, and restaurant uses, Ports O'Call is proposed to increase to a total of 375,000 square feet of development. Redevelopment of Ports O'Call would entail the following mix of uses:

- 175,000 square feet of commercial uses
- 125,000 square feet of restaurant use
- Up to 75,000-square-foot conference center (including 37,500 square feet to accommodate up to 1,000 attendees, averaging 300 people per event)

Parking would be provided at a number of locations within the Port and near Ports O'Call. Parking would include approximately 986 surface spaces and 1,652 spaces in four 4-level structures along the bluffs at the existing Southern Pacific Railyard. The height of the structures would be at or near the top of the bluffs with vehicular access to the top parking levels from Harbor Boulevard.

Deindustrialization of Port Lands – Some land uses are proposed for demolition in order to better serve the needs of the community and visitors to the waterfront. These include demolition of the Southern Pacific Railyard and Westway Terminal Facilities and decommissioning of the Jankovich & Son fueling station.

Proposed modifications to existing tenants and others are listed below and detailed in the Project Overview Table (Table 2-2) following page 18 in Chapter 2, Project Description, of the Draft EIS/EIR.

- Southern Pacific Railyard demolition
- New Waterfront Red Car Maintenance Facility
- New Ralph J. Scott Fireboat Museum
- Westway Terminal Facilities demolition
- Crowley and Millennium lease renewals for tugboats and office space
- Los Angeles Maritime Institute lease renewal and new building
- S.S. Lane Victory relocation to the North Harbor and development of a new visitors' center
- Jankovich & Son fueling station decommissioning
- Catalina Express relocation to Berth 94
- New fueling station at Berth 240

Transportation Improvements

The proposed Project would involve a series of transportation improvements, including expansion of existing roadways; intersection, landscape, and parking improvements; extension of the Waterfront Red Car Line; and water taxi berthing opportunities.

Summary of Key Transportation Elements

Expansion and Realignment of Sampson Way - Sampson Way would be expanded to two lanes in each direction and would curve near the Municipal Fish Market to meet with 22nd Street in its westward alignment east of Minor Street.

7th Street/Sampson Way Intersection Improvements - Sampson Way would be accessed by an enhanced four-way intersection at 7th Street. Access to Sampson Way from Harbor Boulevard via 6th Street would be eliminated to accommodate the proposed Town Square.

Harbor Boulevard - Harbor Boulevard would remain in place at its current capacity with two lanes in each direction. Proposed enhancements would be consistent with design standards for the Community Redevelopment Agency (CRA) Pacific Corridor and the City of Los Angeles Planning Department Community Design Overlay. Recommendations under consideration include consistency in street lighting design, pedestrian crossing pavement treatments, landscaping, signage, and sidewalks.

Waterfront Red Car Realignment and Extension - The Waterfront Red Car Line would be extended from its existing terminus to Cabrillo Beach, the Outer Harbor, and City Dock No. 1.

Water Taxi Connection Opportunities - Access to the proposed project area from other waterfront areas within the harbor could be facilitated by developing a number of sites for water taxi service, providing a transportation alternative to the automobile.

Project Sustainability

The San Pedro Waterfront Project demonstrates the Port's commitment to sustainability. The following project features are consistent with the Port's sustainability program and policies:

- Recycled water would be used for maintaining landscaping and water features.
- Drought-tolerant plants and shade trees would be included in the planting palette.
- Consistent with the Port's Green Building Policy, Leadership in Energy and Environmental Design (LEED) Certification (minimum Silver) would be required for all new development over 7,500 square feet, including the Outer Harbor Cruise Terminals, Ports O'Call development, office buildings, and museums.
- Sustainable engineering design guidelines would be followed in the siting and design of new development.
- Sustainable construction guidelines would be followed for construction of the project.
- Solar power would be incorporated into all new development to the maximum extent feasible. Within the proposed project area, photovoltaic panels would be integrated onto the roof of the existing cruise terminal building at Berth 93, at the proposed Inner Harbor parking structures, and at the Ports O'Call parking structures along the bluff.
- Pedestrian and bike connections would be maintained throughout the proposed project area.

One of the key features of the proposed Project is to provide enhanced public access to the waterfront. Pedestrian and bicycle access to the San Pedro Waterfront is an important element that has been discussed in many forums in recent years. These nonvehicular access principles were incorporated to maximize the opportunity to access the waterfront in numerous locations by foot or bicycle. These principles are contained in the proposed Project and all alternatives. In accordance with the Harbor Boulevard Seam Study, connections would be provided at Swinford, O'Farrell, 1st, 3rd, 5th, 6th, and 7th Streets, 13th Street (pedestrian bridge), and 22nd Street. In addition, vehicular access to the waterfront would also be provided at 1st, 3rd, 5th, 6th, and 7th Streets, while maintaining water views.

Coastal Trail Connections

What are CEQA and NEPA and How are Impacts Determined?

The California Environmental Quality Act (CEQA) was enacted by the California Legislature in 1970 and requires public agency decisions makers to consider the environmental effects of their actions. CEQA applies to projects proposed to be undertaken or requiring approval by State and local government agencies, in this case the Port of Los Angeles (Port). Proposed projects undergo an environmental review process to determine whether there may be any environmental impacts. If a proposed project has the potential to significantly affect the environment, an environmental impact report (EIR) is prepared. Similarly, the National Environmental Policy Act (NEPA), enacted by Congress in 1969, requires federal agency decision makers to document and consider the environmental implications of their actions or decisions, with the intent of helping public officials to make decisions that are based on an understanding of environmental consequences and to take actions that protect, restore, and enhance the environment. When a federal agency determines that a proposed project could result in significant environmental effects, an environmental impact statement (EIS) is prepared, which must provide full and fair discussion of anticipated significant environmental impacts.

For the proposed Project, the Port and U.S. Army Corp of Engineers (USACE) are the lead agencies responsible for conducting the environmental review process. Both have determined that there is the potential for significant environmental impacts and, therefore, a joint EIR and EIS has been prepared. This process includes the preparation of the following public documents:

- A **Notice of Intent/Notice of Preparation/(NOI/NOP)**, which announces the preparation of an EIS/EIR and presents to the public for feedback a brief project overview and likely environmental impacts.
- A **Draft EIR**, which fully analyzes the proposed Project, project alternatives, and environmental impacts. The **Draft EIS** analysis is limited to the scope of the federal project (i.e. the parts of the project that could not be built without a federal permit). Upon completion, the Draft EIS/EIR is made available for public review.
- **A Final EIR (FEIR)**, which responds to comments on the Draft EIR and is presented to the Board of Harbor Commissioners (Port decision makers) for its decision on whether or not to approve the proposed Project. The USACE prepares a **Record of Decision (ROD)** to support approval for federal permits for the project.

This summary primarily discusses CEQA impacts and mitigation, as the CEQA analysis includes the entire project and all mitigation measures. The Draft EIS/EIR fully discusses all impacts found under NEPA.

Proposed Project Impacts

An EIS/EIR is both a public disclosure document and a decision-making tool. The purpose of the environmental review process included in the EIS/EIR is to:

- Identify impacts of a proposed project on the environment
- Identify potential alternatives to the project to reduce impacts
- Indicate ways to avoid or mitigate, if possible, significant impacts

In instances where significant impacts cannot be avoided or mitigated, the project could still be approved if there are economic, legal, social, technological, or other benefits that outweigh unavoidable significant environmental effects (referred to as overriding considerations).

In EIRs, environmental impacts are determined in a step-wise process:

1. Analyze the environmental conditions when the analysis began (called baseline conditions). Normally, baseline conditions are the conditions at the time the notice of preparation (NOP) is provided to the public. The revised NOP for the San Pedro Waterfront Project was released in December 2006.
2. Analyze the environmental conditions over the life of a project. The end of the planning horizon for the San Pedro Waterfront Project is 2037.
3. Compare baseline and project conditions. The difference between baseline and project conditions (the delta) is compared to thresholds. At the Port, we use a threshold guideline established by the City of Los Angeles (the City of Los Angeles CEQA guidelines, which include the South Coast Air Quality Management District's (SCAQMD) air emissions thresholds).
4. If the delta exceeds the threshold, the impact is considered **significant**. If the delta does not exceed the threshold, the impact is considered **less than significant**.

If the analysis finds that there are significant impacts, feasible mitigation measures, if available, are applied to reduce the impacts. If mitigation is not able to reduce impacts below the threshold, impacts remain **significant and unavoidable**. The following is a summary of the environmental impacts that would be created by the construction and operation of the proposed Project, if approved.

Summary of Proposed Project Impacts

Unavoidable Significant Impacts

- Aesthetics
- Air Quality
- Biological Resources
- Geology
- Noise
- Recreation
- Transportation (Ground)
- Water Quality, Sediments, and Oceanography

Less-than-Significant Impacts after Mitigation

- Cultural Resources
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use and Planning
- Utilities and Public Services

Less-than-Significant Impacts

- Marine Transportation and Navigation

Project Mitigation

Mitigation measures have been applied to the greatest extent feasible to reduce project impacts. Project mitigation includes aggressive measures to reduce air emissions, such as the use of alternative maritime power (AMP) and low sulfur fuel (0.2% in main engines, auxiliary engines, and boilers). Measures to reduce greenhouse gas emissions include the use of solar panels, LEED-certified new development, and regular energy audits. A complete list of mitigation measures applied across all impact areas is provided below. ** For a more complete description of project elements and mitigation measures, view the Draft EIS/EIR at www.portoflosangeles.org.*

Aesthetics
- AES-1. Landscape Planning

Air Quality
- AQ-1. Harbor Craft Engine Standards
- AQ-2. Dredging Equipment Electrification
- AQ-3. Fleet Modernization for Onroad Trucks
- AQ-4. Fleet Modernization for Construction Equipment
- AQ-5. Additional Fugitive Dust Controls
- AQ-6. Best Management Practices
- AQ-7. General Mitigation Measure
- AQ-8. Special Precautions near Sensitive Sites
- AQ-9. Alternative Maritime Power (AMP) for Cruise Vessel
- AQ-10. Low-Sulfur Fuel
- AQ-11. Vessel Speed-Reduction Program
- AQ-12. New Vessel Builds
- AQ-13. Clean Terminal Equipment
- AQ-14. LNG-Powered Shuttle Busses
- AQ-15. Truck Emission Standards
- AQ-16. Truck Idling-Reduction Measure
- AQ-17. AMP for Tugboat
- AQ-18. Engine Standards for Tugboat
- AQ-19. Tugboats Idling Reduction
- AQ-20. Catalina Express Ferry Idling Reduction Measure
- AQ-21. Catalina Express Ferry Engine Standards
- AQ-22. Periodic Review of New Technology and Regulations
- AQ-23. Throughput Tracking
- AQ-24. General Mitigation Measure
- AQ-25. Recycling
- AQ-26. Leadership in Energy and Environmental Design
- AQ-27. Compact Fluorescent Light Bulbs
- AQ-28: Energy Audit
- AQ-29. Solar Panels
- AQ-30. Tree Planting

Public Services
- PS-1. Coordinate with law enforcement agencies
- PS-2: Recycle construction materials
- PS-3: Use materials with recycled content
- PS-4: Comply with AB 939
- PS-5: Employ water conservation and wastewater reduction measures
- PS-6: Employ energy conservation measures

Recreation
- REC-1. Maintain pedestrian access during construction
- REC-2. Maintain bicycle access during construction
- REC-3. Maintain parking during construction
- REC-4. Maintain vehicle access during construction
- REC-5. Maintain boat ramp access during construction
- REC-6. Maintain access to open waters of the harbor during construction
- REC-7. Maintain docking space and dock access during construction

Transportation (Ground)
- TC 1: Develop and implement a Traffic Control Plan throughout proposed project construction
- TC 2. Prohibit weekday peak period parking on Gaffey Street
- TC-3. Modify southbound approach to Gaffey Street and 9th Street
- TC 4. Install traffic signal at Gaffey Street and 6th Street
- TC 5. Modify northbound and southbound approaches at Miner Street and 22nd Street
- TC 6. Prohibit parking on Harbor Boulevard
- TC-7. Modify Harbor Boulevard at 6th Street
- TC-8. Modify Harbor Boulevard at 5th Street
- TC-9. Modify Harbor Boulevard at 1st Street
- TC 10. Modify eastbound approach to Harbor Boulevard and 7th Street
- TC 11. Reconfigure Harbor Boulevard and

Biology

- BIO-1. Monitor and manage turbidity
- BIO-2. Conduct nesting bird surveys
- BIO-3. Avoid marine mammals
- BIO-4. Enhance and expand Salinas de San Pedro Salt Marsh
- BIO-5. Prepare a mitigation and monitoring plan for the Salinas de San Pedro Salt Marsh
- BIO-6. Dispose sediment

Cultural Resources

- CR-1: Generate treatment plan and conduct archaeological testing for Mexican Hollywood prior to construction
- CR-2a: If additional California Register–eligible deposits associated with Mexican Hollywood are identified, redesign project to ensure preservation in place
- CR-2b: Conduct Data Recovery
- CR-3: Monitor ground disturbance in the vicinity of known archaeological sites CA-LAN-145 and CA-LAN-146
- CR-4: Stop work if cultural resources are discovered during ground disturbing activities
- CR-5: Develop a program to mitigate impacts on nonrenewable paleontologic resources prior to excavation or construction of any proposed project components

Geology

- GEO-1. Emergency response planning

Groundwater and Soils

- GW 1. Complete site remediation
- GW 1a. Remediate the former GATX site in Area E
- GW 1b. Remediate former oil wells in Area A
- GW-1c. Abandon and remove Navy fuel surge line
- GW 2. LAHD will prepare a contamination contingency plan for non-specific facilities

Hazards and Hazardous Materials

- RISK 1. Removal of all hazardous materials with flashpoints below 140 degrees from Mike's fueling station

Noise

- NOI-1. Construct temporary noise barriers, use quiet construction equipment, and notify residents

Swinford Street/SR-47 eastbound ramps

- TC-12. Reconfigure Harbor Boulevard at O'Farrell Street
- TC 13. Install signal at Harbor Boulevard and 3rd Street
- TC 14. Modify eastbound and westbound approaches at Gaffey Street and 13th Street
- TC 15-a. Offset loss of parking through reconfiguration or expansion of parking elsewhere in the vicinity
- TC 15-b. Design the southern portion of this extension to minimize disruption to the existing parking lots
- TC 15-c. Align the southern segment of the Cabrillo Beach extension behind the Cabrillo Marine Aquarium
- TC 16. Install a signal at the intersection of Harbor Boulevard and 3rd Street
- TC 17. Ensure that traffic signals at cross street locations have protected left-turn phases and active "No Right Turn" signs
- TC 18. Provide traffic control on approach streets to rail line to prevent motorists from stopping on tracks
- TC-19-a. Prohibit left turns across tracks on existing and proposed streets
- TC-19-b. Reduce streetcar operating speeds
- TC-20. Combine lower levels of proposed parking structures to reduce potential conflict points along Sampson Way.
- TC-21. Signalize the reconfigured intersection of Signal Street/Sampson Way
- 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
- 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
- TC 24. Design pavement markings and signage in station areas to clearly direct pedestrians to the desired routes.
- TC 25. Construct new sidewalks to allow for the orderly movement of pedestrians
- 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

Project Alternatives

An EIS and EIR must evaluate a reasonable range of alternatives to a proposed project. The following seven alternatives were analyzed at an equal level of detail to compare the merits of the alternatives and identify an environmentally superior alternative:

- Proposed Project
- Alternative 1–Alternative Development Scenario 1
- Alternative 2–Alternative Development Scenario 2
- Alternative 3–Alternative Development Scenario 3 (Reduced Project)
- Alternative 4–Alternative Development Scenario 4
- Alternative 5–No-Federal-Action Alternative
- Alternative 6–No-Project Alternative

See the tables on the following page for a comparison of the project elements among each of the alternatives, including the differences related to cruise ship facilities and operations.

A number of locations for cruise ship berths were identified during plan development and the scoping process. Three project alternatives considered but withdrawn include the following alternative cruise ship berthing locations:

- Cruise Ship Berth at Berths 66–67 (South of Warehouse No. 1)
- Alternative Cruise Ship Berth at Berths 69–72 (Adjacent to Warehouse No. 1)
- Alternative Cruise Ship Berth at Berths 75–79 (Ports O'Call)

The Port began formally planning for the San Pedro Waterfront in 2001. Since that time, a number of planning reports and policies have been produced by a number of organizations, including the Waterfront Access Taskforce for the Community and Harbor (WATCH), Urban Land Institute (ULI), and the San Pedro Coordinated Plan Subcommittee of the Port Community Advisory Committee (PCAC). In 2003, the Port hired EE&K/Gafcon to develop the San Pedro Waterfront and Promenade from Bridge to Breakwater Master Development Plan. In 2005, the Port initiated the environmental review process for the Project based on this plan and several alternatives. Based on the comments received during scoping, the Port revised the design for the waterfront. A new proposed Project was developed that emphasized public enhancements and infrastructure, incorporated common elements from the previous alternatives, removed the hotels proposed in the previous plan, and reduced the level of development. Please refer to page 2-17 of the Project Description in the Draft EIS/EIR for further discussion regarding the elements carried forward from previous alternatives. These changes resulted in the proposed San Pedro Waterfront Project and the project alternatives that are described next in more detail.

Please refer to pages ES-60 through ES-65 of the Executive Summary and pages 2-60 through 2-65 of Chapter 2, Project Description, of the Draft EIS/EIR for a more detailed discussion of the alternatives considered but eliminated from further analysis.

Elements	Existing Conditions (CEQA Baseline)	Proposed Project	Alternative 1	Alternative 2	Alternative 3 (Reduced Project)	Alternative 4	Alternative 5 (No-Federal-Action Alternative)—NEPA Baseline	Alternative 6 (No-Project Alternative)
PROMENADE, HARBORS, AND OPEN SPACE								
Waterfront Promenade	Exists in Cabrillo Marina Phase I only; existing waterfront uses vary, including marina slips along the POC waterfront, SP Slip, Westway Terminal, City Dock No. 1 with warehouses, youth camp, and salt marsh	30-foot-wide multi-use path and boardwalk with landscaping, seating, lighting, railing, and pedestrian signage, implementing the California Coastal Trail; marina slips in POC to be replaced at Cabrillo Way Marina; mudflat habitat shaded by deck plaza; "working" promenade to be developed along SP Slip; around City Dock No. 1 near Warehouse No. 1, in the Outer Harbor; would be elevated along the youth camp and the salt marsh	Same as proposed Project	Same as proposed Project, with the exception of the area near the youth camp and salt marsh where the promenade would extend along the east side of Shoshonean Way, rather than along the waterfront	Same as proposed Project	Same as proposed Project	No promenade over water at North Harbor, Downtown Harbor, 7th Street Harbor, 7th Street Pier, Ports O' Call, or City Dock No. 1; no change to mudflat at Berth 78; no demolition of marinas in Ports O'Call area. The promenade along the youth camp and salt marsh would extend along the east side of Shoshonean Way, rather than along the waterfront (as in Alternative 2)	No new promenade areas would be created; promenade would be created at Cabrillo Beach, along Shoshonean Drive, within Ports O'Call as the "Paseo" on the landside, and the Federal Breakwater (as approved under Waterfront Enhancements Project); no change to mudflat at Berth 78; no demolition of marinas in Ports O'Call area
North Harbor	Currently occupied by Berths 87–90 (former Omni Terminal), currently used as occasional 3rd cruise berth	5.0-acre water cut to accommodate tugboats, visiting historic and naval vessels, and S.S. Lane Victory	Same as proposed Project	Same as proposed Project	Same as proposed Project	This project element is not included in Alternative No. 4; current use as a cruise berth would continue	This project element is not included in Alternative No. 5; current use as a cruise berth would continue	No development of North Harbor; current use as a cruise berth would continue
Downtown Harbor	Currently occupied by LAMI, Port vessels, TopSail, Crowley tugboats, surface parking, and landscaping	1.50-acre water cut with modifications to Berth 86 to accommodate LAMI, Port vessels, other visiting ships; demolish temporary TopSail facility, surface parking, and landscaping	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	This project element is not included in Alternative No. 5; current use by LAMI, Port vessels, TopSail, surface parking, and landscaping will continue; Town Square will be developed as approved in the Waterfront Enhancements Project	No development of Downtown Harbor; current use by LAMI, Port vessels, TopSail, surface parking, and landscaping would continue; Town Square would be developed as approved in the Waterfront Enhancements Project
7th Street Harbor	Porte-cochere and parking area for Acapulco Restaurant	0.32-acre water cut for visiting vessels	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	This project element is not included in Alternative No. 5; current use as Porte-cochere and parking area for Acapulco Restaurant would continue	No development of 7th Street Harbor; current use as porte-cochere and parking area for Acapulco Restaurant would continue
7th Street Pier	Porte-cochere and parking area for Acapulco Restaurant	Public dock for short-term berthing of visiting vessels; demolish part of Acapulco parking and floating dock; 12 slips replaced in Cabrillo Way Marina	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	This project element is not included in Alternative No. 5; current use as Porte-cochere and parking area for Acapulco Restaurant would continue	No development of 7th Street Pier; current use as porte-cochere and parking area for Acapulco Restaurant would continue
Town Square	Currently occupied by parking for Maritime Museum and TopSail	0.79-acre public plaza with decorative surface and promenade; demolish part of 6th Street, sidewalks, and surface parking	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Town Square would be developed as approved in the Waterfront Enhancements Project
Downtown	Parking and	Water feature in Town Square area	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No development of Downtown

Elements	Existing Conditions (CEQA Baseline)	Proposed Project	Alternative 1	Alternative 2	Alternative 3 (Reduced Project)	Alternative 4	Alternative 5 (No-Federal-Action Alternative)—NEPA Baseline	Alternative 6 (No-Project Alternative)
Civic Fountain	circulation area near Maritime Museum							Water Feature; continued use as parking and circulation area near Maritime Museum
John S. Gibson Jr. Park	Existing memorial park	Hardscape, landscaping, lighting, and interpretive improvements	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No improvements to existing John S. Gibson Jr. Park
Pedestrian and Waterfront Access Linkages	Existing pedestrian waterfront access only at Ports O'Call and near Maritime Museum (not formalized)	Pedestrian crossing across Harbor Boulevard and Sampson Way; pedestrian bridge at 13th Street (land bridge using proposed Waterfront Red Car Maintenance Facility); pedestrian and waterfront access at Swinford, O'Farrell, 1st, 3rd, 5th, 6th, and 7th Streets; vehicular access at 1st, 3rd, 5th, 6th, 7th, and 13th Streets	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No improvements to pedestrian and waterfront linkages
Fishermen's Park	Existing underutilized commercial structures in Ports O'Call	3 acres within POC	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No development of Fishermen's Park in Ports O'Call
Outer Harbor Park	Existing Omni Terminal	6-acre open space park with landscaping, hardscape, lighting, and benches; 60 parking spaces	Same as proposed Project	6-acre park to be constructed on top of Outer Harbor Cruise Terminal parking structure	Same as proposed Project	Same as proposed Project	Same as proposed Project	No development of Outer Harbor Park
San Pedro Park	Underutilized vacant land, existing Waterfront Red Car Maintenance Facility; Warehouses No. 9 and 10; temporary special event overflow parking	18 acre "central park" with landscaping and hardscape areas (expansion of approved 22nd Street Park under the Waterfront Enhancements Project); 500 parking spaces	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No development of San Pedro Park
Reuse of Warehouses Nos. 9 and 10	Existing warehousing operations for Crescent Warehouse	Reuse for low-intensity community-serving commercial or educational uses that would complement the recreational uses of San Pedro Park; approximately 200 spaces would be provided around the buildings for the reuse of the Warehouses.	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Warehouse operations would continue into the foreseeable future; may be vacated in the future with no reuse
NEW DEVELOPMENT, REDEVELOPMENT, CULTURAL ATTRACTIONS, AND MODIFICATIONS TO EXISTING TENANTS								
CRUISE SHIP FACILITIES								
Berths and Terminal Facilities								
Cruise Berths	Two Inner Harbor permanent berths and one occasional Inner Harbor 3rd berth Berth 93—1,000	Two Inner Harbor with no construction; two Outer Harbor with new catwalk at Berths 45–47; and wharf extension at Berths 49–50	Two Inner Harbor; one Outer Harbor Berth 93—1,000 linear feet Berths 91–92—1,250 linear	Same as proposed Project Berth 93—1,000 linear feet Berths 91–92—1,250 linear feet	Two Inner Harbor; one Outer Harbor Berth 93—1,000 linear feet Berths 91–92—1,250	Three Inner Harbor; no Outer Harbor berths Berth 93—1,000 linear feet	Three Inner Harbor berths remain (no new wharf work); no Outer Harbor berths; Berth 46 would continue as a lay berth	Three Inner Harbor berths remain; no Outer Harbor berths; Berth 46 would continue as a lay berth

Elements	Existing Conditions (CEQA Baseline)	Proposed Project	Alternative 1	Alternative 2	Alternative 3 (Reduced Project)	Alternative 4	Alternative 5 (No-Federal-Action Alternative)—NEPA Baseline	Alternative 6 (No-Project Alternative)
	linear feet Berths 91–92—1,000 linear feet Berths 87–90—1,000 linear feet	Berth 93—1,000 linear feet Berths 91–92—1,250 linear feet Berths 45–47—1,250 linear feet Berths 49–50—1,250 linear feet	feet Berths 45–47—1,250 linear feet	Berths 45–47—1,250 linear feet Berths 49–50—1,250 linear feet	linear feet Berths 45–47—1,250 linear feet	Berths 91–92—1,000 linear feet Berths 87–90—1,000 linear feet	Berth 93—1,000 linear feet Berths 91–92—1,000 linear feet Berths 87–90—1,000 linear feet	Berth 93—1,000 linear feet Berth 91–92—1,000 linear feet Berths 87-90—1,000 linear feet
Inner Harbor Terminals	Two existing terminals serving two permanent and one occasional-use Inner Harbor berths at Berths 87—93	No change to Inner Harbor Terminals	Demolish Berth 91 Terminal; build 200,000-square-foot terminal to serve Berths 91–92	Same as proposed Project	Same as proposed Project	Demolish Berth 91 Terminal; rebuild 200,000-square-foot terminal to serve Berths 91 and 87	Demolish Berth 91 Terminal; rebuild 200,000-square-foot terminal to serve Berths 91 and 87	Existing baggage handling facility could act as terminal for existing Berth 87
Outer Harbor Terminal	Existing Omni Terminal	Two new 100,000-square-foot terminals serving two berths	New 100,000-square-foot terminal serving one berth	Same as proposed Project	New 100,000-square-foot terminal serving one berth	No Outer Harbor Terminal	This project element is not included in Alternative No. 5; existing Omni Terminal would remain operational	No development of Outer Harbor Terminal; existing Omni Terminal would remain operational
Parking for Cruise Ships								
Inner Harbor Parking (Berths 91–93)	Existing cruise surface parking	4,600 spaces located in two new 4-level structures (dedicated to Catalina and Inner and Outer Cruise Terminals) covering a 9.1-acre footprint and at surface parking areas at the Cruise Center	3,325 spaces locate in two new 3-level structures covering 9.1-acre footprint and at surface parking areas at the Cruise Center	3,100 spaces located in two new 3-level structures covering 9.1-acre footprint and at surface parking areas at the Cruise Center	3,325 spaces located in two new 3-level structures covering 9.1-acre footprint and at surface parking areas at the Cruise Center	3,525 spaces located in one new 4-level structure covering a 4.3-acre footprint and at surface parking areas at the Cruise Center	3,525 spaces located in one new 3-level structure covering 4.3-acre footprint and at surface parking areas at the Cruise Center	No new parking structures would be developed; existing surface parking would remain
Outer Harbor Parking	Existing Omni Terminal	400 surface parking spaces (dedicated to non-passengers)	200 surface parking spaces (dedicated to non-passengers)	1,500 spaces in new 2-level structure; 6-acre Outer Harbor Park to be located on top of parking structure	200 surface parking spaces (dedicated to non-passengers)	Surface parking to support 6-acre Outer Harbor park only (approximately 60 spaces)	Surface parking to support 6-acre Outer Harbor park only (approximately 60 spaces)	No parking would be provided since no Outer Harbor Park would be constructed
Catalina Express Parking	Approximately 1,000 spaces under Vincent Thomas Bridge, shared with World Cruise Center	700 surface spaces under Vincent Thomas Bridge and 300 surface spaces shared with Inner Harbor Cruise Terminal	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Shared parking with existing cruise facilities would continue
PORTS O'CALL REDEVELOPMENT								
Development	Existing 150,000 square feet of commercial use and restaurants, surface parking	Redevelop 150,000 square feet of existing development and add 150,000 square feet of new development; new 75,000-square-foot conference center (total of 375,000 square feet of development)	Same as proposed Project	Same as proposed Project	Demolish and rebuild 40,000 square feet of the existing 150,000 square feet of visitor-serving commercial development at Ports O'Call and add 37,500 square feet of new development (total of 187,500 square feet of development)	Same as proposed Project	Same as proposed Project	No new development or redevelopment in Ports O'Call

Elements	Existing Conditions (CEQA Baseline)	Proposed Project	Alternative 1	Alternative 2	Alternative 3 (Reduced Project)	Alternative 4	Alternative 5 (No-Federal-Action Alternative)—NEPA Baseline	Alternative 6 (No-Project Alternative)
Parking	Existing POC surface parking; SP Railyard at bluffs	Berths 78–83: 400 surface (dedicated to POC and Downtown Harbor) Bluff Site: 1,652 spaces in four new 4-level structures dedicated to POC Berths 73–77: 330 existing surface spaces dedicated to POC 22nd Street & Sampson Way: 256 new surface spaces dedicated to POC	Same as proposed Project	Same as proposed Project	Existing parking accommodates all POC and Downtown Harbor; no new surface or structure parking to be provided	Same as proposed Project	Same as proposed Project	No new parking in Ports O'Call; displaced parking that would occur under the Waterfront Enhancements Project for the "Paseo" would be provided at proposed lot at 22nd Street/Sampson Way
Southern Pacific Railyard Demolition	Railyard at bluff site adjacent to Ports O'Call between 6th Street and SP Slip used for storage of rail cars (primarily for Westway Terminal operations)	Removal of rail tracks for bluff parking	Same as proposed Project	Same as proposed Project	Removal of rail tracks; no bluff parking structures provided.	Same as proposed Project	Same as proposed Project	SP Railyard would remain in place; no storage of rail cars or use by Westway after Westway vacates in 2009
Waterfront Red Car Maintenance Facility (and Museum)	Maintenance facility currently exists near the intersection of Miner and 22nd Streets	17,600-square-foot maintenance facility to be developed at 13th Street within SP Railyard bluff site; Waterfront Red Car Museum would be located outside of the project area	Waterfront Red Car Museum and maintenance facility would be located within Warehouse No. 1	Same as proposed Project	Maintenance facility would be same as proposed Project; museum would be developed in SP Railyard near 7th Street	Maintenance facility would be same as proposed Project; museum would be developed in SP Railyard near 7th Street	Same as proposed Project	No new maintenance facility; existing Waterfront Red Car Maintenance Facility would remain at Miner Street/22nd Street
Ralph J. Scott Fireboat Display	Fireboat is currently stored on land adjacent to Fire Station No. 112 at Berth 87	10,000-square-foot multi-level display south of Fire Station No. 112	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Fireboat would remain in temporary location on land adjacent to Fire Station No. 112 at Berth 87	Fireboat would remain in temporary location on land adjacent to Fire Station No. 112 at Berth 87
Westway Terminal Demolition	14.3-acre liquid bulk terminal at Berths 70–71	Demolition of existing facilities (except historic Westway/Pan-American Oil Company Pump House) following closure by February 2009; future redevelopment for institutional/research and development use	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Demolition of existing facilities following closure by February 2009
Tugboats	Existing tugboat operations by Crowley and Millennium; Crowley Building located near Fire Station No. 112; Crowley tugboats located at Berth 86; Millennium tugboats at Berth 195; offices at	Lease renewals and construction of two 10,000-square-foot buildings around the North Harbor; tugboat fleets to be located in the North Harbor	Same as proposed Project	Same as proposed Project	Same as proposed Project	Crowley and Millennium tugboat operations would be relocated to the Westway Terminal at Berths 70–71, and offices would reuse Westway building and/or expand existing building and/or construct new office building	Crowley and Millennium tugboat operations would be relocated to the Westway Terminal at Berths 70–71, and offices would reuse Westway building and/or expand existing building and/or construct new office building	Existing tugboat operations remain in their respective locations with no waterside improvements

Elements	Existing Conditions (CEQA Baseline)	Proposed Project	Alternative 1	Alternative 2	Alternative 3 (Reduced Project)	Alternative 4	Alternative 5 (No-Federal-Action Alternative)—NEPA Baseline	Alternative 6 (No-Project Alternative)
	300 E. Water Street							
Los Angeles Maritime Institute	Existing operations out of temporary trailer near Berth 86	Lease renewal and reuse of existing Crowley Tugboat Building	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Lease renewal and existing operations out of TopSail temporary building	Lease renewal and existing operations out of TopSail temporary building
S.S. Lane Victory	Existing location at Berth 94 with temporary trailer for administrative activities	Relocation from Berth 94 to North Harbor; new building up to10,000-square feet and lease renewal	Same as proposed Project	Same as proposed Project	Same as proposed Project	Relocate from Berth 94 to Ports O' Call	Remain in existing location at Berth 94	Remains in existing location at Berth 94
Jankovich & Son Fueling Station	Existing marine oil serve station and storage facility in Ports O'Call at Berth 74; eight aboveground tanks hold ultra-low-sulfur diesel, biodiesel, gasoline, and kerosene; lease expires in 2007	Jankovich & Son fueling station operations would cease June 2012, and the site would be decommissioned	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Jankovich fueling station would continue in existing location on hold-over; no lease renewal or upgrades	Jankovich fueling station would continue in existing location on hold-over; no lease renewal or upgrades
New Berth 240 Fueling Station	Vacant site, formerly part of Southwest Marine, used by several ship building companies since 1918	A new fueling station would be developed at Berth 240, including waterside wharf and dock construction, as well as operation pursuant to a 20-year lease; operational by June 2012	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No development of new fueling station at Berth 240	No development of new fueling station at Berth 240
Mike's Main Channel Fueling Station	Existing operations in Ports O'Call near SP Slip entrance; currently on a month-to-month lease	Continued operation at existing location	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No lease renewal/hold-over
Catalina Express/Island Express	Current operations at Berth 96; required to relocate as a result of displacement under the China Shipping Project to Berth 95 (temporary location)	Relocation from Berth 96 or Berth 95 to Berth 94 in existing S.S. Lane Victory location on a permanent basis; relocate 8,500-gallon fueling dock; build 8,800 square feet of floating docks to accommodate 8–10 vessels; Island Express Helicopters to remain in place at Berth 95	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Remain in place at Berth 95 following the temporary move per China Shipping agreement	Remain in place at Berth 95 following the temporary move per China Shipping agreement

Elements	Existing Conditions (CEQA Baseline)	Proposed Project	Alternative 1	Alternative 2	Alternative 3 (Reduced Project)	Alternative 4	Alternative 5 (No-Federal-Action Alternative)—NEPA Baseline	Alternative 6 (No-Project Alternative)
TRANSPORTATION IMPROVEMENTS								
Sampson Way Expansion	Currently a two-lane roadway from 6th Street through Ports O'Call extending to 22nd Street near the Municipal Fish Market	Expansion to two lanes each direction from 7th Street, with curve near Municipal Fish Market to meet with 22nd Street; Waterfront Red Car tracks along east side of Sampson Way between 7th and 13th Streets, and switched to west side of Sampson Way between 13th and 22nd Streets	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No expansion of Sampson Way; would remain one lane in each direction between 6th and 22nd Streets with no improvements
7th Street/ Sampson Way Intersection Improvements	Currently the intersection at 7th Street is a three-way intersection, with no access from Harbor Boulevard	Enhanced four-way intersection with modification of 6th Street connection, eliminating access to Sampson Way from Harbor Boulevard at 6th Street	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No construction of 7th Street/Sampson Way improvements; access to Sampson Way from Harbor Boulevard would remain at 6th Street
Harbor Boulevard	Currently two lanes in each direction from Swinford Street to 22nd Street	Harbor Boulevard would remain at existing capacity with two lanes in each direction; landscaping improvements on east side of Harbor Boulevard south of 7th Street, and in the median starting at the Swinford Street intersection south to 22nd Street; Waterfront Red Car along east side of Harbor to Sampson Way	Harbor Boulevard reduced at Sampson Way to one lane southbound, with a roundabout to prevent northbound traffic along Harbor Boulevard at 13th Street and roadway extending Crescent Avenue to Sampson Way; landscaping improvements on east side of Harbor Boulevard south of 7th Street, and in the median starting at the Swinford intersection south to 22nd Street	Harbor Boulevard reduced at Sampson Way to one lane southbound, with a roundabout to prevent northbound traffic along Harbor Boulevard at 13th Street and roadway extending Crescent Avenue to Sampson Way; landscaping improvements on east side of Harbor Boulevard south of 7th Street, and in the median starting at the Swinford Street intersection south to 22nd Street	Harbor Boulevard reduced to one lane each way south of 7th Street with greenbelt along the east side of Harbor Boulevard; no Crescent Avenue/Sampson Way connection; landscaping improvements in the median starting at the Swinford Street intersection south to 22nd Street	Same as proposed Project	Same as proposed Project	Harbor Boulevard would remain at existing capacity with no other improvements
Surface Parking Adjacent to Acapulco	Existing Sampson Way and circulation area	New 152-space surface parking lot adjacent to Acapulco Restaurant to serve 7th Street Harbor, Downtown Harbor, Town Square, and Acapulco restaurant uses	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No new parking lot would be constructed
Waterfront Red Car Extension	Waterfront Red Car currently extends from Swinford to 22nd Street along the east side of Harbor Boulevard, through the existing SP Railyard to the maintenance facility	Waterfront Red Car Extension to Cabrillo Beach, Outer Harbor, and City Dock No.1	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Waterfront Red Car would not be extended

Comparison of Cruise Ship Operations among Alternatives

Project Elements	CEQA Baseline 2006	Proposed Project		Alternative 1		Alternative 2		Alternative 3		Alternative 4		Alternative 5 (No-Federal-Action—NEPA Baseline)		Alternative 6	
		2015	2037	2015	2037	2015	2037	2015	2037	2015	2037	2015	2037	2015	2037
CRUISE SHIP CHARACTERISTICS															
Cruise ship calls (annual)	258	275	287	275	275	275	287	275	275	275	275	275	275	275	275
Cruise passengers (annual)[a]	1,150,548	1,440,946	2,257,335	1,440,946	2,163,703	1,440,946	2,257,335	1,440,946	2,163,703	1,374,982	1,814,976	1,374,982	1,814,976	1,374,982	1,814,976
Passengers/ ship (annual average)	2,235	2,620	3,934	2,620	3,934	2,620	3,934	2,620	3,934	2,500	3,300	2,500	3,300	2,500	3,300
Cruise ship calls (monthly average)	22	23	24	23	23	23	24	23	23	23	23	23	23	23	23
Peak monthly calls	36	38	40	38	38	38	40	38	38	38	38	38	38	38	38
PASSENGER THROUGHPUT															
Peak month passengers[b]	138,066	262,080	419,328	160,680	257,088	262,080	419,328	191,880	307,008	173,160	277,056	160,680	257,088	160,680	257,088
Low month passengers[c]	46,022	87,360	139,776	53,560	85,696	87,360	139,776	63,960	102,336	57,720	92,352	53,560	85,696	53,560	85,696
Maximum daily passenger throughput[d]	14,540	20,959	31,472	15,720	23,604	20,959	31,472	15,720	23,604	15,000	19,800	15,000	19,800	15,000	19,800
NUMBER OF BERTHS															
Inner Harbor Berths	3[e]	2	2	2[f]	2[f]	2	2	2	2	3[g]	3[g]	3[g]	3[g]	3[g]	3[g]
Outer Harbor Berths	0	2	2	1	1	2	2	1	1	0	0	0	0	0	0
Inner Harbor															
Berth 93	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Berths 91–92	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150
Berths 87–90	1,000									1,000	1,000	1,000	1,000	1,000	1,000
Outer Harbor															
Berths 45–47	N/A	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	N/A	N/A	N/A	N/A	N/A	N/A
Berths 49–50	N/A	1,150	1,150	N/A	N/A	1,150	1,150	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
MAXIMUM DAILY TRAFFIC															
Cars parking	1,840	2,875	4,317	2,156	3,238	2,875	4,317	2,156	3,238	2,058	2,716	2,058	2,716	2,058	2,716
Cars drop-off	1,064	1,663	2,497	1,247	1,873	1,663	2,497	1,247	1,873	1,190	1,571	1,190	1,571	1,190	1,571
Taxis	2,287	3,574	5,367	2,681	4,025	3,574	5,367	2,681	4,025	2,558	3,376	2,558	3,376	2,558	3,376
Buses	66	104	156	78	117	104	156	78	117	74	98	74	98	74	98
Total vehicles	5,257	8,216	12,337	6,162	9,253	8,216	12,337	6,162	9,253	5,880	7,761	5,880	7,761	5,880	7,761
PARKING DEMAND															
Average yearly demand	1,466	1,633	2,539	1,633	2,435	1,633	2,539	1,633	2,435	1,559	2,048	1,559	2,048	1,559	2,048
Peak month	1,910	2,144	3,422	2,144	3,275	2,144	3,422	2,144	3,275	2,041	2,730	2,041	2,730	2,041	2,730
Peak day	1,840	2,875	4,317	2,156	3,238	2,875	4,317	2,156	3,238	2,058	2,716	2,058	2,716	2,058	2,716

Notes:

[a] Passenger quantity counts every time a passenger embarks and disembarks a cruise vessel

[b] The peak month for the port is January when it receives14% of its annual traffic

[c] The low months are in June, July, and August when the port receives 4% of its annual traffic each month

[d] Maximum daily passengers are governed by the berth capacity and the projected ship size

[e] Nonpermanent occasional-use berth at Berth 87

[f] Berth 87 is 540 feet long and not useable for a cruise berth

[g] New berth is 1,000 feet long

Project Alternative 1

See Figure 2-17 following page 2-46 in Chapter 2, Project Description, of the Draft EIS/EIR.

Alternative 1 proposes two Inner Harbor and one Outer Harbor berths. Changes in this alternative as compared to the proposed Project are described below.

Promenade, Harbors, and Open Space

None of the harbors, promenade, or open space elements would change under Alternative 1.

New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants

Cruise Berths and Terminal Facilities

- Two cruise berths in the Inner Harbor would be developed (reduced from three under existing conditions to accommodate Freedom, Voyager, and Princess Class ships). The existing terminal at Berths 91–92 would be demolished and a new 200,000-square-foot terminal to serve Berths 91–92 would be developed.
- One berth for larger vessels in the Outer Harbor at Berths 45–47 would be added. An approximately 100,000-square-foot terminal at Berths 45–47 would be developed.
- Inner Harbor parking at Berths 91–93 would include 3,325 spaces (reduced from 4,600 spaces) in two new three-level structures, each approximately 32-feet high, and surface parking areas at the Cruise Center. The parking structures would stair-step back from Harbor Boulevard at the second and third levels.
- Outer Harbor parking would consist of 200 surface parking spaces dedicated to non-passenger uses for the Outer Harbor cruise activities (reduced from 400 spaces). Passengers would be shuttled from the Inner Harbor to the Outer Harbor berth and terminal.

Waterfront Red Car Museum and Maintenance Facility

- The Red Car Museum and Waterfront Red Car Maintenance Facility would be located in Warehouse No. 1. In the proposed Project, there would be no Red Car Museum and the maintenance facility would be located at the 13th Street bluff site within the Southern Pacific Railyard.

Transportation Improvements

Harbor Boulevard

Harbor Boulevard would be reduced at 7th Street/Sampson Way to one lane southbound. A roundabout would be created at 13th Street to prevent northbound traffic along Harbor Boulevard between 13th and 7th Streets, and an at-grade roadway with one lane in each direction would be constructed to extend Crescent Street between Miner Street and Sampson Way, as illustrated in the figure below.

Harbor Boulevard Roundabout (Alternatives 1 and 2)

See Figure 2-18 following page 2-48 in Chapter 2, Project Description, of the Draft EIS/EIR.

Sampson Way

- Sampson Way would be expanded to two lanes in each direction between 7th Street/Harbor Boulevard and 22nd Street.

Summary of Alternative 1 Impacts

Unavoidable Significant Impacts

- Aesthetics
- Air Quality
- Biological Resources
- Geology
- Noise
- Recreation
- Ground Transportation
- Water Quality, Sediments, and Oceanography (CEQA only)

Less-than-Significant Impacts after Mitigation

- Cultural Resources
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use and Planning
- Utilities and Public Services

Less-than-Significant Impacts

- Marine Transportation and Navigation
- Water Quality, Sediments, and Oceanography (NEPA only)

Project Alternative 2

See Figure 2-19 following page 2-48 in Chapter 2, Project Description, of the Draft EIS/EIR.

Alternative 2 has the same number of cruise berths as the proposed Project—two Inner Harbor and two Outer Harbor. Alternative 2 is the only alternative that would have onsite cruise passenger parking in the Outer Harbor. Changes compared to the proposed Project are described below.

Promenade, Harbors, and Open Space

Promenade at the Salinas de San Pedro Salt Marsh

Alternative 2 would extend the waterfront promenade along Shoshonean Road and Via Cabrillo Way behind the Cabrillo Beach Youth Camp and Salinas de San Pedro Salt Marsh. The proposed Project would locate the promenade along the waterside of both areas. The promenade would be up to 30 feet wide along the east side of the road and would connect with the existing promenade at the Cabrillo Way Marina.

Alternative 2 Salt Marsh Promenade

See Figure 2-20 following page 2-48 in Chapter 2, Project Description, of the Draft EIS/EIR.

New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants

Outer Harbor Cruise Ship Terminal and Parking

- The two Outer Harbor terminals and parking structure would incorporate the 6-acre Outer Harbor Park into the roof of the site design, segregating park visitors from secure areas of the cruise terminal while maximizing waterfront views.
- Outer Harbor parking would consist of 1,500 new parking spaces in a two-level structure, approximately 22-feet high. Approximately 400 of the parking spaces would be dedicated to non-passenger cruise personnel and Port police.
- Inner Harbor parking at Berths 91–93 would include 3,100 spaces (reduced from 4,600 spaces) in two new three-level structures, each approximately 32-feet high, and surface parking areas at the Cruise Center. The parking structures would stair-step back from Harbor Boulevard at the second and third levels.

Transportation Improvements

Harbor Boulevard

Harbor Boulevard would be reduced at 7th Street/Sampson Way to one lane southbound. A roundabout would be created at 13th Street to prevent northbound traffic along Harbor Boulevard between 13th and 7th Streets, and an at-grade roadway with one lane in each direction would be constructed to extend Crescent Street between Miner Street and Sampson Way.

Summary of Alternative 2 Impacts

Unavoidable Significant Impacts

- Aesthetics
- Air Quality
- Biological Resources
- Geology
- Noise
- Recreation
- Ground Transportation
- Water Quality, Sediments, and Oceanography

Less-than-Significant Impacts after Mitigation

- Cultural Resources
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use and Planning
- Utilities and Public Services

Less than Significant Impacts

- Marine Transportation and Navigation

Project Alternative 3

See Figure 2-21 following page 2-52 in Chapter 2, Project Description, of the Draft EIS/EIR.

Alternative 3 would have two Inner Harbor berths and one Outer Harbor berth. Under this alternative, Harbor Boulevard would be reduced to one lane each direction south of 7th Street with a greenbelt along the east side of Harbor Boulevard; there would be no Crescent Avenue/Sampson Way connection. Landscaping improvements in the median would start at the Swinford Street intersection south to 22nd Street. Ports O'Call would only be developed to a total of 187, 500 square feet. No conference center would be built. The changes in Alternative 3 compared to the proposed Project are described below.

Promenade, Harbors, and Open Space

- None of the harbors, promenade, and open space elements would change under Alternative 3.

New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants

Berths and Terminal Facilities

- Berths located in the Outer Harbor would be reduced to one berth at Berths 45–47.
- Only one cruise terminal (100,000 square feet) would be constructed at Berths 45–47.

Parking for Cruise Ships

- Inner Harbor parking at Berths 91–93 would include 3,325 spaces (reduced from 4,600 spaces) in two new three-level structures, each approximately 32-feet high, and surface parking areas at the Cruise Center. The parking structures would stair-step back from Harbor Boulevard at the second and third levels.
- Outer Harbor parking would consist of 200 surface parking spaces dedicated to non-passenger uses for the Outer Harbor cruise activities (reduced from 400 spaces in the proposed Project).

Ports O'Call Redevelopment

- Of the original 150,000 square-feet of visitor-serving commercial development, 40,000 square feet would be demolished and redeveloped, for a total of 187,500 square feet of development at this site.
- The 75,000-square-foot conference center would be excluded.

Ports O'Call Parking

- Alternative 3 would not include parking structures at the bluff site.
- The existing surface parking located at Berths 78–83 and 73–77 would accommodate all Ports O'Call and Downtown Harbor parking demand. Additionally, the existing parking located at 22nd Street/Sampson Way would also accommodate parking for Ports O'Call and Downtown Harbor.

Waterfront Red Car Museum

- The Red Car Museum would be located in the Southern Pacific Railyard south of 7th Street/Sampson Way and east of Harbor Boulevard.
- The proposed Waterfront Red Car Maintenance Facility would be located within the Southern Pacific Railyard at 13th Street.

Transportation Improvements

Harbor Boulevard

Harbor Boulevard would be reduced at 7th Street/Sampson Way to one lane southbound and a greenbelt would be created from the two lanes in each direction that were eliminated.

Summary of Alternative 3 Impacts

Unavoidable Significant Impacts

- Aesthetics
- Air Quality
- Biological Resources
- Geology
- Noise
- Recreation
- Ground Transportation
- Water Quality, Sediments, and Oceanography (CEQA only)

Less-than-Significant Impacts after Mitigation

- Cultural Resources
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use and Planning
- Utilities and Public Services

Less-than-Significant Impacts

- Marine Transportation and Navigation

Project Alternative 4

See Figure 2-21 following page 2-52 in Chapter 2, Project Description, of the Draft EIS/EIR.

Alternative 4 would eliminate the proposed North Harbor and would modify the location of the associated uses. The Outer Harbor Cruise Terminals would also be eliminated in this alternative. Three existing Inner Harbor berths would remain. Changes compared to the proposed Project are described below.

Promenade, Harbors, and Open Space

- No North Harbor would be constructed under this alternative.

New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants

Cruise Berths, Terminal Facilities, and Parking

- The three existing cruise ship berths in the Inner Harbor and the existing terminal at Berth 93 would be maintained. Berths 87–92 can accommodate only one Freedom Class vessel or one Voyager Class vessel with one Princess Class vessel simultaneously. In addition, Berth 93 can accommodate one Princess Class vessel. The existing terminal at Berth 91 would be demolished and a new 200,000 square-foot terminal would be developed to serve Berths 91 and 87.
- Inner Harbor parking at Berths 91–93 would include 3,525 spaces (reduced from 4,600 spaces) in one new three-level structure covering 4.3 acres (a reduction of one 4.8-acre parking structure) and surface parking areas at the Cruise Center. The parking structure and surface spaces would be dedicated to the Catalina Express Terminal and the Inner Harbor Cruise Terminals.

Tugboats

- The Crowley and Millennium tugboat operations would be relocated to Berths 70–71 (at the existing Westway Terminal site).

- The existing building at Westway Terminal would be converted to office uses for tugboat operations. Additional building or expansion may be required to accommodate all tugboat operations at this location.

Los Angeles Maritime Institute (LAMI)

- LAMI would be temporarily relocated to Berth 87 to allow construction of the Downtown Harbor water cut.
- LAMI would be relocated to the Crowley Building after Crowley tugboat operations are relocated to Berths 70–71.

S.S. Lane Victory

- The S.S. Lane Victory would be relocated to Ports O'Call rather than the North Harbor.

Waterfront Red Car Museum

- The Waterfront Red Car Museum would be relocated to 13th Street at the bluff site, as would the Waterfront Red Car Maintenance Facility.

Transportation Improvements

Transportation improvements under Alternative 4 would be the same as those described for the proposed Project. Harbor Boulevard would remain at its existing capacity with two lanes in each direction. The intersection of 7th Street and Sampson Way would be enhanced, eliminating access to Sampson Way from Harbor Boulevard at 6th Street. Sampson Way would be expanded to two lanes in each direction and realigned. The Red Car Line would be extended to Cabrillo Beach, the Outer Harbor, and City Dock No. 1.

Summary of Alternative 4 Impacts

Unavoidable Significant Impacts

- Aesthetics
- Air Quality
- Biological Resources
- Geology
- Noise
- Recreation
- Ground Transportation
- Water Quality, Sediments, and Oceanography (CEQA Only)

Less-than-Significant Impacts after Mitigation

- Cultural Resources
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use and Planning
- Utilities and Public Services

Less-than-Significant Impacts

- Marine Transportation and Navigation
- Water Quality, Sediments, and Oceanography (NEPA Only)

Project Alternative 5–No Federal Action

See Figure 2-21 following page 2-52 in Chapter 2, Project Description, of the Draft EIS/EIR.

The No-Federal Action Alternative would eliminate all project elements that would require a federal permit or other substantial federal interest such as property or funding. The federal project consists of all harbor cuts and dredging activities; removal of existing, and construction of new, bulkheads, wharves, pilings, piers, rock slope protection, floating docks, and promenades that cover waters of the United States; and ocean disposal of dredge material. Landside construction activities within 100 feet of the shoreline necessary to complete the in-water activities, as well as the Outer Harbor Cruise Terminals and associated parking, which directly depend on authorization of in-water activities at the Outer Harbor, would be within the USACE's regulatory purview. Under this alternative, the existing supertanker berth at Berth 45–47 could continue to be used on occasion by visiting cruise ships and other large vessels, as occurs under existing conditions. None of the following project elements would be constructed under Alternative 5 because they would require the involvement of the USACE for federal permitting purposes:

- North Harbor
- Downtown Harbor
- 7th Street Harbor
- 7th Street Pier
- Waterfront promenade constructed over water (i.e., Ports O'Call, City Dock No. 1, salt marsh/Cabrillo Beach Youth Camp promenade). The promenade near the salt marsh/Cabrillo Beach Youth Camp would align Shoshonean Road, as described in Alternative 2, and would not require a federal permit.

The following harbors, promenade, and open space project elements are the same under Alternative 5 as those described for the proposed Project:

- Downtown Civic Fountain
- John S. Gibson Jr. Park
- Town Square
- Southern Pacific Slip (working promenade)
- Fishermen's Park, Outer Harbor Park, and San Pedro Park
- Warehouses Nos. 9 and 10
- Pedestrian and waterfront access linkages

Project Alternative 6–No Project

See Figure 2-24 following page 2-60 in Chapter 2, Project Description, of the Draft EIS/EIR.

In accordance with the State CEQA Guidelines, the no-project alternative analysis includes a discussion of the no-build alternative, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and site zoning, as consistent with available infrastructure and community services. Alternative 6 describes what would reasonably be expected to occur on the site if the Port or USACE did not approve the proposed Project. In this case, Alternative 6 would involve no build of any of the proposed project facilities and continued operations of the existing uses within the project area, but acknowledges some forecasted growth in the existing cruise operations and construction and operation of the existing entitled projects within the proposed project area. The following related projects and reasonably foreseeable actions would occur even if the proposed Project were not approved:

- The Town Square project elements would be constructed as described in the approved Waterfront Enhancements Project (WEP).
- Warehouses Nos. 9 and 10 would remain vacant after Crescent Warehouse operations vacate.
- The cruise ship facilities would continue to operate with three berths in the Inner Harbor. The cruise operations would be brought under San Pedro Bay Clean Air Action Plan (CAAP) compliance as leases renew.
- Catalina Express would relocate to Berth 95 as a result of the approved China Shipping Project, which displaces Catalina Express from Berth 96.
- Catalina Express would continue to share parking with the existing cruise ship parking lots.
- The Ralph J. Scott Fireboat would remain in its existing location.
- Jankovich & Sons fueling station would continue operations in its current location in Ports O'Call on a hold-over lease.
- Mike's fueling station would continue operations in its existing location.
- The 22nd Street/Miner Street lot would be constructed as described in the approved WEP.
- Demolition of Westway Terminal would occur under a separate action under the oversight of the Department of Toxic Substances Control.
- Harbor Boulevard and Sampson Way would remain in their existing configurations.
- The Waterfront Red Car Line would continue to operate along its existing alignment with no expansion.

Key Community Issue: Aesthetics

Obstruction of the Vincent Thomas Bridge

Portions of the Vincent Thomas Bridge, a local landmark designated by the City of Los Angeles as a "welcoming monument," would be obstructed by the proposed Inner Harbor parking structures. The proposed Project would include development of two new parking structures at the existing World Cruise Center. The proposed parking structures would affect views to the Vincent Thomas Bridge for ±1,440 feet along the right northbound lane of Harbor Boulevard. No mitigation is available to fully reduce impacts to less than significant.

The Port has included a number of design features to attempt to minimize impacts along Harbor Boulevard in accordance with the Harbor Boulevard Seam Study, which examined visual issues specifically relating to the proposed cruise terminal parking structures. A diagonal pairing concept was recommended, which would be offset from Harbor Boulevard at a 45° angle. Additionally, each floor of the structures would be incrementally stepped back from Harbor Boulevard, reducing the structures' vertical massing envelope along Harbor Boulevard. Tiering would start at two levels (22 feet high) adjacent to Harbor Boulevard, increasing to three levels (32 feet high), and ultimately to four levels (42 feet high) closest to the Main Channel. The footprint and massing of the proposed parking structures would preserve view corridors at O'Farrell, Santa Cruz, and 1st Streets while meeting the parking requirements for the cruise terminals. *For a more complete description of the aesthetic impacts of the Inner Harbor parking structures see page 3.1-23 of Chapter 3.1 of the Draft EIS/EIR.*

Views of Cruise Ships in the Outer Harbor

The proposed Project would include berthing two cruise ships in the Outer Harbor. The ships would be 1,150-foot-long vessels, and it is anticipated that by 2020 they would berth in the harbor 4 days a week, Friday through Monday, for approximately 12 hours a day. As shown in the visualization below, cruise ships berthed in the Outer Harbor would be visible from Inner Cabrillo Beach. Distance to the closest cruise liner would be less than 0.5 mile from the beach.

Inner Cabrillo Beach Visualization with Two Cruise Terminals/Ships

See Figure 3.1-26b following page 3.1-24 in Chapter 3, Section 3.1, Aesthetics, of the Draft EIS/EIR.

While evaluation of aesthetic impacts can be subjective, the Port has determined the impact to be less than significant. *For a complete description of aesthetic impacts see Chapter 3.1 of the Draft EIS/EIR.*

Key Community Issue: Air Quality

The criteria pollutants of greatest concern in the air quality assessment are ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and suspended particulate matter PM10 and PM2.5. Nitrogen oxides (NO_X) and sulfur oxides (SO_X) are the generic terms for NO_2 and SO_2, respectively, because NO_2 and SO_2 are naturally highly reactive and may change composition when exposed to oxygen, other pollutants, and/or sunlight in the atmosphere. These oxides are produced during combustion.

The city of Los Angeles uses the South Coast Air Quality Management District's (SCAQMD) thresholds to determine significance. For the air quality analysis, the CEQA baseline (for this project, zero) is subtracted from the project emissions at different years and the difference is compared to the SCAQMD thresholds. For example, in 2010, the mitigated project's peak daily SO_X emissions would be 926 lbs/day. So, the baseline is subtracted (926-0) and the difference (926) is compared to the threshold (150). Because 926 lbs/day is more than 150 lbs/day, the emissions are considered significant.

SCAQMD Daily Emissions Thresholds

NO_X	SO_X	PM10	PM 2.5	Cancer Risk	Acute Non-Cancer	Chronic Non-Cancer
55 lbs/day	150 lbs/day	150	55 lbs/day	10 in a million	1	1

Criteria Pollutant Emissions

Baseline

The CEQA baseline for determining the significance of potential proposed project impacts is December 2006. In December 2006, the proposed project area included cruise terminal operations, bulk cargo operations, Ports O'Call, recreational ferries and passenger boat operations, tug operations, fishing fleets, and marine gas docks.

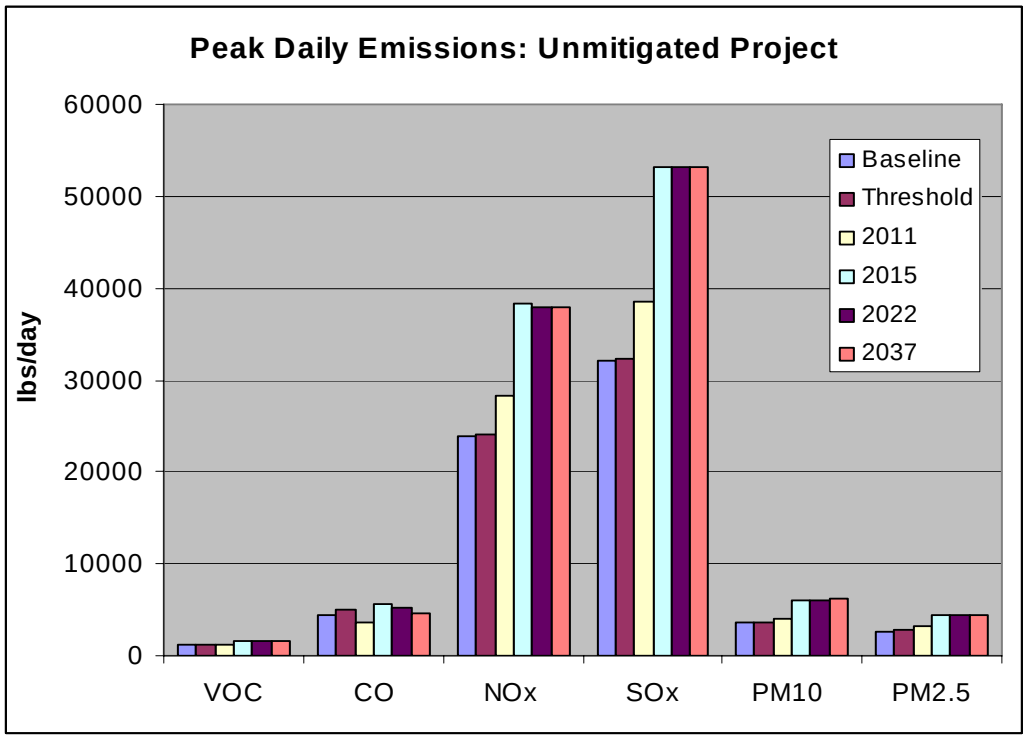
In the baseline year, two permanent berths operated at the Inner Harbor Cruise Terminal at Berths 91–92 and 93. In addition, cruise vessels occasionally docked at a temporary location at Berth 87. A total of 258 cruise vessels docked at the three berths in 2006. In addition to cruise operations, Berth 87 was also occasionally used to berth cargo and bulk carrier vessels. In 2006, one cargo vessel and four bulk carrier vessels berthed and unloaded their cargo at Berth 87. Marine emission sources from water uses include cruise ships, the Catalina Express ferries at Berth 96, tugboats, commercial bulk ships, commercial fishing boats, crew boats, excursion vessels, and Port police and fire boats. Land-based emission sources included terminal equipment (forklifts and trucks) and on-road motor vehicles associated with the cruise terminals and Ports O'Call (passenger cars, trucks, busses, and shuttles).

Proposed Project

Emissions are assumed to begin in 2009 (start of construction) and continue until 2037.

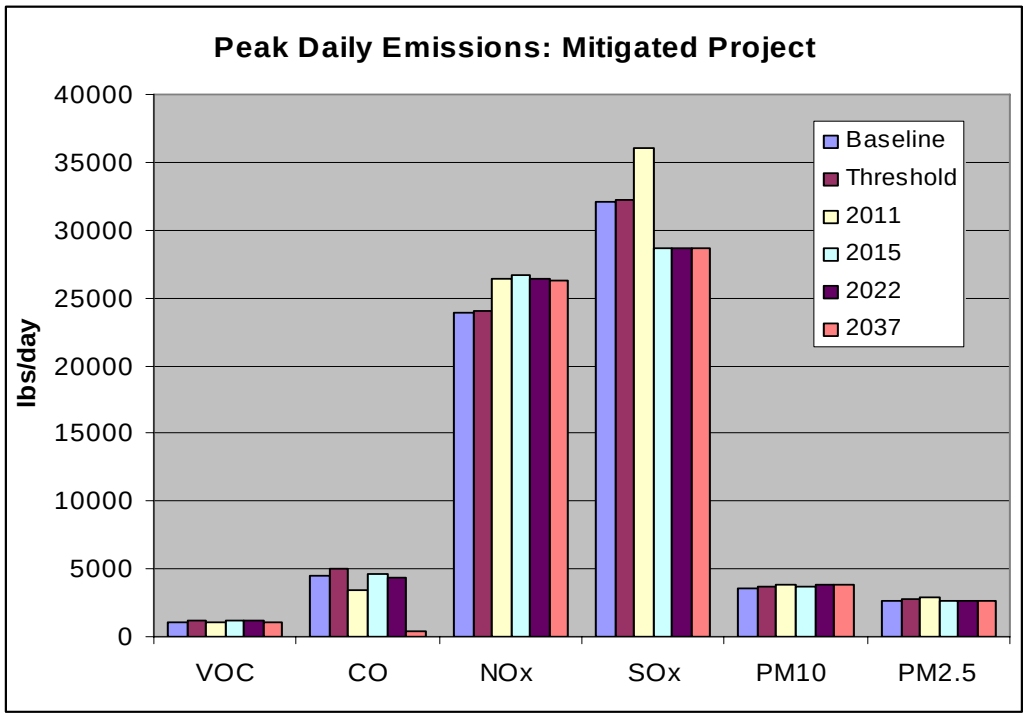
Unmitigated Project

As shown below, the proposed project unmitigated peak daily emissions minus the CEQA baseline would be above CEQA thresholds and thus significant under CEQA for all pollutants in all project analysis years. The mitigation measures included for proposed project construction and operation were based on PCAC-recommended measures, the San Pedro Bay Clean Air Action Plan (CAAP), the Port of Los Angeles Sustainable Construction Guidelines, and additional consultation with the Port.



Mitigated Project

The graph below shows the combined total of peak daily operational emissions for 2011, 2015, 2022, and 2037 after the application of mitigation measures. After application of mitigation, the proposed project's peak daily emissions are greatly reduced. As shown below, by 2037, CO, VOC, SO_X, and PM2.5 emissions are below the CEQA thresholds. *Please see discussion beginning on page 3.2-31 of Section 3.2 for a complete discussion of criteria pollutants.*



Cancer Risk Isopleths

Unmitigated Project

As shown in the figure and table below, before mitigation is applied, the maximum CEQA cancer risk increment is predicted to be 270 in 1 million (270×10^{-6}) at a recreational receptor, and the maximum CEQA cancer risk increment at a residential receptor is predicted to be 112 in 1 million (112×10^{-6}). The CEQA increments would also exceed the significance threshold at the maximum occupational and sensitive receptors. The receptor location for the maximum CEQA residential cancer risk increment is in the marina about 400 meters north-northwest of Berth 45.

Isopleths of Residential Cancer Risk: Comparison of Proposed Project Unmitigated and Mitigated Minus CEQA Baseline

See Figure D3-7.6 in Appendix D3, Volume 2, of the Draft EIS/EIR.

Mitigated Project

The mitigated proposed project health risk assessment results are shown in the figures above and table below. The mitigation measures would reduce proposed project maximum cancer risks by about 52 to 78%, depending on the receptor type. Chronic hazard indexes would be reduced by about 10 to 23%. Acute hazard indices would be reduced by about 5 to 23%. The maximum residential CEQA cancer risk increment after mitigation is predicted to be less than 1 in 1 million ($<1 \times 10^{-6}$), which is below the significance threshold.

At the recreational receptor, the maximum CEQA cancer risk increment after mitigation is predicted to be 25 in 1 million (25×10^{-6}), which exceeds the significance threshold of 10 in a million. The CEQA cancer risk increment would also exceed the threshold at an occupational receptor.

The mitigated project is below the significance threshold of 10 in 1 million for incremental residential health risk, but recreational and occupational thresholds are exceeded. *Please refer to Appendix D3, Health Risk Assessment, for a more detailed discussion.*

Proposed Project Health Risk

Health Impact	***Receptor Type***	***Unmitigated Project***	***Mitigated Project***	***Significance Thresholds***
Cancer Risk	Residential	112 in 1 million	<1 in 1 million	10 in a million
	Occupational	176 in 1 million	16 in 1 million	
	Recreational	270 in 1 million	25 in 1 million	
	Sensitive Receptor	12 in 1 million	<1 in 1 million	
	Student	1 in 1 million	<1 in 1 million	
Non-Cancer Chronic Hazard Index	Residential	0.09	0.04	1.0
	Occupational	0.38	0.20	
	Recreational	0.38	0.20	
	Sensitive Receptor	0.02	0.00	
	Student	0.02	0.00	
Non-Cancer Acute Hazard Index	Residential	1.42	1.10	1.0
	Occupational	2.51	1.74	
	Recreational	2.51	1.74	
	Sensitive Receptor	0.73	0.60	
	Student	0.41	0.29	

Greenhouse Gas Emissions

The air quality analysis for the proposed Project and alternatives includes estimates of greenhouse gas (GHG) emissions. The emission sources for which baseline GHG emissions were calculated include motor vehicles, cruise terminal equipment, ship and harbor craft emissions, on-terminal electricity usage, and the Waterfront Red Car Line. Mitigation measures employed to reduce GHGs are consistent with AB32 Guidelines, the Port Climate Action Plan, and the May 2008 Attorney General GHG CEQA Guidance Memo. *Please refer to Table 3.2-6 for emissions estimates and Section 3.2.4.1.12 of the Draft EIS/EIR for a more detailed discussion.*

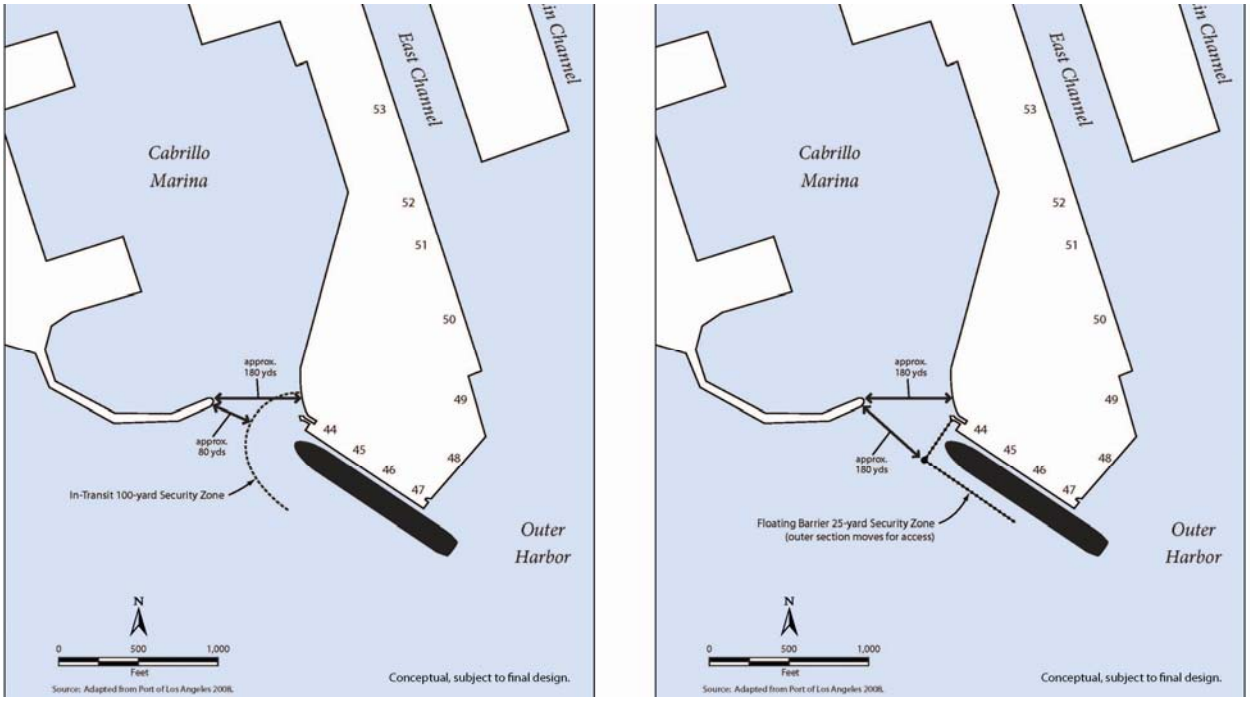
Key Community Issue: Recreation

Obstruction of Marina Access in the West Channel

The berthing of a cruise ship at Berths 45–47 may partially and temporarily limit vessel movement into and out of the West Channel, home to the Cabrillo Marina and future Cabrillo Way Marina. Currently, the channel entrance is approximately 540 feet, or roughly 180 yards.

While the cruise ships would not directly block access to the marina, security measures require a 100-yard (300-foot) buffer around the cruise ships while transiting within the harbor. This is a current security requirement for all existing cargo and cruise ships within the harbor and is fully enforceable by the U.S. Coast Guard (USCG). As shown below, the 300-foot buffer would reduce the West Channel entrance to approximately 80 yards (240 feet).

Entrance to Cabrillo Marina



See Figure 3.7-5 following page 3.7-40 in Section 3.7, Hazards and Hazardous Materials, of the Draft EIS/EIR.

Pending approval by the USCG, the Outer Harbor Cruise Terminal Facility Security Assessment/Facility Security Plan (FSA/FSP) would incorporate a floating security barrier at Berths 45–47. This floating barrier would reduce the area needed for a buffer and the entrance to the West Channel would be retained at approximately 180 yards (540 feet) once the barrier is in place.

While this may result in a slight temporary inconvenience or nuisance to boaters, similar security measures are currently required, and access would not be fully obstructed. Impacts were determined to be less than significant. The figures above show the potential access restrictions while a cruise ship is in transit, or before the floating security barrier is set in place (which would take approximately 1 hour), and access following the installation of the barrier. *For more information, please see Figure 3.7-5 following page 3.7-40 in Section 3.7, Hazards and Hazardous Materials, of the Draft EIS/EIR.*

Key Community Issue: Traffic

There are four intersections that currently operate at failing levels of service in the project area: Gaffey and 6th Street, Gaffey and 1st Street, Gaffey and Summerland Avenue, and Harbor Boulevard and 3rd Street. Impacts to these intersections will occur without the project's contribution based on overall growth in the area.

The proposed Project is expected to result in significant traffic impacts during construction and operation. Construction of the proposed Project would 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. Project operations would increase traffic volumes and degrade levels-of-service at intersections and neighborhood streets within the project area and vicinity. The table below summarizes the trips that would be generated daily on weekdays by the project elements included in the proposed Project. Weekend daily trip generation numbers are less but similar.

Proposed Project Trip Generation (Baseline + Project)

Project Element	2015 – Weekday Daily Trips	2037 Weekday Daily Trips
Inner and Outer Harbor Cruise Operations	15,479	23,243
Ports O'Call Commercial Development	16,150	16,150
Conference Center	780	780
Maritime Offices & Red Car Maintenance Facility	251	251
Museums, Town Square, Promenade & Open Space	1,214	1,214
Reuse of Warehouses Nos. 9 and 10	950	950
Programmatic Assessment – Reuse of Westway for Institutional Use (future CEQA required)	1,035	1,035
Total*	**35,857**	**43,620**
Subtotal Existing Trips (Baseline)	**17,658**	**21,168**
Net New Trips	**18,199**	**22,452**

**Total trips include project trips and background regional growth and represent peak conditions.*

Intersections Impacted

- Gaffey at 5th, 7th, and 9th (still significant in 2037)
- Gaffey at 6th and 13th (can mitigate to less than significant)
- Harbor at Swinford, 1st, 5th, and 7th (still significant in 2037)
- Harbor at O'Farrell, 3rd, and 6th (can mitigate to less than significant)
- Minor at 22nd Street (can mitigate to less than significant)

Proposed Mitigation Measures

- **Gaffey Street:** prohibit parking during peak periods, modify lanes and turn lanes, and install a traffic signal at 6th Street.
- **Harbor Boulevard:** install a traffic signal at 3rd street, prohibit parking, and configure the roadway to provide three lanes northbound and southbound from Swinford to 5th Street; reconfigure Harbor Boulevard to provide three southbound lanes at 5th through 6th streets, resulting in one left-turn lane, two through lanes and one shared through/right-turn lane. The existing on-street bicycle lanes may need to be removed (relocated/replaced on the parkway) to accommodate the additional travel lane on southbound Harbor Boulevard.

Public Participation Guide

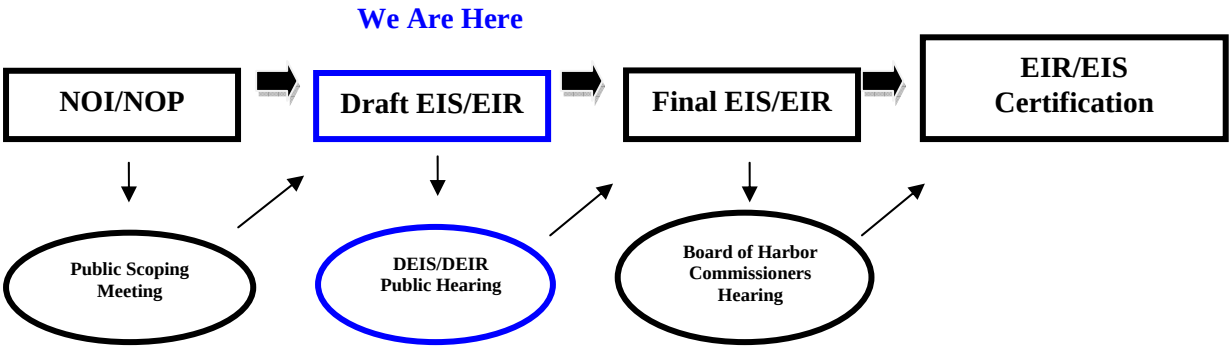
During the Draft EIS/EIR review phase, we urge you to take advantage of the many opportunities to participate.

Attend a Public Meeting	A public meeting on the Draft EIS/EIR will be held to provide input and learn more about the *San Pedro Waterfront Project*. Comments made at the public meeting will be addressed in the final EIS/EIR. **Monday, October 27, 2008** **6 p.m.** **Crowne Plaza Hotel** **Los Angeles Harbor San Pedro** **601 South Palos Verdes Street** **San Pedro, CA 90731**
Submit Comments via Mail	Comments sent by mail must be postmarked by **December 8, 2008** and should be sent to both of the following addresses: Spencer D. MacNeil, D. Env. Senior Project Manager U.S. Army Corps of Engineers Regulatory Division Ventura Field Office 2151 Alessandro Drive, Suite 110 Ventura, CA 93001 Dr. Ralph Appy Director of Environmental Management Los Angeles Harbor Department 425 South Palos Verdes Street San Pedro, CA 90731
Submit Comments via E-mail	Comments sent by e-mail should be sent by **December 8, 2008** to: ceqacomments@portla.org • Send your comments in letter format as an attachment to the e-mail. • Include a mailing address in the comment letter. • Type "San Pedro Waterfront Project" in the e-mail subject line.
Visit our Website	Project information provided by the Port of Los Angeles can be found at: www.portoflosangeles.org.
Call with Questions	For questions on the *San Pedro Waterfront Project*, please contact the following: • U.S. Army Corps' Public Affairs Office at (213) 452-3920 • Port of Los Angeles, Jan Green Rebstock at (310) 732-3949

Thank You for Your Interest!

EIS/EIR Process Overview

EIS/EIR Milestones



The Draft EIS/EIR phase is intended to allow the USACE and Port to gather comments from the public and agencies about the content and analysis of affected resources and potential impacts as a result of constructing and operating the proposed Project.

- The Draft EIS/EIR will undergo a 75-day comment period from September 22, 2008 through December 8, 2008. During this time, the USACE and Port accept written comments and will host a public meeting on October 27, 2008 to present its findings and provide opportunity for public comment. The public meeting will be held at 6:00 p.m. at the Crowne Plaza Hotel at 601 S. Palos Verdes Street, San Pedro CA 90731. The San Pedro Waterfront Project environmental study team will respond to comments in the Final EIS/EIR.
- The EIS/EIR is a decision-making tool used by federal and local officials to consider the effects of the proposed Project on the environment. The EIS/EIR is an informational document and does not recommend approval or denial of a project.
- You may request an electronic or hard copy version of the Draft EIR/EIS by calling 310.732.3675. You may download a copy of the Draft EIS/EIR at www.portoflosangeles.org or view it at the following locations:
  - Los Angeles Public Library, San Pedro Branch, 921 South Gaffey Street, San Pedro, California
  - Los Angeles Public Library, Wilmington Branch, 1300 North Avalon, Wilmington, California
  - Los Angeles Harbor Department, Environmental Management Division, 425 South Palos Verdes Street, San Pedro, California