ES

EXECUTIVE SUMMARY

ES.1 Introduction

This draft environmental impact report (EIR) assesses impacts related to the Wilmington Waterfront Development Project proposed by the Los Angeles Harbor Department (LAHD). LAHD administers development within the Port of Los Angeles (Port) and overall Port operations. The proposed Project is located in the Port of Los Angeles Plan area and in the Wilmington-Harbor City Community Plan area. The western portion of the proposed Project is adjacent to the community of San Pedro in the City of Los Angeles.

This draft EIR fulfills the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act of 1970 (CEQA Guidelines) (14 California Code of Regulations [CCR] Section 15000 et seq.). LAHD is the CEQA lead agency.

The draft EIR describes the environmental resources that would be affected by the proposed Project and evaluates the significance of the potential impacts to those resources as a result of constructing and operating the proposed Project.

ES.1.1 Project Boundary

The proposed Project site is generally bounded by Lagoon Avenue to the west, Broad Avenue to the east, C Street to the north, and Slip 5 to the south, where over-water viewing piers and floating docks are proposed. The site includes the Waterfront Red Car Line and the multi-modal California Coastal Trail (CCT) linkages beginning in the west at Swinford Street, moving along Front Street to John S. Gibson Boulevard, and then along Harry Bridges Boulevard until it terminates at Avalon Boulevard in the east. The proposed Project includes several components and associated infrastructure improvements that would occur over an approximately 94–acre area. The recreational and open space areas within the proposed Project area would be operated by LAHD and the City of Los Angeles.

ES.1.2 Project Summary and Highlights

The proposed Project involves development of a variety of land uses within the three distinct areas of the proposed project site: (1) the Avalon Development District, (2) the Avalon Waterfront District, and (3) the Waterfront Red Car Line Extension and multi-modal CCT linkage area. The draft EIR describes the environmental resources that would be affected by the proposed Project. The draft EIR will address elements of the proposed Project in these three areas on both the program and project level. A program-level analysis is prepared when the lead agency has a proposed program or series of actions that can be characterized as one large project, and some specific design information may be uncertain. A program-level analysis generally analyzes broad environmental effects of the program with the understanding that additional site-specific environmental review may be required for particular aspects of the program when those aspects are proposed for implementation and construction. Below highlights the major elements of each of the three areas, except where indicated all elements will be analyzed at a project-level analysis.

ES.1.2.1 Avalon Development District (Areas A and B)

Proposed Project elements in this area include (1) infrastructure improvements to support up to 150,000 square feet of light industrial development analyzed a a program level; (2) development of up to 58,000 square feet of commercial uses; (3) sidewalk and pedestrian-oriented enhancements along Island, Fries, and Marine Avenues, Harry Bridges and Avalon Boulevards, and C street; (4) a 1-acre passive park located on the vacant Railroad Green; and (5) adaptive reuse of the historic 14,500-square-foot Bekins Storage property for a Waterfront Red Car Museum.

ES.1.2.2 Avalon Waterfront District

Proposed Project actions or elements in this area include:

- Constructing pedestrian-oriented features and improvements such as a waterfront promenade with 12,000 square feet of restaurant/visitor-serving retail development, a 200-foot Observation Tower with a pedestrian ramp, a 10-acre Land Bridge with an elevated park, and a pedestrian "water" bridge enhanced by an integrated water feature that would provide the surrounding Community with open space and improved pedestrian access to the waterfront;
- Demolishing the Los Angeles Department of Water and Power (LADWP) Marine Tank site and associated pipe conveyance infrastructure, and remediating the site;
- Programmatically evaluating the feasible relocation of the Marine Tank Farm liquid bulk storage tanks to an existing liquid bulk storage tank facility (the Olympic Tank Farm) located 1.5 miles northeast of the proposed project site on the southeastern corner of Alameda and Robidoux Streets; and

- Vacating Avalon Boulevard south of A Street, realigning Broad Avenue to the waterfront, and realigning Water Street to run adjacent to the Pacific Harbor Rail Line, which would travel under the Land Bridge to improve pedestrian circulation and provide space for the waterfront promenade.

ES.1.2.3 Waterfront Red Car Line/Multi-Modal California Coastal Trail Extension

The proposed Project includes a program-level analysis to extend the Waterfront Red Car Line from Swinford Street in the west to Avalon Boulevard in the east, connecting the communities of San Pedro and Wilmington. The proposed Project would also extend the Multi-Modal California Coastal Trail (CCT) in the San Pedro Community from Swinford Street in the west to the Wilmington Community at Avalon Boulevard in the east.

ES.1.2.4 Project Sustainability and Design Features

The Wilmington Waterfront Project is intended to showcase LAHD's commitment to sustainability. The proposed Project would incorporate a number of sustainable elements focusing on the effort of LAHD to create a green Port. These are analyzed as part of the proposed Project within this draft EIR. Additionally, the proposed Project would incorporate several features to enhance the proposed Project's final design. While not required to mitigate a significant impact, these design measures also serve to further minimize the proposed Project's effect on surrounding uses and environmental resources. The following proposed project elements and design measures are consistent with LAHD's Sustainability Program and policies:

- Use recycled water from the existing 24-inch recycled water main under Harry Bridges Boulevard for all landscaping and water feature purposes to decrease the proposed Project's use of potable water;
- Drought-tolerant plants and shade trees would be included in the planting palette;
- Increase permeable surfaces and improve stormwater runoff quality by installing bioswales and permeable pavement at the surface parking locations to reduce stormwater runoff and provide natural filtration of pollutants;
- Install approximately 20,000 square feet of solar panels on the shade pavilions on the Land Bridge and waterfront piers with a goal of achieving up to 12.5% of the proposed Project's energy needs;
- Provide incentives for green incubator technologies and businesses to locate within the 150,000 square feet of proposed light and limited industrial within the Avalon Development District;
- Require LEED™ certification for all new buildings as feasible by implementing and ensuring consistency with the LAHD's Green Building Policy, Leadership in

Energy and Environmental Design (LEED) Certification (minimum Silver) is required for all new development over 7,500 square feet;

- Follow LAHD sustainable engineering design guidelines in the siting and design of new development; and,
- Employ LAHD sustainability measures during construction and operation and use recycled and locally derived materials for proposed project construction, while achieving recycling goals for construction and demolition debris.
- Implement energy efficient design features in the final design to help ensure energy needs are minimized to the extent feasible during construction and operation of the proposed Project (as specified in Chapter 3.2, "Air Quality and Meteorology," and Chapter 3.12, "Utilities").
- Implement water quality and conservation design features in the final design to help ensure water quality impacts are minimized during construction at the water's edge and in the water and operationally through the use of construction BMPs and bioswales (as specified in Chapter 3.14, "Water Quality, Sediments, and Oceanography"). Additionally, the proposed Project's use of potable water would be reduced through the use of reclaimed water for irrigation and water features (as specified in Chapter 3.12 "Utilities").
- Implement noise design features**.** Site commercial uses at the waterfront (i.e. 12,000 square feet of restaurant/visitor-serving retail) would be located more than 100 feet from the heavily used San Pedro Branch Line and TraPac ICTF lead (as specified in Chapter 3.9, "Noise").
- Implement aesthetic design features. Public art, consistent with the Wilmington Waterfront Development Program Public Art Master Plan, would be integrated into the proposed project area and would include up to two major sculptural pieces. Views of the waterfront and Wilmington community would be created through the construction of the elevated park, pedestrian bridge, and observation tower. The proposed Project would also implement the Wilmington Waterfront Development Program Lighting Design Guidelines to improve efficiency and reduce glare (as specified in Chapter 3.1, "Aesthetics").
- Implement pedestrian access and public docking design features**.** Pedestrian access to the waterfront and throughout the proposed project site would be improved through the extension of the California Coastal Trail and Waterfront Red Car Line, pedestrian water bridge, elevated park/Land Bridge, and waterfront promenade. Additionally, the proposed Project would create more public docking opportunities and improve waterside access to the Wilmington Waterfront. A water taxi service stop could also be accommodated.

ES.1.2.5 Proposed Planning/Land Use Changes

The proposed Project would also include amendments to the City of Los Angeles General Plan, the Port of Los Angeles Plan (Port Plan), the Wilmington-Harbor City Community Plan (CP), and the Port Master Plan (PMP) as listed below:

- Extend the Port Plan jurisdictional boundary from Water Street north to Harry Bridges Boulevard and from Broad Avenue in the east to Marine Avenue in the west, to include the single block of the Avalon Development District south of Harry Bridges Boulevard, the Avalon Triangle Park development site, and the Avalon Waterfront District, resulting in a corresponding retraction of the Wilmington-Harbor City CP jurisdictional boundary;
- Extend the PMP jurisdictional boundary to match the Port Plan adjustment, which would include the single block of the Avalon Development District south of Harry Bridges Boulevard, the Avalon Triangle Park development site, and the Avalon Waterfront District to be consistent with the Port Plan jurisdictional boundary change
- Amend the City of Los Angeles General Plan to downgrade existing streets including Avalon Boulevard. This would include the downgrade of Avalon Boulevard from a collector street to a local street from Harry Bridges Boulevard south to its terminus at Water Street.
- Amend Port Plan existing land use designation of General/Bulk Cargo & Commercial/Industrial Uses Non-hazardous in PA 5 to add Recreation (this would include the waterfront area and the area where Triangle Park would be located);
- Amend Port Master Plan's existing land use designations for PA 5 (General Cargo, Liquid Bulk, Dry Bulk, Commercial Fishing, Industrial, Institutional, Other) to add Recreation and Commercial (non-fishing related) land uses; and
- Amend the Los Angeles Municipal Zoning Code (including previous and expanded boundary) to add Recreation, consistent with the Tidelands Trust to accommodate proposed project components (e.g., waterfront promenade, Land Bridge, Observation Tower). The Triangle Park area would be rezoned to Open Space.

ES.2 Purpose of this Draft EIR

This draft EIR will be used to inform decision makers and the public about the potential significant environmental effects of the proposed Project. Section 1.4 describes the agencies that are expected to use this document, including the lead and responsible agencies under CEQA. Section 1.5 describes the scope and content required of an EIR, and Section 1.6 describes the key principles guiding the preparation of this document.

This draft EIR is being provided to the public for review and comment, and to assist them in participating in the planning process. After public review and comment, a final EIR will be prepared that will include responses to comments on the draft EIR received from agencies, organizations, and individuals. The final EIR will provide the basis for decision making by the CEQA lead agency, as described below, and other responsible agencies.

ES.2.1 CEQA Introduction

This EIR is being prepared by the LAHD in compliance with the CEQA Statute and the CEQA Guidelines, which require the evaluation of potential environmental impacts resulting from LAHD discretionary decisions.

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

The Port of Los Angeles is specifically recognized in the California Coastal Act of 1976 (PRC §§ 30000 et seq.) as a primary economic and coastal resource, essential to the national maritime industry (PRC § 30701(a).) The State of California granted the submerged lands and tidelands comprising the Port in trust to the City of Los Angeles in 1929 by statute commonly referred to as the "Los Angeles Tidelands Trust Grant" (Chapter 651, Statutes of 1929, as amended). As trustee of the Port, the LAHD operates it in accordance with the Los Angeles City Charter, the Los Angeles Tidelands Trust Grant, the Public Trust Doctrine and the California Coastal Act. These legal mandates require that LAHD use the Port for the purposes of promoting and accommodating waterborne commerce, navigation, fishery and related purposes.

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

The primary intended uses of this draft EIR by LAHD is to (1) inform agencies considering permit applications and other actions required to construct, lease, and operate the proposed Project and (2) to inform the public of the potential environmental consequences of the proposed Project. LAHD's certification of the EIR, Notice of Completion, and Statement of Overriding Considerations (if necessary) will document LAHD's decision as to the adequacy of the EIR and will inform subsequent decisions by the LAHD regarding approval and construction of the proposed Project. LAHD would use this EIR to support permit applications, construction contracts, leases, and other actions required to implement the proposed Project and to adopt mitigation measures that, where possible, would reduce or eliminate significant environmental impacts. LAHD

could also use this draft EIR to obtain California Coastal Commission approvals to amend the Port Master Plan to redesignate land areas for Port operations.

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

ES.2.1.1 CEQA Baseline

Section 15125 (a) of the CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a proposed project that exist at the time of the NOP. The conditions that existed at the time the NOP was circulated for review (March 2008) are described in Chapter 2, "Project Description," and are also described in appropriate sections within Chapter 3, "Environmental Analysis," when baseline conditions are formulated from multiple sources of data. These environmental conditions constitute the baseline physical conditions by which the CEQA lead agency determines whether an impact is significant. The CEQA baseline represents the setting at a fixed point in time, with no project growth over time. This differs from the No Project Alternative (discussed later in this chapter and in detail in Chapter 5, " Project Alternatives") in that the No Project Alternative addresses what is likely to happen at the site over time, starting from the baseline conditions. The No Project Alternative allows for growth at the proposed project site that would occur without additional discretionary approvals.

ES.3 Existing Environmental Setting

ES.3.1 Regional Setting

The Port is located at the southernmost portion of the City of Los Angeles (City) and comprises 43 miles of waterfront and 7,500 acres of land and water, with approximately 300 commercial berths. The Port is bound by the community of San Pedro to the west, the Wilmington community to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south. Figure ES-1 shows the regional location of the proposed project area. **Error! Bookmark not defined.**

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

community, and educational facilities, such as the Banning's Landing Community Center, the Cabrillo Marine Aquarium, and the Los Angeles Maritime Museum.

ES.3.2 Proposed Project Setting

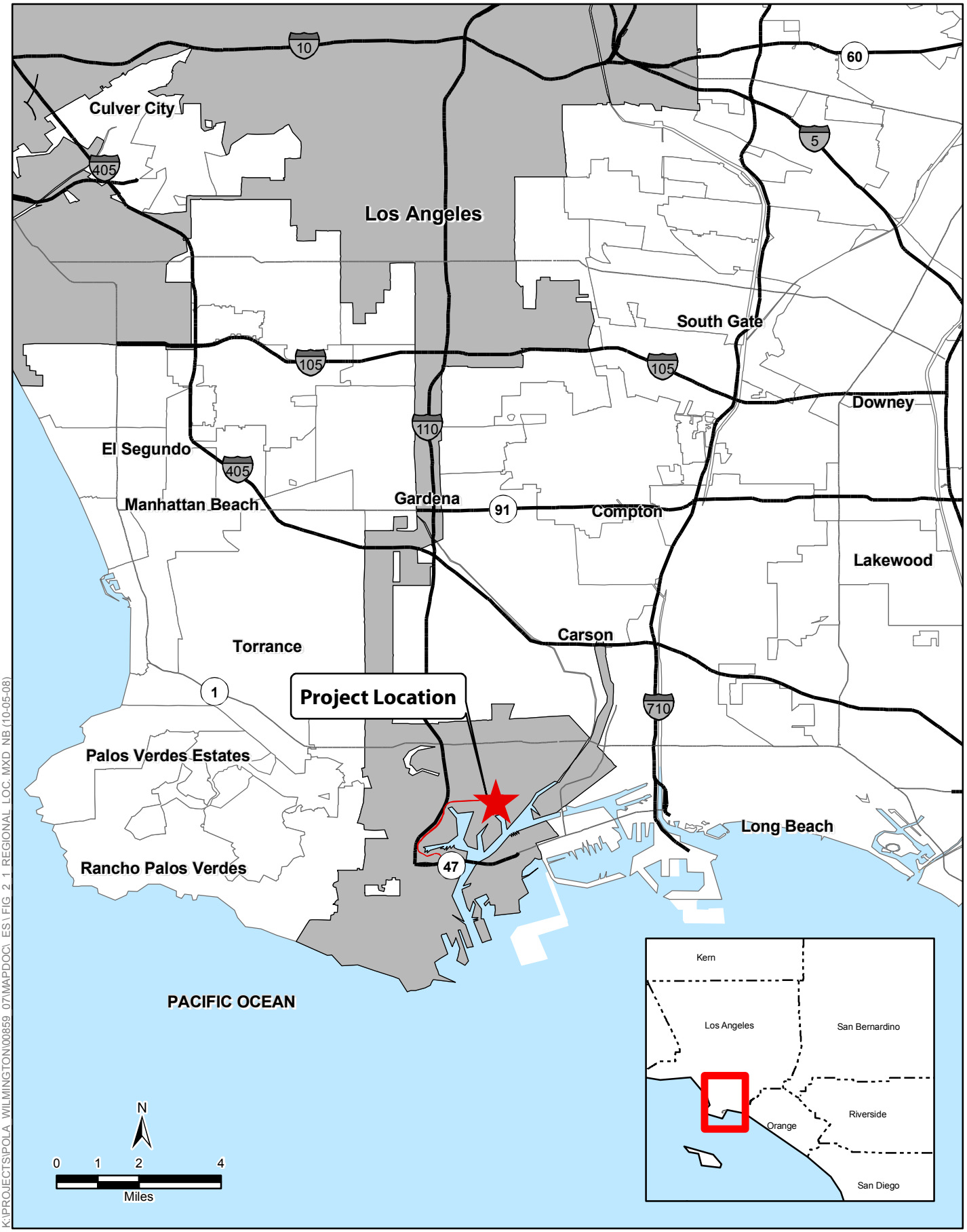
The proposed project site is generally bounded by Lagoon Avenue to the west, Broad Avenue to the east, C Street to the north, and Slip 5 to the south, where over-water viewing piers and floating docks are proposed. The site includes the Waterfront Red Car Line and the multi-modal California Coastal Trail (CCT) linkages beginning in the west at Swinford Street, moving along Front Street to John S. Gibson Boulevard, and then along Harry Bridges Boulevard until terminating at Avalon Boulevard in the east (Figure ES-2).

ES.3.3 Existing Site Conditions

The intersection of Avalon and Harry Bridges Boulevards serves as the gateway to the center of Wilmington's business district (heading north on Avalon Boulevard) and the gateway to the community's waterfront (heading south on Avalon Boulevard). The corridor in this vicinity contains modest one- and two-story commercial and industrial buildings, with many vacant and/or underutilized lots. The Avalon Triangle Park development is proposed on the southeastern corner of the site.

The Avalon Development District is composed of industrial commercial buildings and vacant lots along the north side of Harry Bridges Boulevard, between Lagoon and Broad Avenues south of C Street, as well as a single block located south of Harry Bridges Boulevard between Avalon Boulevard and Marine Avenue. Existing industrial structures on privately owned, LAHD-leased, and LAHD-owned lots are scattered throughout this district. The historic 14,500-square-foot Bekins building is located at 245 North Fries Avenue/312–326 West C Street. Existing businesses located on private parcels from west to east include Wilmington Iron Works at 432 West C Street; Tenzera, Inc., at 227 North Island Avenue; Harpur's Marine Engines at 502 West C Street; Marine Wholesale & WHSE, CO, at 220 North Fries Avenue, Avalon Rafts at 218 and 221–227 North Avalon Boulevard; LA Bunker Surveyors, Inc, at 214 N. Marine Avenue; Monterey Inn (residential) at 233 North Avalon Boulevard; and Smokey's Cycle Parts at 236 North Avalon Boulevard. Other buildings present in the Avalon Development District, but whose functions are unknown include 414 West C Street, 246 North Fries Avenue, and 229 North Broad Avenue. None of the above privately owned parcels are targeted for modification by the proposed Project with the exception of the historic Bekins buildings, which are planned for rehabilitation in accordance with the Secretary of the Interior's Guidelines for Rehabilitating Historic Buildings. Figure ES-3 illustrates LAHD-owned, LAHD-leased, and privately owned property.

The Avalon Waterfront District area would include the waterfront promenade area and a Land Bridge with an elevated park. Existing buildings in the waterfront promenade area include the 10,000-square-foot Banning's Landing Community



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SOURCE: ESRI Streetmap USA (2007)

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Figure ES-1
Regional Location
Wilmington Waterfront Development Project

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SOURCE: ESRI USA Imagery (2006)

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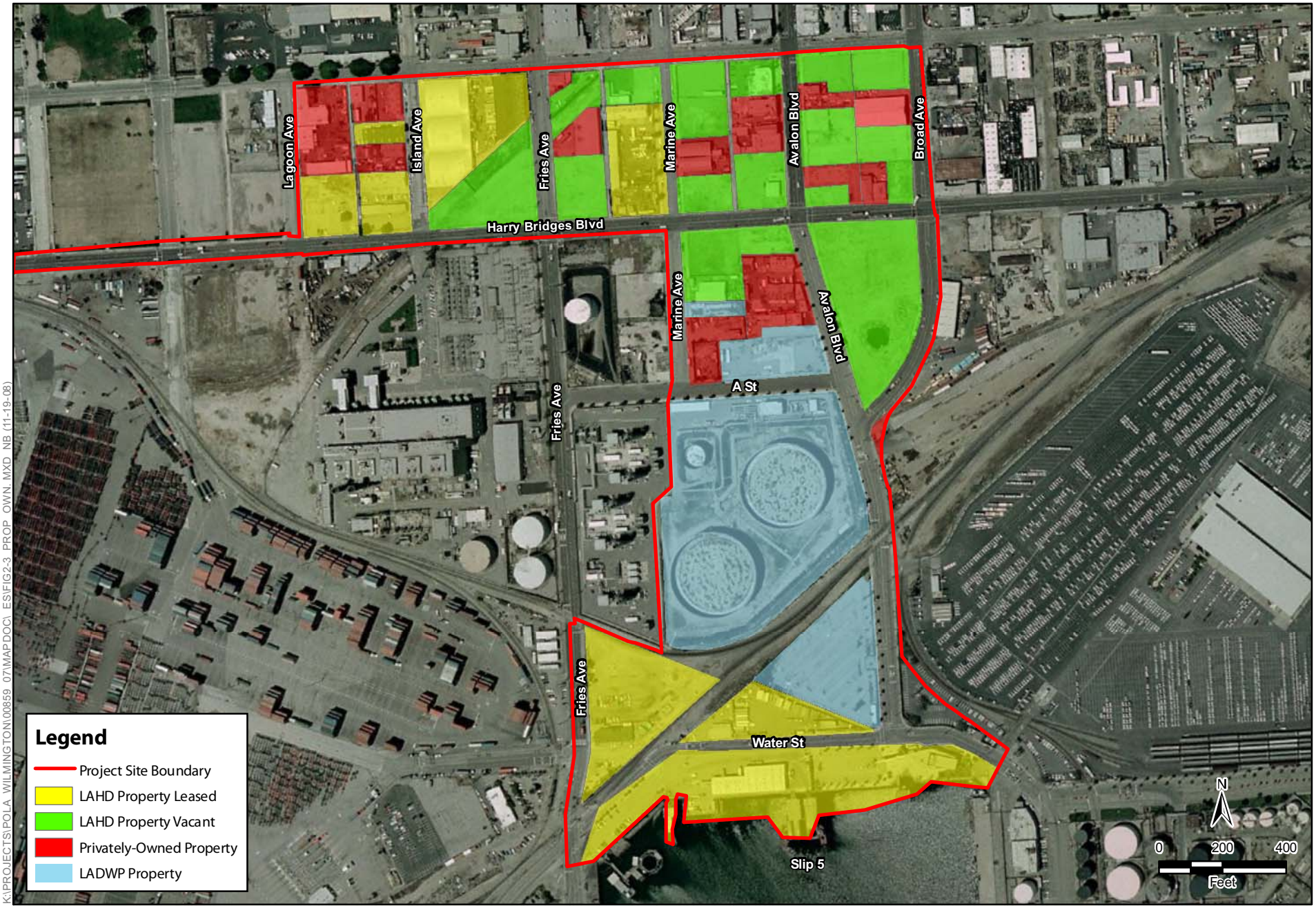
Figure ES-2
Proposed Project Boundary and Surrounding Area
Wilmington Waterfront Development Project



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SOURCE: ESRI USA Imagery (2006), Port of Los Angeles (2008)

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Figure ES-3
Property Ownership
Wilmington Waterfront Development Project

Center built in 1996, the potentially locally significant National Polytechnic University (College of Oceaneering) building (which would remain), the 30,860-square-foot Catalina Freight building (which would be demolished), and the 2,370-square-foot National Polytechnic College of Science Hyperbaric Chamber building and 1,800-square-foot welding pier immediately south of Water Street (both of which would be demolished).

The major land use in the area of the proposed Land Bridge and elevated park is the existing LADWP Marine Tank Farm site, on Lot 35, a 348,865-square-foot parcel north of Pacific Harbor Rail Line and south of A Street (Figure ES-3 illustrates LAHD-owned, LAHD-leased, and privately owned property). Structures on this parcel include two operational 58,965-square-foot liquid bulk storage tanks, which hold up to 450,000 barrels (bbl), one of which contains raw gas oil and the other hydro-treated gas oil; a smaller operational 30,000 bbl containing hydro-treated gas oil; and six other ancillary structures, which total 18,500 square feet. The Marine Tank Farm's liquid bulk storage tanks and ancillary structures are leased and operated by the Valero Corporation. In addition to this large parcel, LADWP owns Lot 36, a vacant 99,775-square-foot parcel south of the rail line, and Lot 34, a vacant 41,389-square-foot site immediately north of A Street. All LADWP-owned land mentioned above would be dedicated to park use, and existing buildings and structures would be demolished.

The Avalon Triangle Park project site is located on a large, paved vacant lot on the southeast corner of Harry Bridges and Avalon Boulevards. The Avalon Triangle Park project has been planned and assessed under CEQA separately from the proposed Project, but has been designed to complement the planning and design of the proposed Project.

Avalon Triangle Park site is included in the proposed Project area because the site would be within the proposed extension of the Port Plan jurisdictional boundary and would be removed from the Wilmington-Harbor City Community Plan.

The proposed Project includes a programmatic assessment of the relocation of the LADWP Marine Tank Farm to the offsite Olympic Tank Farm, which currently contains nine existing liquid bulk storage tanks. The land is void of natural vegetation. The two areas large enough to accommodate the Marine Tank Farm storage tanks have previously supported storage tanks. The site is located approximately 1.5 miles northeast of the proposed project site, at the southeastern corner of Alameda and Robidoux Streets.

ES.3.4 Surrounding Uses

While the proposed project site lies partially within the Wilmington-Harbor City Community Plan, the majority of the Wilmington community lies north of the proposed Project. Wilmington is approximately 11.40 square miles and is composed of varied land uses. However, the community land uses that surround the proposed project site are almost exclusively light industrial with a small pocket of heavy

commercial. The nearest residential area is within 5 miles of the proposed project site.

The Wilmington Industrial Park is located northeast of the proposed project site and is bounded (approximately) by Anaheim Street on the north, Harry Bridges Boulevard on the south, Alameda Street on the east, and Broad Avenue on the west. The industrial park is designated and zoned for light industry, and is developed with a number of industrial uses, as well as some container and truck storage facilities. Some large areas of land remain vacant and available for development.

Directly east of the proposed project site is the 85-acre Wallenius Wilhelmsen Lines (WWL) Auto Terminal site. WWL deals mainly in vehicle processing and logistics services and can store up to 8,000 vehicles on site. An extensive rail yard for loading and unloading auto racks is located on site. WWL customers at this site include Nissan and Infiniti. WWL Auto has been a tenant at the Port since 1969 (LAHD 2008).

The 34.7-acre Vopak site is situated south of WWL Auto Terminal and the proposed Project. The Vopak site stores liquid bulk chemical products in approximately 60 storage tanks with a total holding capacity of 700,000 bbls. Onsite storage includes organic and inorganic chemicals, petroleum, animal fats and vegetable oils, and dry bulk goods. The Vopak site also supports a bulk cement distribution facility with an 86,000-square-foot warehouse.

Immediately west of the proposed project site is the LADWP Harbor Generating Station (HGS). The HGS is located to the west of Fries Avenue at the intersection of Fries Avenue and A Street. In addition, there are five combustion turbines (also known as Peaker Units) associated with the Harbor Generating Station that are located to the east of Fries Avenue. The HGS is owned and operated by LADWP and is located on an 18.3 acre site outside the existing jurisdiction of the Port Plan and the PMP. It was originally constructed in the late 1940s, with the Peaker Units added in 2001, to provide local in-basin generation, voltage and VAR (Volts Ampere Reactive) support, transmission support, southern system security, and emergency support for the LADWP electrical system. The basic power generation activities and corresponding facility areas are power generation units, electrical switching and receiving, and fuel storage tanks. However, the HGS does have diesel fixed generators to provide emergency power. More detail on the HGS is provided in Chapter 3.7.

Farther west of the proposed project site is the 173-acre Trans Pacific (TraPac) Container site, which has 11 post-Panamax cranes with 100-foot-gauge and 40-long-ton main hoist capacity. The terminal features a 28,000-square-foot maintenance shop, 546 reefer plugs (wheels), 48 grounded plugs, 3 portable generators that maintain an additional 96 plugs, a wash system for the exterior of containers, a wash system for the interior of containers, 10 transtainers, 12 side-handlers, and 4 toplifts. Shipping lines served by TraPac include Mitsui O.S.K., China Shipping, Norasia, Compañia Sudamericana de Vapores, Zim, Wan Hai, APL, Hyundai Merchant Marine Co., and CMA-CGM.

The Los Angeles Board of Harbor Commissioners recently approved the TraPac Container Terminal expansion, located between Berths 136 and 147. The expansion will allow TraPac to expand cargo handling in an efficient manner from 900,000 twenty-foot equivalent units (TEUs) (baseline year 2003) to 2.4 million TEUs by 2025. It is expected that particulate matter of less than 2.5 microns ($PM_{2.5}$) will be reduced by 75% and nitrogen oxides (NOx) will drop by 55% below baseline levels as a result of mitigation measures applied during proposed project operations. By 2015, total proposed project emissions of volatile organic compounds (VOCs), nitrogen oxides (NO_X), sulphur oxides (SO_X), and particulate matter (PM_{10} and $PM_{2.5}$) will be reduced approximately 50%. The health risks associated with the modernized terminal operations will be well below regulatory standards of significance and will reduce the estimated residential cancer risk associated with terminal operations to below baseline levels in large parts of Wilmington.

Much of the proposed Project planning is based upon the Wilmington Waterfront Master Plan Development Program (Program), which is described in detail in ES.7.1, "Project Planning History and Community Involvement." In addition to the Avalon Development District and the Avalon Waterfront District, the Program encompasses the Harry Bridges Buffer Area project located west of Lagoon Avenue. This area, which lies to the northwest of the proposed project site, is intended to provide an open space buffer and visual screening between the Wilmington community and Port industrial operations. Like the Avalon Triangle Park development project, the construction of the Harry Bridges Buffer Area project is proceeding independently and separate from the proposed Project.

ES.4 Proposed Project

ES.4.1 General Overview

The proposed Project involves a variety of land uses within the proposed project area, including public waterfront and open space areas, commercial development, and transportation and parking facilities. Each of these is described in further detail in this section.

ES.4.2 Proposed Project Objectives

CEQA Guidelines (Section 15124(b)) require that the project description contain a statement of objectives, including the underlying purpose of the proposed Project. The proposed Project is intended to fulfill the overall project purpose of the LAHD. The proposed project objectives were developed based on the community planning process that is thoroughly discussed in Chapter 2, "Project Description." The proposed project objectives are described below.

- Create a project that will serve as a regional draw and attract visitors to the Wilmington Waterfront;

- Design and construct a waterfront park, promenade, and dock to enhance the connection of the Wilmington community with the waterfront while integrating design elements related to the Port's and Wilmington's past, present, and future;
- Construct an independent project that integrates design elements consistent with other area community development plans to create a unified Los Angeles waterfront through the integration of publicly oriented improvements;
- Enhance the livability and economic viability of the Los Angeles Harbor area, Wilmington community, and surrounding region by promoting sustainable economic development and technologies within the existing commercial Avalon Development District; and
- Integrate environmental measures into design, construction, and operation to create an environmentally responsible project.

ES.4.3 Proposed Project Elements

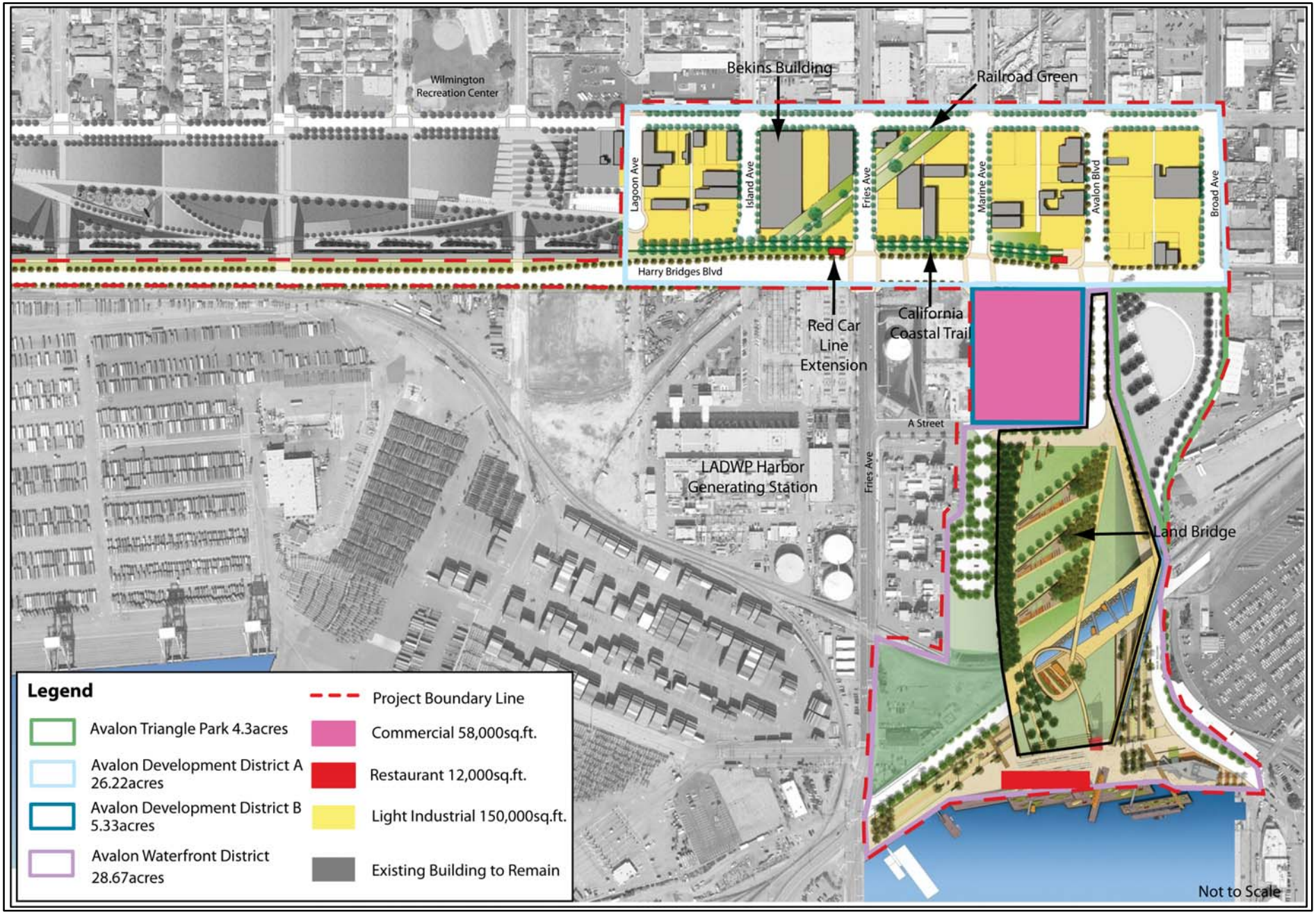
The proposed Project is composed of several actions and elements spread over approximately 94 acres. Development under the proposed Project would occur in the following three areas:

- the Avalon Development District (Areas A and B);
- the Avalon Waterfront District; and
- the Waterfront Red Car Line/Multi-Modal California Coastal Trail

In each of these three areas sustainable design elements and features are proposed to help reduce energy and water requirements and to contribute to an improved project design. Jurisdictional boundary adjustments are required for the Port Element of the City's General Plan, Wilmington Harbor-City Community Plan, and the Port Master Plan. The re-designation of land uses and rezoning within the proposed project area would also occur under the proposed Project within the three areas identified above.

The proposed Project would be constructed and implemented in two phases. The first—Phase I: Interim Plan—would occur between 2009 and 2015; the second—Phase II: Full Buildout Plan—would occur between 2015 and 2020. Section ES.4.5, "Project Phasing and Demolition and Construction Plan," provides additional details regarding the proposed project phasing.

The proposed project actions or elements within the three major areas of development are described in greater detail below. Figure ES-4 shows an overview of the elements included in the proposed Project. Table ES-1 provides a summary of the three major areas of development by each action or element, the existing uses, and the phase each action or element would occur. Figure ES-5 illustrates the completed proposed Project using a simulated view.



SOURCE: Sasaki (2008)

Figure ES-4
Proposed Project Boundary by Separate Areas
Wilmington Waterfront Development Project

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SOURCE: Sasaki(2008)

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Figure ES-5
Proposed Project Rendering
Wilmington Waterfront Development Project

Table ES-1. Elements of the Proposed Project

Elements	*Existing Conditions (CEQA Baseline)*	*Proposed Project Phase I (2009–2015)*	*Proposed Project Phase II (2015–2020)*
AVALON DEVELOPMENT DISTRICT			
Light Industrial Development	Police trailer at southeast corner of C Street and Marine Avenue, vacant industrial lots owned by Port north of Harry Bridges Boulevard, Trade School located at corner of Lagoon and C Street; scattered private buildings	Construction and operation of a maximum of 75,000 sf of light industrial development (oriented toward green technology businesses) around Avalon Boulevard, in the industrial area between Lagoon and Broad Avenues, north of Harry Bridges Boulevard and south of C Street; trade school and private buildings to remain unchanged	Potentially construct and operate an additional 75,000 sf of light industrial development (oriented toward green technology businesses).
Commercial Development	Dockside Ship & Machine Repair structures totaling approximately 10,000 sf and an underutilized 5,500 sf structure south of Harry Bridges Boulevard between Avalon Boulevard and Marine Avenue and vacant industrial lots	Construction and operation of 58,000 sf of retail/commercial development south of Harry Bridges Boulevard along Avalon Boulevard	N/A
Waterfront Red Car Museum	Bekins Storage Property at 245 Fries Avenue/312–326 West C Street; the Bekins Storage Property is a collection of potentially historic buildings and warehouse structures built in 1916, including a 14,500 sf building	Adaptive reuse of the 14,500-sf building located on Bekins Storage Property as Waterfront Red Car Museum consistent with the Secretary of the Interior's Guidelines for Rehabilitating Historic Buildings	N/A
Railroad Green	Vacant railroad right of way and lot	Construction and operation of approximately 1 acre passive recreation park crossing diagonally from Harry Bridges Boulevard (at Island Avenue) to C Street (east of Fries Avenue)	N/A
Vacate Avalon Boulevard	Avalon Boulevard and associated infrastructure (i.e., curbs, gutters, etc.), vacant industrial lots and industrial buildings listed under Commercial development above	Vacation of Avalon Boulevard south of A Street	N/A
Realign Broad Avenue	Broad Avenue and associated infrastructure (i.e., curbs, gutters, etc.) and a corner of a lot used for material storage	Realignment of Broad Avenue to continue to the waterfront	N/A
Streetscape Improvements	Existing infrastructure and streets in the Avalon Development District which include Harry Bridges and Avalon Boulevards, C Street, and Broad, Lagoon, Marine, Island, and Fries	Streetscape and pedestrian enhancements to improve aesthetics and connectivity throughout the Avalon Development District	Streetscape and pedestrian enhancements to improve aesthetics and connectivity throughout the Avalon Development District

Elements	*Existing Conditions (CEQA Baseline)*	*Proposed Project Phase I (2009–2015)*	*Proposed Project Phase II (2015–2020)*
	Avenues		
Demolition			
Demolish Dockside Ship & Machine Repair Structures	Approximately 10,000 sf (also listed above in Commercial Development)	Demolish all structures	
Demolish Underutilized Structure at 115 N. Avalon Boulevard	Approximately 5,500 sf	Demolish structure	
AVALON WATERFRONT DISTRICT			
Waterfront Promenade & Replacing Existing Bulkhead	Catalina Freight, existing bulkhead and pier	Construction and operation of waterfront promenade with landscaping which includes 43,220 sf of new viewing piers (1,155 concrete pilings, 24 inches in diameter), replacement of approximately 17,880 sf of existing piers (478 concrete piles), and two floating docks measuring 5,870 sf for visiting vessels	N/A
Land Bridge with Elevated Park (total 10 acres)	LADWP Marine Tank Site	Construction and operation of large section (4 acres of recreational space) of the land bridge extending from the waterfront to the LADWP tanks over the existing rail lines and the realigned Water Street	Completion of remaining section of the remaining 6-acre land bridge to total 10 acres; sloped open lawn, ornamental gardens, and terraces with decomposed granite would landscape this portion of the land bridge
Pedestrian Water Bridge	LADWP Marine Tank Site	Construction and operation of the pedestrian "Water" Bridge from Entry Plaza to the waterfront promenade and Observation Tower.	N/A
Entry Plaza	Vacant industrial lot	Construction and operation of 1-acre Entry Plaza located at the southeast corner of Harry Bridges and Avalon Boulevards adjacent to Avalon Triangle Park	N/A
Observation Tower	Catalina Freight parking and Water Street	Construction and operation of 200-foot-tall Observation Tower with a 2,144-sf footprint and a pedestrian ramp.	N/A
Restaurant Development	Catalina Freight and existing bulkhead and pier	N/A	Construction and operation of 12,000 sf of restaurant development at the waterfront

Elements	*Existing Conditions (CEQA Baseline)*	*Proposed Project Phase I (2009–2015)*	*Proposed Project Phase II (2015–2020)*
Realignment of Water Street	Existing Water Street and infrastructure (i.e., curb, gutter, etc.)		
Landscaping Improvements	Existing College of Oceaneering parking lot	Landscaping improvements to the existing College of Oceaneering parking lot and area surroundings	N/A
Passenger Drop	Existing Broad Street and infrastructure (i.e., curb, gutter, etc.)	Construction and operation of a passenger drop-off east of Banning's Landing Community Center along Broad Avenue	
Demolition			
Demolish Catalina Freight	Existing 30,860 sf of Catalina Freight	Demolish entire building	N/A
Demolish National Polytechnic College of Science Hyperbaric Chamber Building	Existing 2,370 sf of National Polytechnic College of Science Hyperbaric Chamber Building	Demolish entire building	N/A
Demolish National Polytechnic College of Science Welding Pier	Existing 1,800 sf of National Polytechnic College of Science Welding Pier	Demolish entire building	N/A
LADWP Marine Tank Site	Three LADWP bulk storage tanks leased by Valero and associated infrastructure (i.e., 18,500 sf of building and subterranean pipelines)	Acquisition and demolition of all tanks and associated infrastructure	N/A
Relocation			
LADWP Bulk Storage Tank Capacity to Olympic Tank Site	LADWP Marine Tank Site	After the LADWP tanks are demolished a potential feasible relocation of the reduction of bulk storage capacity due to the demolition of the LADWP tanks is the Olympic Tank Site.	N/A
Dockside Ship & Machine Repair to 141 and 211 N. Marine Avenue	Dockside Ship & Machine Repair and an unknown, underutilized structure	Prior to the realignment of Avalon Boulevard and construction of 58,000 sf of commercial, the Dockside Ship & Machine Repair and an unknown underutilized structure would be removed and possibly relocated to 141 and 211 N. Marine Avenue	N/A

Elements	*Existing Conditions (CEQA Baseline)*	*Proposed Project Phase I (2009–2015)*	*Proposed Project Phase II (2015–2020)*
Parking			
Fries Avenue	LADWP Marine Tank Farm	Construction and operation of 51 spaces off of Fries Avenue	N/A
North of Banning's Landing	Existing Water Street and infrastructure (i.e., curb, gutter, etc) and portions of a vacant LADWP-owned lot	Construction and operation of 71 spaces north of Banning's Landing under the pedestrian water bridge	N/A
West of Land Bridge, East of Peaker Plants	LADWP Marine Tank Site	N/A	Construction and operation of a landscaped 148-space surface parking area with landscaping accessible from A Street adjacent to the Land Bridge
WATERFRONT RED CAR LINE AND CALIFORNIA COASTAL TRAIL			
Extension of Waterfront Red Car Line	Existing streets and associated infrastructure (i.e., curb, gutter, etc.)	N/A	Construction and operation of the Waterfront Red Car Line, which would begin at the intersection of Swinford Street and Harbor Boulevard, proceed along Front Street onto John S. Gibson, and then onto Harry Bridges Boulevard where it would terminate at the intersection with Avalon Boulevard (exact alignment is unknown at this time)
California Coastal Trail (CCT)	Existing sidewalks, streets, and associated infrastructure (i.e., curb, gutter, etc.)	N/A	The CCT would follow the existing public right-of-way from the intersection of Swinford Street and Harbor Boulevard, proceed along Front Street onto John S. Gibson, and then onto Harry Bridges Boulevard where it would terminate at the intersection with Avalon Boulevard

ES.4.3.1 Avalon Development District (Areas A and B)

The Avalon Development District is an industrial area located in south Wilmington. The Avalon Boulevard commercial corridor, which bisects the Avalon Development District, is the primary commercial corridor in Wilmington, with the "center of town" located around the intersection of Avalon Boulevard and Anaheim Street about ½

mile from Harry Bridges Boulevard. Avalon Boulevard currently terminates in the proposed project area at the water's edge. The Avalon Development District includes approximately 31.5 acres and has been divided into two areas, A and B, defined by the proposed boundary change of the Port and Wilmington Harbor-City Community Plan areas. The elements or actions associated with the Avalon Development District primarily include:

Area A (within the Wilmington Harbor-City Community Plan area)

- **Light Industrial Development**—conduct a programmatic assessment of infrastructure improvements (including stormwater improvements, dry utility lines, potable water lines, and wastewater lines) to support up to 150,000 square feet of light industrial development, consistent with current zoning, generally located between Broad Avenue (east) and Lagoon Avenue (west), C Street (north), and Harry Bridges Boulevard (south).
- **Park Development—a 1-acre pas**sive park located on the vacant Railroad Green located between Island Avenue and Fries Avenue.
- **Waterfront Red Car Museum**—adaptive reuse of the historic 14,500-square-foot Bekins Storage property located at 245 Fries Avenue/312–326 West C Street for a Waterfront Red Car Museum.
- **Pedestrian Enhancements**—sidewalk and pedestrian-oriented enhancements along Lagoon, Island, Fries, and Marine Avenues, Harry Bridges and Avalon Boulevards, and along C street.

Area B (within the proposed Port Plan and Port Master Plan areas)

- **Commercial Development**—development of up to 58,000 square feet of maritime visitor-serving commercial uses, such as an open air Mercado, south of Harry Bridges Boulevard, east of Marine Avenue, west of Avalon Boulevard, and north of A Street.
- **Street Realignments and Enhancements**—realign and improve Avalon Boulevard and Broad Avenue (also part of the Avalon Waterfront District).

ES.4.3.1.1 Industrial and Commercial Land Uses

Development proposed around Avalon Boulevard, in the industrial area between Lagoon and Broad Avenues, north of Harry Bridges Boulevard and south of C Street, and referred to as Area A in this document to denote that it would remain under the jurisdictional boundary of the Wilmington Harbor-City Community Plan, would build upon the area's existing character, providing opportunities for in-fill development of light industrial uses. The proposed Project would provide pedestrian amenities such as enhanced sidewalks and street trees along Island, Fries, and Marine Avenues, Avalon and Harry Bridges Boulevards, and C Street. Infrastructure improvements would be completed to allow for up to 150,000 square feet of light industrial uses over the next 12 years with a buildout year of 2020. In addition to the infrastructure improvements within the industrial areas, the proposed Project would develop up to 58,000 square feet of commercial development, such as a pedestrian-

oriented Mercado, one block south of Harry Bridges Boulevard between Avalon Boulevard and Marine Avenue in the location denoted as Area B due to its proposed incorporation into the Port Plan and PMP boundary areas, both of which would expand north to Harry Bridges Boulevard.

Nearly all development within the Avalon Development District would occur on vacant land. Site clearing, demolition of paved sites, and rough grading would be required. Except for a few parcels detailed below in Area B, privately owned parcels and buildings would not be modified. Most of these existing uses would see streetscape improvements and pedestrian enhancements that may temporarily affect individual building accessibility due to construction activities. Figure ES-6 provides typical pedestrian improvements throughout the Avalon Development District.

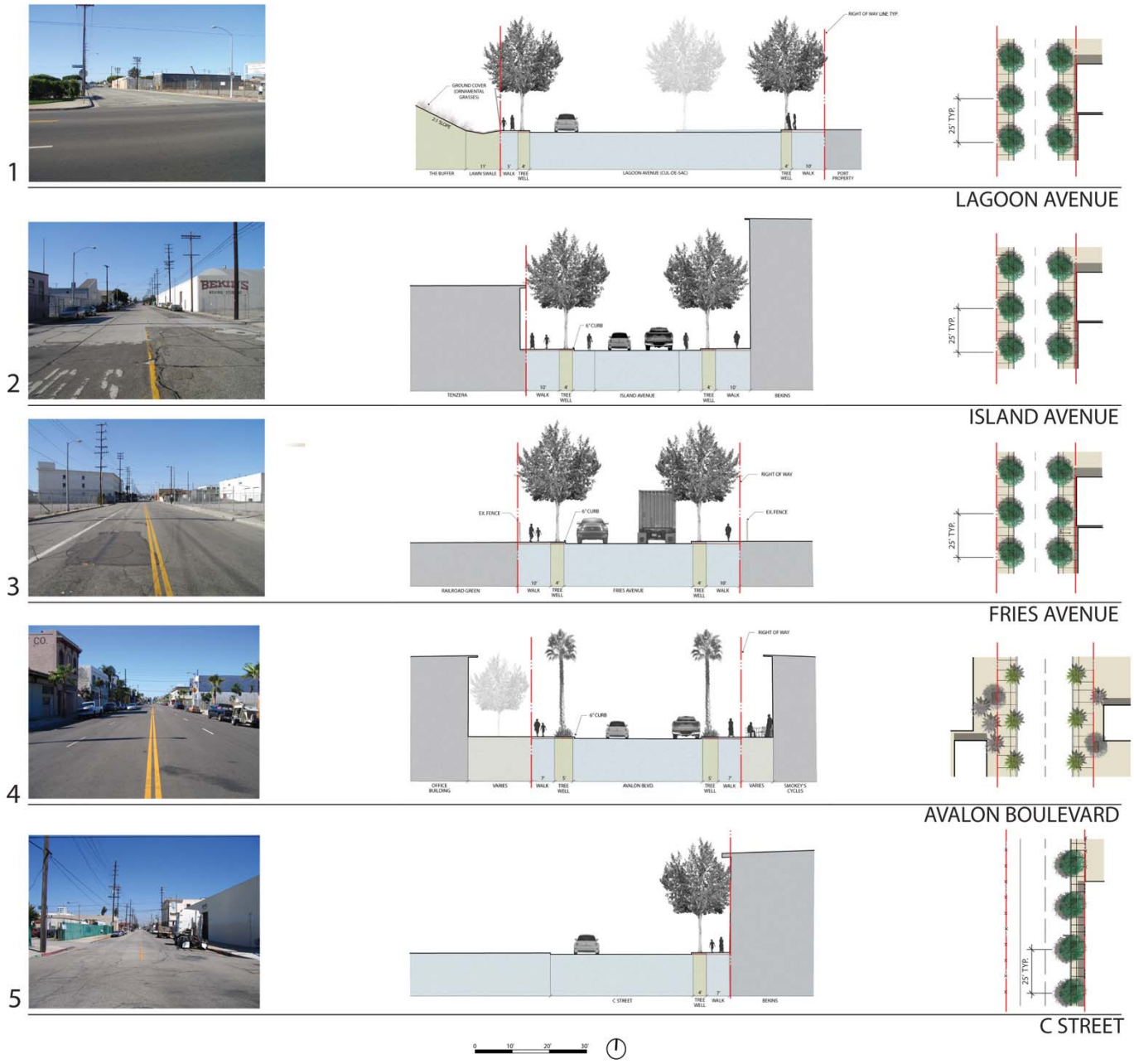
In a few cases, existing privately owned parcels in the Avalon Development District and in small portions of the Avalon Waterfront District would need to be acquired by LAHD in order to implement the proposed realignment of Avalon Boulevard. Parcels that would be subject to acquisition, either through negotiations, which may include the exchange of land within the Avalon Development District or if necessary through eminent domain, would include parcels located at 115, 121, and 131, and 133 North Avalon Boulevard. Table ES-2 lists parcels that would be acquired in the Avalon Development District, while Figure ES-7 illustrates all parcels that would be acquired.

ES.4.3.1.2 Railroad Green Park

A passive open space would be built within an existing abandoned railroad right-of-way. This approximately 1-acre Railroad Green would cross the area diagonally and provide public access, seating, and passive recreation opportunities. Landscaping and open lawn would be installed. Figure ES-8 illustrates a conceptual rendering of the proposed park.

ES.4.3.1.3 Waterfront Red Car Museum

A Waterfront Red Car Museum would be located one block north of the proposed Waterfront Red Car alignment at the Bekins Storage Property at 245 Fries Avenue/312–326 West C Street. The Bekins Storage Property is a collection of potentially historic buildings and warehouse structures built in 1916. These structures, including a 14,500-square-foot building, would be adaptively reused to house the Waterfront Red Car Museum. Rehabilitation would be conducted in accordance with the Secretary of the Interior's Guidelines to Rehabilitating Historic Buildings.



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SOURCE: Sasaki(2008)

Figure ES-6
Avalon Development District: Street Enhancements
Wilmington Waterfront Development Project

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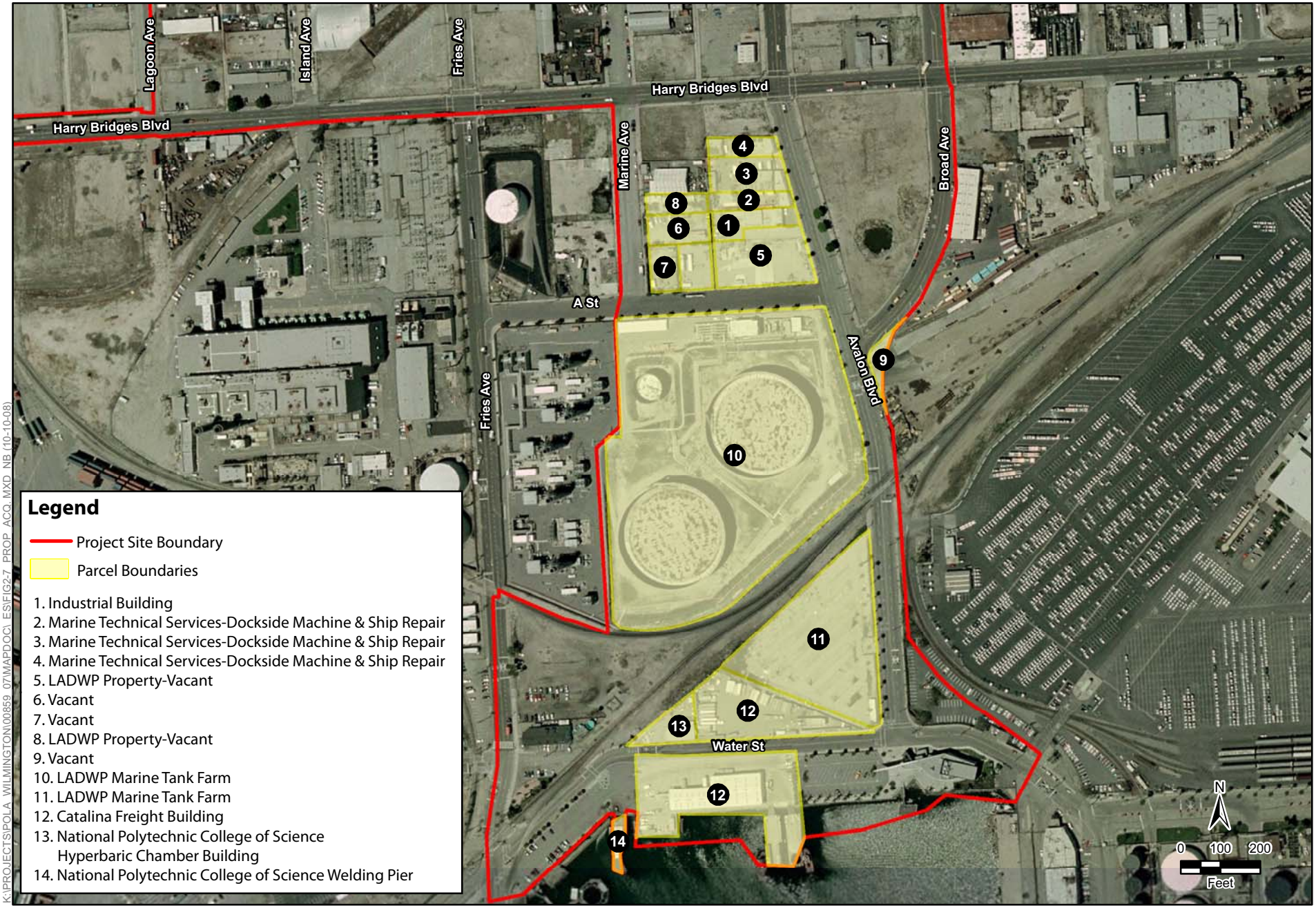

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SOURCE: ESRI USA Imagery (2006)

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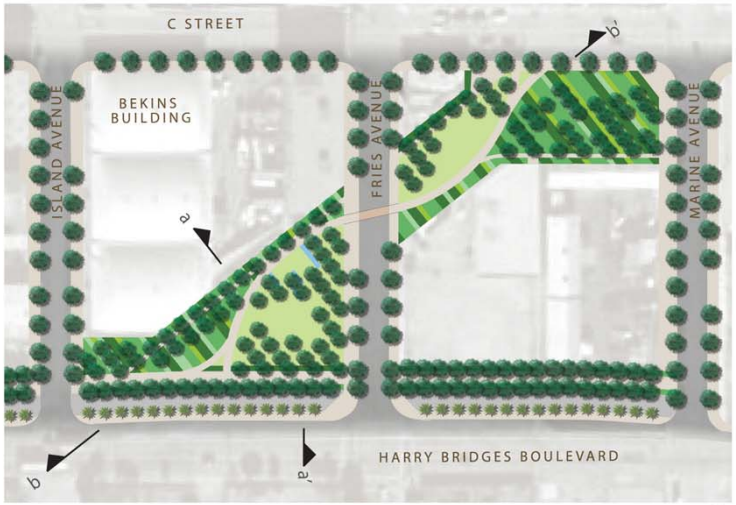
Figure ES-7
Property to be Acquired for the Proposed Project
Wilmington Waterfront Development Project

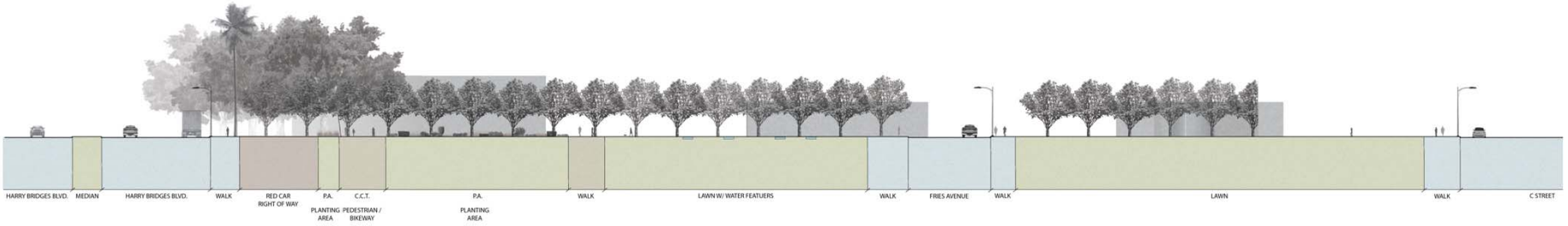


PLAN

EXISTING CONDITIONS

PRECEDENT IMAGES

SECTION a-a'



SECTION b-b'

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SOURCE: Sasaki(2008)

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Figure ES-8
1-Acre Railroad Green Park
Wilmington Waterfront Development Project

Table ES-2. Parcels Located within the Avalon Development District (Area B) to be Acquired or Dedicated for Use of the Land Bridge and Structures Removed

Number in Figure 2-7	*Address or APN*	*Square Footage (Lot/Building)*	*Existing Use or Business Name*	*Potential Relocation Site*	*Potentially Historic*	*Purpose of Removal*
1	115 North Avalon Boulevard	12,850 / 5,578	Industrial building	N/A	No	Realignment of Avalon Boulevard
2	121 North Avalon Boulevard	9,150 / 1,102	Dockside Machine & Ship Repair	141 and 211 North Marine Avenue	No	Realignment of Avalon Boulevard
3	131 North Avalon Boulevard	17,860 / 6,195	Dockside Machine & Ship Repair	141 and 211 North Marine Avenue	No	Realignment of Avalon Boulevard
4	133 North Avalon Boulevard	8,276 / 3,000	Dockside Machine & Ship Repair	141 and 211 North Marine Avenue	No	Realignment of Avalon Boulevard
5	Lot 34 (LADWP) 7440-006-908	41,369 / None	Vacant	No Existing use	No	Realignment of Avalon Boulevard
6	7440-006-014	11,781 / N/A	Vacant—O'Donall Oil, LLC	No Existing Use	No	Commercial
7	7440-006-017	8,451 / N/A	Vacant—Norma J. Hanson, TR	No Existing Use	No	Commercial
8	7440-006-906	7,500 (est) / N/A	Vacant—LADWP	No Existing Use	No	Commercial
Note: Potential historic resources are discussed in Chapter 3.4, "Cultural Resources." Source: LAHD 2008						

ES.4.3.1.4 Traffic Improvements

To improve area traffic circulation, while enhancing pedestrian safety and appeal, selected streets are proposed for improvements. A portion of Avalon Boulevard, south of A Street, would be downgraded and then vacated to prioritize pedestrian use and activity at the 58,000-square-foot commercial parcel, while Broad Street would be realigned to provide vehicular traffic a dedicated route to the waterfront. Table ES-2 lists parcels in the Avalon Development District that would be acquired for the

realignment. Because the realignment also takes place within the Avalon Waterfront District, more information is provided in ES.4.3.2.4.

In addition, an improvement to connect Harry Bridges Boulevard near Lagoon Avenue to Pier A Street would be built during construction of the proposed Project. This improvement, known as the South Wilmington Grade Separation, is a separate project and has been previously assessed under CEQA. It would consist of an elevated road extending from Harry Bridges Boulevard, passing over the existing railroad tracks, and connecting to Pier A Street and Fries Avenue. Once complete, it would allow better access to the proposed project area and nearby industrial sites, and would also reroute some of the truck traffic currently using Harry Bridges Boulevard.

ES.4.3.2 Avalon Waterfront District

The Avalon Waterfront District is composed of the following elements:

- **Waterfront Promenade**—adding pedestrian-oriented features and improvements such as a waterfront promenade with viewing piers and 12,000 square feet of restaurant/visitor-serving retail development, a 200-foot Observation Tower with a pedestrian ramp, removing the Los Angeles Department of Water and Power (LADWP) Marine Tank site and associated pipe conveyance infrastructure, and remediating the site; this area is generally defined by the current Water Street alignment and the National Polytechnic University (College of Oceaneering) to the north, Fries Avenue to the west, and the current Avalon Boulevard alignment to the east. The Port harbor and views of the water at Slip 5 are along its southern border.
- **Land Bridge and Elevated Park**— a 10-acre Land Bridge with an elevated park and a pedestrian "water" bridge enhanced by an integrated water feature that would provide the surrounding community with open space and improved pedestrian access to the waterfront; this area is generally bounded by A Street to the north, Avalon Boulevard to the east, the Harbor Generating Station and its associated peaker unit to the west, with the Harbor Rail Line and Slip No. 5 to the south.
- **Avalon Triangle Park**—located south of Harry Bridges Boulevard, between Broad Avenue and Avalon Boulevard. Avalon Triangle Park is not part of the proposed Project, but it would be included within the area that would be encompassed by the proposed Port Plan and PMP boundary expansion.
- **Avalon Boulevard, Broad Avenue, and Water Street Realignment**—downgrade and vacate Avalon Boulevard south of A Street, realign Broad Avenue to the waterfront, and realign Water Street to run adjacent to the Pacific Harbor Rail Line, which is proposed to travel under the proposed Land Bridge to improve pedestrian circulation and provide space for the waterfront promenade.

The elements or actions associated with the Avalon Waterfront District primarily include the development of a waterfront promenade, including visitor-serving amenities such as commercial development and an observation tower; the

development of a Land Bridge with open space and an elevated park, an Entry Plaza, and a pedestrian water bridge connecting Harry Bridges Boulevard to the waterfront promenade. The existing LADWP Marine Tank site in the area would be demolished, and surface parking and traffic improvements are proposed.

ES.4.3.2.1 Waterfront Promenade and Visitor Serving Amenities

Waterfront Promenade and Commercial Development

The waterfront promenade would be the central public amenity of the Avalon Waterfront District, and would be anchored by visitor-serving development and recreational attractions along the waterfront. A 7-acre outdoor plaza designed for gatherings and events would be constructed at the location of the existing Banning's Landing Community Center parking lot, which would be relocated north, under the pedestrian water bridge. Restaurant/visitor-serving retail uses totaling 12,000 square feet would be incorporated into the waterfront boardwalk in Phase II. Due to the presence of train noise, all commercial structures located at the waterfront (e.g., 12,000 square feet of restaurant/visitor-serving retail use) that would incorporate exterior uses (e.g., outside seating for restaurants) would be located more than 100 feet from the heavily used San Pedro Branch Line and TraPac ICTF lead. The Mormon Island Lead Track would be closer, but train traffic is light and primarily restricted to late night hours. In addition, all commercial structures would be designed to shield any exterior uses from the existing rail line by either locating the building between the exterior use and the rail line or by using sound-attenuating barriers (i.e., clear Plexiglas) at any locations that have direct line of sight to the existing rail lines east of Fries Avenue and along Water Street. The restaurant/visitor-serving retail uses would not require in-water construction.

The waterfront promenade would incorporate approximately 43,220 square feet of new over-the-water viewing piers and two floating docks with a combined size of 5,870 square feet. These piers and floating docks would require approximately 750 concrete piles for support, while the replacement of approximately 17,880 square feet of existing viewing piers would require approximately 478 concrete piles.

The public floating docks would accommodate up to 9 transient boats. Assuming boats would dock for up to 3 hours and assuming slips would not remain vacant for more than a brief period, it was conservatively estimated that the floating docks would support up to 36 boat trips a day. At a future date, it is possible a water taxi program, similar to the Long Beach program but smaller in scale, would be proposed to travel between the proposed Project and San Pedro. Figure ES-9 provides a photosimulation of the proposed waterfront and the Observation Tower in the background.**Error! Bookmark not defined.**

At the water's edge, the proposed Project would modify the existing bulkhead wall through a combination of concrete soil mixing and steel sheet pilings, including replacing a 550-foot length of the existing bulkhead at the head of Slip 5. The existing concrete bulkhead wall would remain in-place, and on the east and west sides of the area designated for soil mixing, a new steel sheet pile wall would be

installed immediately waterward from the existing wall. This action would fill 2,200 square feet of Slip 5. Figure ES-10a shows the top view of the area proposed for soil mixing and for steel sheet pilings, while Figure ES-10b provides a cross-section.**Error! Bookmark not defined.**

Other waterfront promenade amenities could include a water feature, shade structures, signage, landscaping, and public art.

Observation Tower

The Observation Tower would be an area landmark, visible from the nearby Port businesses and communities of Wilmington and San Pedro. It would incorporate a tall, vertical architectural element that would mimic a sail. The tower would be illuminated at night with accent lighting until midnight, similar to the Vincent Thomas Bridge. Figure ES-11 provides an architectural schematic of the Observation Tower.

ES.4.3.2.2 Land Bridge and LADWP Marine Tank Site

LADWP owns the Marine Tank Farm just north of Banning's Landing between Fries Avenue and Avalon Boulevard, north of Water Street and south of A Street, which it leases to the Valero Energy Corporation. Two large liquid bulk storage tanks, and a third smaller tank, constrain public access to the water's edge.

Beginning in 2012, the property would be dedicated for recreational use and the liquid bulk tanks and associated structures would be removed. Any potential soil and/or groundwater contamination would be remediated pursuant to DTSC, RWQCB, or other oversight agency standards. As mentioned above and listed in Table ES-3 below, several existing structures associated with the LADWP site would be demolished, including the two 450,000 bbls oil storage tanks, the smaller 30,000 bbls tank, and six other structures, totaling 18,500 square feet. Figure ES-7 illustrates all parcels that would be acquired in the Avalon Development District and Avalon Waterfront District.

LADWP would have an opportunity to rebuild similar tanks with similar capacities at an offsite location not yet determined. One potentially feasible site would be the Olympic Tank Farm site 1.5 miles northeast of the proposed Project site on the southeastern corner of Alameda and Robidoux Streets. Figure ES-12 illustrates the Olympic Tank Farm site in relation to the proposed Project. The Olympic Tank Farm is characterized by nine existing liquid bulk storage tanks. As illustrated in the figure, the land is void of natural vegetation. The two areas large enough to accommodate the Marine Tank Farm storage tanks have previously supported storage tanks.

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SOURCE: Sasaki(2008)

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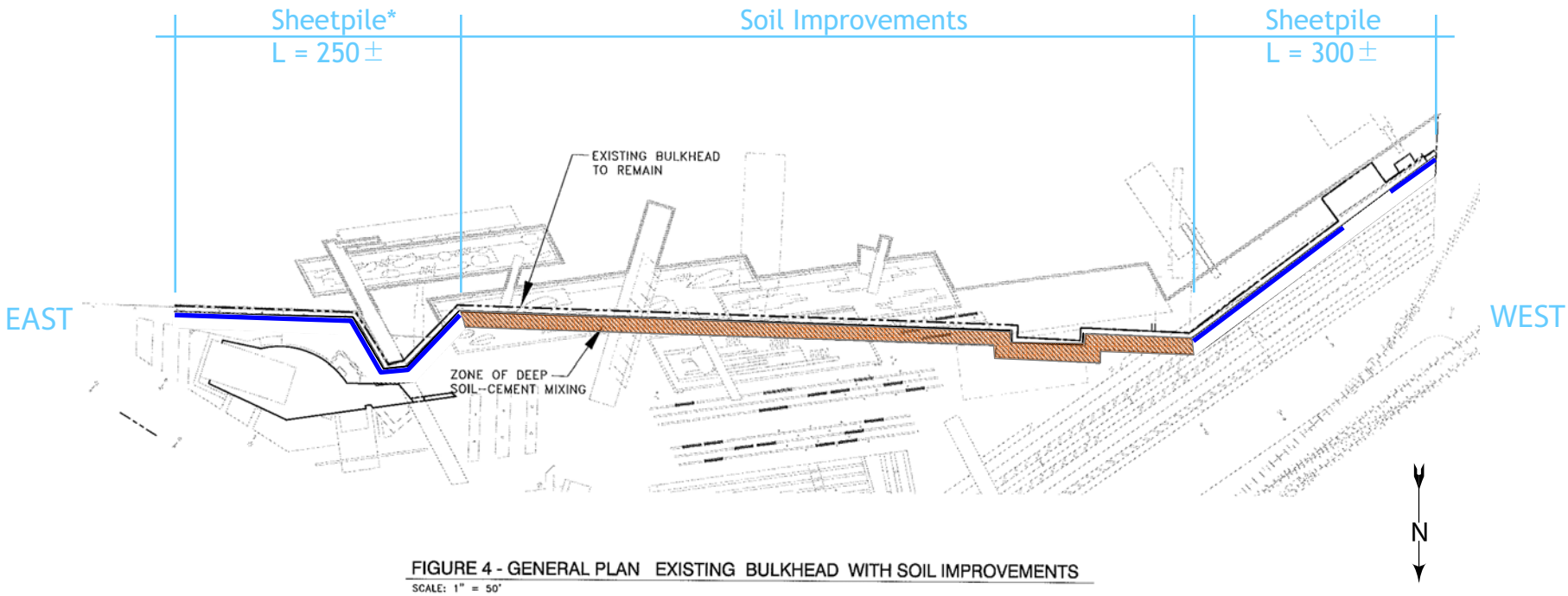
Figure ES-9
Proposed Waterfront
Wilmington Waterfront Development Project



Fill (for sheetpile):

From 40% design – assume 4' from bulkhead wall to sheetpile

A_F = 1000 sf East

A_F = 1200 sf West

* Grade raised approximately 3' using lightweight backfill in this area

SOURCE: Sasaki (2008)

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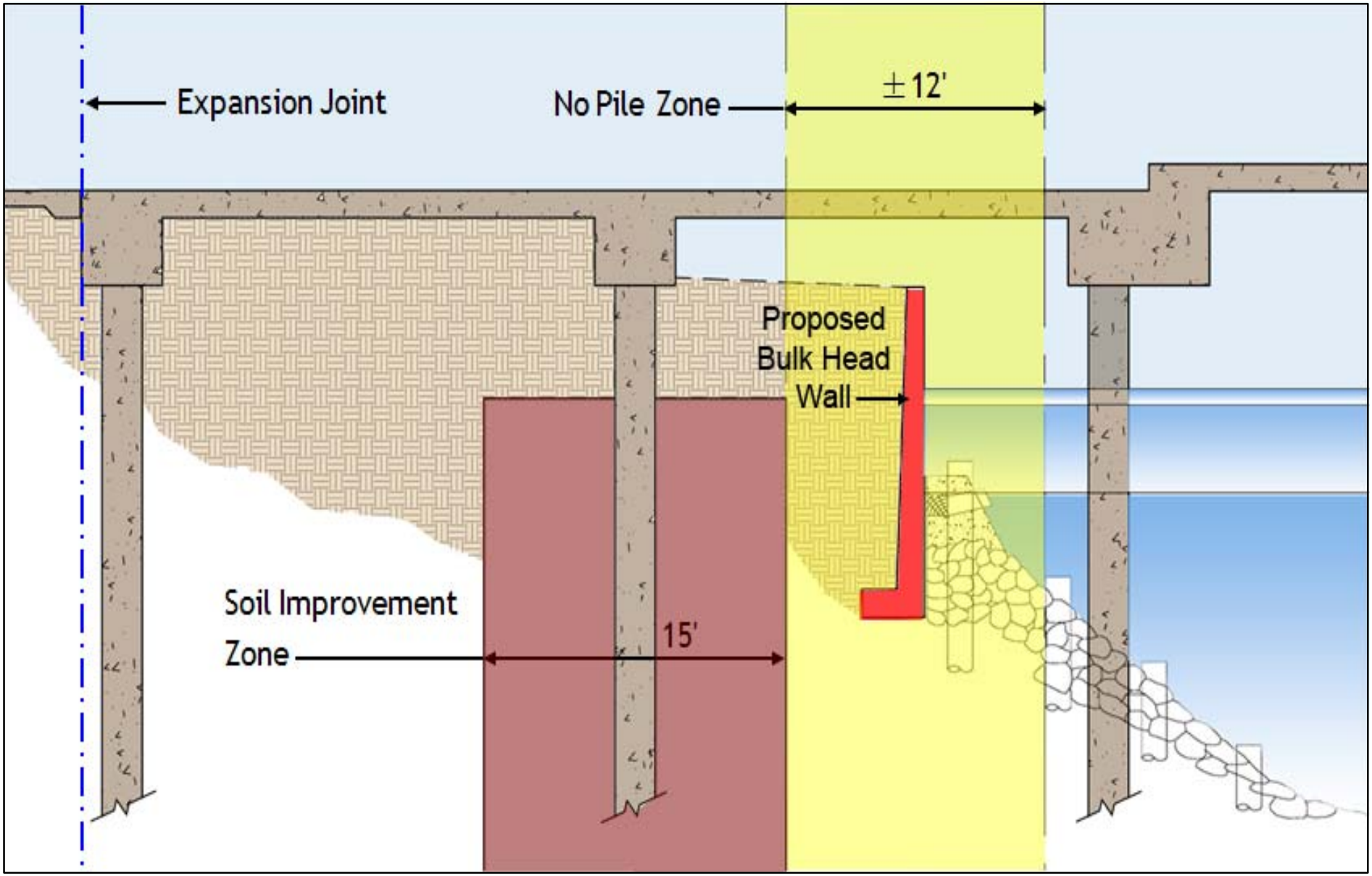
Figure ES-10a
Proposed Bulkhead Wall Design
Wilmington Waterfront Development Project



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SOURCE: Sasaki(2008)

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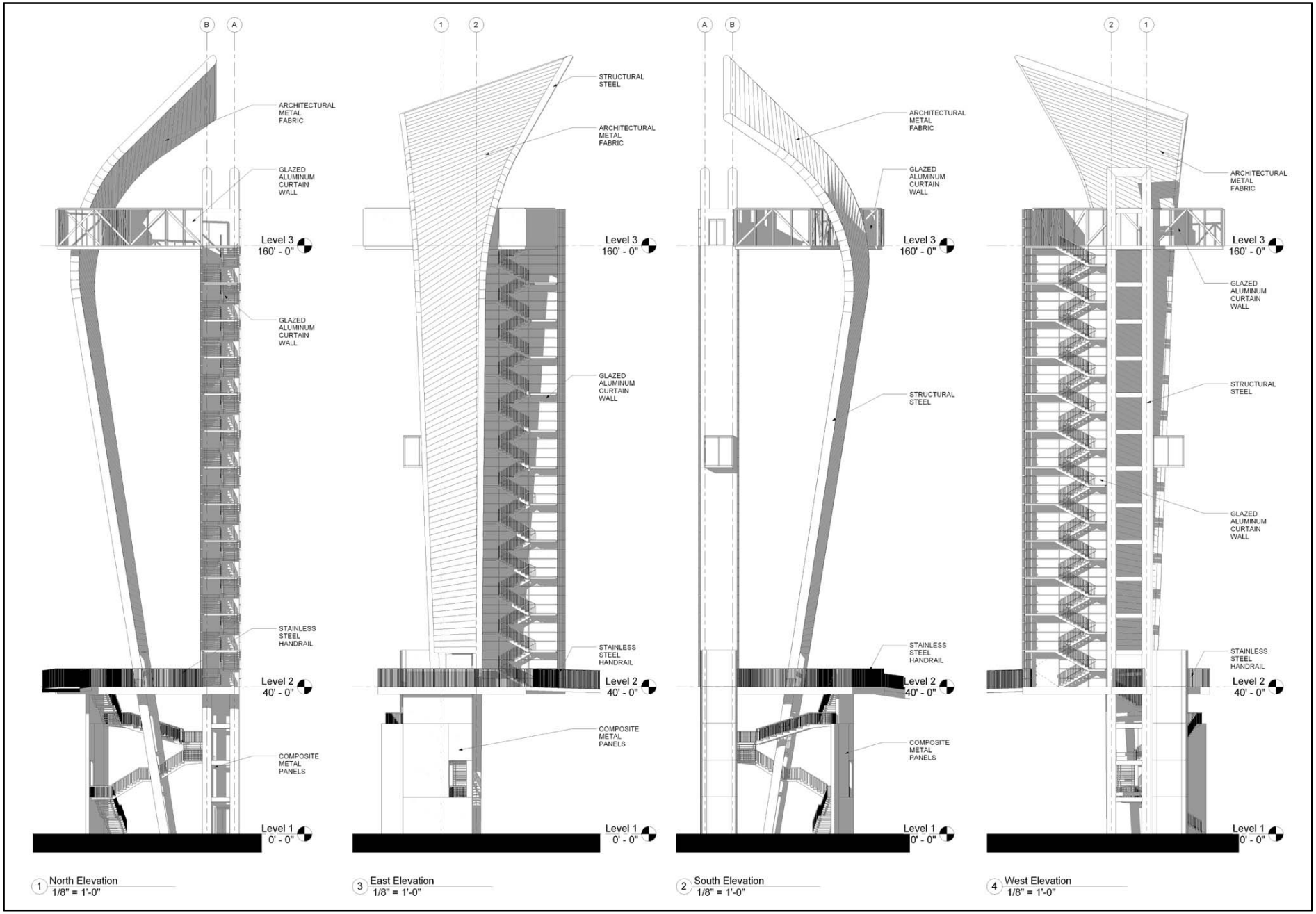
Figure ES-10b
Proposed Bulk Head Wall Cross-Section
Wilmington Waterfront Development Project



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SOURCE: Sasaki(2008)

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Figure ES-11
Conceptal Design of the Proposed Observation Tower
Wilmington Waterfront Development Project

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SOURCE: ESRI USA Imagery (2006)

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Figure ES-12
Aerial View of Olympic Tank Farm
Wilmington Waterfront Development Project

Table ES-3. Parcels Located in the Avalon Waterfront District to be Acquired or Dedicated for Use for the Land Bridge, and Structures to be Removed

Number in Figure 2-7	*Address or APN*	*Square Footage (Lot/Bldg)*	*Existing Use or Business Name*	*Potential Relocation Site*	*Potentially Historic*	*Purpose of Removal*
9	Northwest corner of Parcel 33/ Northwest corner of 7440-005-809	8,000 est/None	Scrap Material Storage	N/A	No	Realignment of Broad Ave.
10	Lot 35 (LADWP)/ 7440-009-905 7440-009-912 Northeast portion of 7440-009-911	348,865/ 18,500 (buildings) and 135,000 est (Oil Tanks)	Marine Tank Farm	Alameda and Robidoux, Los Angeles, CA (Olympic Site)	No	Phase II Land Bridge
11	Lot 36 (LADWP)/ East-central portion of 7440-009-911	99,775/None	Vacant	N/A	No	Phase I Land Bridge
12	100 W. Water Street Southeast portion of 7440-009-911	104,700/ 30,860	Catalina Freight Building (Warehouse and Office)	802 S. Pier A Street	No	Relocating for Business Reasons/Land Bridge and Waterfront Promenade
13	North edge of Slip 5 Southeast portion of 7440-009-911	Unknown/ 2,370	National Polytechnic College of Science Hyperbaric Chamber building	Relocation is not planned	No	Waterfront Promenade
14	North edge of Slip 5 Southeast portion of 7440-009-911	Unknown/ 1,800	National Polytechnic College of Science welding pier	Relocation is not planned	No	Waterfront Promenade
Note: Potential historic resources are discussed in Chapter 3.4, "Cultural Resources." Source: LAHD 2008						

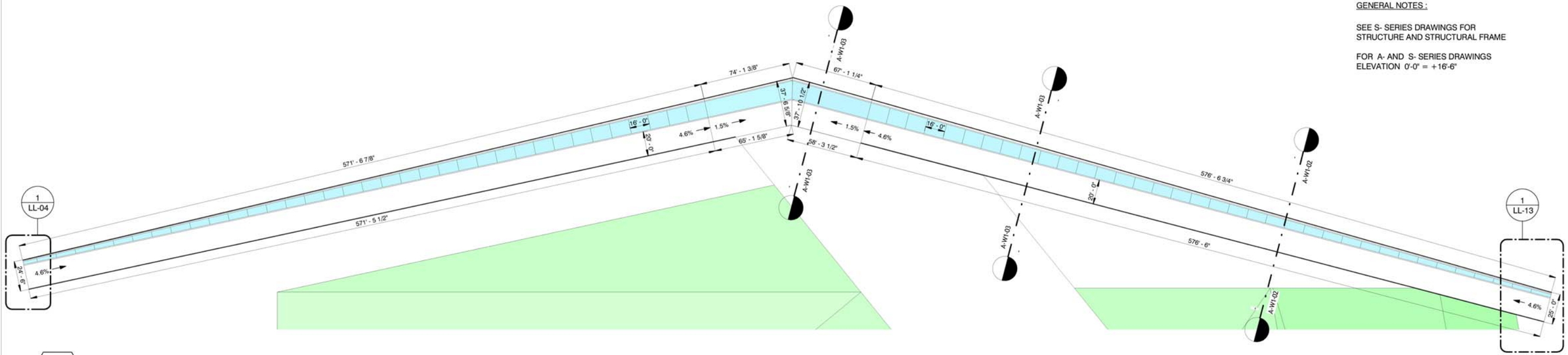
Prior to the removal of the Marine Tank Farm storage tanks and ancillary buildings, a major section of the proposed 10-acre Land Bridge would be constructed and operated under the Phase I: Interim Plan. The upper promenade, with a plaza and a large water feature using recycled water, would be located immediately over the railroad and Water Street crossing. It would consist of the southern portion of the future large elevated park, including terraced seating for public gatherings. Directly west of the Land Bridge, a planting screen would buffer the Land Bridge from the LADWP peaker power units to the west, which would continue to operate during construction and operation of the proposed Project.

This interim Land Bridge would include an interim pedestrian water bridge to the east of the LADWP Marine Tank Farm, connecting the landscaped Entry Plaza to the waterfront. The pedestrian water bridge would provide unimpeded pedestrian and bicycle access to the waterfront. The pedestrian bridge is referred to as a "water" bridge because of the architect-designed water feature that would run its length. Figure ES-13 provides an architectural rendering of the pedestrian "water" bridge, while Figure ES-14 shows a cross-section of the bridge. It would consist of a steel structure with a linear water feature integrated into its outside edge, and would link the 1-acre Entry Plaza, located at the southeast corner of Avalon and Harry Bridges Boulevards, to the waterfront promenade.

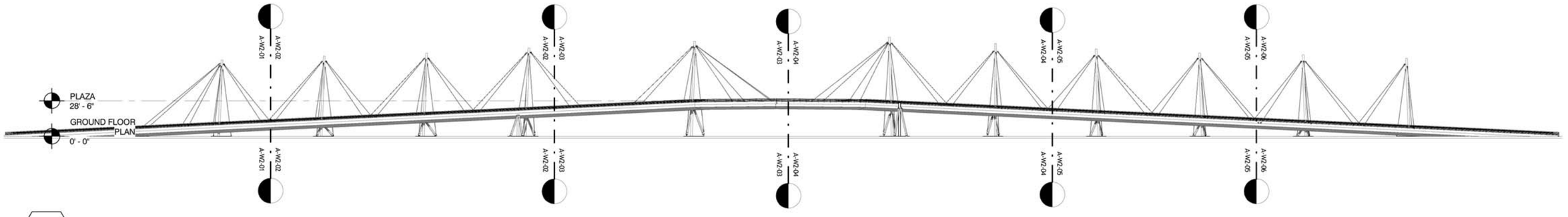
During Phase II: Full Buildout, beginning in approximately 2015, the proposed Project would begin construction on the Land Bridge on the then decommissioned LADWP Marine Tank Farm site. This phase of construction would finish the Land Bridge and 10-acre elevated park. Sloped open lawn, ornamental gardens, and terraces with decomposed granite would landscape this portion of the Land Bridge. Shade pavilions with solar panels would be included within the Land Bridge, in addition to the waterfront promenade area, with a goal of providing up to 12.5% of the total proposed Project's operational energy needs. A 148-space surface parking area with landscaping would be accessible from A Street and located adjacent to the bridge and the operating LADWP peaker units. When completed, the Land Bridge and adjacent pedestrian water bridge would connect the Wilmington community with the waterfront promenade via the 1-acre Entry Plaza. Figure ES-15 provides an elevation of the Phase II Land Bridge.

ES.4.3.2.3 Surface Parking

To accommodate the new restaurant/visitor-serving retail and recreational vehicular traffic, three surface parking areas would be constructed for a total of 98,000 square feet of paved area (Figure ES-15b). One area would provide 51 spaces accessible from Fries Avenue; the second would provide 71 spaces north of Banning's Landing under the pedestrian water bridge accessible from the newly realigned Broad Avenue. Both of these surface area would be constructed during Phase I. The third would provide 148 spaces west of the Land Bridge, on the existing LADWP Marine Tank site, and would be accessible from A Street. The third area would be constructed during Phase II: Full Buildout after the LADWP oil tanks were demolished and the LADWP Marine Tank Farm site had undergone remediation for any potential soil or groundwater contamination.



2 WATER BRIDGE - OVERALL PLAN
1" = 40'-0"



1 WATER BRIDGE - OVERALL EAST ELEVATION
1" = 40'-0"

40% PRELIMINARY DESIGN 4-25-08

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SOURCE: Sasaki (2008)

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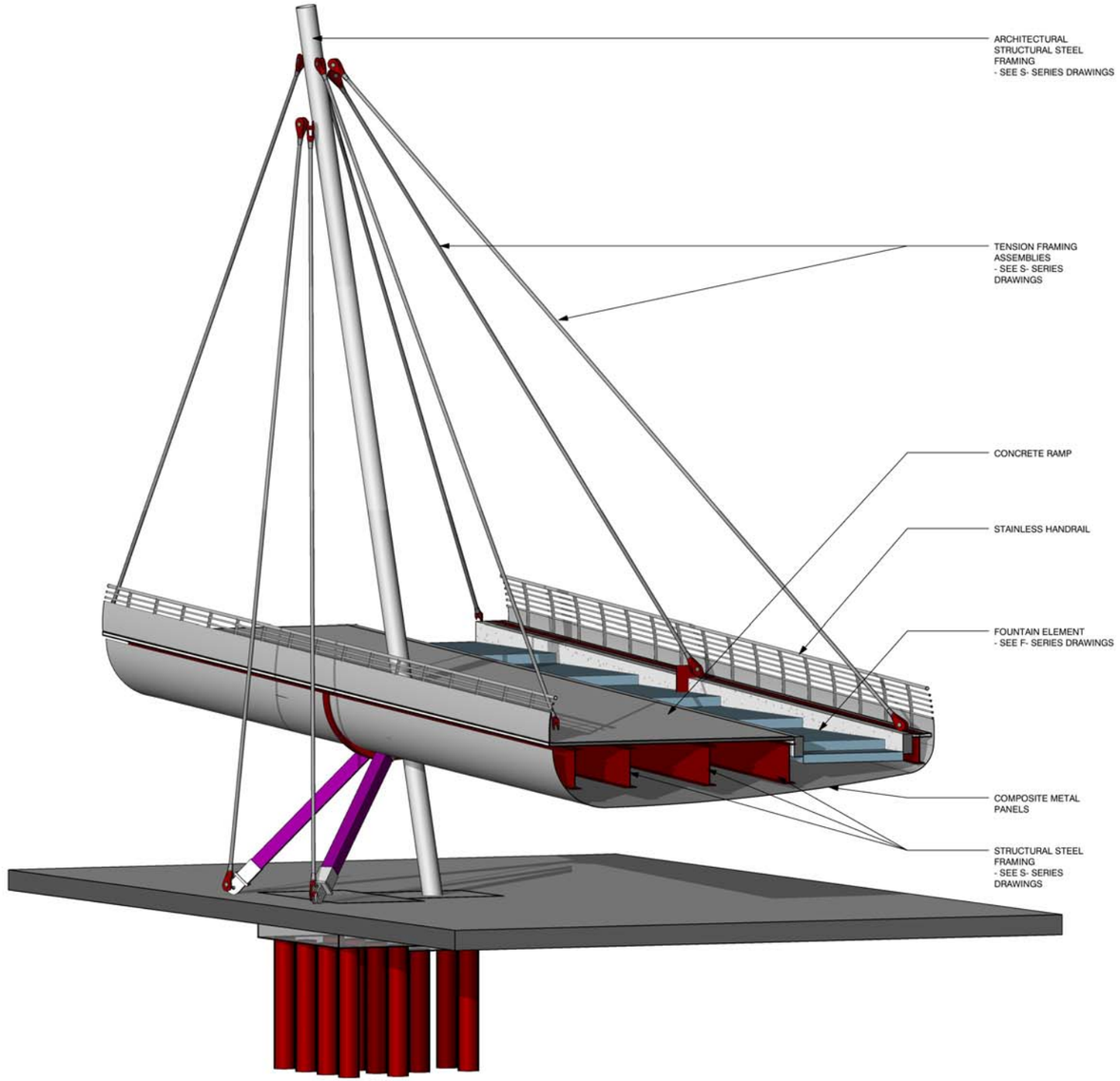
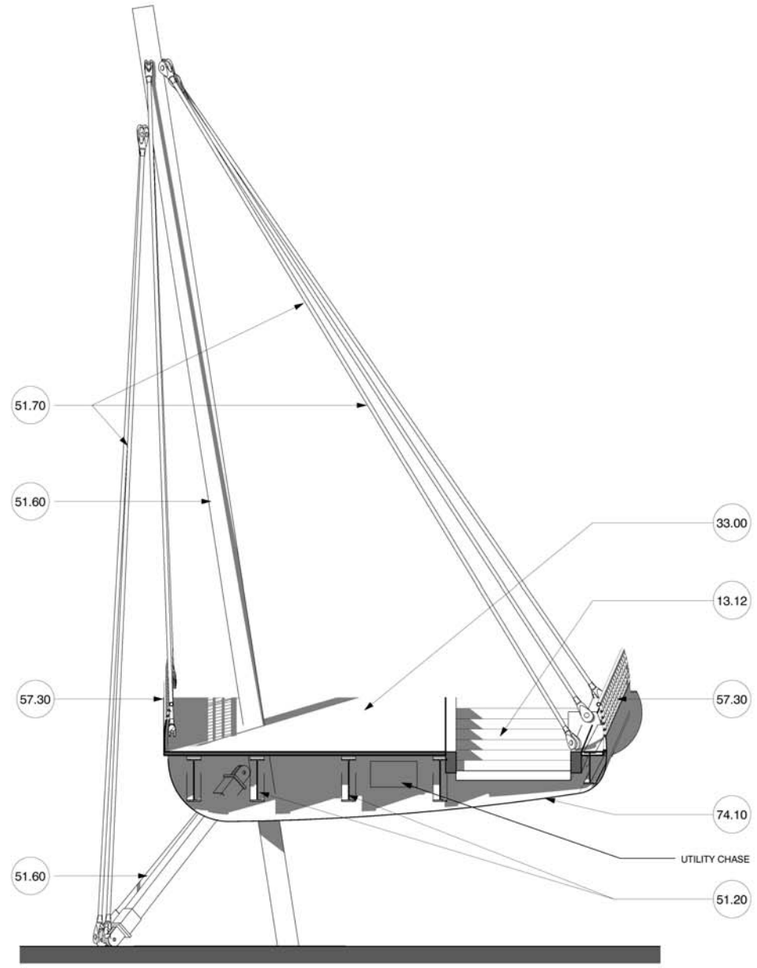
Figure ES-13
Proposed Pedestrian "Water" Bridge Plan and Elevation
Wilmington Waterfront Development Project



2 3D WATERBRIDGE TYPICAL SECTION



1 WATER BRIDGE - TYPICAL SECTION
3/16" = 1'-0"

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SOURCE: Sasaki (2008)

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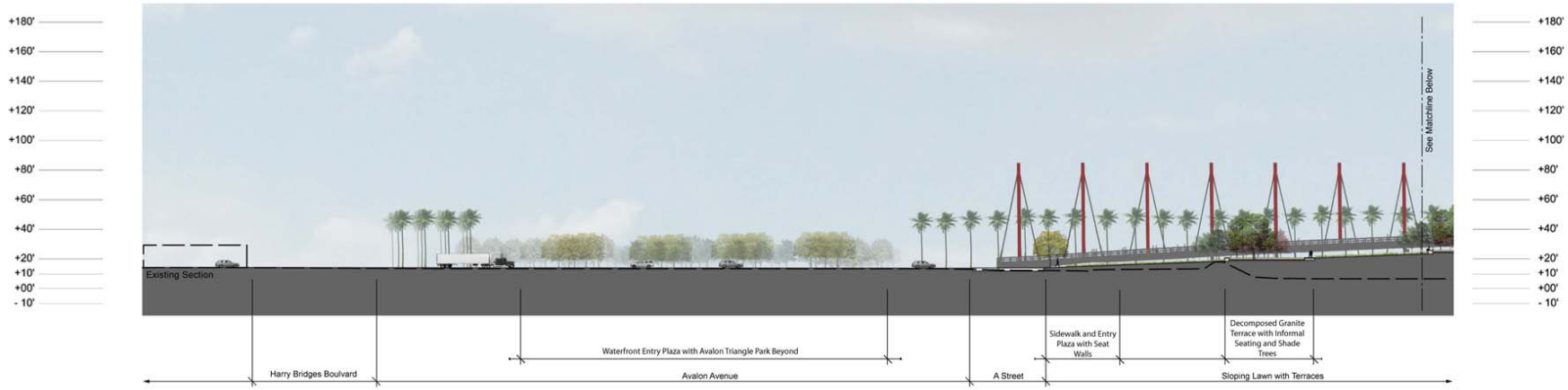
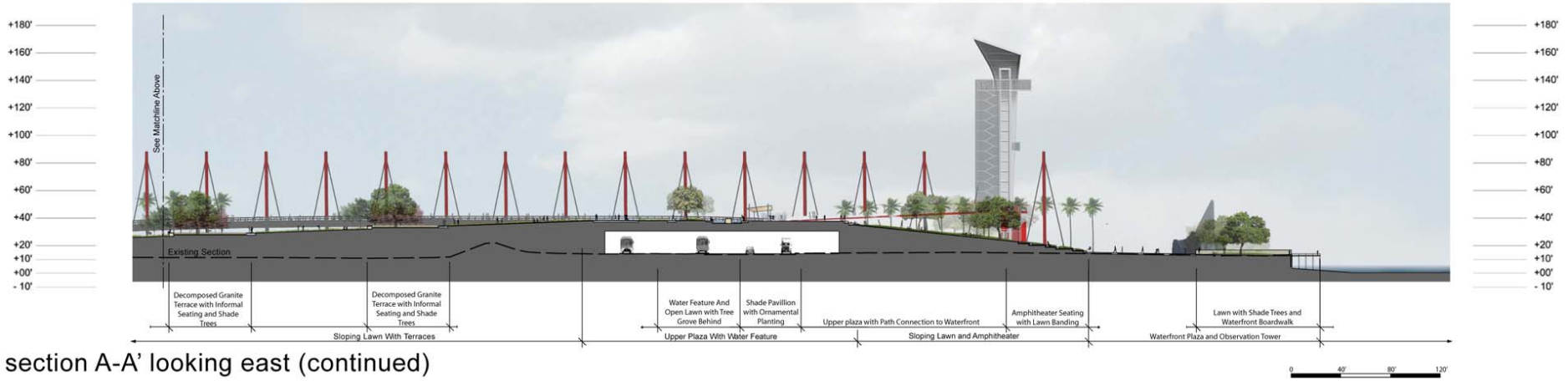
Figure ES-14
Pedestrian "Water" Bridge Section
Wilmington Waterfront Development Project



section A-A' looking east



section A-A' looking east (continued)

SOURCE: Sasaki(2008)

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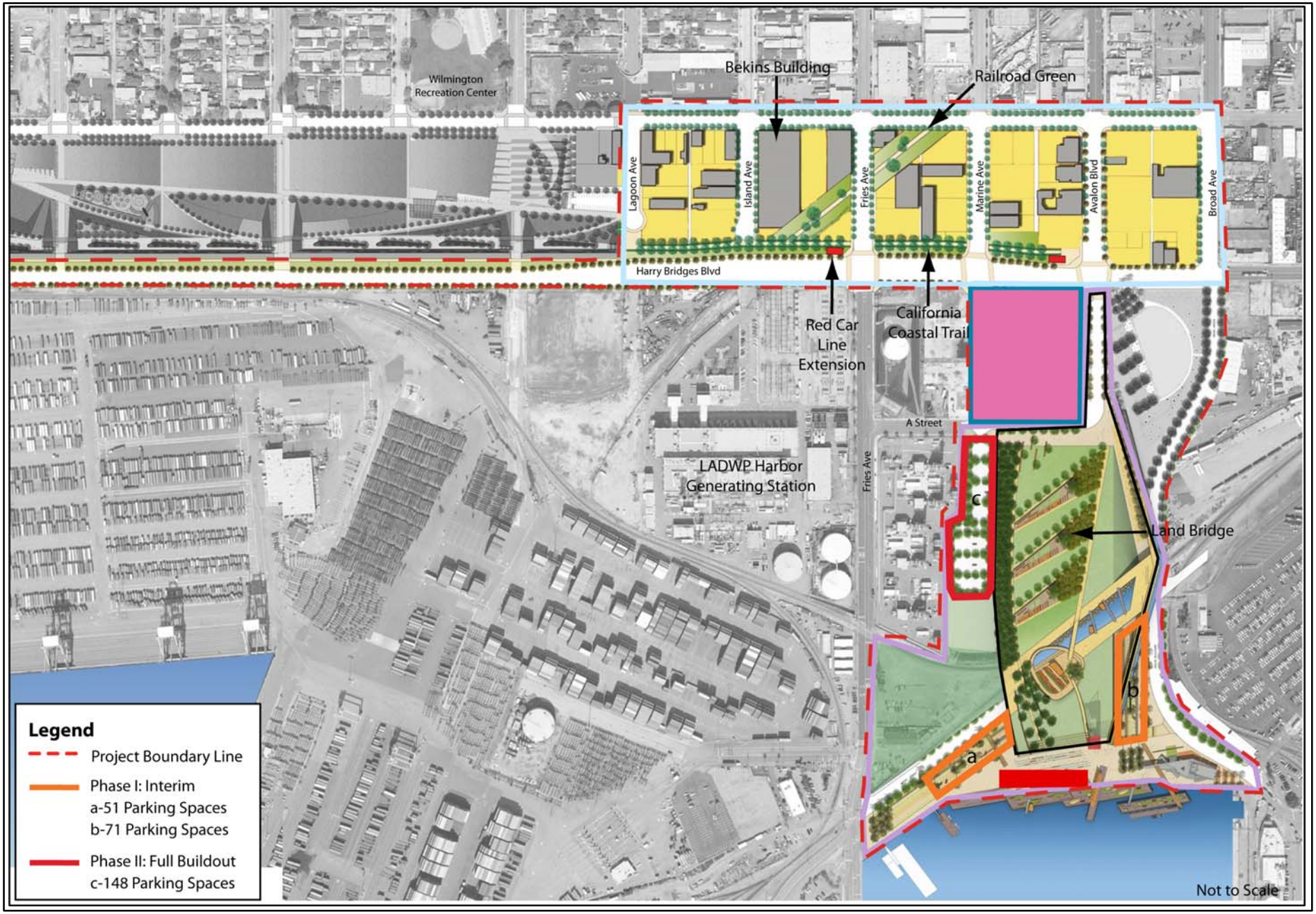
Figure ES-15a
Proposed Land Bridge and Tunnel Section
Wilmington Waterfront Development Project



SOURCE: Sasaki (2008)

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Figure ES-15b
Proposed Parking Areas
Wilmington Waterfront Development Project

ES.4.3.2.4 Traffic Improvements

Vehicular circulation around the Avalon Waterfront District would undergo modifications to improve traffic flows and pedestrian access to the waterfront. To increase the amount of land available at the waterfront, Water Street would be moved north and realigned from its present east–west configuration to run alongside the Pacific Harbor Line railroad tracks, south of the LADWP Marine Tank Farm, in a diagonal northeast–southwest direction (Figure ES-16). Additionally, with the vacation of Avalon Boulevard south of A Street (as described in Section ES.4.3.1.4), Broad Avenue would replace Avalon Boulevard as the main access street for automobile traffic on the east side of the proposed project site and continue through to the waterfront, providing vehicular access to the waterfront promenade and Banning's Landing Community Center. As part of the proposed Project, a passenger drop-off roundabout would be constructed east adjacent to the community center. Table ES-3 lists parcels in the Avalon Waterfront District that would be acquired to realign Avalon Boulevard and Broad Avenue.

ES.4.3.3 Waterfront Red Car Line Extension and the California Coastal Trail

The proposed Project would extend the historic Waterfront Red Car Line and multi-use pedestrian/bicycle CCT to connect to the nearby San Pedro Community. Under the proposed Project, this third development area would form the southern edge of the district along Harry Bridges Boulevard. The extension of the Waterfront Red Car Line/CCT would begin at the intersection of Swinford Street and Harbor Boulevard, proceed along Front Street, onto John S. Gibson, and then onto Harry Bridges Boulevard, where it would terminate at the intersection with Avalon Boulevard. Because specific alignment information is unavailable at the time of the preparation of this EIR, the Waterfront Red Car Line is evaluated at the program level. Additional environmental analysis may be needed at later time once the specific alignment is finalized. Figure ES-17 and Figure ES-18 show typical sections of the California Coastal Trail at John S. Gibson, Front Street, and C Street, with the nearby Waterfront Red Car Line.

ES.4.3.4 Proposed Project-Wide Features and Sustainable Elements

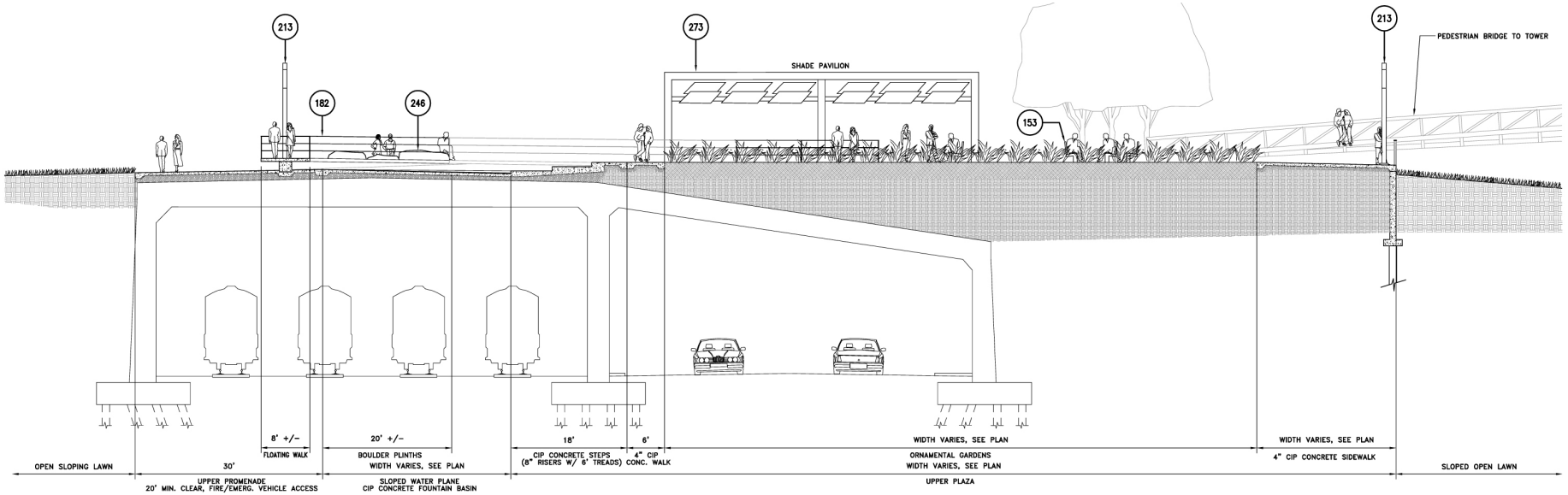
The proposed Project would incorporate a number of sustainable elements focusing on the effort of LAHD to create a green Port. These are analyzed as part of the proposed Project within the draft EIR. The elements are listed and described below in further detail:

- use recycled water for all landscaping and water feature purposes to decrease the proposed Project's need for potable water;

- include drought-tolerant plants and shade trees in the planting palette;
- increase permeable surfaces and improve stormwater runoff quality by installing bioswales, a French drain system (this is an infiltration drainage system, designed to minimize runoff), and permeable pavement at the surface parking locations to reduce stormwater runoff and provide natural filtration of pollutants;
- install approximately 20,000 square feet of solar panels on the shade pavilions, focusing on the Land Bridge and waterfront piers, with a goal of achieving up to 12.5% of the proposed Project's energy needs;
- provide incentives for green incubator technologies and businesses to locate within the 150,000 square feet of proposed light and limited industrial development within the Avalon Development District (Area A);
- require LEED™ certification for all new buildings as feasible by implementing and ensuring consistency with the LAHD's Green Building Policy, Leadership in Energy and Environmental Design (LEED) Certification (minimum Silver) is required for all new development over 7,500 square feet;
- follow LAHD sustainable engineering design guidelines in the siting and design of new development; and,
- employ LAHD sustainability measures during construction and operation, and use recycled and locally derived materials for proposed project construction, while achieving recycling goals for construction and demolition debris.

The proposed Project would incorporate several features to enhance the final design of the proposed Project. While not required to mitigate a significant impact, these design measures also serve to further minimize the proposed Project's effect on surrounding uses and environmental resources. Design measures specific to the proposed Project include:

- **Energy Efficient Design Features.** Implement final design features to help ensure energy needs are minimized to the extent feasible during construction and operation of the proposed Project (as specified in Chapter 3.2, "Air Quality," and Chapter 3.12, "Utilities").
- **Water Quality and Conservation Design Features.** Implement final design features to help ensure water quality impacts are minimized during construction at the water's edge and in the water and operationally through the use of construction BMPs and bioswales (as specified in Chapter 3.14, "Water Quality, Sediments, and Oceanography"). Additionally, the proposed Project's use of potable water would be reduced through the use of reclaimed water for irrigation and water features (as specified in Chapter 3.12 "Utilities").
- **Noise Design Features.** Site commercial uses at the waterfront (i.e. 12,000 square feet of restaurant/visitor-serving retail) more than 100 feet from the heavily used San Pedro Branch Line and TraPac ICTF lead. The Mormon Island Lead Track would be closer, but train traffic is light and primarily restricted to late night hours (as specified in Chapter 3.9, "Noise").
- **Aesthetic Design Features.** Public art, consistent with the Wilmington Waterfront Development Program Public Art Master Plan, would be integrated



1LS-02 / LS-02 TYP. SECTION - UPPER PLAZA (NORTH-SOUTH)
SCALE 1/8"=1'-0"

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SOURCE: Sasaki(2008)

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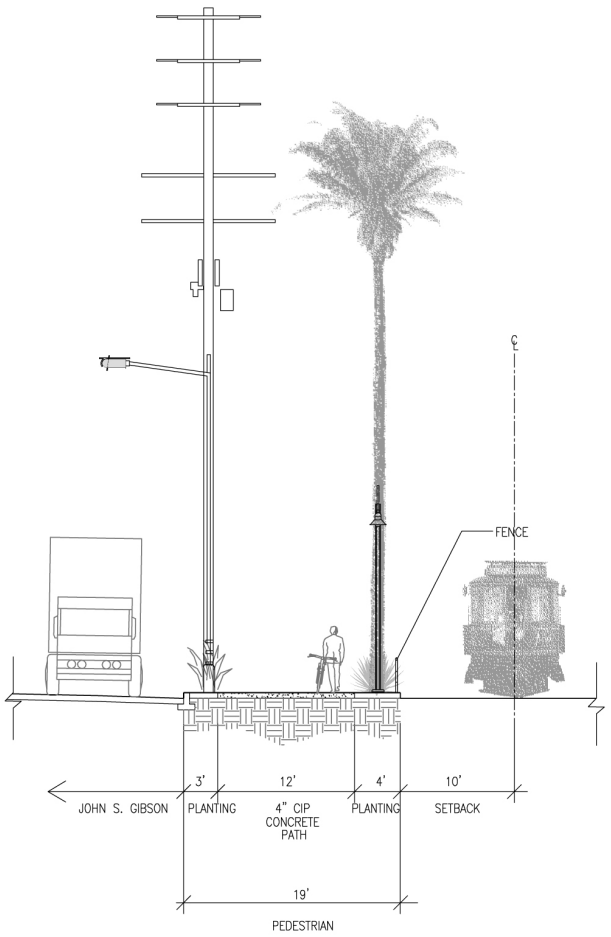
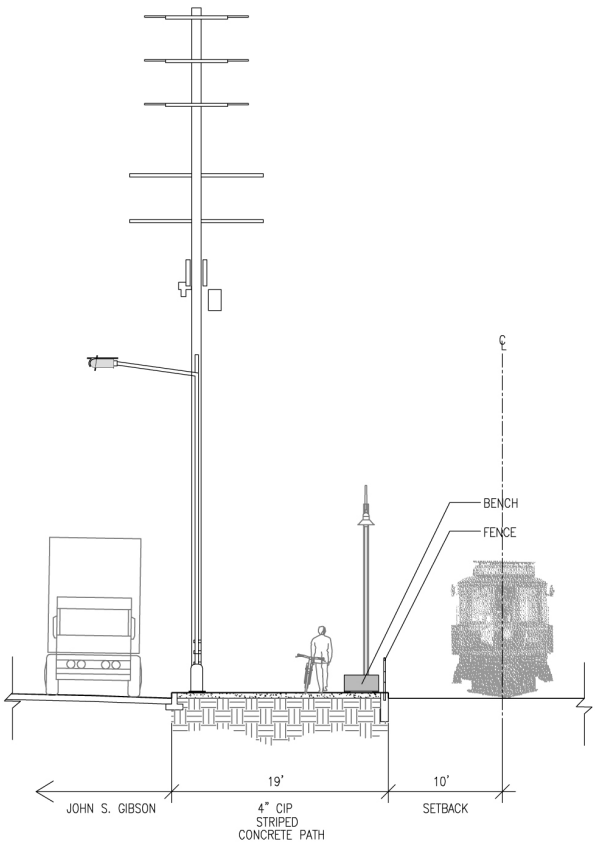
Figure ES-16
Cross-section of Realigned Water Street (Proposed) and the Pacific Harbor Rail Line
Wilmington Waterfront Development Project



1LS-02 / LS-02 SECTION - JOHN S. GIBSON BLVD: TREE UNIT
SCALE 1"=1/8'



2LS-02 / LS-02 SECTION - JOHN S. GIBSON BLVD: BENCH UNIT
SCALE 1"=1/8'

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SOURCE: Sasaki(2008)

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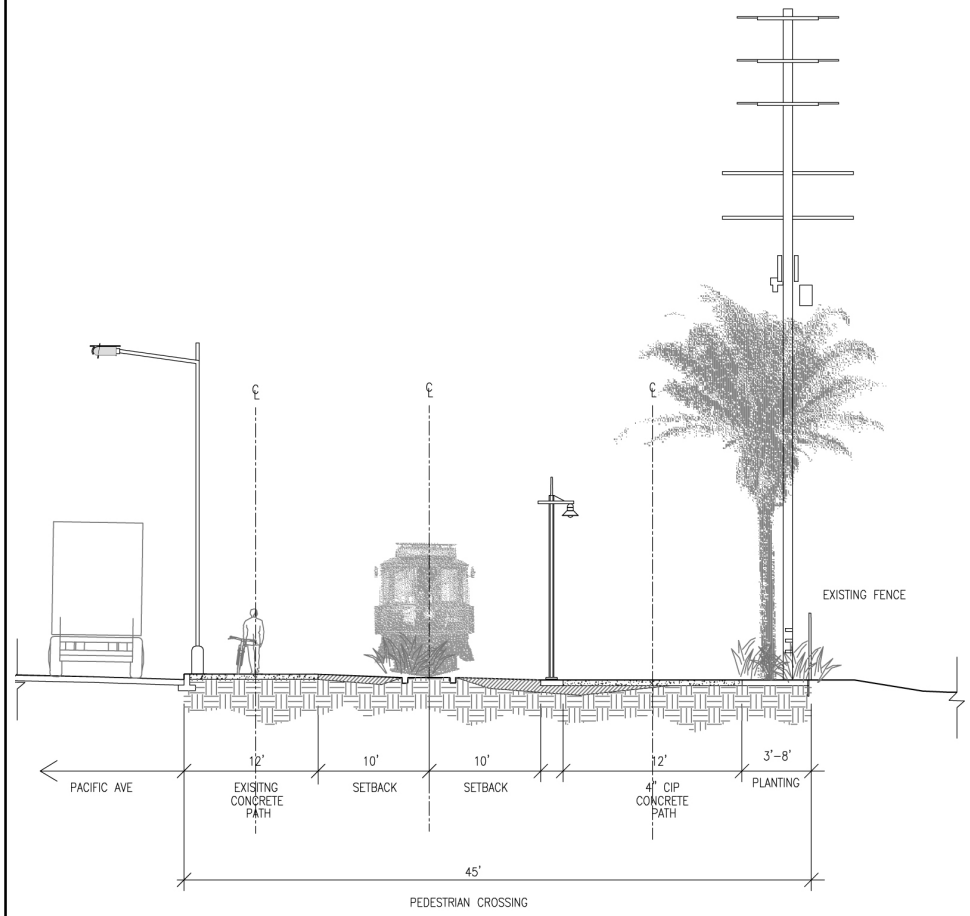
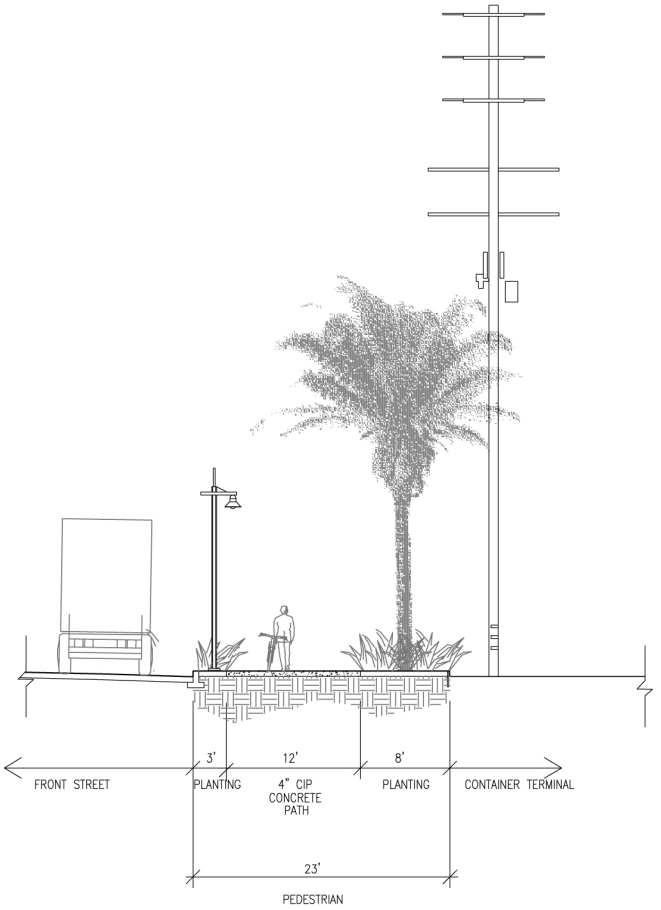
Figure ES-17
Proposed California Coastal Trail Section: John S. Gibson
Wilmington Waterfront Development Project



1LS-04 / LS-04 SECTION - PACIFIC AVE @ RR CROSSING
SCALE 1"=1/8'



2LS-04 / LS-04 TYP SECTION - FRONT STREET
SCALE 1"=1/8'

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SOURCE: Sasaki(2008)

ICF Jones & Stokes
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Figure ES-18
Proposed California Coastal Trail Section: Pacific Avenue and Front Street
Wilmington Waterfront Development Project

into the proposed project area and would include up to two major sculptural pieces. Views of the waterfront and Wilmington community would be created through the construction of the elevated park, pedestrian bridge, and observation tower. The proposed Project would also implement the Wilmington Waterfront Development Program Lighting Design Guidelines (as specified in Chapter 3.1, "Aesthetics").

- **Pedestrian Access and Public Docking Design Features.** Pedestrian access to the waterfront and throughout the proposed project site would be improved through the extension of the California Coastal Trail and Waterfront Red Car Line, pedestrian water bridge, elevated park/Land Bridge and waterfront promenade. Additionally, the proposed Project would create more public docking opportunities and improve waterside access to the Wilmington Waterfront. A water taxi service stop could also be accommodated.

ES.4.3.5 Port of Los Angeles Plan, Wilmington-Harbor City Community Plan, and Port Master Plan Amendments

As a component of the proposed Project, the Port Plan and the PMP jurisdictional boundaries would be extended to include the entire Avalon Water District, one block of the Avalon Development District south of Harry Bridges Boulevard between Avalon Boulevard and Marine Avenue, and the Avalon Triangle Park development site. Because the Wilmington-Harbor City CP shares a common boundary with the Port Plan, both of which are part of the City of Los Angeles General Plan's Land Use Element, expanding the Port Plan boundaries would require a corresponding reduction in the Wilmington-Harbor City Community Plan. In addition, a redesignation of land uses to recreational under the Port Plan and to recreation and commercial under the PMP is proposed. A rezone would be required to allow park uses consistent with the Tidelands Trust in PA 5.

This EIR addresses the potential effects of the administrative boundary changes and land use designation and zone changes on the environment. No physical changes (e.g., grading, construction, etc.) are proposed to the Avalon Triangle Park site. See Figure ES-19 for an illustration of the existing Port Plan and Wilmington-Harbor City Community Plan boundaries and Figure ES-20 for an illustration of the proposed adjustment to the Port Plan and Wilmington-Harbor City boundaries. Figure ES-21 shows the change in land uses and zoning to the Avalon Triangle Park site and the Avalon Waterfront District. Figures ES-22 and ES-23 shows the proposed boundary adjustment to the PMP and the proposed land use additions under the PMP, respectively.

ES.4.4 Proposed Project Impact Analysis

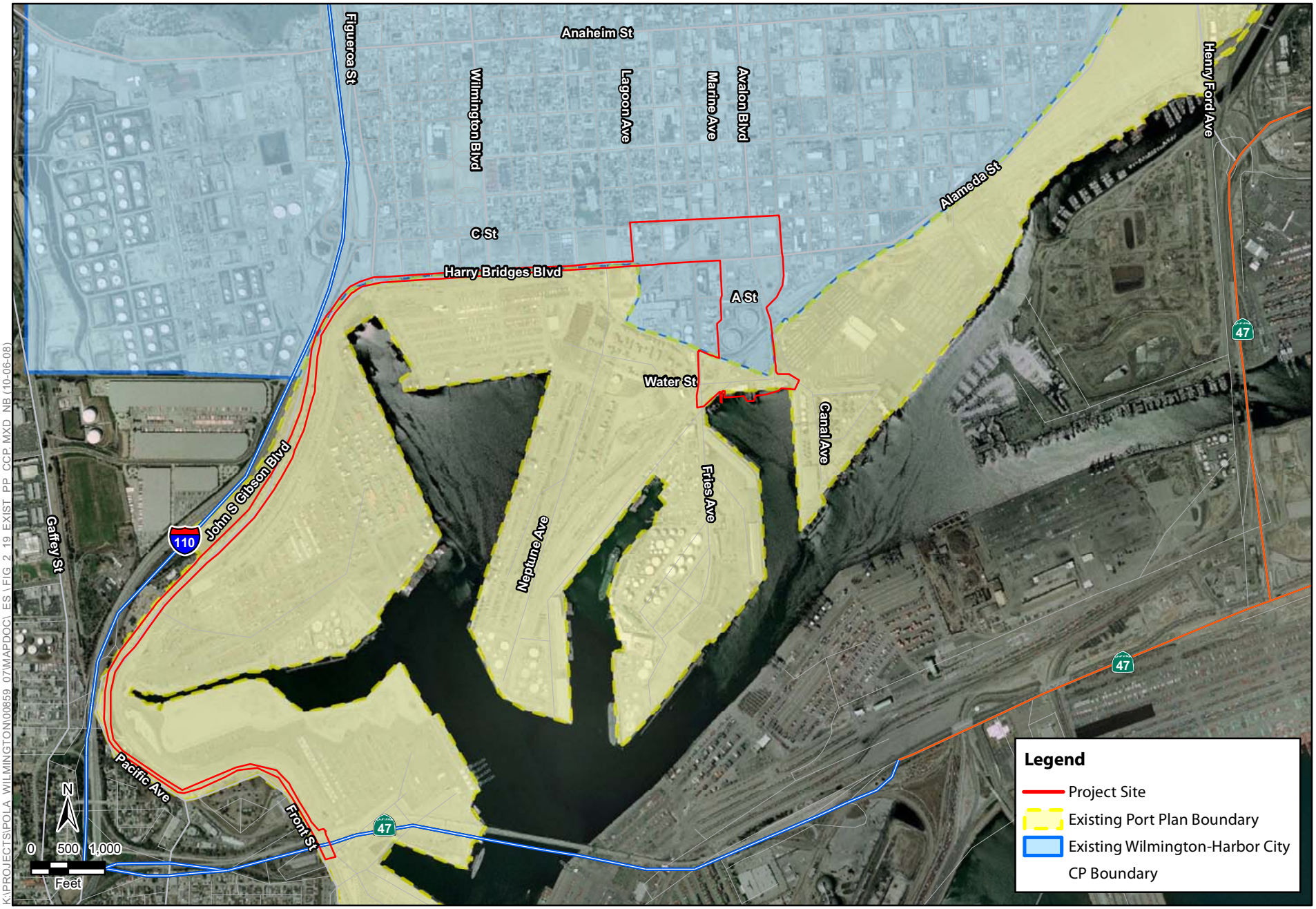
The draft EIR will address elements of the proposed Project at both the program and project level. A program-level analysis is prepared when the lead agency has a proposed program or series of actions that can be characterized as one large project and specific construction information is unavailable. A program-level analysis

generally analyzes broad environmental effects of the program with the understanding that additional site-specific environmental review may be required for particular aspects of the program at the time those aspects are proposed for implementation and construction. A project-level analysis generally has access to all the necessary construction information and is able to analyze the specific details of environmental effects of proposed elements. However, it is possible that a program-level analysis would identify and address all the potential environmental impacts and an additional environmental document would not be required if no additional impacts are identified once all the project-level details are known.

Generally the following elements of the proposed Project will be analyzed programmatically:

- 150,000 square feet of light industrial development in Avalon Development District Area A because the proposed Project provides locations for industrial uses and those uses would be constructed per the underlying zone; however, there are not any specific development proposals at the time of this draft EIR (75,000 square feet in Phase I and the remaining in Phase II);
- Potential relocation of removed LADWP bulk storage capacity to the Olympic Tank Site, because, while the relocation would be conducted and analyzed at a later date by a different lead agency, in removing a currently operating industrial use it is logical to presume the use would be relocated and operated on a feasible site elsewhere even if it is not proposed at the time of this draft EIR (Phase I and Phase II); and
- Extension of the Waterfront Red Car Line, because the exact engineering details of the alignment and operation are not known at the time of preparing this draft EIR (Phase II).

All other proposed project elements (including the Multi-Modal CCT along Harry Bridges Boulevard) will be analyzed at a project level within this draft EIR. Table ES-4 identifies the proposed project components and the respective level of analysis provided in the draft EIR (i.e., program or project level).



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SOURCE: ESRI USA Imagery (2006), Wilmington-Harbor Community Plan (2006), Port of Los Angeles (2008)

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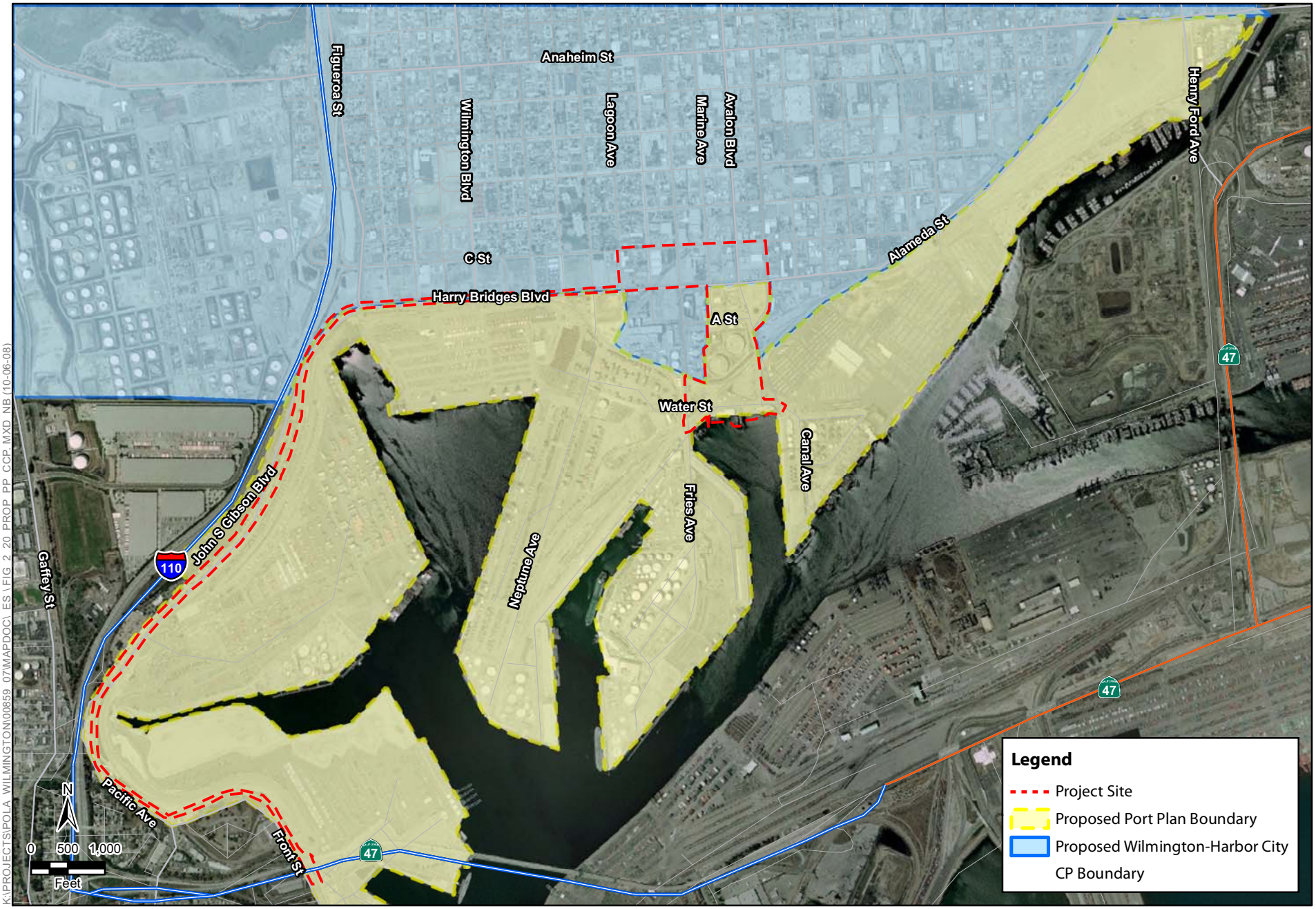
Figure ES-19
Port Plan and Wilmington-Harbor City Community Plan Existing Boundaries
Wilmington Waterfront Development Project



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SOURCE: ESRI USA Imagery (2006), Wilmington-Harbor Community Plan (2006), Port of Los Angeles (2008)

Figure ES-20
Port Plan and Wilmington-Harbor City Proposed Boundaries
Wilmington Waterfront Development Project

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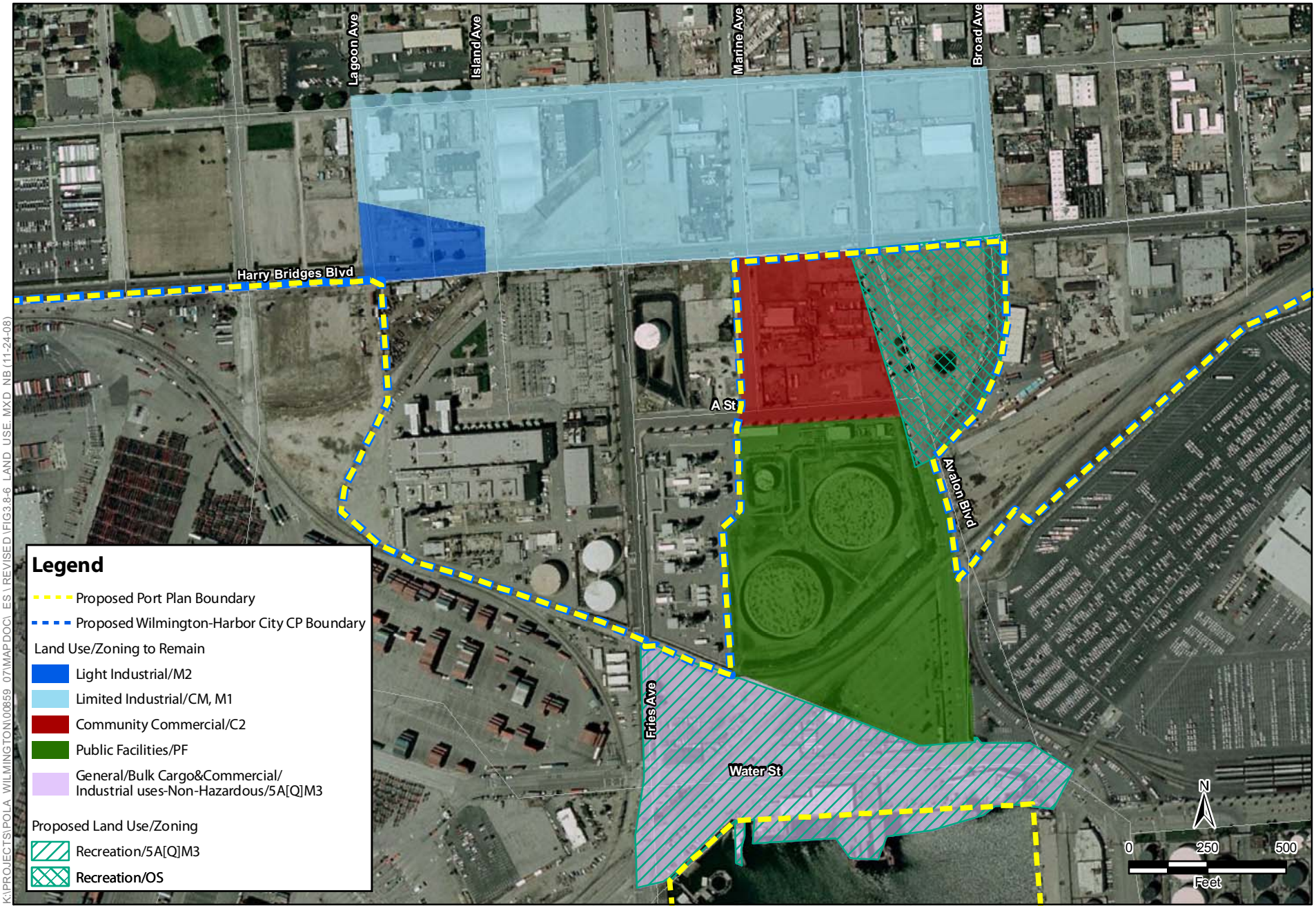
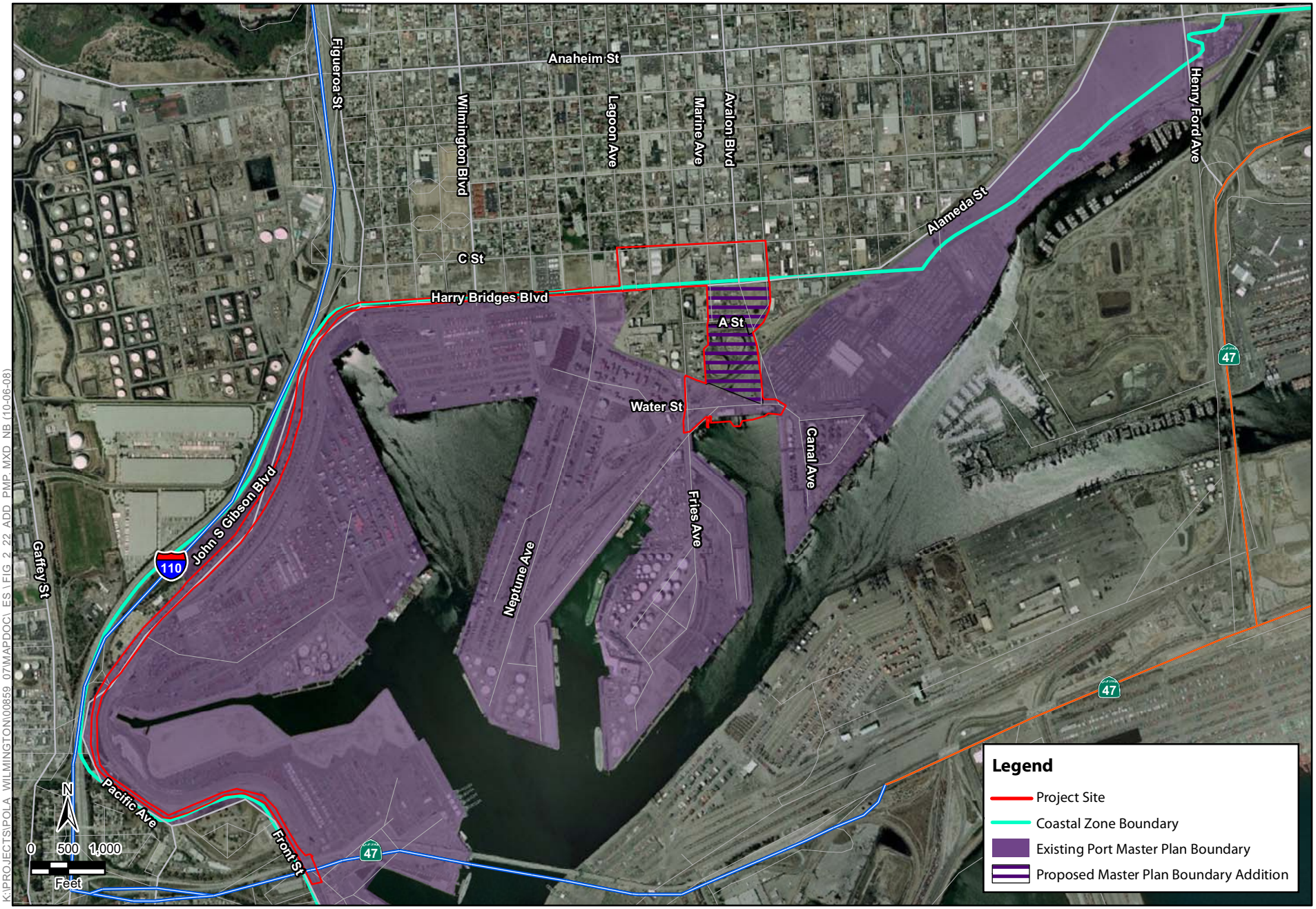


K:\PROJECTS\POLA_WILMINGTON\00859_07\MAPDOC_ES_\REVISED\FIG3.8-6_LAND_USE_.MXD_NB (11-24-08)

SOURCE: ESRI USA Imagery (2006), Wilmington-Harbor Community Plan (2006), Port of Los Angeles (2008)

Figure ES-21
Proposed Project Wilmington-Harbor City CP and Port Plan Land Use/Zoning Change
Wilmington Waterfront Development Project



K:\PROJECTS\POLA_WILMINGTON\00859_07\MAPDOC_ES_\FIG_2_22_ADD_PMP_MXD_NB (10-06-08)

SOURCE: ESRI USA Imagery (2006), Wilmington-Harbor Community Plan (2006), Port of Los Angeles (2008)

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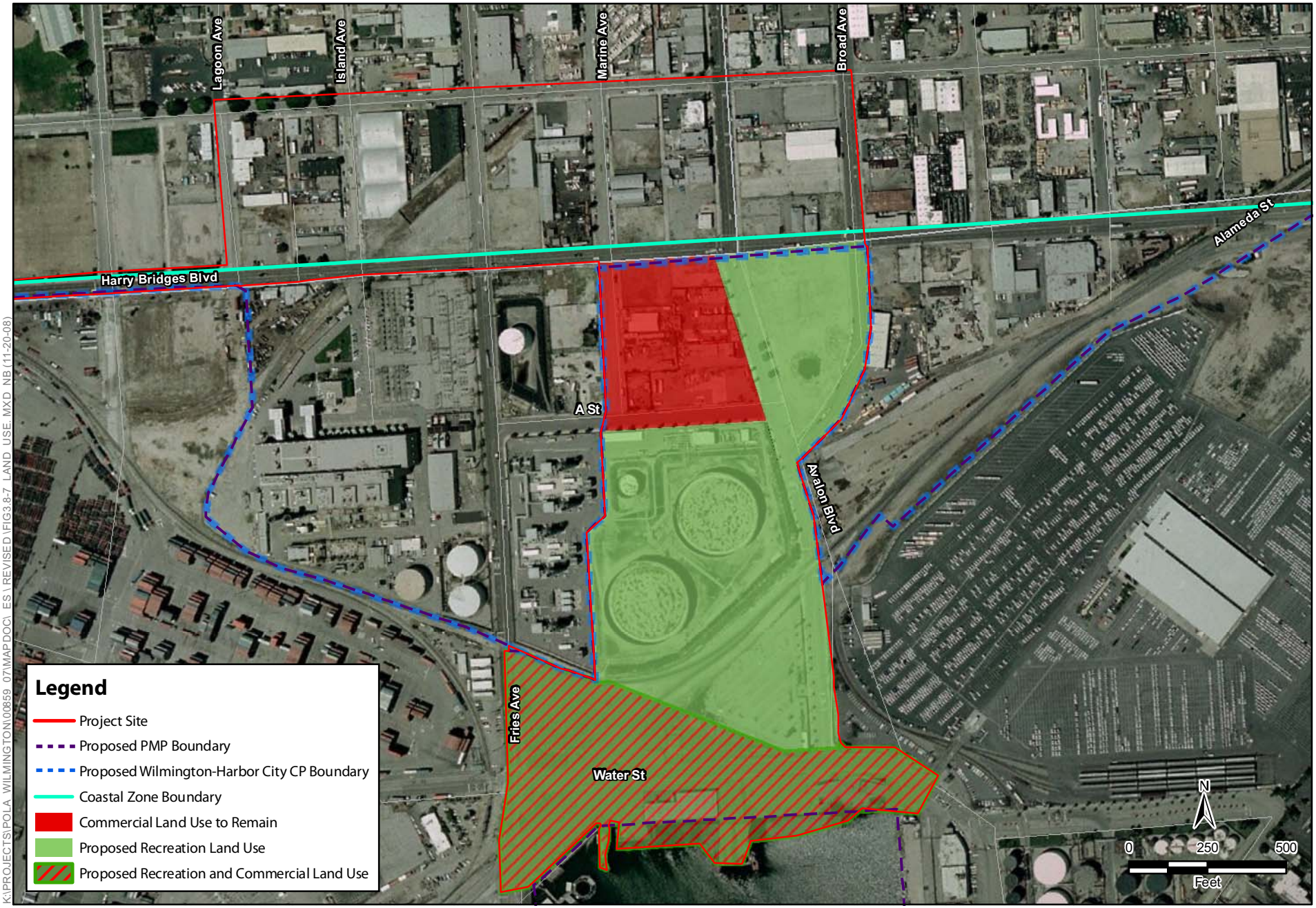
Figure ES-22
Proposed Boundary Adjustment to Port Master Plan
Wilmington Waterfront Development Project



K:\PROJECTS\POLA_WILMINGTON\00859_07\MAPDOC_ES_\REVISED\FIG3.8-7_LAND_USE.MXD NB (11-20-08)

SOURCE: ESRI USA Imagery (2006), Wilmington-Harbor Community Plan (2006), Port of Los Angeles (2008)

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Figure ES-23
Proposed Port Master Plan Land Use Designations
Wilmington Waterfront Development Project

Table ES-4. Level of Analysis of Each Element of the Proposed Project

Elements	*Proposed Project Phase I (2009–2015)*	*Proposed Project Phase II (Full Buildout 2015–2020)*	*Programmatic or Project-level Analysis*
AVALON DEVELOPMENT DISTRICT			
Light Industrial Development	Maximum of 75,000 sf of light industrial development around Avalon Boulevard, in the industrial area between Lagoon and Broad Avenues, north of Harry Bridges Boulevard and south of C Street; school and police trailer to remain.	Potentially develop an additional 75,000 sf of light industrial development	Program
Retail/Commercial Development	58,000 sf of retail/commercial development south of Harry Bridges Boulevard along Avalon Boulevard.	N/A	Project
Acquisition of Private Property	Dockside Ship & Machine Repair		Project
Waterfront Red Car Museum	Adaptive reuse of the 14,500-sf building located on Bekins Storage Property as Waterfront Red Car Museum consistent with the Secretary of the Interior's Guidelines for Rehabilitating Historic Buildings	N/A	Project
Railroad Green	Approximately 1-acre passive recreation park crossing diagonally from Harry Bridges Boulevard (at Island Avenue) to C Street (east of Fries Avenue)	N/A	Project
Vacating Avalon Boulevard	Vacation Avalon Boulevard south of A Street	N/A	Project
Realignment of Broad Avenue	Realignment of Broad Avenue to continue to the waterfront	N/A	Project
Streetscape Improvements	Streetscape and pedestrian enhancements to improve aesthetics and connectivity throughout the Avalon Development District	Streetscape and pedestrian enhancements to improve aesthetics and connectivity throughout the Avalon Development District	Project
Demolition			
Demolish Dockside Ship & Machine Repair Structures	Demolish all structures		Project

Elements	*Proposed Project Phase I (2009–2015)*	*Proposed Project Phase II (Full Buildout 2015–2020)*	*Programmatic or Project-level Analysis*
and Unknown Underutilized Adjacent Structure			
Relocation			
Potential Relocation of Dockside Ship & Repair Structures to 141 and 211 N. Marine Avenue	N/A	N/A	Program
AVALON WATERFRONT DISTRICT			
Waterfront Promenade & Replacing Existing Bulkhead	Waterfront promenade with landscaping which includes 61,100 sf of new viewing piers (1,155 concrete pilings, 24 inches in diameter), replacement of approximately 17,880 sf of existing piers (478 concrete piles), and two floating docks measuring 5,870 sf for transient boats	N/A	Project
Land Bridge (total 10 acres)	Land bridge extending from the waterfront to the LADWP tanks over the existing rail lines and the realigned Water Street	Completion of remaining section of land bridge to total 10 acres; sloped open lawn, ornamental gardens, and terraces with decomposed granite would landscape this portion of the land bridge	Project
Pedestrian Water Bridge	Pedestrian "Water" Bridge from Entry Plaza to the waterfront promenade and Observation Tower.	N/A	Project
Entry Plaza	1-acre Entry Plaza located at the southeast corner of Harry Bridges and Avalon Boulevards adjacent to Avalon Triangle Park	N/A	Project
Observation Tower	200-foot-tall Observation Tower with a 2,144-sf footprint and a pedestrian walkway.	N/A	Project
Restaurant Development	N/A	12,000 sf of restaurant development at the waterfront	Project

Elements	*Proposed Project Phase I (2009–2015)*	*Proposed Project Phase II (Full Buildout 2015–2020)*	*Programmatic or Project-level Analysis*
Realignment of Water Street			Project
Landscaping Improvements	Landscaping improvements to the existing National Polytechnic University parking lot and area surroundings	N/A	Project
Passenger Drop	Passenger drop-off east of Banning's Landing Community Center along Broad Avenue		Project
Demolition			
Demolish Catalina Freight	Demolish entire building	N/A	Project
Demolish National Polytechnic College of Science Hyperbaric Chamber Building	Demolish entire building	N/A	Project
Demolish National Polytechnic College of Science Welding Pier	Demolish entire building	N/A	Project
LADWP Marine Tank Site	Acquisition and demolition of all tanks and associated infrastructure	N/A	Project
Relocation			
Relocation of LADWP bulk storage tank capacity to Olympic Tank Site	After the LADWP tanks are demolished a potential feasible relocation of the reduction of bulk storage capacity due to the demolition of the LADWP tanks is the Olympic Tank Site	N/A	Program

Elements	*Proposed Project Phase I (2009–2015)*	*Proposed Project Phase II (Full Buildout 2015–2020)*	*Programmatic or Project-level Analysis*
Parking			
Fries Avenue	51 spaces off of Fries Avenue	N/A	Project
North of Banning's Landing	71 spaces north of Banning's Landing under the pedestrian water bridge	N/A	Project
West of Land Bridge, East of Peaker Plants	N/A	A 148-space surface parking area with landscaping accessible from A Street adjacent to the bridge	Project
WATERFRONT RED CAR LINE AND CALIFORNIA COASTAL TRAIL			
Extension of Waterfront Red Car Line	N/A	The Waterfront Red Car Line would begin at the intersection of Swinford Street and Harbor Boulevard, proceed along Front Street onto John S. Gibson, and then onto Harry Bridges Boulevard where it would terminate at the intersection with Avalon Boulevard	Program
California Coastal Trail (CCT)	N/A	The CCT would follow the existing sidewalk/public right-of-way route from Swinford Street and Harbor Boulevard, proceed along Front Street onto John S. Gibson, and then Harry Bridges Boulevard terminating at Avalon Boulevard	Project

1

ES.4.5 Proposed Project Phasing and Demolition and Construction Plan

The proposed Project assumes demolition and relocation of the existing and operational LADWP Marine Tank Farm liquid bulk storage tanks. This demolition would allow the construction of the Land Bridge and elevated park that would connect to the Avalon Development District. As stated above, the proposed Project is split into two phases. A large number of the proposed project elements would be constructed under the Phase I: Interim Plan, which would commence construction in 2009 and terminate around 2015. The remaining elements would be constructed under Phase II: Full Buildout Plan, which would commence in approximately 2015 and terminate in 2020. The proposed project elements associated with each phase are discussed in further detail below. See Table ES-1 for a summary of each element and the appropriate phasing.

ES.4.5.1 Phase I: Interim Plan (2009–2015)

The elements or actions which would be constructed and operated under Phase I: Interim Plan are described below and illustrated in Figure ES-24.

Avalon Development District (Areas A and B)

Area A

- Infrastructure improvements (including stormwater improvements, dry utility lines, potable waterlines, and wastewater lines) within the Avalon Development District to support the development of up to 75,000 square feet of green technology light industrial uses during Phase I
- Development of the Railroad Green, a 1-acre passive open space within an existing abandoned railroad right-of-way
- Development of a Waterfront Red Car Museum in the 14,500-square-foot Bekins Building through adaptive reuse of this historic structure consistent with the Secretary of the Interior's Guidelines for Rehabilitating Historic Buildings
- Pedestrian sidewalk and street improvements along Lagoon, Island, Fries, Marine, and Broad Avenues, along Avalon and Harry Bridges Boulevards, and along C Street.

Area B

- Demolition of Dockside Machine & Ship Repair and other structures listed described in Table ES-2, followed by development of up to 58,000 square feet of commercial uses, south of Harry Bridges Boulevard between Avalon Boulevard and Marine Avenue and the realignment of Avalon Boulevard

- Vacation of Avalon Boulevard south of A Street, realignment and continuation of Broad Avenue to the waterfront, and realignment of Water Street to provide more waterfront area for the promenade and pedestrian open space

Avalon Waterfront District

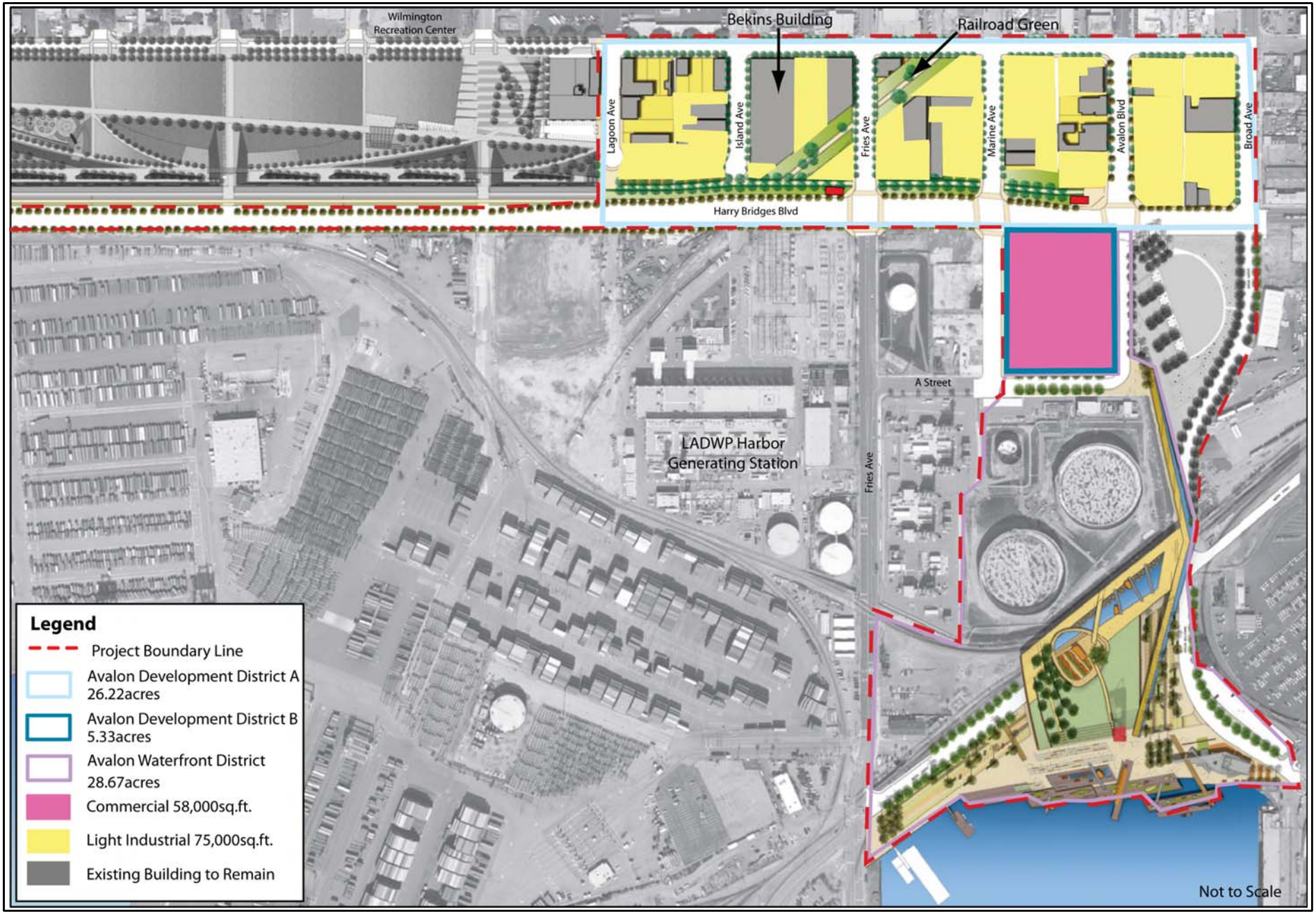
- Development of pedestrian-oriented features such as parks, plazas, sidewalk enhancements and landscaping, a water bridge, and a 200-foot-tall Observation Tower with an associated walkway
- Development of a waterfront promenade, new viewing piers (43,220 square feet) and replacement viewing piers (17,880 square feet), and two small floating docks for visiting vessels (for a total of 5,870 square feet)
- Initiation of the development of a 10-acre elevated park space on an expansive Land Bridge over active railroad lines and the proposed realigned Water Street
- Construction of the 1-acre Entry Plaza located at the southeast corner of Harry Bridges and Avalon Boulevards at the entrance to the pedestrian water bridge
- Construction of two off-street surface parking areas at the waterfront promenade (71 and 51 spaces, respectively)
- Construction of a passenger drop-off east of Banning's Landing Community Center
- Demolition of the Catalina Freight structures (30,860 square feet), National Polytechnic College of Science Hyperbaric Chamber Building (2,370 square feet) and associated Welding Pier (1,800 square feet)
- Dedication of the LADWP Marine Tank site north of Water Street and south of A Street between Fries Avenue and Avalon Boulevard for park and recreation use (initiated in 2011)
- Demolition and removal of the existing LADWP Marine Tank Farm 450,000 bbls liquid bulk storage tanks (58,965 square feet each), the 30,000 bbl tank, and the associated LADWP structures (6 structures totaling 18,500 square feet) listed in Table ES-3, followed by soil and groundwater remediation as necessary

ES.4.5.2 Phase II: Full Buildout (2015–2020)

The elements or actions, which would be constructed and operated under Phase II: Full Buildout, are described below and illustrated in Figure ES-25.

Avalon Development District (Area A)

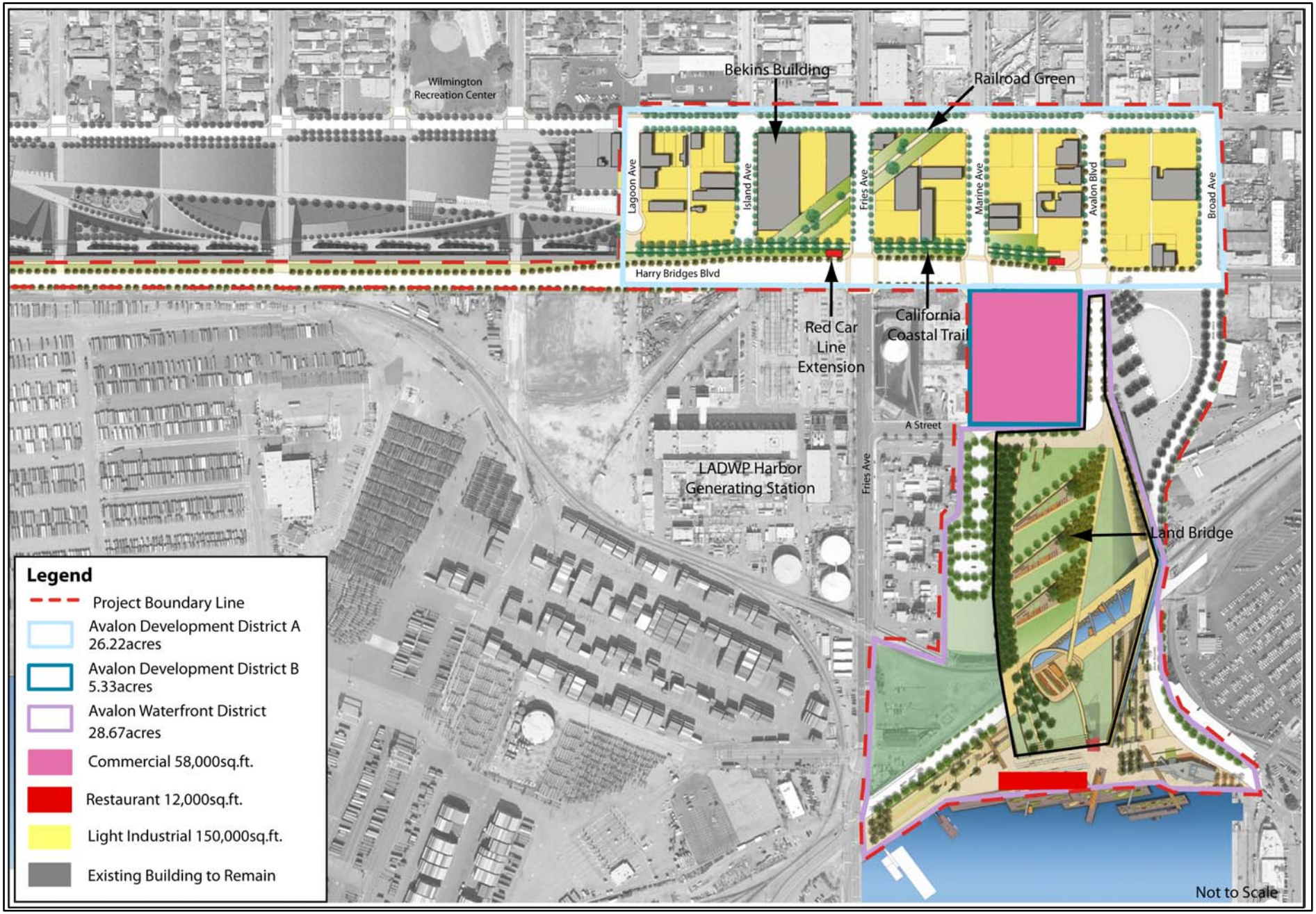
- Continued enhancement of the Avalon Development District (Area A) to support the construction of an additional 75,000 square feet of green technology light industrial development during Phase II, for a total of 150,000 square feet



SOURCE: Sasaki (2008)

Figure ES-24
Interim Phase
Wilmington Waterfront Development Project

ICF Jones & Stokes
an ICF International Company



SOURCE: Sasaki (2008)

Figure ES-25
Full Build Out
Wilmington Waterfront Development Project

ICF Jones & Stokes
an ICF International Company

Avalon Waterfront District

- Completion of the 10-acre Land Bridge located on the LADWP Marine Tank site
- Construction of 12,000 square feet of restaurant/visitor-serving retail uses at the waterfront promenade
- Construction of 1 surface parking area with 148 spaces on the LADWP Marine Tank site west of the Land Bridge (access from A Street)

Waterfront Red Car Line and Multi-Modal California Coastal Trail

- Extension of the Waterfront Red Car Line and CCT along John S. Gibson and Harry Bridges Boulevards from the intersection of Swinford Street and Harbor Boulevard to the intersection of Harry Bridges and Avalon Boulevards

ES.5 Alternatives to the Proposed Project

ES.5.1 Basis of Alternatives Selection and Analysis

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to a proposed project, or to the location of a proposed project that could feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any significant environmental impacts. According to CEQA Guidelines, the EIR should compare merits of the alternatives and determine an environmentally superior alternative. CEQA requires that an EIR present a range of reasonable alternatives to the proposed Project. LAHD defines a reasonable range of alternatives in light of its legal mandates under the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601), the California Coastal Act (PRC Div 20 S30700 et seq.), and LAHD's leasing policy (LAHD 2006).

The lead agencies may make an initial determination as to which alternatives are feasible and therefore merit in-depth consideration, and which alternatives are infeasible. The range of alternatives need not be beyond a reasonable range necessary to permit a reasoned choice between the alternatives and the proposed Project.

According to CEQA regulations, the alternatives section of an EIR is required to:

- rigorously explore and objectively evaluate a reasonable range of alternatives;
- include reasonable alternatives not within the lead agency's jurisdiction or congressional mandate, if applicable;
- include a "no project" alternative;
- develop substantial treatment to each alternative, including the proposed action, so that reviewers may evaluate their comparative merits;

- identify the environmentally superior alternative;
- include appropriate mitigation measures (when not already part of the proposed action or alternatives); and
- present the alternatives that were eliminated from detailed study and briefly discuss the reasons for elimination.

In addition to the No Project alternative, alternatives for an EIR usually take the form of a reduced project size, different project design, or suitable alternative project sites. The range of alternatives discussed in an EIR is governed by the "rule of reason" that requires the identification of only those alternatives necessary to permit a reasoned choice between the alternatives and the proposed Project. An EIR need not consider an alternative that would be infeasible. CEQA Guidelines Section 15126.6 explains that the evaluation of project alternative feasibility can consider "site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site." The EIR is also not required to evaluate an alternative that has an effect that cannot be reasonably identified or that has remote or speculative implementation, and that would not achieve the basic proposed project objectives.

This section provides a description of alternatives considered, including those analyzed within this EIR, as well as those considered but withdrawn from further discussion, including the rationale for eliminating the other alternatives from detailed analysis.

ES.5.2 Alternatives Considered

This document presents a reasonable range of alternatives pursuant to CEQA. LAHD must define alternatives in light of the requirements of the Los Angeles City Charter, the Los Angeles Tidelands Trust Grant, the Public Trust Doctrine, and the California Coastal Act. These legal mandates demand that LAHD use the Port for the purposes of promoting and accommodating waterborne commerce, navigation, fishery, and related purposes.

Eight alternatives, including the proposed Project and the No Project Alternative, were considered and evaluated in regards to how well each met the objectives for the proposed Project. Four of these alternatives were eliminated from detailed consideration for various reasons, as discussed in Section ES.5.4 and Section 2.9.3. Two of the alternatives met most of the proposed project objectives and are presented in Section ES.5.3 below. In addition, the No Project Alternative was considered as required by CEQA. Chapter 5 compares the proposed Project and the alternatives and identifies the environmentally superior alternative.

The following alternatives were considered:

- Proposed Project

- Alternative 1—Alternative Development Scenario 1(Reduced Development)
- Alternative 2—Alternative Development Scenario 2 (Reduced Construction and Demolition)
- Alternative 3—No Project Alternative

The following alternatives were considered, but eliminated from further analysis:

- Alternative Project Designs—Avalon Pier Project Design
- No In-Water Construction
- No Street Vacation of Avalon Boulevard or Realignment of Broad Avenue
- Other Sites within the Port Boundaries and LAHD Jurisdiction

ES.5.3 Alternatives Analyzed in this EIR

The proposed Project and three other alternatives meet most of the proposed project objectives. The alternatives that were considered during preparation of this draft EIR include the

- Proposed Project
- Alternative 1—Alternative Development Scenario 1 (Reduced Development)
- Alternative 2—Alternative Development Scenario 2 (Reduced Construction and Demolition)
- Alternative 3—No Project Alternative

Each of the three alternative development scenarios has been carried forward for detailed analysis in Chapter 5, "Project Alternatives," and is summarized below.

ES.5.3.1 Alternative 1—Alternative Development Scenario 1 (Reduced Development)

As compared to the proposed Project, Alternative 1 would only develop the Avalon Waterfront District, CCT, and provide program-level planning for the Waterfront Red Car Line. Since all of the proposed Project elements associated with the Avalon Waterfront District are the same under this alternative as the proposed Project, each feature is noted and the reader can refer back to the description under the proposed Project.

Alternative 1 would reduce the development footprint by not improving the Avalon Development District (Area A) generally north of Harry Bridges Boulevard as well as one block south of Harry Bridges Boulevard between Marine Avenue and Avalon Boulevard (Area B). For those elements that differ between the proposed Project and Alternative 1, the differences are described in detail below.

Alternative 1 would not include streetscape and pedestrian enhancements along portions of Harry Bridges Boulevard, C Street, portions of Avalon Boulevard, Lagoon Avenue, Island Avenue, portions of Fries Avenue, Marine Avenue, and portions of Broad Avenue. Nor would it develop the infrastructure (including stormwater improvements, dry utility lines, potable waterlines, and wastewater lines) to support approximately 150,000 square feet of development for light industrial uses (for green technology businesses) or the 58,000 square feet of commercial uses. In addition, Alternative 1 would not include implementation of the Waterfront Red Car Museum and rehabilitation of the 14,500-square-foot Bekins Property, or development and landscaping of the 1-acre Railroad Green.

The Avalon Development District would remain underdeveloped in its existing condition. This area would have the potential to undergo redevelopment in the future, but it would not be in combination or coordination with the Wilmington Waterfront Development Program. Under this alternative, development of the infrastructure within the Avalon Development District would not be assured, and it is reasonably foreseeable that the land would remain vacant for an extended period of time.

The following Avalon Waterfront District elements for Alternative 1 are the same as those described for the proposed Project.

- Waterfront Promenade and Visitor Serving Amenities including:
  - Demolition of Catalina Freight, National Polytechnic College of Science Hyperbaric Chamber Building, and National Polytechnic College of Science Welding Pier
  - Construction and operation of waterfront promenade
  - Construction and operation of Observation Tower
  - Construction and operation of a restaurant
- Land Bridge and LADWP Marine Tank Site, including:
  - 1-acre Entry Plaza
  - Pedestrian water bridge
  - Dedication of LADWP property for park and recreation use and demolition of LADWP Marine Tank Site
  - Construction and operation of the 10-acre Land Bridge elevated park
- Three Surface Parking Areas
- Landscaping improvements to the existing National Polytechnic University (College of Oceaneering) parking area and surroundings
- Traffic Improvements including:
  - Downgrade of Avalon Boulevard
  - Realignment of Avalon Boulevard and Broad Avenue

- Realignment of Water Street to increase the area of the waterfront promenade and allow the construction of the Land Bridge as proposed
- Construction of a passenger drop-off east of Banning's Landing Community Center

- Extension of the Waterfront Red Car Line and California Coastal Trail, beginning at Swinford Street and ending at Avalon Boulevard
- Extension of the Port Plan and Port Master Plan jurisdictional boundaries and corresponding retraction of Wilmington-Harbor City Community Plan jurisdictional boundary and the redesignation of land uses to allow for recreation and park uses consistent with the Tidelands Grant

ES.5.3.2 Alternative 2—Alternative Development Scenario 2 (Reduced Construction and Demolition)

Alternative 2 would leave the LADWP Marine Tanks in place and reduce the size of the Land Bridge elevated park space by only constructing the Phase 1 portion (see Figure ES-24 for Interim Phase Plan). No site remediation would occur at the LADWP Marine Tank site, and the complete Land Bridge would not connect to the Avalon Development District. Access to the waterfront would still be provided by the proposed pedestrian water bridge, but the Land Bridge would terminate at the LADWP Marine Tank site boundary. This would result in an approximately 4-acre Land Bridge park, roughly 6 fewer acres than the proposed Project.

Other than not including the Phase II portion of the Land Bridge and not removing the LADWP Marine Tank Farm, Alternative 2 would propose the same project elements as the proposed Project, including realigning Water Street. As with the proposed Project, development and infrastructure improvements would occur at the Avalon Development District and CCT, program-level planning would occur for the Waterfront Red Car Line, and the Port Plan and PMP jurisdictional boundary extensions and land use designations would occur except at the LADWP Marine Tank Farm site.

ES.5.3.3 Alternative 3—No Project Alternative

Pursuant to CEQA Guidelines Section 15126.6(e)(3)(A), Alternative 3 describes what would reasonably be expected to occur on the site if no LAHD action would occur. This alternative would not allow implementation of the proposed Project or other physical improvements associated with the proposed Project. Under this alternative, no construction impacts associated with a discretionary permit would occur. In this case, Alternative 3 involves continued operations of the existing uses within the proposed project area, with no new development or expansion.

The following existing conditions, onsite tenants, resident companies, and public facilities, along with associated foreseeable actions, would occur, or continue to operate, if the No Project Alternative was selected:

- LADWP would continue lease the Marine Tank Farm liquid bulk storage tanks (3) and accessory structures to the Valero Energy Corporation and may renew the lease prior to its expiration set for 2012; remediation of the LADWP site would not occur.
- Light industrial and heavy commercial uses would continue to exist and operate north of A Street and north of Harry Bridges Boulevard, along the Avalon Development District; however, no area-wide development plan would be implemented, and many buildings would remain in a blighted or underused condition and many parcels would remain vacant.
- The historic Bekins Property buildings would not undergo adaptive reuse or reconditioning, but instead would remain on site in their existing condition.
- Banning's Landing Community Center would continue to operate, and its associated parking lot would remain in place.
- The waterfront area and bulkhead would remain in their existing condition.
- Relocation of Catalina Freight and demolition of the onsite office and warehouse building located at the waterfront could still occur as the tenant is being relocated independently of the proposed Project and would not necessarily require a discretionary action.
- The National Polytechnic University would continue to operate as with the proposed Project, but no improvements would be made to the surface parking area and landscaping.
- The National Polytechnic College of Science Hyperbaric Chamber Building and National Polytechnic College of Science Welding Pier would not be demolished.
- Avalon Boulevard would continue through to the waterfront; Broad Avenue would terminate at Avalon Boulevard; Water Street would not be realigned.
- Movement of goods would continue by truck and rail operations using the exiting transportation corridors and street network.
- The Port Plan, Wilmington-Harbor City Community Plan, and the Port Master Plan would remain unchanged.
- Development of the Avalon Triangle Park site would still proceed independently.

ES.5.4 Alternatives Eliminated from Further Consideration

As discussed in Section ES.5.1 above, CEQA requires an EIR to present a range of reasonable alternatives to the proposed Project, or to the location of the project, that could feasibly attain a majority of the basic project objectives, but would avoid or

substantially lessen one or more significant environmental impacts of the project. CEQA also requires an evaluation of the comparative merits of the alternatives. An EIR is not required to consider alternatives that would be infeasible, would not reduce any identified significant impact, or would not meet a majority of the project objectives. Additional details regarding these alternatives and the reasons for rejecting them are included in Chapter 5, "Project Alternatives."

The following proposed project alternatives were considered in the selection process, but were rejected due to one or more of the following:

- determined infeasible due to physical, legal, or technical factors;
- inability to meet a majority of the project objectives; or
- inability to reduce one or more identified significant impact(s).

The alternatives below were considered, but eliminated from further analysis:

- Alternative Project Designs—Avalon Pier Project Design
- No In-Water Development
- No Street Vacation of Avalon Boulevard or Realignment of Broad Avenue
- Other Sites within the Port Boundaries and LAHD Jurisdiction

ES.6 Environmental Impacts

ES.6.1 Scope of Analysis and Impacts Considered in this Draft EIR

The scope of this draft EIR was established based on the Initial Study (IS) prepared pursuant to CEQA (see Appendix A) and comments received during the NOP review process. The breadth of the analysis and technical work plans developed during the preparation of this draft EIR were designed to ensure that comments received from regulatory agencies and the public during this review process would be addressed. The NOP scoping period lasted from March 14, 2008, until April 14, 2008, and included one scoping meeting on Tuesday, March 25, 2008. Public and agency comments received during this period were considered in the scope of the analysis for this EIR.

This draft EIR focuses on the significant environmental effects of the proposed Project and their relevance to the decision-making process. The CEQA Guidelines (Section 15360) define the *environment* as follows:

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

Based on the Initial Study, the following issues have been determined to be potentially significant and are therefore evaluated in this draft EIR:

- Aesthetics
- Air Quality and Meteorology
- Biological Resources
- Cultural Resources
- Geology
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Population and Housing
- Transportation and Circulation (Ground and Marine)
- Utilities
- Public Services
- Water Quality, Sediments, and Oceanography.

It should be noted that originally biological resources was not identified as a resource with potentially significant impacts in the IS Checklist; however, due to comments received during the scoping period and the required addition of the bulkhead wall replacement, an analysis of biological resources is included in this draft EIR.

Chapter 3, "Environmental Analysis," discusses the issues that would be significantly affected by the proposed Project. The criteria for determining the significance of environmental impacts in this draft EIR analysis are described in the "Thresholds of Significance" sections for each resource topic in Chapter 3. Mitigation measures to reduce impacts to less-than-significant levels are proposed whenever feasible.

ES.6.2 Impacts Not Considered in this Draft EIR

The scope of this draft EIR was established based on the NOP, which identified potential impact areas of the proposed Project. The NOP also determined that agricultural resources, mineral resources, and recreational resources would not be affected by the proposed Project. In accordance with CEQA, issues found in the NOP/Initial Study that would have no impact or less-than-significant impact would not require further evaluation in the EIR.

ES.6.3 Impacts of the Proposed Project

Sections 3.1 through 3.14 discuss the anticipated potential environmental effects of the proposed Project. The 14 issues listed above are discussed in these sections, and mitigation measures to avoid impacts or reduce impacts to less-than-significant levels are proposed whenever possible. Chapter 5, "Project Alternatives," discusses the anticipated potential environmental effects of the alternatives. Chapter 6, "Environmental Justice," evaluates the potential for the proposed Project to result in serious and adverse impacts that disproportionately affect low-income and/or minority populations. Summary descriptions of the significant impacts, mitigation measures, and residual impacts for the proposed Project are presented in Table ES-5 at the end of this chapter. This table also presents significant cumulative impact results and environmental justice impact determinations.

For each of the 14 environmental resources analyzed in this draft EIR, Chapter 3 identifies significant impacts associated with the proposed Project. The following sections describe the significant and less-than-significant impacts.

ES.6.3.1 Summary of Significant and Unavoidable Impacts

Table ES-5 identifies significant unavoidable impacts associated with the proposed Project. This draft EIR has determined that implementation of the proposed Project would result in significant and unavoidable impacts on

- Air Quality
- Geology
- Noise

ES.6.3.2 Summary of Significant Impacts that Can Be Mitigated, Avoided, or Substantially Lessened

Table ES-5 identifies significant impacts associated with the proposed Project that can be mitigated, avoided, or substantially lessened. This draft EIR has determined that implementation of the proposed Project would result in significant impacts that can be mitigated to less than significant on

- Biological Resources
- Cultural Resources
- Groundwater and Soils
- Transportation (Ground and Marine)
- Utilities

Table ES-5. Summary of Impact Determinations

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.1 Aesthetics			
AES-1: Construction and operation of the proposed Project would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	No impact would occur	No mitigation is required	No impact would occur
AES-2: Construction and operation of the proposed Project would not substantially damage scenic resources (including, but not limited to, trees, rock outcroppings, and historic buildings) within a state scenic highway.	Less than significant	No mitigation is required	Less than significant
AES-3: Construction and operation of the proposed Project would not substantially degrade the existing visual character or quality of the site or its surroundings.	Less than significant	No mitigation is required	Less than significant
AES-4: Construction and operation of the proposed Project would not result in an adverse effect due to shading on the existing visual character or quality of the site or its surroundings.	No impact would occur	No mitigation is required	No impact would occur
AES-5: Construction and operation of the proposed Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views of the area.	No impact would occur	No mitigation is required	No impact would occur

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.2. Air Quality and Meteorology			
Construction			
AQ-1: The proposed Project would result in construction-related emissions that exceed a SCAQMD threshold of significance.	Significant	**MM AQ-1: Harbor Craft Engine Standards.** All harbor craft used during the construction phase of the proposed Project will, at a minimum, be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 2. Additionally, where available, harbor craft will meet the proposed EPA Tier 3 (which are proposed to be phased-in beginning of 2009) or cleaner marine engine emission standards. **MM AQ-2: Dredging Equipment Electrification.** All dredging equipment will be electric. **MM AQ-3: Fleet Modernization for Onroad Trucks**. 1. Trucks hauling materials such as debris or fill will be fully covered while operating off Port property. 2. Idling will be restricted to a maximum of 5 minutes when not in use. 3. EPA Standards: a. Prior to December 31, 2011: All onroad heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater used at the Port of Los Angeles will comply with EPA 2004 onroad emission standards for PM_{10} and NO_X (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively). In addition, all onroad heavy heavy-duty trucks with a GVWR of 19,500 pounds or greater used at the Port of Los Angeles will be equipped with a CARB-verified Level 3 device.	Significant and unavoidable

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		b. From January 1, 2012 on: All onroad heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used at the Port of Los Angeles will comply with EPA 2007 onroad emission standards for PM_{10} and NO_X (0.01 g/bhp-hr and 0.20 g/bhp-hr, respectively). A copy of each unit's certified, USEPA rating and each unit's CARB or SCAQMD operating permit, shall be provided at the time of mobilization of each applicable unit of equipment **MM AQ-4: Fleet Modernization for Construction Equipment.** 1. Construction equipment will incorporate, where feasible, emissions-savings technology such as hybrid drives and specific fuel economy standards. 2. Idling will be restricted to a maximum of 5 minutes when not in use. 3. Tier Specifications: ■ Prior to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 horsepower (hp) will meet Tier-2 offroad emission standards, at a minimum. In addition, all construction equipment greater than 50 hp will be retrofitted with a CARB-certified Level 3 diesel emissions control device. ■ From January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp, except ships and barges and marine vessels, will meet Tier-3 offroad emission standards, at a minimum. In addition, all construction equipment greater than 50 hp will be	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		retrofitted with a CARB-certified Level 3 diesel emissions control device. ■ From January 1, 2015 on: All offroad diesel-powered construction equipment greater than 50 hp, except ships and barges and marine vessels, will meet Tier-4 offroad emission standards, at a minimum. In addition, all construction equipment greater than 50 hp will be retrofitted with a CARB-certified Level 3 diesel emissions control device. **MM AQ-5: Additional Fugitive Dust Controls.** The calculation of fugitive dust (PM_{10}) from proposed project earth-moving activities assumes a 61% reduction from uncontrolled levels to simulate rigorous watering of the site and use of other measures (listed below) to ensure compliance with SCAQMD Rule 403. The construction contractor will further reduce fugitive dust emissions to 90% from uncontrolled levels. The construction contractor will designate personnel to monitor the dust control program and to order increased watering, as necessary, to ensure a 90% control level. Their duties will include holiday and weekend periods when work may not be in progress. The following measures, at minimum, must be part of the contractor Rule 403 dust control plan: ■ Active grading sites will be watered 1 additional time per day beyond that required by Rule 403. ■ Contractors will apply approved nontoxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas (previously graded areas inactive for ten days or more). ■ Construction contractors will provide temporary wind	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		fencing around sites being graded or cleared. ■ Trucks hauling dirt, sand, or gravel will be covered or will maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code. ■ Construction contractors will install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off tires of vehicles and any equipment leaving the construction site. Pave road and road shoulders. ■ The use of clean-fueled sweepers will be required pursuant to SCAQMD Rule 1186 and Rule 1186.1 certified street sweepers. Sweep streets at the end of each day if visible soil is carried onto paved roads on site or roads adjacent to the site to reduce fugitive dust emissions. ■ A construction relations officer will be appointed to act as a community liaison concerning onsite construction activity including resolution of issues related to PM10 generation. ■ Traffic speeds on all unpaved roads will be reduced to 15 mph or less. ■ Temporary traffic controls such as a flag person will be provided during all phases of construction to maintain smooth traffic flow. ■ Construction activities that affect traffic flow on the arterial system will be conducted during off-peak hours to the extent practicable. ■ The use of electrified truck spaces for all truck parking or queuing areas will be required.	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		MM AQ-6: Best Management Practices. The following types of measures are required on construction equipment (including onroad trucks): 1. Use diesel oxidation catalysts and catalyzed diesel particulate traps 2. Maintain equipment according to manufacturers' specifications 3. Restrict idling of construction equipment and on-road heavy-duty trucks to a maximum of 5 minutes when not in use 4. Install high-pressure fuel injectors on construction equipment vehicles 5. Maintain a minimum buffer zone of 300 meters between truck traffic and sensitive receptors 6. Improve traffic flow by signal synchronization 7. Enforce truck parking restrictions 8. Provide on-site services to minimize truck traffic in or near residential areas, including, but not limited to, the following services: meal or cafeteria services, automated teller machines, etc. 9. Re-route construction trucks away from congested streets or sensitive receptor areas LAHD will implement a process by which to select additional BMPs to further reduce air emissions during construction. The LAHD will determine the BMPs once the contractor identifies and secures a final equipment list and project scope. The LAHD will then meet with the contractor to identify potential BMPs and work with the contractor to include such measures in the contract. BMPs will be based on Best Available Control Technology (BACT) guidelines and may also include changes to construction practices and	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		design to reduce or eliminate environmental impacts. **MM AQ-7: General Mitigation Measure.** For any of the above mitigation measures, if a CARB-certified technology becomes available and is shown to be as good as or better in terms of emissions performance than the existing measure, the technology could replace the existing measure pending approval by the Port. **MM AQ-8: Special Precautions near Sensitive Sites.** All construction activities located within 1,000 feet of sensitive receptors (defined as schools, playgrounds, daycares, and hospitals), will notify each of these sites in writing at least 30 days prior to construction activity. **MM AQ-9: Construction Recycling.** Demolition and/or excess construction materials will be separated on-site for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials will be provided on site. Materials with recycled content will be used in project construction. Chippers on site during construction will be used to further reduce excess wood for landscaping cover.	
AQ-2: The proposed Project would result in offsite ambient air pollutant concentrations during construction that exceed a SCAQMD threshold of significance.	Significant	Implement Mitigation Measures MM AQ-1 through MM AQ-9.	Significant and unavoidable
Operations			
AQ-3: The proposed Project would result in operational emissions that exceed a SCAQMD threshold of significance.	Significant	Implement Mitigation Measures MM AQ-1 through MM AQ-9.	Significant and unavoidable

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
AQ-4: The proposed Project would not result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance	Less than significant	No mitigation is required	Less than significant
AQ-5: The proposed Project would not generate onroad traffic that would contribute to an exceedance of the 1- or 8-hour CO standards.	Less than significant	No mitigation is required	Less than significant
AQ-6: The proposed Project would not create an objectionable odor at the nearest sensitive receptor.	Less than significant	No mitigation is required	Less than significant
AQ-7: The proposed Project would expose receptors to significant levels of TACs.	Significant	No mitigation is available.	Significant and unavoidable
AQ-8: The proposed Project would not conflict with or obstruct implementation of an applicable AQMP.	Less than significant	No mitigation is required	Less than significant
AQ-9: The proposed Project would produce GHG emissions that would exceed CEQA baseline levels.	Significant	Implement Mitigation Measures MM AQ-1 through MM AQ-9. **MM AQ-10: Energy Efficiency.** ■ Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping, and sun screens to reduce energy use. ■ Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in	Significant and unavoidable

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		buildings. ■ Install light colored "cool" roofs, cool pavements, and strategically placed shade trees. ■ Provide information on energy management services for large energy users. ■ Install energy efficient heating and cooling systems, appliances and equipment, and control systems. ■ Install light emitting diodes (LEDs) for outdoor lighting. ■ Limit the hours of operation of outdoor lighting. ■ Provide education on energy efficiency. **MM AQ-11: Renewable Energy.** ■ Require the installation of solar and/or wind power systems, solar and tankless hot water heaters, and energy efficient heating ventilation and air conditioning by Port tenants, where feasible. Educate Port tenants about existing incentives. ■ Use combined heat and power in appropriate applications. **MM AQ-12: Water Conservation and Efficiency.** ■ Create water-efficient landscapes. ■ Install water-efficient irrigation systems and devices, such as soil moisture–based irrigation controls. ■ Use reclaimed water for landscape irrigation in new developments and on public property. Install the infrastructure to deliver and use reclaimed water.	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		■ Design buildings to be water-efficient. Install water-efficient fixtures and appliances. ■ Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. ■ Restrict the use of water for cleaning outdoor surfaces and vehicles. ■ Implement low-impact development practices that maintain the existing hydrologic character of the site to manage stormwater and protect the environment. (Retaining stormwater runoff on site can drastically reduce the need for energy-intensive imported water at the site.) ■ Devise a comprehensive water conservation strategy appropriate for the proposed Project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate. ■ Provide education about water conservation and available programs and incentives. **MM AQ-13: Solid Waste Measures.** ■ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). ■ Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers in public areas. ■ Provide education and publicity about reducing waste and available recycling services.	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		MM AQ-14: Land Use Measures. ■ Incorporate public transit into project design. ■ Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio. ■ Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling, or walking. **MM AQ-15: Transportation and Motor Vehicles.** ■ Limit idling time for commercial vehicles, including delivery and construction vehicles. ■ Use low- or zero-emission vehicles, including construction vehicles. ■ Promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides). ■ Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations). ■ Increase the cost of driving and parking private vehicles by, for example, imposing tolls and parking fees. ■ Promote "least polluting" ways to connect people and goods to their destinations. ■ Incorporate bicycle lanes and routes into street systems. ■ Incorporate bicycle-friendly intersections into street	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		design. ■ Provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. ■ Create bicycle lanes and walking paths.	
3.3 Biological Resources			
Construction			
BIO-1a: Construction activities would not cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern, or the loss of federally listed critical habitat.	Less than significant	No mitigation is required	Less than significant
BIO-2a: Construction activities would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	Significant	**MM BIO 1. Debit Inner Harbor Mitigation Bank.** The loss of 2,200 square feet (0.05 acres) of Inner Harbor marine habitat will be mitigated by debiting the required credits from the Inner Harbor Mitigation Bank, per the terms and conditions established in the MOU between LAHD, CDFG, NMFS, and USFWS (City of Los Angeles 1984). The MOU provides that for each acre of marine habitat impacted within the Inner Harbor the mitigation bank will be debited 0.5 credit. Thus the 0.05 acre of marine habitat impacted in the Inner Harbor will result in a debit from the mitigation bank of 0.025 credit.	Less than significant
BIO-3a: Construction activities would not result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a species.	No impact would occur	No mitigation is required	No impact would occur

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
BIO-4a: Construction activities would not result in substantial disruption of local biological communities (e.g., from construction impacts or the introduction of noise, light, or invasive species).	Less than significant	No mitigation is required	Less than significant
BIO-5a: Construction of the proposed Project would not result in a permanent loss of marine habitat.	Significant	Implement Mitigation Measure MM BIO-1.	Less than significant
Operations			
BIO-1b: Operational activities associated with the proposed Project would not cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern, or the loss of federally listed critical habitat.	Less than significant	No mitigation is required	Less than significant
BIO-2b: Operational activities associated with the proposed Project would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	No impact would occur	No mitigation is required	No impact would occur
BIO-3b: Operational activities associated with the proposed Project would not interfere with wildlife movement/migration corridors that may diminish the	No impact would occur	No mitigation is required	No impact would occur

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
chances for long-term survival of a species.			
BIO-4b: Operational activities associated with the proposed Project would not substantially disrupt local biological communities (e.g, from construction impacts or the introduction of noise, light, or invasive species).	Less than significant	No mitigation is required	Less than significant
BIO-5b: Operational activities associated with the proposed Project would not result in a permanent loss of marine habitat.	No impact would occur	No mitigation is required	No impact would occur
3.4 Cultural Resources			
CR-1: Construction of the proposed Project would not disturb, damage, or degrade a known prehistoric and/or historical archaeological resource resulting in a reduction of its integrity or significance as an important resource.	Significant	**MM CR-1: Conduct Future Cultural Resources Studies along the Waterfront Red Car Line Once Determined** Archival research indicates that archaeological resources may be located within the Waterfront Red Car Line proposed project area. According to the records search, **t**wo prehistoric sites (CA-LAn-150 and CA-LAn -283) are located adjacent to the proposed Waterfront Red Car Line location and one archaeological site, CA-LAn-2135H, is located less than ⅛th of a mile from the proposed approximate alignment. In addition, archival and historic map research has indicated the potential for subsurface archaeological deposits associated with the early development of Wilmington within the Avalon Development District and the Waterfront Red Car Line. The LAHD will ensure that, prior to final design approval for affected parcels, a qualified archaeologist will be retained to perform additional Phase I level archaeological surveys and research to determine the potential for prehistoric and	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		historical archaeological deposits within these portions of the proposed project area in accordance with professional standards and guidelines. **MM CR-2: Incorporate the Tracks into the Design Plan** The proposed Project will incorporate the Pacific Electric Railway tracks into the project design in accordance with the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or the Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (Weeks and Grimmer 1995). **MM CR-3: Generate Monitoring/Treatment Plan Prior to Demolition and/or Ground Disturbing Activities** A phased approach to mitigation would reduce any potential impacts to archaeological resources to less-than-significant. Prior to any ground-disturbing activities and/or demolition, a treatment/monitoring plan would be generated. This document would address areas where potentially significant historical archaeological deposits are likely to be located within the proposed commercial portion of the project area. The research design/treatment plan would also include methods for: (1) archaeological monitoring during demolition of existing buildings (2) subsurface testing after demolition and (3) data recovery of archaeological deposits. A detailed historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant would be included in the document as well as anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation.	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		MM CR-4: Monitor in Vicinity of Government Depot Portion of the Wilmington Waterfront District Because the Phase I historical resources study (ICF Jones & Stokes 2008) has identified a low potential for historical archaeological deposits associated with a Civil War era Government Depot within a portion of the *Wilmington Waterfront District* and because ground-disturbing activities a could impact potentially CRHR and/or NRHP-eligible historical archaeological deposits , prior to any ground-disturbing activities: ■ A monitoring plan be generated that would address areas where potentially significant archaeological deposits are likely to be located within this portion of the project area and clearly demonstrates the themes under which any deposits would be determined significant. ■ LAHD will require at least one pre-field meeting with environmental management staff, project engineers, construction contractors, and construction inspectors to discuss the monitoring protocols and issues related to treatment of identified archaeological resources. ■ A qualified archaeologist shall monitor all ground-disturbing activities in the vicinity of the Government Depot within the *Wilmington Waterfront District* portion of the project area. The qualified archaeological monitor will have demonstrated knowledge of, and experience with the treatment of historical archaeological resources. ■ Due to potentially hazardous soil conditions associated with the DWP facility (as included in the project description), a safety plan will be generated in	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		conjunction with the LAHD that addresses all issues associated with contamination and remediation. It is further recommended that the qualified archaeological monitor also be 40-hour Hazwoper certified. ■ In the event that subsurface deposits are identified during monitoring, ground disturbing activities will halt within 100 feet of the find to allow the qualified archaeologist can assess the find(s) and determine if treatment of the resource(s) is required	
CR-2: Construction of the proposed Project would not disturb, damage, or degrade an unknown prehistoric and/or historical archaeological resource resulting in a reduction of its integrity or significance as an important resource.	Significant	**MM CR-1** and **MM CR-5: Stop Work if Previously Unidentified Resources Are Encountered during Ground Disturbing Activities** In the event that any artifact or an unusual amount of bone, shell, or nonnative stone is encountered during construction, work will be immediately stopped and relocated to another area. The contractor will stop construction within 100 feet of the exposed resource until a qualified archaeologist can be retained by the Port to evaluate the find (see 36 CFR 800.11.1 and CCR, Title 14, Section 15064.5(f)). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historic trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with SHPO Guidelines. All construction equipment operators will attend a preconstruction meeting presented by a professional archaeologist retained by the Port that will review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		recognition of these materials during construction. Prior to beginning construction, the Port will meet with applicable Native American Groups, including the Gabrieliño/Tongva Tribal Council to identify areas of concern. In addition to monitoring, a treatment plan will be developed in conjunction with the Native American Groups to establish the proper way of extracting and handling all artifacts in the event of an archaeological discovery.	
CR-3: Construction of the proposed Project would not disturb, damage, or degrade unknown human remains.	Significant	Implement **MM CR-1, MM CR-3,** and **MM CR-5**	Less than significant
CR-4: The proposed Project would not result in the permanent loss of, or loss of access to, a paleontological resource of regional or statewide significance.	Significant	**MM CR-6: Develop a Program to Mitigate Impacts on Nonrenewable Paleontologic Resources prior to Excavation or Construction of any Proposed Project Components** This mitigation program will be conducted by a qualified vertebrate paleontologist and will be consistent with the provisions of CEQA, as well as the proposed guidelines of the Society of Vertebrate Paleontology. This program will include, but not be limited to: 1. Assessment of site-specific excavation plans to determine areas that will be designated for paleontological monitoring during initial ground disturbance. 2. Development of monitoring protocols for these designated areas. Areas consisting of artificial fill materials will not require monitoring. Paleontologic monitors qualified to Society of Vertebrate Paleontology standards will be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if some of the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources. 3. Preparation of all recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Preparation and stabilization of all recovered fossils are essential in order to fully mitigate adverse impacts on the resources. 4. Identification and curation of all specimens into an established, accredited museum repository with permanent retrievable paleontologic storage. These procedures are also essential steps in effective paleontologic mitigation and CEQA compliance (Scott and Springer 2003). The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. Mitigation of adverse impacts on significant paleontologic resources is not considered complete until such curation into an established museum repository has been fully completed and documented. 5. Preparation of a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate lead agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, will signify completion of the program to mitigate impacts on paleontologic resources.	
CR-5: The proposed Project would not result in a substantial adverse change in the significance	Less than significant	No mitigation is required	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
of an historical resource, involving demolition, relocation, conversion, rehabilitation, alteration, or other construction that reduces the integrity or significance of important resources on the site or in the vicinity.			
3.5 Geology			
Construction			
GEO-1a: Construction of the proposed Project would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure.	Significant	**MM GEO-1: Seismic Design.** A site-specific geotechnical investigation will be completed by a California-licensed geotechnical engineer and/or engineering geologist. The design and construction recommendations will be incorporated into the structural design of proposed project components.	Significant and unavoidable
GEO-2a: Construction of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from land subsidence/settlement.	Less than significant	No mitigation is required	Less than significant
GEO-3a: Construction of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from expansive soil.	Less than significant	No mitigation is required	Less than significant
GEO-4a: Construction of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from	No impact would occur	No mitigation is required	No impact would occur

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
landslides or mudslides**.**			
GEO-5a: Construction of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from unstable soil conditions from excavation, grading, or fill**.**	Less than significant	No mitigation is required	Less than significant
GEO-6a: Construction of the proposed Project would not result in one or more distinct and prominent geologic or topographic features being destroyed, permanently covered, or materially and adversely modified.	No impact would occur	No mitigation is required	No impact would occur
Operations			
GEO-1b: Operation of the proposed Project would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure.	Significant and unavoidable	No mitigation measures are available to reduce below significance	Significant and unavoidable
GEO-2b: Operation of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from land subsidence/settlement.	Less than significant	No mitigation is required	Less than significant
GEO-3b: Operation of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people	Less than significant	No mitigation is required	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
to substantial risk of injury from expansive soils.			
GEO-4b: Operation of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from landslides or mudslides.	No impact would occur	No mitigation is required	No impact would occur
GEO-5b: Operation of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from unstable soil conditions from excavation, grading, or fill.	No impact would occur	No mitigation is required	No impact would occur
GEO-6b: Operation of the proposed Project would not result in one or more distinct and prominent geologic or topographic features being destroyed, permanently covered, or materially and adversely modified.	No impact would occur	No mitigation is required	No impact would occur
3.6 Groundwater and Soils			
Construction			
GW-1a: Proposed project construction activities may result in exposure of soils containing toxic substances and petroleum hydrocarbons associated with prior operations, which would be deleterious to humans based on regulatory standards established by the lead agency for the site.	Significant	**MM GW-1. Preparation of a Soil Management Plan or Phase II Environmental Site Assessment.** LAHD will prepare a soil management plan prior to construction and will implement it during all phases of construction. Disturbed soils will be monitored for visual evidence of contamination (e.g., staining or discoloration). Soil will also be monitored for the presence of VOCs using appropriate field instruments such as organic vapor measurement with photoionization detectors or flame ionization detectors. If the monitoring procedures indicate the possible	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		presence of contaminated soil, a contaminated soil contingency plan will be implemented and will include procedures for segregation, sampling, and chemical analysis of soil. Contaminated soil will be profiled for disposal and will be transported to an appropriate hazardous or non-hazardous waste or recycling facility licensed to accept and treat the type of waste indicated by the profiling process. The contaminated soil contingency plan will be developed and in place during all construction activities. If these processes generate any contaminated groundwater that must be disposed of outside of the dewatering/NPDES process, the groundwater will be profiled, manifested, hauled, and disposed of in the same manner. Alternatively, preparation of a Phase II ESA will be prepared. In general, the Phase II ESA will include the following: ■ A work plan that includes the number and locations of proposed soil/monitoring wells, sampling intervals, drilling and sampling methods, analytical methods, sampling rationale, site geohydrology, field screening methods, quality control/quality assurance, and reporting methods. Where appropriate, the work plan is approved by a regulatory agency such as the LAFD or the RWQCB. ■ A site-specific health and safety plan signed by a Certified Industrial Hygienist. ■ Necessary permits for encroachment, boring completion, and well installation. ■ A traffic safety plan. ■ Sampling program (fieldwork) in accordance with the work plan and health and safety plan. Fieldwork is completed under the supervision of a State of California registered geologist. ■ Hazardous materials testing through a state-certified	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		laboratory. ■ Documentation including a description of filed procedures, boring logs/well construction diagrams, tabulations of analytical results, cross-sections, an evaluation of the levels and extent of contaminants found, and conclusions and recommendations regarding the environmental condition of the site and the need for further assessment. Recommendations may include additional assessment or handling of the contaminants found though the contaminated soil contingency plan. If the contaminated soil contingency plan is inadequate for the contamination found, a remedial action plan will be developed. Contaminated groundwater will generally be handled through the NPDES/dewatering process. ■ Disposal process including transport by a state-certified hazardous material hauler to a state-certified disposal or recycling facility licensed to accept and treat the identified type of waste. **MM GW-2: Site Remediation.** Unless otherwise authorized by the lead regulatory agency for any given site, LAHD will remediate all contaminated soils within proposed project boundaries prior to or during demolition and grading activities. Remediation will occur in compliance with local, state, and federal regulations as described in Section 3.6.3 and as directed by the LACFD, DTSC, and/or RWQCB. Soil remediation will be completed such that contamination levels are below health screening levels established by OEHHA of CalEPA and/or applicable action levels established by the lead regulatory agency with jurisdiction over the site. Soil contamination waivers may be acceptable as a result of encapsulation (i.e., paving) in upland areas and/or risk-based soil assessments, but would be subject to the discretion of the lead regulatory agency. Existing groundwater contamination throughout the proposed	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		project boundary will continue to be monitored and remediated, simultaneous and/or subsequent to site redevelopment, in accordance with direction provided by the RWQCB. Unless otherwise authorized by the lead regulatory agency for any given site, areas of soil contamination that will be remediated prior to or in conjunction with proposed project demolition, grading, and construction will include, but not be limited to, the properties within and adjacent to the proposed Project as listed in the HMA and filed as Appendix F of this EIR. **MM GW-2a: Remediate Former Oil Wells in the Industrial District (Area A), Waterfront District (Area B), and within the Immediate Vicinity of the Waterfront Red Car Line/CCT (Area C).** Locate the well using geophysical or other methods. Contact the Division of Oil, Gas, and Geothermal Resources (DOGGR) to review abandonment records and inquire whether re-abandonment is necessary prior to any future construction related to the proposed project. Implement corrective measures as directed by DOGGR. Successful site remediation will require compliance with MM GW-2. **MM GW-2b: Remediate Soil along Existing and Former Rail Lines.** Soil along and immediately adjacent to existing and former rail lines that will be disturbed during construction will be assessed for the presence of herbicides, petroleum hydrocarbons, and metals. Successful site remediation will require compliance with MM GW-2. **MM GW-2c: Health Based Risk Assessment for the Marine Tank Farm.** LAHD will prepare a HBRA to determine whether remediation of soil and/or groundwater is needed at the Marine Tank Farm site and, if so, determine the appropriate work plan to ensure the site would comply with applicable local, state, and federal laws. Successful site remediation will require compliance with MM GW-2. **MM GW-3: Contamination Contingency Plan for Non-**	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		Specific Facilities and Unidentified Sources of Hazardous Materials. LAHD will prepare a hazardous materials contingency plan addressing the potential for discovery of unidentified USTs, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes encountered during construction. The following will be implemented to address previously unknown contamination during demolition, grading, and construction: a) All trench excavation and filling operations will be observed for the presence of free petroleum products, chemicals, or contaminated soil. Deeply discolored soil or suspected contaminated soil will be segregated from light colored soil. In the event unexpected suspected chemically impacted material (soil or water) is encountered during construction, the contractor will notify LAHD's Chief Harbor Engineer, the Director of Environmental Management, and Risk Management's Industrial Hygienist. LAHD will confirm the presence of the suspect material; direct the contractor to remove, stockpile, or contain the material; and characterize the suspect material identified within the boundaries of the construction area. Continued work at a contaminated site will require the approval of the Chief Harbor Engineer. b) A photoionization detector (or other similar devices) will be present during grading and excavation of suspected chemically impacted soil. c) Excavation of VOC-impacted soil will require obtaining and complying with a SCAQMD Rule 1166 permit. d) The remedial option(s) selected will be dependent upon a number of criteria (including but not limited to types of chemical constituents, concentration of the chemicals, health and safety issues, time constraints, cost, etc.) and will be determined on a site-specific basis. Both off-site and onsite remedial options will be evaluated. e) The extent of removal actions will be determined on a site-specific basis. At a minimum, the chemically impacted	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		area(s) within the boundaries of the construction area will be remediated to the satisfaction of the lead regulatory agency for the site. The LAHD Project Manager overseeing removal actions will inform the contractor when the removal action is complete. f) Copies of hazardous waste manifests or other documents indicating the amount, nature, and disposition of such materials will be submitted to the Chief Harbor Engineer within 30 days of project completion. g) In the event that contaminated soil is encountered, all onsite personnel handling or working in the vicinity of the contaminated material will be trained in accordance with Occupational Safety and Health and Administration (OSHA) regulations for hazardous waste operations. These regulations are based on CFR 1910.120 (e) and 8 CCR 5192, which states that "general site workers" will receive a minimum of 40 hours of classroom training and a minimum of 3 days of field training. This training provides precautions and protective measures to reduce or eliminate hazardous materials/waste hazards at the work place. h) In cases where potential chemically impacted soil is encountered, a real-time aerosol monitor will be placed on the prevailing downwind side of the impacted soil area to monitor for airborne particulate emissions during soil excavation and handling activities. i) All excavations will be filled with structurally suitable fill material that is free from contamination. j) Prior to dewatering activities, LAHD will obtain a NPDES permit. In areas of suspected contaminated groundwater, special conditions will apply with regard to acquisition of the NPDES permit, including testing and monitoring, as well as discharge limitations under the NPDES permits. k) Soil along and immediately adjacent to existing and former rail lines that will be disturbed during construction will be assessed for the presence of herbicides, petroleum	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		hydrocarbons, and metals. l) Demolition of chemical/fuel storage facilities will include decommissioning and removal of USTs and ASTs in accordance with local and state regulatory agencies. These agencies will likely require soil and groundwater sampling. This sampling will be conducted in accordance with local and state regulatory agency requirements. m) Prior to construction activities, LAHD, or its contractors, will conduct an evaluation of all buildings (built prior to 1980) to be demolished to evaluate the presence of asbestos-containing building materials and lead-based paint. Remediation will be implemented in accordance with the recommendations of these evaluations. n) Upon discovery of soil or groundwater contamination, the lead agency responsible for site remediation will determine if the identified contaminants pose a health risk to the general public, operation personnel, or other possible human receptors present at Phase 1 operational locations. If it is determined that an adverse risk to the general public, operation personnel, or other human receptors is present, Phase 1 Project elements in operation will be closed as a precaution to prevent human exposure to toxic substances.	
GW-2a: Proposed project construction would not result in changes in the rate or direction of movement of existing contaminants, expansion of the area affected by contaminants, or increased level of groundwater contamination, which would increase risk of harm to humans.	Significant	Implement mitigation measures MM GW-1, MM GW-2, MM GW-2a, MM GW-2b, MM GW-2c, and MM GW-3.	Less than significant
GW-3a: Construction activities for the proposed Project would not result in a demonstrable and sustained reduction in potable groundwater recharge capacity nor	No impact would occur	Mitigation not required	No impact would occur

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
would construction result in a change in potable water levels.			
GW-4a: Construction activities for the proposed Project would not result in a violation of regulatory water quality standards at an existing production well, as defined in CCR, Title 22, Division 4, Chapter 15 and in the Safe Drinking Water Act.	No impact would occur	Mitigation not required	No impact would occur
Operations			
GW-1b: Proposed project operations would not result in exposure of soils containing toxic substances and petroleum hydrocarbons associated with prior operations, which would be deleterious to humans based on regulatory standards established by the lead agency for the site.	Significant	Implement Mitigation Measures MM GW-1, MM GW-2, MM GW-2a, MM GW-2b, MM GW-2c, and MM GW-3.	Less than significant
GW-2b: Proposed project operations would not result changes in the rate or direction of movement of existing contaminants, expansion of the area affected by contaminants, or increased level of groundwater contamination which would increase risk of harm to humans.	Significant	Implement Mitigation Measures MM GW-1, MM GW-2, MM GW-2a, MM GW-2b, MM GW-2c, and MM GW-3.	Less than significant
GW-3b: Proposed project operations would not result in a demonstrable and sustained reduction in potable groundwater recharge capacity and would not	No impact would occur	Mitigation not required	No impact would occur

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
result in a change to potable water levels.			
GW-4b: Proposed project operations would not result in a violation of regulatory water quality standards at an existing production well, as defined in CCR, Title 22, Division 4, Chapter 15 and in the Safe Drinking Water Act.	No impact would occur	Mitigation not required	No impact would occur
3.7 Hazards and Hazardous Material			
Construction			
RISK-1a: Construction of the proposed Project would comply with applicable federal, state, regional, and local security and safety regulations, and Port policies guiding Port development.	Less than significant	No mitigation is required	Less than significant
RISK-2a: Construction of the proposed Project would not substantially interfere with an existing emergency response or evacuation plan or require a new emergency or evacuation plan, thereby increasing the risk of injury or death.	Less than significant	No mitigation is required	Less than significant
RISK-3a: Construction of the proposed Project would not substantially increase the likelihood of a spill, release, or explosion of hazardous material(s) due to a terrorist action.	Less than significant	No mitigation is required	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
RISK-4a: Construction of the proposed Project would not substantially increase the likelihood of an accidental spill, release, or explosion of hazardous material(s) as a result of proposed project–related modifications**.**	Less than significant	No mitigation is required	Less than significant
Operations			
RISK-1b: Operation of the proposed Project would comply with applicable federal, state, regional, and local security and safety regulations, and Port policies guiding Port development.	No impact would occur	No mitigation is required	No impact would occur
RISK-2b: Operation of the proposed Project would not substantially interfere with an existing emergency response or evacuation plan or require a new emergency or evacuation plan, thereby increasing the risk of injury or death.	Less than significant	No mitigation is required	Less than significant
RISK-3b: Operation of the proposed Project would not substantially increase the likelihood of a spill, release, or explosion of hazardous material(s) due to a terrorist action.	Less than significant	No mitigation is required	Less than significant
RISK-4b: Operation of the proposed Project would not substantially increase the likelihood of an accidental spill, release, or explosion of hazardous material(s) as a result of proposed	Less than significant	No mitigation is required	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
project–related modifications.			
RISK-5: Operation of the proposed Project would not introduce the general public to hazard(s) defined by the EPA and Port RMP associated with offsite facilities.	Less than significant	No mitigation is required	Less than significant
3.8 Land Use and Planning			
LU-1: The proposed Project would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	Less than significant	No mitigation is required	Less than significant
LU-2: The proposed Project would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	Less than significant	No mitigation is required	Less than significant
3.9 Noise			
Construction			
NOI-1: The proposed Project would last more than 1 day and exceed existing ambient exterior noise levels by 10 dBA or more at a noise-sensitive use; construction activities lasting more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use.	Significant	**MM NOI-1:** The following procedures will help reduce noise impacts from construction activities: a) **Temporary Noise Barriers**. When construction occurs within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) will be located between noise-generating construction activities and sensitive receptors. b) **Construction Hours**. Construction will be limited to between 7:00 a.m. and 9:00 p.m. on	Significant and unavoidable

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		weekdays; between 8:00 a.m. and 6:00 p.m. on Saturdays; and there will be no construction equipment noise anytime on Sundays as prescribed by the City of Los Angeles Noise Ordinance. c) **Construction Days.** Noise-generating construction activities will not occur on weekends or holidays unless critical to a particular activity (e.g., concrete work). d) **Construction Equipment.** All construction equipment powered by internal combustion engines will be properly muffled and maintained. e) **Idling Prohibitions.** Unnecessary idling of internal combustion engines near noise sensitive areas will be prohibited. f) **Equipment Location.** All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located as far as practical from existing noise sensitive land uses. g) **Quiet Equipment Selection.** Quiet construction equipment will be selected whenever possible. Where feasible, noise limits established in the City of Los Angeles Noise Ordinance will be fully complied with. h) **Notification.** Sensitive receptors including residences within 2,000 feet of the proposed project site will be notified of the construction schedule in writing prior to the beginning of construction.	
NOI-2: Construction activities would not exceed the ambient noise level by 5 dBA at a noise sensitive	Less than significant	No mitigation is required	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.			
NOI-3: The proposed Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels.	Less than significant	No mitigation is required	Less than significant
Operations			
NOI-4: Operations would not result in ambient noise level measured at the property line of affected uses increasing by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable category," or increasing in any way by 5 dBA or more.	Less than significant	No mitigation is required	Less than significant
NOI-5: Existing land uses surrounding the proposed Project area would generate noise levels in excess of a published standard, but would not substantially inhibit the usability of the proposed project site.	Less than significant	No mitigation is required	Less than significant
3.10 Population and Housing			
POP-1. The proposed Project would not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	Less than significant	No mitigation is required	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
POP-2. The proposed Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.	No impact would occur	No mitigation is required	No impact would occur
POP-3. The proposed Project would not displace substantial numbers of existing people, necessitating the construction of replacement housing elsewhere.	No impact would occur	No mitigation is required	No impact would occur
3.11 Transportation and Circulation—Ground and Marine			
Ground Construction			
TC-1a: 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	Significant	**MM TC-1: Develop and implement a Traffic Control Plan throughout proposed project construction**. In accordance with the City's policy on street closures and traffic diversion for arterial and collector roadways, the construction contractor will prepare a traffic control plan (to be approved by City and County engineers) before construction. The traffic control plan will include: ■ a street layout showing the location of construction activity and surrounding streets to be used as detour routes, including special signage; ■ a tentative start date and construction duration period for each phase of construction; ■ the name, address, and emergency contact number for those responsible for maintaining the traffic control devices during the course of construction; and ■ written approval to implement traffic control from other agencies, as needed. Additionally, the traffic control plan will include the	Less than significant

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
		following stipulations: ■ provide access for emergency vehicles at all times; ■ avoid creating additional delay at intersections currently operating at congested conditions, either by choosing routes that avoid these locations, or constructing during nonpeak times of day; ■ maintain access for driveways and private roads, except for brief periods of construction, in which case property owners will be notified; ■ provide adequate off-street parking areas at designated staging areas for construction-related vehicles; ■ maintain pedestrian and bicycle access and circulation during proposed project construction where safe to do so; if construction encroaches on a sidewalk, a safe detour will be provided for pedestrians at the nearest crosswalk; if construction encroaches on a bike lane, warning signs will be posted that indicate bicycles and vehicles are sharing the roadway; ■ utilize flag persons wearing OSHA–approved vests and using a "Stop/Slow" paddle to warn motorists of construction activity; ■ maintain access to Metro and LADOT transit services and ensure that public transit vehicles are detoured; ■ post standard construction warning signs in advance of the construction area and at any intersection that provides access to the construction area; ■ post construction warning signs in accordance with local standards or those set forth in the *Manual on Uniform Traffic Control Devices* (Federal Highway Administration 2001) in advance of the construction area and at any intersection that provides access to the	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		construction area; ■ during lane closures, have contractor and/or LAHD notify LAFD and LAPD, as well as the Los Angeles County Sheriff's and Fire Departments, of construction locations to ensure that alternative evacuation and emergency routes are designed to maintain response times during construction periods, if necessary; ■ provide written notification to contractors regarding appropriate routes to and from construction sites, and weight and speed limits for local roads used to access construction sites; submit a copy of all such written notifications to the City of Los Angeles Planning Department; and ■ repair or restore the road right-of-way to its original condition or better upon completion of the work.	
Ground Operations			
TC-2a: Proposed project operations would increase traffic volumes and degrade LOS at intersections within the proposed project vicinity.	Significant	**MM TC-2: Reconfigure the southbound approach of Avalon Boulevard at the intersection of Avalon Boulevard and Anaheim Street.** Prior to the initiation of Phase II construction, LAHD will add a right-turn lane in the southbound direction. Currently the southbound approach consists of one through/left-turn lane and one through/right-turn lane. The mitigation will result in one right-turn lane, one through lane, and one through/left-turn lane. This proposed mitigation will require the removal of two metered parking spaces along Avalon Boulevard to allow for the right-turn lane and the restriping of the northbound approach to properly align with the reconfigured southbound approach. A conceptual drawing illustrating the feasibility of this mitigation is provided in Figure 12 of the traffic report prepared for this project (Appendix I).	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
TC-2b: Proposed project operations would not significantly increase traffic volumes or degrade operations on neighborhood streets within the proposed project vicinity beyond adopted thresholds.	Less than significant	No mitigation is required	Less than significant
TC-2c: Proposed project operations would not significantly increase traffic volumes or degrade operations on CMP facilities within the proposed project vicinity beyond adopted thresholds.	Less than significant	No mitigation is required	Less than significant
TC-3: Proposed project operations would not cause increases in demand for transit service beyond the supply of such services.	Less than significant	No mitigation is required	Less than significant
TC-4: Proposed project operations would not result in a violation of the City's adopted parking policies and parking demand would not exceed supply.	Less than significant	No mitigation is required	Less than significant
TC-5: The proposed Project does not include design elements that would result in conditions that would increase the risk of accidents, either for vehicular or nonmotorized traffic.	Less than significant	No mitigation is required	Less than significant
Marine Construction			
VT-1a: Construction of the proposed Project would not	Less than significant	No mitigation is required	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, West Basin area, East Basin area, or precautionary areas.			
VT-1b: Operation of the proposed Project would not interfere with the operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, West Basin area, or precautionary areas.	Less than significant	No mitigation is required	Less than significant
3.12 Utilities			
UT-1: The proposed Project would not require or result in the construction or expansion of utility lines or facilities, the construction of which would cause significant environmental effects.	Significant	**MM UT-1: Secondary Sewer Line Installation.** Once the design and utility connections are finalized, the LAHD will build a secondary sewer line of sufficient capacity to support the nearest, largest sewer line. The construction of the secondary sewer line would be carried out within public right-of-way or existing City streets. This line will comply with the City's municipal code, and will be built under permit by the City Bureau of Engineering.	Less than significant
UT-2: The proposed Project would not exceed existing water supply, wastewater treatment, or landfill capacities.	Less than significant	**MM UT-2: Water Conservation and Wastewater Reduction.** The LAHD and Port tenants will implement the following water conservation and wastewater reduction measures to further reduce impacts on water demand and wastewater flows. a. The landscape irrigation system will be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns will be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) will water plants having similar watering needs (do not mix shrubs, flowers and turf in the same watering zone).	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		Automatic irrigation timers will be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times for all zones will be adjusted seasonally, reducing watering times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run time will be adjusted to avoid water runoff, especially when irrigating sloped property. Sprinkler times will be reduced once drought-tolerant plants have been established. b. Selection of drought-tolerant, low-water-consuming plant varieties will be used to reduce irrigation water consumption. For a list of these plant varieties, refer to *Sunset Magazine*, October 1988, "The Unthirsty 100," pp. 74–83, or consult a landscape architect. c. The availability of recycled water will be investigated as a source to irrigate large landscaped areas. d. Ultra-low-flush water closets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new construction and when remodeling. Low flow faucet aerators will be installed on all sink faucets. e. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). LADWP will be contacted for specific information of appropriate measures. f. Recirculating or point-of-use hot water systems will be installed to reduce water waste in long piping systems where water must be run for a considerable period before heated water reaches the outlet. **MM UT-3: Recycling of Construction Materials**. Demolition and/or excess construction materials will be separated on site for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials will be provided on site.	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		MM UT-4: Recycled Content Materials Use. Materials with recycled content, such as recycled steel from framing and recycled concrete and asphalt from roadway construction, will be used in project construction. Wood chippers registered through the California Air Resources Board's Portable Equipment Registration Program will be used on site during construction, using wood from tree removal, not from demolished structures, to further reduce excess wood for landscaping cover. **MM UT-5: AB 939 Compliance**. The LAHD and Port tenants will implement a Solid Waste Management Program including the following measures to achieve a 50% reduction of current waste generation percentages by the build out year of 2020 and ensure compliance with the California Solid Waste Management Act (AB 939). a. Provide space and/or bins for storage of recyclable materials within the proposed project site. All garbage and recycle bin storage space will be enclosed and plans will show equal area availability for both garbage and recycle bins within storage spaces. b. Establish a recyclable material pick-up area for commercial buildings. c. Participate in a curbside recycling program to serve the new development. d. Develop a plan for accessible collection of materials on a regular basis. e. Develop source reduction measures that indicate the method and amount of expected reduction. f. Implement a program to purchase materials that have recycled content for project construction and operation (i.e., lumber, plastic, office supplies). g. Provide a resident-tenant/employee education pamphlet to be used in conjunction with available Los Angeles County	

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		and federal source reduction educational materials. The pamphlet will be provided to all commercial tenants by the leasing/property management agency. h. Include lease language requiring tenant participation in recycling/waste reduction programs, including specification that janitorial contracts support recycling.	
UT-3: The proposed Project would not require new, off-site energy supply and distribution infrastructure, or require additions to existing facilities that are not anticipated by adopted plans or programs.	Less than significant	No mitigation is required	Less than significant
3.13 Public Services			
PS-1: Construction of the proposed Project would not substantially reduce public services such as law enforcement, emergency services, and park services.	Less than significant	No mitigation is required	Less than significant
PS-2: The proposed Project would not burden existing LAPD or Port Police staff levels and facilities such that the LAPD or Port Police would not be able to maintain an adequate level of service without constructing additional facilities that could cause significant environmental effect**s.**	Less than significant	No mitigation is required	Less than significant
PS-3: The proposed Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain	Less than significant	No mitigation is required	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
service.			
PS-4: The proposed Project would not increase the demand for recreation and park services and facilities resulting in the physical deterioration of these facilities	Less than significant	No mitigation is required	Less than significant
3.14 Water Quality, Sediments, and Oceanography			
Construction			
WQ-1a: Construction of the proposed Project would not cause flooding during the projected 50-year developed storm event, which would have the potential to harm people or damage property or sensitive biological resources.	Less than significant	No mitigation is required	Less than significant
WQ-2a: Construction of the proposed Project would not substantially reduce or increase the amount of surface water in a water body.	Less than significant	No mitigation is required	Less than significant
WQ-3a: Construction of the proposed Project would not result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the velocity or direction of water flow.	Less than significant	No mitigation is required	Less than significant
WQ-4a-1: In-water and over-water construction for the proposed Project would not result in discharges that create pollution, contamination, or nuisance as defined in Section 13050 of the CWC or that cause regulatory	Less than significant	No mitigation is required	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
standards to be violated, as defined in the applicable NPDES stormwater permit or water quality control plan for the receiving water body.			
WQ-4a-2: Stormwater discharged during construction of the proposed Project would not result in discharges that create pollution, contamination, or nuisance as defined in Section 13050 of the CWC or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or water quality control plan for the receiving water body.	Less than significant	No mitigation is required	Less than significant
WQ-4a-3: Construction and operation of the proposed Project would not result in accidental discharges that create pollution, contamination, or nuisance as defined in Section 13050 of the CWC or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or water quality control plan for the receiving water body.	Less than significant	No mitigation is required	Less than significant
Operations			
WQ-1b: Operation of the proposed Project would not cause flooding during the projected 50-year developed storm event, which would have the potential to harm people or damage property or sensitive biological resources.	Less than significant	No mitigation is required	Less than significant

Environmental Impacts	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
WQ-2b: Operation of the proposed Project would not substantially reduce or increase the amount of surface water in a water body.	No impacts would occur.	No mitigation is required	No impacts would occur.
WQ-3b: Operation of the proposed Project would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the velocity or direction of water flow.	Less than significant	No mitigation is required	Less than significant
Impact WQ-4b: Operation of the proposed Project would not result in discharges that create pollution, contamination, or nuisance as defined in Section 13050 of the CWC or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or water quality control plan for the receiving water body.	Less than significant	No mitigation is required	Less than significant

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ES.6.3.3 Summary of Less-than-Significant or No Impacts

Based on the environmental review in this draft EIR, as summarized in Table ES-5, either less-than-significant impacts or no significant impacts are expected under CEQA from the proposed Project in the following environmental issue areas:

- Aesthetics
- Land Use and Planning
- Population and Housing
- Public Services
- Hazards and Hazardous Materials
- Water Quality, Sediments, and Oceanography

ES.6.3.4 Cumulative Impacts

The proposed Project was analyzed in conjunction with other related projects in the area for potential to contribute to significant cumulative impacts. The proposed Project's incremental contribution would result in cumulatively considerable impacts for the following resource areas:

- Air Quality
- Biological Resources
- Geology
- Noise
- Water Quality, Sediment, and Oceanography

The proposed Project would either not result in cumulatively considerable impacts or not result in cumulatively considerable impacts after applicable mitigation is applied for the following resource areas:

- Aesthetics
- Cultural Resources
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Population and Housing
- Transportation
- Utilities

- Public Services

Cumulative impact evaluations for each resource are included in Chapter 4, "Cumulative Effects," of this draft EIR.

ES.6.3.5 Environmental Justice

CEQA is only concerned with the disclosure and mitigation of significant physical environmental effects related to the construction and operation of a proposed project. However, LAHD is committed to disclosing any disproportionate impacts a proposed Project may have on minority and low-income residents.

The potential for the proposed Project to cause disproportionately serious and adverse human health and environmental effects on low-income and minority populations is discussed in the Environmental Justice analysis (Chapter 6).

The proposed Project would result in disproportionate effects on minority and low-income populations as a result of significant impacts related to construction noise and air quality (ambient concentrations of criteria pollutants during construction). Other potentially significant impacts of the proposed Project would either be reduced to less than significant or less than cumulatively considerable through implementation of mitigation measures, or would not have disproportionate effects on minority and low-income populations.

ES.6.3.6 Socioeconomic Impacts

As mentioned above, CEQA is only concerned with the disclosure and mitigation of significant physical environmental effects related to the construction and operation of a proposed project. For the purposes of information disclosure, however, socioeconomics and environmental quality issues are analyzed in Chapter 7 of this EIR. Socioeconomics encompasses a number of topical areas, including employment and income, population, and housing.

The proposed Project would not involve acquisitions or relocations of housing. The proposed Project would not result in significant impacts related to business displacement. LAHD would attempt to voluntarily acquire the parcels listed in Tables ES-2 and ES-3 and would provide relocation sites within the proposed Project boundaries. If negotiations fail, however, LAHD would reserve the right to acquire the parcels through eminent domain.

The proposed Project would lead to increased tax revenues by expanding the tax base of the area through introducing new commercial developments and new restaurants. The construction of Avalon Waterfront District, with new public open spaces that consist of promenade areas, plazas, parks, and landscape and hardscape areas, would make the waterfront more attractive to visitors. Hence, there would be an overall beneficial effect of the proposed Project on the local business revenue.

The proposed Project would lead to an increase in temporary construction jobs and more permanent employment upon buildout. The proposed Project would generate 1,186 direct construction jobs (based on the 8.5 construction jobs/million dollars of construction cost; estimate is from the U.S. Bureau of Economic Analysis). Construction of the proposed Project is expected to take place over the next 11 years, through 2020. The number of construction workers employed and working on site would vary over the course of the construction period. The direct construction jobs would also further result in 2,846 indirect jobs (based on 2.4 jobs for every construction job, given by U.S. Bureau of Economic Analysis). These secondary increases in employment are related to purchases from materials' supply firms and their suppliers and household expenditures by workers, referred to, when combined, as "indirect employment." Once built out, the proposed Project would support 336 permanent jobs.

The proposed Project entails a deindustrialization of the waterfront; therefore, a reduction in property value is not expected with the addition of public amenities such as the waterfront promenade and increased open space acreage, aesthetic improvements, and transportation improvements. While proximity to the Port may historically have led to lower residential property values in those communities nearest the Port in comparison to more affluent communities in southern Los Angeles County such as Redondo Beach and Rancho Palos Verdes, residential property values in Port communities have grown in recent years and do not exhibit depreciated or stagnant values. However, the recent housing market slump has led to decreased property values throughout California, a trend mirrored in the study area and nearby communities.

It is not anticipated that the proposed Project would change residential property trends in the areas immediately adjacent to the Port. Median home prices increased at high rates in a number of communities in the South Bay area of Los Angeles County from 1997 to 2006. Home prices increased in all communities regardless of price levels at the beginning of the period. Those communities with the highest growth rates were often communities with the lowest home prices.

ES.6.3.7 Growth-Inducing Impacts

The State of California CEQA Guidelines require an EIR to discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Chapter 8, "Growth-Inducing Impacts," discusses the ways in which the proposed Project could foster growth either indirectly or directly.

The proposed Project would foster economic growth but would not directly induce population growth or the construction of new housing in the Port's region of influence (Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties). Although the proposed Project would lead to development of a currently underutilized industrial area and increase commercial and recreational use, this would not stimulate significant population growth or remove obstacles to population growth.

The proposed Project does not include the development of new housing or population-generating uses or infrastructure that would directly induce population growth. Furthermore, the proposed Project is located in an urban area that has experienced significant development over the past century. Undisturbed areas (greenfield development) are not available for residential development, and any residential development that would occur as a result of the proposed Project's implementation would be infill development in the relatively distant residential areas to the northwest and beyond. Therefore, the proposed Project would not directly trigger new residential development in the proposed project area.

The proposed Project is designed to both improve the Port itself and foster private sector economic investment and growth by making the waterfront more attractive and user-friendly for both residents of the area and visitors. A more attractive and user-friendly waterfront would encourage the development of residential and commercial properties in the nearby community because of the desirability of being located near the improved waterfront.

The streetscape improvements for industrial land uses and the proposed commercial land uses within the Avalon Development District, as well as the land use plan amendments and zone changes allowing the construction of recreational and visitor serving development within the Avalon Waterfront District, could encourage developers to invest in the Wilmington-Harbor City area with new projects. Such additional development within the surrounding area would potentially result in additional environmental impacts such as traffic congestion, air quality issues, increased noise levels, and aesthetics/visual changes. Whether the impacts of such future development would be significant would depend upon the specific uses proposed, as well as their density and intensity.

As discussed in Section 3.12, "Utilities," implementation of the proposed Project would generate increased demand for water, natural gas, and electricity. However, the proposed Project would not require upgrades or new construction of major water, natural gas, or power infrastructure. The proposed Project would require an upgrade to the existing sewer system and an addition to the existing reclaimed water system so that the proposed Project could use existing reclaimed water sources. These improvements would accommodate expected growth associated with the proposed Project.

ES.6.3.8 Significant Irreversible Changes to the Environment

Pursuant to Section 15126.2(c) of the CEQA Guidelines, an EIR must consider any significant irreversible environmental changes that would be caused by the proposed Project should it be implemented.

The proposed Project would require the use of non-renewable resources, such as waterfront, fossil fuels, and non-renewable construction materials. Operation of individual facilities proposed under the proposed Project would result in an irreversible commitment of non-renewable resources, including fossil fuels and

natural gas. Use of these resources, however, would not substantially deplete existing supplies.

Fossil fuels and energy would be consumed during construction and operation activities. Fossil fuels in the form of diesel oil and gasoline would be used for construction equipment and vehicles. During operations, diesel oil and gasoline would be used by ships, port terminal equipment (e.g., cargo handling), and vehicles. Electrical energy and natural gas would also be consumed during construction and operation. These energy resources would be irretrievable and irreversible.

Construction activities would not irreversibly harm cultural resources or biological resources. Non-recoverable materials and energy would be used during construction and operational activities, but the amounts needed would be accommodated by existing supplies. Although the increase in the amount of materials and energy used would be limited, they would nevertheless be unavailable for other uses.

Construction activities that result in physical changes to the environment have the most potential to result in irreversible changes. However, none of the proposed project elements would result in irreversible environmental damage. The area is already developed for Port use and the land use would not significantly change. The creation of the new harbors would not result in the loss of significant environmental resources, or result in irreversible changes that could not be returned to pre-project conditions. The proposed Project would also not result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

Impacts associated with operation of the proposed Project would occur as described in Chapter 3, "Environmental Analysis." However, such impacts would cease to exist or change in some fashion should the proposed Project, or portions thereof, cease to operate, change operations, or otherwise be redeveloped and reused.

ES.7 Public Involvement

Public involvement and outreach was a chief component of the environmental review process for the proposed Wilmington Waterfront Development Project.

The NOP was issued on March 14, 2008, and mailed to all stakeholders, including elected officials, residents, businesses, Port of Los Angeles tenants, and other community based organizations. The NOP scoping period occurred between March 14, 2008, and April 14, 2008. A public scoping meeting was held on Tuesday, March 25, 2008.

The following is a timeline of the noticing and public involvement that has happened to date within the environmental review process for the proposed Project:

- **January 8, 2008**. LAHD staff and Sasaki Associates provide an update on the planning design for the proposed Project to the PCAC Wilmington Waterfront Development Subcommittee.
- **February 12, 2008**. LAHD staff provided an updated on the progress and impending release of the NOP to the PCAC Wilmington Waterfront Development Subcommittee.
- **March 14, 2008**. The CEQA NOP and IS were released and distributed to over 600 agencies, organizations, individuals, and the California Office of Planning and Research, State Clearinghouse. The State Clearinghouse assigned the following State Clearinghouse Number to the proposed Project: 2008031065. An Executive Summary of the NOP was translated into Spanish and included in the distribution. Over 70,000 postcards were distributed notifying the public of the date of the scoping meeting and the term of the comment period. Notice of the comment period and meeting was also posted in five local newspapers and 2000 flyers were distributed.
- **March 14, 2008.** The NOP was also filed with the Los Angeles City Clerk and the Los Angeles County Clerk.
- **March 25, 2008**. A public scoping meeting was held at Banning's Landing Community Center in Wilmington, CA. Thirteen people at the meeting provided written or oral comments on the proposed Project. Spanish translation services were made available at the meeting. A transcript of the meeting was posted on the LAHD's website.
- **April 8, 2008.** LAHD staff provided an update to the PCAC Wilmington Waterfront Development Subcommittee regarding the level of public outreach in distributing the NOP, comments heard at the public scoping meeting, and the next steps in preparing the draft EIR.
- **April 14, 2008**. The comment period ended. Fourteen comment letters were received during the scoping period. Copies of the letters were posted on the LAHD's website.
- **July 7, 2008**. LAHD staff provided an update to the PCAC Wilmington Waterfront Development Subcommittee regarding the progress of the draft EIR. The traffic, hazards, land use, and air quality analysis were still in process.
- **August 12, 2008.** LAHD staff provided an update on the proposed project design and progress of the draft EIR to the PCAC Wilmington Waterfront Development Subcommittee. The air quality and traffic analysis was complete, but there were still some outstanding issues related to land use and hazards. Sustainable project design components were also discussed.
- **October 14, 2008.** LAHD staff announced to the PCAC Wilmington Waterfront Development Subcommittee plans to release the draft EIR in November. Public art for the Wilmington Waterfront Development Program was also discussed.

ES.7.1 Project Planning History and Community Involvement

The planning effort for the Avalon Boulevard commercial corridor began in the 1980s for the area on both sides of Avalon Boulevard, beginning at the waterfront and up to C Street (and in some cases F Street) as depicted below in Exhibit A.

Exhibit A: Extent of 1980 Planning Effort

In 1987, the Wilmington/Port Area Planning Study (Calvin Hamilton) was commissioned by Councilwoman Joan Milke Flores. It proposed commercial development at the waterfront at the top of Slip 5 and north along Avalon Boulevard into Wilmington's commercial district, as depicted below in Exhibit B. It also made a number of recommendations for transportation improvements in the Wilmington area. This was followed in 1989 by the Avalon Boulevard Waterfront Access Study (RTKL 1989) which proposed developments at the Slip 5 waterfront, including berthing for historic ships and a water taxi, and Port-focused visitor-serving facilities along Avalon Boulevard to serve as an anchor for future commercial development. The only component of this plan that was constructed was the Banning's Landing Community Center, which was completed in 1996.

Exhibit B: Extent of 1987 Planning Effort

In 2001, the Foot of Avalon Refined Concept Plan (RRM) was drafted, as depicted in Exhibit C below. The planning firm RRM proposed a broadly similar development scheme to the Calvin Hamilton study at the waterfront and along Avalon Boulevard north to Harry Bridges Boulevard. This plan sought to construct improvements on property owned by the LAHD and immediately available. This area became part of the focus of the PCAC Subcommittee in December 2002, when Mayor James Hahn declared that the area known as the Avalon Corridor, from C Street south to the waterfront, would be used for community-serving development. The Wilmington Parkway subcommittee was asked to provide input on possible projects in this area as well, and was renamed the Wilmington Waterfront Development Subcommittee.

Exhibit C: Foot of Avalon Refined Concept Plan

In 2003, the planning firm SMWM worked with the Wilmington Waterfront Development Subcommittee on planning for the Avalon Boulevard Corridor area and the Wilmington Parkway (later to become the Harry Bridges Buffer Project), a nearby project to buffer the community from Port operations. The extent of the 2003 planning effort and the location of the Avalon Boulevard Corridor area and Wilmington Parkway (Harry Bridges Buffer Project) is depicted in Exhibit D below. SMWM and the LAHD conducted several workshops, and the resulting document was the Wilmington Waterfront Development Subcommittee—Final Plan (SMWM 2004). This plan called for commercial development areas around the intersection of Harry Bridges and Avalon Boulevards, a promenade and other visitor-serving development at the waterfront, and an open space connection between the two. This plan was adopted in concept by the Board of Harbor Commissioners in October of 2004, which directed staff to hire a consultant to provide the further planning and design necessary to implement the plan.

Exhibit D: Extent of 2003 Planning Effort

In October 2005, LAHD staff presented a schedule to the Board of Harbor Commissioners for implementing the Wilmington Waterfront Development Program, which included the Harry Bridges Buffer Project and the Avalon Boulevard Corridor area. The two project areas were at different stages of planning and development, and had independent utility and did not rely on each other for implementation. The Harry Bridges Buffer Project, already defined as an open space buffer from Port operations, did not require additional planning and was analyzed and approved under the TraPac EIS/EIR. This project started construction in November 2008. It was decided that the Avalon Boulevard Corridor (now the Wilmington Waterfront Project), providing a linkage to the waterfront, would proceed with a master planning study, and then continue through its own environmental document and into design and construction. That project, as it has evolved, is the subject of this EIR.

Exhibit E: Extent of Avalon Boulevard Corridor
(Wilmington Waterfront Development Project)

In 2006, The LAHD and Sasaki Associates undertook a public outreach and collaborative community planning effort for the Wilmington Waterfront Project. Planning work focused on land use, circulation, and other master planning level concerns. Four community workshops were held, with comments solicited relative to community access to the waterfront and commercial development. The final

workshop concluded in December 2007, and scoping for the environmental review started in March 2008.

The design and function of the Wilmington Waterfront Project (Avalon Development District and Avalon Waterfront District constitute approximately 60 acres) are consistent with the vision of the 95-acre Wilmington Waterfront Development Program, which was the end result of the planning history described above. This effort involved close collaboration between LAHD staff; a consultant team of planners, designers, engineers, economists, public outreach consultants, and other specialists; and the PCAC Wilmington Waterfront Development Subcommittee, a planning group recognized by the Harbor Board of Commissioners and composed of community representatives and the general public.

Specifically, the following steps were taken in developing the Program:

10. Starting with and building upon the Wilmington Waterfront Development Final Plan, a conceptual vision plan for the area was prepared in 2004 (SMWM), with the participation of the PCAC Wilmington Waterfront Development Subcommittee and approval of the Harbor Board of Commissioners.
11. A master plan was crafted based upon a good understanding of baseline conditions in the proposed project area, including the physical, regulatory, environmental, land use, transportation, historical, cultural, market characteristics, and existing plans and projects.
12. Improvements, including public art and street furnishings, were considered in nearby San Pedro to bring consistency in quality and character to Port-wide public improvements to LA's waterfront.
13. Master Plan alternatives were developed and evaluated for the Wilmington area based on site characteristics and established goals and objectives identified early in the planning process.
14. Four community workshops were conducted in 2006 at critical milestones to garner community input, review, and comment; more than 1,000 people attended the final meeting on December 2, 2006.

In addition, the following guiding principles were identified for the proposed Project through a series of community workshops and meetings:

- Enhance the livability of the Wilmington community
- Enhance the economic viability of the Wilmington community by promoting sustainable economic development and technologies
- Establish a world-class design with a regional draw for the Wilmington waterfront area by enhancing Wilmington's image while maintaining its identity and attracting visitors to the waterfront
- Create an environmentally responsible project
- Celebrate the Port and Wilmington's significance—past, present, and future

- Create a unified Los Angeles waterfront through the integration of publicly oriented improvements, from Leeward Bay Marina to the breakwater
- Promote a sense of ownership in the proposed Project and its results by engaging the whole of the community throughout the planning and design process and by creating opportunities for residents and school children to contribute to the design through program specifications, public art programs, and other elements

These principles heavily influenced the drafting of the proposed Project's objectives, which guided the decision-making process for selecting the best project design. The proposed Project has been designed in harmony with the community planning guidance and goals reflected in the Wilmington Waterfront Master Plan and Development Program to promote connectivity, continuity, and improved functionality of the Wilmington Waterfront.

ES.7.2 Scoping Activities

On March 14, 2008, the NOP was released and distributed to over 600 agencies, organizations, individuals, and the California Office of Planning and Research, State Clearinghouse. The NOP was also available in Spanish. Copies of the NOP were posted on the LAHD website:

http://www.portoflosangeles.org/environment/public_notices.asp

Hardcopies and CD ROMs were also available at the Waterfront Information Center and at public scoping meetings.

An Executive Summary of the NOP was translated into Spanish and included in the distribution. Over 70,000 postcards were distributed notifying the public of the date of the scoping meeting and the term of the comment period.

Notice of the comment period and public scoping meetings was also posted in five local newspapers: *Los Angeles Times, Long Beach Press-Telegram, Daily Breeze, Random Lengths News,* and *La Opinión*. These newspapers were selected for their circulation and audience. The *Los Angeles Times* is circulated daily throughout the region and country. The *Long Beach Press-Telegram* is a daily, local newspaper distributed throughout Los Angeles County. The *Daily Breeze* is a daily newspaper distributed in South Los Angeles County. *Random Lengths N*ews is a free biweekly publication circulated in the communities of San Pedro, Palos Verdes Peninsula, Long Beach, Carson, Harbor City, Lomita, and Wilmington on Thursdays. *La Opinión* is the largest Spanish-language newspaper in the United States and is circulated daily throughout the region.

The public scoping meeting was held at Banning's Landing Community Center in Wilmington, California, on March 25, 2008, and took place from 6:00 to 8:30 p.m. Thirteen people at the meeting provided written or oral comments on the proposed Project. A court reporter was available for attendees to have their comments transcribed during the open house session and the hearing. The meetings were

staffed by LAHD and the proposed Project's consultant team. Spanish interpreters were available to accommodate Spanish-speakers. A transcript of the meeting was posted on the LAHD website.

The first half hour included an open house viewing of proposed project displays, followed by a 20-minute proposed project presentation and a 90-minute public hearing to gather testimony. The display boards included maps of the proposed Project, various versions of the proposed project stages, and various project components for attendees to view while interacting with proposed project representatives.

The public scoping meeting informational materials were available in English and Spanish. The materials included a welcome sheet to explain the purpose and format of the meeting, a public participation guide to summarize how the public could get involved and provide input, comment sheets, speaker cards, and the NOP/Project Description.

ES.7.3 Issues Raised

A summary of the comments received on the NOP during the scoping period can be found in Table ES-6. This list includes issues identified in comment letters and at the public meeting, along with the relevant sections of this EIR where they are addressed.

ES.7.4 Issues to be Resolved

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

- this EIR adequately describes the environmental impacts of the proposed Project and alternatives,
- the recommended mitigation measures should be adopted or modified,
- additional mitigation measures need to be applied to the project, or
- the project should or should not be approved for implementation.

ES.7.5 Port Community Advisory Committee Issues Raised/Resolution

The PCAC was established in 2001 as a standing committee of the Port of Los Angeles Board of Harbor Commissioners (Board). The PCAC provides a public forum to discuss Port-related quality of life issues through a series of subcommittees.

These subcommittees provide guidance on environmental issues, review of EIRs, master planning, and Port redevelopment.

PCAC members commented on the proposed Project during the NOP period. Their comments are included with other members of the public in Table ES-6.

Table ES-6. Summary of Public Comments and Section Where Addressed in the EIR

Commenter Name and Title	*Comment Summary*	*Where Addressed in the DEIR*
PROPOSED PROJECT DESCRIPTION AND PURPOSE		
Ann Wysocki	Define and describe the kind/type of light industrial uses in the proposed project and why it is included in the proposed project.	2.0 Project Description
Ann Wysocki	Provide details about relocation of LADWP tanks.	2.0 Project Description[4] 3.6 Groundwater and Soils 3.7 Hazards and Hazardous Materials
Ann Wysocki	Describe the hours of operation and the security arrangements for the proposed recreation facilities and observation tower.	2.0 Project Description [2] 3.13 Public Services
Richard Pawlowski Dick Pawlowski & Associates	Include plans for Mariners Garden at Banning Village in the proposed Project.	2.0 Project Description [1, 3]
Gail Newton, Chief Evironmental Planning & Management Division California State Lands Commission	Address Public Trust Doctrine Aspects of the project.	1.0 Introduction 2.0 Project Description
John G. Miller. Chairman PCAC EIR Subcommittee	Provide more specific details about the planned commercial/industrial areas and uses which constitute the actual bulk of the project.	2.0 Project Description
John G. Miller. Chairman PCAC EIR Subcommittee	Provide specific project details to be included in the project description of the DEIR including the following: "sustainable economic development and technologies" of the project; activities to be permitted in the industrial redevelopment area without further	2.0 Project Description[1, 4]

Commenter Name and Title	*Comment Summary*	*Where Addressed in the DEIR*
	environmental studies; what could be allowed absent any further discretionary approval; if there is an actual increase or decrease in publicly accessible waterfront (include length of waterfront currently accessible to public in Wilmington and the length of waterfront with public access in Wilmington after the project); use and square footage of each use in the structures being removed under the project; how commercial/retail developments are contemplated in that area don't actually further block the public's access to the water.	
John G. Miller. Chairman PCAC EIR Subcommittee	Discuss why the Harry bridges Blvd Buffer project, South Wilmington Grade Separation and the proposed Project are being analyzed separately.	2.0 Project Description
John G. Miller. Chairman PCAC EIR Subcommittee	Provide details about Waterfront Red Car Museum and how the property would be used under the proposed project.	2.0 Project Description
Maria Elena Enriquez	Concern regarding the security arrangements, maintenance and cleanliness of the project.	2.0 Project Description 3.13 Public Services
Maria Elena Enriquez	Provide restroom facilities in the proposed project.	2.0 Project Description 3.12 Utilities
Ann Wysocki	Identify the location of the Olympic tank site.	2.0 Project Description 3.6 Groundwater and Soils 3.7 Hazards and Hazardous Materials
Ann Wysocki	Discuss the hours, the limits of the public to the facilities such as the tower.	2.0 Project Description [2]
PROJECT DESCRIPTION—DESIGN		
Ann Wysocki	Include square footage of commercial within industrial square footage	2.0 Project Description [1]
Donald Compton, J.D. Independent	Opposes the Waterfront Red Car Line extension and would prefer Metro rail project from Downtown Los Angeles to Wilmington and	2.0 Project Description [1]

Commenter Name and Title	*Comment Summary*	*Where Addressed in the DEIR*
Public Advocate	local Electric Trolley System.	
Richard Pawlowski Dick Pawlowski & Associates	Discuss the rational and purpose for the closure and renewal of Avalon Blvd. from "C" Street to "G" Street as an integral part of the Project.	2.0 Project Description[5]
John G. Miller Chairman PCAC EIR Subcommittee	Discuss why out of 58 acres only, 15 acres devated to open space and rest of the space being developed as commercial/ industrial development.	2.0 Project Description
John G. Miller. Chairman PCAC EIR Subcommittee	Concern regarding the effect of the proposed project on rail activity.	2.0 Project Description 3.9 Noise 3.11 Transportation and Circulation
John G. Miller. Chairman PCAC EIR Subcommittee	Include elevations and sections for the landscaped bridge and more renderings of the proposed project in the DEIR.	2.0 Project Description
John G. Miller. Chairman PCAC EIR Subcommittee	Provide details regarding the relocation of LADWP tanks and what would happen if they are not relocated.	2.0 Project Description
Jessie Marquez	Recommends using coastal marine motifs into the design. Does not like the square flat form on top that goes up the observation tower, but rather wants to see a boat sail, round mast, crows nest, etc. Discuss the lighting of the tower and ensure it will not look like the LAX lighted towers. Include indoor gardens. Incorporate as many California native species as possible and make sure there are trash bins and recycling capability.	2.0 Project Description[3, 4]
Jessie Marquez	Add solar roof to the observation tower.	2.0 Project Description
Aurther Hernandez Wilmington Waterfront Development Committee and Wilmington Property Owner's Association	Concerned that bringing in the rail element would slow the process down and recommends that it should be independent because of the problem with getting funding to the rail system.	2.0 Project Description
Sal Pardo	Highlight the integration of the community bike paths and show some dedicated lane sharing with the road vehicles. This integration needs to be specialized to children's recreational lives as	2.0 Project Description

Commenter Name and Title	*Comment Summary*	*Where Addressed in the DEIR*
	they are very limited during the teen years and don't have a lot to do in Wilmington.	
	PROJECT DESCRIPTION—PHASING SCHEDULE	
Ann Wysocki	Provide information regarding the timing of LADWP tanks demolition and the phase of the project is it included in?	2.0 Project Description
Ann Wysocki	Identify the construction schedule.	2.0 Project Description
	AIR QUALITY	
Steve Smith, Ph.D. Program Supervisor CEQA Section SCAQMD	Recommended procedures, models, and resources for assessing project-related impacts on air quality for different criteria pollutants and lists applicable mitigation measures.	3.2 Air Quality
Dave Hall	Discuss impacts of project on air quality.	3.2 Air Quality
Susan Nakamura, SCAQMD	Quantify cancer risks of the project at the proposed location for identifying health risk impact.	3.2 Air Quality
Susan Nakamura, SCAQMD	Review and incorporate suggested implementation measures to reduce Diesel PM to coincide with the proposed project to ensure public health.	3.2 Air Quality
	BIOLOGICAL RESOURCES	
Gail Newton, Chief Evironmental Planning & Management Division California State Lands Commission	Evaluate noise impacts of promenade construction on fishes and marine animals.	3.3 Biological Resources
Dave Hall	Discuss impacts of the project on endangered species of San Pedro Bay Area.	3.3 Biological Resources
Gail Newton, Chief Evironmental Planning & Management Division California State Lands Commission	Perform database search of CDFG natural diversity fdatabase and USFWS special-status species database for potential presence of special-stauts species in project area.	3.3 Biological Resources
Gail Newton, Chief	Consider timing of construction of the project to account for any	3.3 Biological

Commenter Name and Title	*Comment Summary*	*Where Addressed in the DEIR*
Evironmental Planning & Management Division California State Lands Commission	state or federally listed endangered species, migratory birds and nesting period.	Resources
Gail Newton, Chief Evironmental Planning & Management Division California State Lands Commission	Evaluate traffic impacts from the proposed project on biological resources.	3.3 Biological Resources
	CULTURAL RESOURCES	
Mr. Dave Singleton Program Analyst Native American Heritage Commission	Review and incorporate the recommended procedures for assessing project-related impacts on cultural resource.	3.4 Cultural Resources
John G. Miller. Chairman PCAC EIR Subcommittee	Concern regarding the demolition of historic buildings.	2.0 Project Description 3.4 Cultural Resources
	GROUNDWATER & SOILS	
Ann Wysocki	Discuss the remediation of land where the restaurant will be placed.	3.6 Groundwater and Soils 3.7 Hazards and Hazardous Materials
Ann Wysocki	Provide details on the demolition of the LADWP tanks.	2.0 Project Description 3.6 Groundwater and Soils 3.7 Hazards and Hazardous Materials
	LAND USE AND PLANNING	

Commenter Name and Title	*Comment Summary*	*Where Addressed in the DEIR*
Christine Fernandez Asst.Reg.Planner SCAG	DEIR analysis to include discussion on how project is consistent, not consistent or is not applicable to SCAG policies of RCPG, RTP and Compass Growth Vision.	3.8 Land Use and Planning
Christine Fernandez Asst.Reg.Planner SCAG	Project is determined to be regionally significant per SCAG Intergovernmental Review (IGR) criteria and CEQA guidelines.	3.8 Land Use and Planning
TRANSPORTATION & CIRCULATION (GROUND, MARINE, AND AIR)		
Ann Wysocki	Discuss the rationale behind shifting primary access of the waterfront from Avalon Blvd to Broad Ave	3.11 Transportation and Circulation (Ground)
Susan Chapman Program Manager Long Range Planning Metro CEQA Review Coordination	Use a Traffic Impacts Analysis (TIA) for highway, freeways, and traffic components under State Congestion Management Plan, minimum components of a TIA, and required steps of TIA.	3.11 Transportation and Circulation (Ground)
Richard Pawlowski Dick Pawlowski & Associates	Address the truck traffic entering commercial and residential districts immediately north of C Street.	3.11 Transportation and Circulation (Ground)
Richard Pawlowski Dick Pawlowski & Associates	Make marine Avenue and Broad Avenue as alternate one-way streets to include parking and traffic flow and discourage truck traffic in residential areas.	3.11 Transportation and Circulation (Ground)
Elmer Alvarez, IGR/CEQA Prog. Mgr. California Department of Transportation	Discuss construction impacts of traffic like permit requirement for oversize or overweight vehicles using state facilities during construction, methods to avoid carvan of traffic on interchange due to construction, avoiding substantial number of large vehicles during high traffic period.	3.11 Transportation and Circulation (Ground)
John G. Miller. Chairman PCAC EIR Subcommittee	Discuss the specific roadway improvements in the porject and if they are accomodating more trucks. Discuss if the project increase truck trips and how would they impact road consitions. Discuss whether trucks be prohibited from any streets near proposed project.	3.11 Transportation and Circulation (Ground)
John G. Miller. Chairman PCAC EIR Subcommittee	Concerned regarding South Wilmington Grade Separation project bringing in more truck traffic near public use.	3.11 Transportation and Circulation (Ground)
John G. Miller. Chairman PCAC EIR Subcommittee	Concern regarding changes on Auto terminal on east including the ingress and egress point of the terminal.	3.11 Transportation and Circulation (Ground) [1]

Commenter Name and Title	*Comment Summary*	*Where Addressed in the DEIR*
Mary Grant	Address the traffic coming of f the 110 freeway to this site.	3.11 Transportation and Circulation (Ground)
Mary Grant	Address handicap access to all the proposed project features	3.11 Transportation and Circulation (Ground)
Risa Sher	Expressed concern over the environment in the whole L.A. basin. Identifed the need for plans to L.A. metro expansion but unsure of whether it is included in this project. Questions how anyone in the whole basin would get to this area and that if the City does plan to bring the metro down to the Port she is in support of it.	3.11 Transportation and Circulation (Ground) [1]
Sal Pardo	The community access to the project should be a priority, first for the local residents and then for the tourists.	3.11 Transportation and Circulation (Ground)
	Parking	
Ann Wysocki	Provide details regarding the 445 parking spaces (i.e. does it include street parking?)	2.0 Project Description 3.11 Transportation and Circulation (Ground)
Ann Wysocki	Identify whether parking is free.	2.0 Project Description[3]
Ann Wysocki	Concern regarding parking for handicapped and or buses.	2.0 Project Description 3.11 Transportation and Circulation (Ground)
Socorro Firrrares	Discuss compact parking.	2.0 Project Description[3]
John G. Miller. Chairman PCAC EIR Subcommittee	Concerned regarding adequate public parking and the proposed parking areas being far away from Banning's Landing.	3.11 Transportation and Circulation (Ground)
	WATER QUALITY AND HYDROLOGY	
Dave Hall	Discuss impacts of project on water quality.	3.14 Water Quality and Hydrology

Commenter Name and Title	*Comment Summary*	*Where Addressed in the DEIR*
	SOCIOECONOMIC	
Richard Pawlowski Dick Pawlowski & Associates	Discuss downtown Wilmington Redevelopment	2.0 Project Description[1] 7.0 Socioeconomic
	CUMULATIVE IMPACTS	
Elmer Alvarez, IGR/CEQA Prog. Mgr. California Department of Transportation	Discuss cumulative traffic impacts to the local freeways.	4.0 Water Quality and Hydrology
	PROCESS	
Ann Wysocki	Identify when the California Coastal Commission becomes involved, when the document is approved, and how it is approved by this Commission.	1.0 Introduction 2.0 Project Description
State Clearing House	Recognized receipt of NOP/IS Checklist and addressed to the reviewing agencies to provide their comments within 30 days of receipt.	2.0 Project Description
John G. Miller. Chairman PCAC EIR Subcommittee	Concern regarding EIR process as the Lead Agency, the Sponsoring Agency, the Reviewing Agency, and the Approving Agency (via BOHC) are all the same. Questions if POLA also function as a "Responsible or Trustee Agency" in this matter.	1.0 Introduction 2.0 Project Description
John G. Miller. Chairman PCAC EIR Subcommittee	Considers the separate analysis of Harry bridges Blvd Buffer project, South Wilmington Grade Separation and the proposed Project as peicemealing of a large project.	2.0 Project Description
John G. Miller. Chairman PCAC EIR Subcommittee	Concern regarding the absence of involvement of ACOE for floating docks and promenades of the proposed project.	1.0 Introduction 2.0 Project Description[3] The USACOE is currently involved with the proposed project and leading the NEPA review.

Notes:

[1] Not within the scope of the proposed Project or alternatives under consideration.
[2] Not relevant with respect to CEQA environmental considerations.
[3] Not appropriate in the context of CEQA environmental review.
[4] Details of the proposed Project and Alternatives are not yet fully developed at this level.

1