

# 2.0

## PROJECT DESCRIPTION

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### 2.1 Introduction

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The proposed Project is located within the Port of Los Angeles (Port) and the Wilmington Community of the City of Los Angeles. As Lead Agency, the Los Angeles Harbor Department (LAHD) is charged with preparing this draft EIR to assess the potential significant physical effects of the proposed Project if implemented; propose measures to reduce any identified significant physical effects to less-than-significant levels; evaluate alternatives to the proposed Project that would meet most of the proposed project objectives, but would reduce or eliminate one or more potentially significant environmental impacts; and make findings of fact for those impacts that cannot be reduced to a level below significant.

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Section 2.11 lists the required permits and discretionary approvals required to implement the proposed Project as well as the related environmental review and consultation pursuant to federal, state, and local laws, regulations, and policies. Table 2-6 lists the responsible and trustee federal, state, and local agencies that may rely on this draft EIR in a review capacity or as a basis for issuance of a permit for the proposed Project or for related actions. Table 2-7 lists the applicable statutes, plans, policies, and other regulatory requirements.

### 2.2 Proposed Project Overview

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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 (Areas A and B), (2) the Avalon Waterfront District, and (3) the Waterfront Red Car Line Extension and multi-modal CCT linkage area. See Section 2.6 for greater detail regarding proposed project elements.

## 2.2.1 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 waterlines, 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 passive 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, 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).

## 2.2.2 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

1 Observation Tower with a pedestrian ramp, removing the Los Angeles  
2 Department of Water and Power (LADWP) Marine Tank site and associated pipe  
3 conveyance infrastructure, and remediating the site; this area is generally defined  
4 by the current Water Street alignment and the National Polytechnic University  
5 (College of Oceaneering) to the north, Fries Avenue to the west, and the current  
6 Avalon Boulevard alignment to the east. The Port harbor and views of the water  
7 at Slip 5 are along its southern border.

- 8 ■ **Land Bridge and Elevated Park**—a 10-acre Land Bridge with an elevated park  
9 and a pedestrian “water” bridge enhanced by an integrated water feature that  
10 would provide the surrounding community with open space and improved  
11 pedestrian access to the waterfront; this area is generally bounded by A Street to  
12 the north, Avalon Boulevard to the east, the Harbor Generating Station and its  
13 associated peaker unit to the west, with the Harbor Rail Line and Slip No. 5 to  
14 the south.
- 15 ■ **Avalon Triangle Park**—located south of Harry Bridges Boulevard, between  
16 Broad Avenue and Avalon Boulevard. Avalon Triangle Park is not part of the  
17 proposed Project, but it would be included within the area that would be  
18 encompassed by the proposed Port Plan and PMP boundary expansion.
- 19 ■ **Avalon Boulevard, Broad Avenue, and Water Street Realignment**—  
20 downgrade and vacate Avalon Boulevard south of A Street, realign Broad  
21 Avenue to the waterfront, and realign Water Street to run adjacent to the Pacific  
22 Harbor Rail Line, which is proposed to travel under the proposed Land Bridge to  
23 improve pedestrian circulation and provide space for the waterfront promenade.

## 24 **2.2.3 Waterfront Red Car Line/Multi-Modal California** 25 **Coastal Trail Extension**

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

## 32 **2.2.4 Project Sustainability and Design Features**

33 The Wilmington Waterfront Project is intended to showcase the LAHD’s  
34 commitment to sustainability. The proposed Project would incorporate a number of  
35 sustainable elements focusing on the effort of LAHD to create a green Port. These  
36 are analyzed as part of the proposed Project within this draft EIR. Additionally, the  
37 proposed Project would incorporate several features to enhance the final design of the  
38 proposed Project. While not required to mitigate a significant impact, these design  
39 measures also serve to further minimize the proposed Project’s effect on surrounding

1 uses and environmental resources. The following proposed Project elements and  
2 design measures are consistent with the LAHD's Sustainability Program and policies:

- 3 ■ Use recycled water from the existing 24-inch recycled water main under Harry  
4 Bridges Boulevard for all landscaping and water feature purposes to decrease the  
5 proposed Project's use of potable water.
- 6 ■ Include drought-tolerant plants and shade trees in the planting palette.
- 7 ■ Increase permeable surfaces and improve stormwater runoff quality by installing  
8 bioswales and permeable pavement at the surface parking locations to reduce  
9 stormwater runoff and provide natural filtration of pollutants.
- 10 ■ Install approximately 20,000 square feet of solar panels on the shade pavilions on  
11 the Land Bridge and waterfront piers with a goal of achieving up to 12.5% of the  
12 proposed Project's energy needs.
- 13 ■ Provide incentives for green incubator technologies and businesses to locate  
14 within the 150,000 square feet of proposed light and limited industrial within the  
15 Avalon Development District.
- 16 ■ Require LEED™ certification for all new buildings as feasible by implementing  
17 and ensuring consistency with the LAHD's Green Building Policy, Leadership in  
18 Energy and Environmental Design (LEED) Certification (minimum Silver) is  
19 required for all new development over 7,500 square feet.
- 20 ■ Follow LAHD sustainable engineering design guidelines in the siting and design  
21 of new development.
- 22 ■ Employ LAHD sustainability measures during construction and operation and  
23 use recycled and locally derived materials for proposed project construction,  
24 while achieving recycling goals for construction and demolition debris.
- 25 ■ Implement energy efficient design features to help ensure energy needs are  
26 minimized to the extent feasible during construction and operation of the  
27 proposed Project (as specified in Chapter 3.2, "Air Quality," and Chapter 3.12,  
28 "Utilities");
- 29 ■ Implement water quality and conservation design features to help ensure water  
30 quality impacts are minimized during construction at the water's edge and in the  
31 water and operationally through the use of construction BMPs and bioswales (as  
32 specified in Chapter 3.14, "Water Quality, Sediments, and Oceanography").  
33 Additionally, the proposed project's use of potable water would be reduced  
34 through the use of reclaimed water for irrigation and water features (as specified  
35 in Chapter 3.12 "Utilities").
- 36 ■ Implement noise design features. Site commercial uses at the waterfront (i.e.  
37 12,000 square feet of restaurant/visitor-serving retail) more than 100 feet from  
38 the heavily used San Pedro Branch Line and TraPac ICTF lead (as specified in  
39 Chapter 3.9, "Noise").
- 40 ■ Implement aesthetic design features. Public art, consistent with the Wilmington  
41 Waterfront Development Program Public Art Master Plan, would be integrated  
42 into the proposed project area and would include up to two major sculptural  
43 pieces. Views of the waterfront and Wilmington community would be created

1 through the construction of the elevated park, pedestrian bridge, and observation  
2 tower. The proposed Project would also implement the Wilmington Waterfront  
3 Development Program Lighting Design Guidelines to improve efficiency and  
4 reduce glare (as specified in Chapter 3.1, “Aesthetics”).

- 5 ■ Implement pedestrian access and public docking design features. Pedestrian  
6 access to the waterfront and throughout the proposed project site would be  
7 improved through the extension of the California Coastal Trail and Waterfront  
8 Red Car Line, pedestrian water bridge, elevated park/Land Bridge, and  
9 waterfront promenade. Additionally, the proposed Project would create more  
10 public docking opportunities and improve waterside access to the Wilmington  
11 Waterfront. A water taxi service stop could also be accommodated.

## 12 **2.2.5 Proposed Planning/Land Use Changes**

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

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

## 2.3 Existing Environmental Setting

### 2.3.1 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 2-1 shows the regional location of the proposed project area.

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 a public swimming beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, and the Los Angeles Maritime Museum.

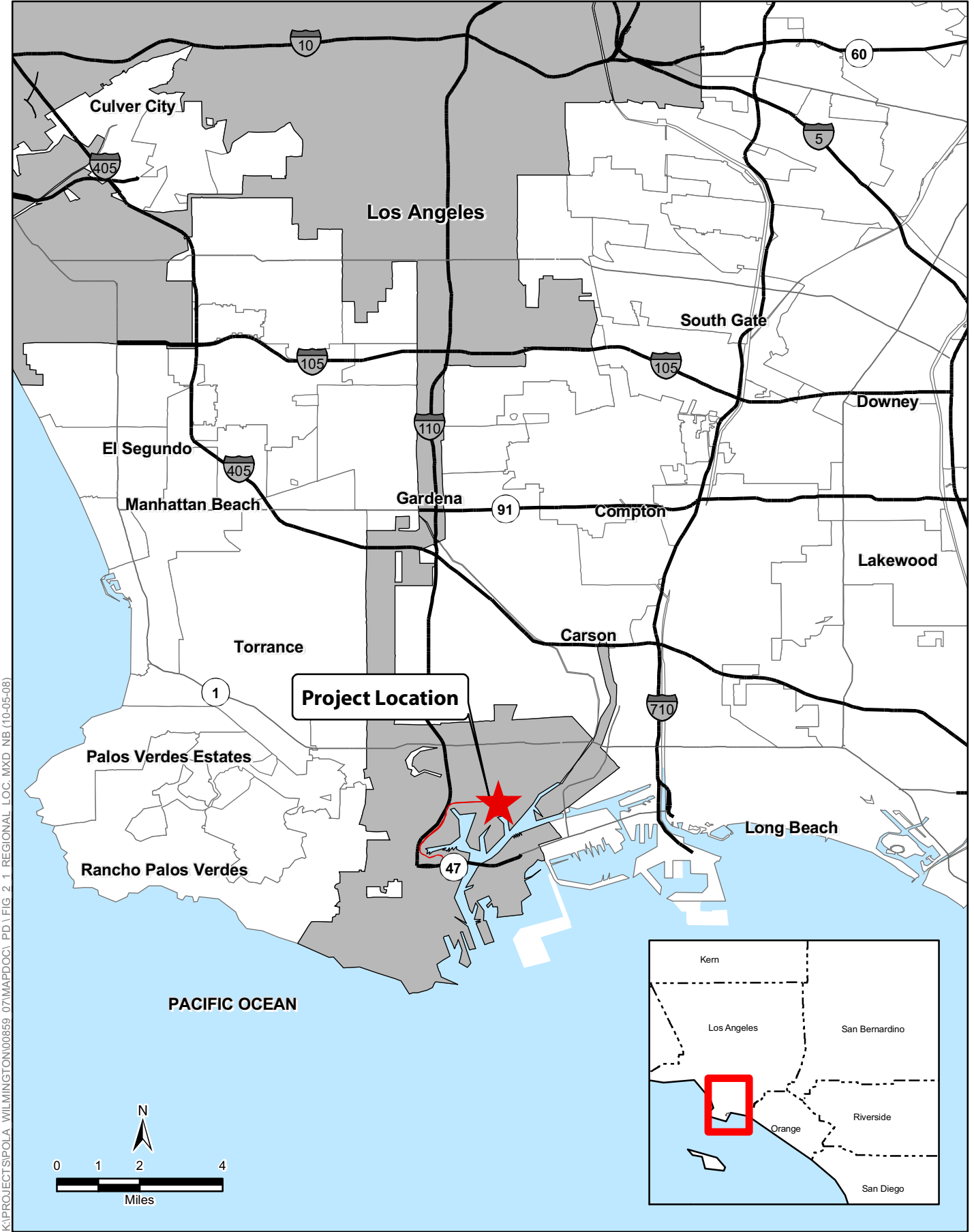
### 2.3.2 Proposed Project Setting

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 would be proposed. The site includes the Waterfront Red Car Line and the multi-modal 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 (Figure 2-2).

### 2.3.3 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



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SOURCE: ESRI Streetmap USA (2007)



**Figure 2-1**  
**Regional Location**  
**Wilmington Waterfront Development Project**





K:\PROJECTS\POLA\_WILMINGTON\00859\_07\MAPDOC\PD1.FIG 2.2\_PROP\_PRJ\_BNDY.MXD NB (10-10-08)

SOURCE: ESRI USA Imagery (2006)

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



1 and Broad Avenues south of C Street, as well as a single block located south of Harry  
2 Bridges Boulevard between Avalon Boulevard and Marine Avenue. Existing  
3 industrial structures on privately owned, LAHD-leased, and LAHD-owned lots are  
4 scattered throughout this district. The historic 14,500-square-foot Bekins building is  
5 located at 245 North Fries Avenue/312–326 West C Street. Existing businesses  
6 located on private parcels from west to east include Wilmington Iron Works at 432  
7 West C Street; Tenzera, Inc., at 227 North Island Avenue; Harpur’s Marine Engines  
8 at 502 West C Street; Marine Wholesale & WHSE, CO, at 220 North Fries Avenue,  
9 Avalon Rafts at 218 and 221–227 North Avalon Boulevard; LA Bunker Surveyors,  
10 Inc, at 214 N. Marine Avenue; Monterey Inn (residential) at 233 North Avalon  
11 Boulevard; and Smokey’s Cycle Parts at 236 North Avalon Boulevard. Other  
12 buildings present in the Avalon Development District, but whose functions are  
13 unknown include 414 West C Street, 246 North Fries Avenue, and 229 North Broad  
14 Avenue. None of the above privately owned parcels are targeted for modification by  
15 the proposed Project with the exception of the historic Bekins buildings, which are  
16 planned for rehabilitation in accordance with the Secretary of the Interior’s  
17 Guidelines for Rehabilitating Historic Buildings. Figure 2-3 illustrates LAHD-  
18 owned and privately owned property.

19 The Avalon Waterfront District area would include the waterfront promenade area  
20 and a Land Bridge with an elevated park. Existing buildings in the waterfront  
21 promenade area include the 10,000-square-foot Banning’s Landing Community  
22 Center built in 1996, the potentially locally significant National Polytechnic  
23 University (College of Oceaneering) building (which would remain), the 30,860-  
24 square-foot Catalina Freight building (which would be demolished), and the 2,370-  
25 square-foot National Polytechnic College of Science Hyperbaric Chamber building  
26 and 1,800-square-foot welding pier immediately south of Water Street (both of which  
27 would be demolished).

28 The major land use in the area of the proposed Land Bridge and elevated park is the  
29 existing LADWP Marine Tank Farm site, on Lot 35, a 348,865-square-foot parcel  
30 north of Pacific Harbor Rail Line and south of A Street (Figure 2-3 illustrates LAHD-  
31 owned, LAHD-leased, and privately owned property). Structures on this parcel  
32 include two operational 58,965-square-foot liquid bulk storage tanks, which hold up  
33 to 450,000 barrels (bbl), one of which contains raw gas oil and the other hydro-  
34 treated gas oil; a smaller operational 30,000 bbl containing hydro-treated gas oil; and  
35 six other ancillary structures, which total 18,500 square feet. The Marine Tank  
36 Farm’s liquid bulk storage tanks and ancillary structures are leased and operated by  
37 the Valero Corporation. In addition to this large parcel, LADWP owns Lot 36, a  
38 vacant 99,775-square-foot parcel south of the rail line, and Lot 34, a vacant 41,389-  
39 square-foot site immediately north of A Street. All LADWP-owned land mentioned  
40 above would be dedicated to park use, and existing buildings and structures would be  
41 demolished.

42 The Avalon Triangle Park project site is located on a large, paved vacant lot on the  
43 southeast corner of Harry Bridges and Avalon Boulevards. The Avalon Triangle  
44 Park development project has been planned and processed separately from the  
45 proposed Project, but has been designed to complement the planning and design of  
46 the proposed Project.

1 The Avalon Triangle Park site is part of the proposed Project because this site would  
2 be within the proposed extension of the Port Plan jurisdictional boundary and would  
3 be removed from the Wilmington-Harbor City CP jurisdictional boundary.

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

### 11 **2.3.4 Surrounding Uses**

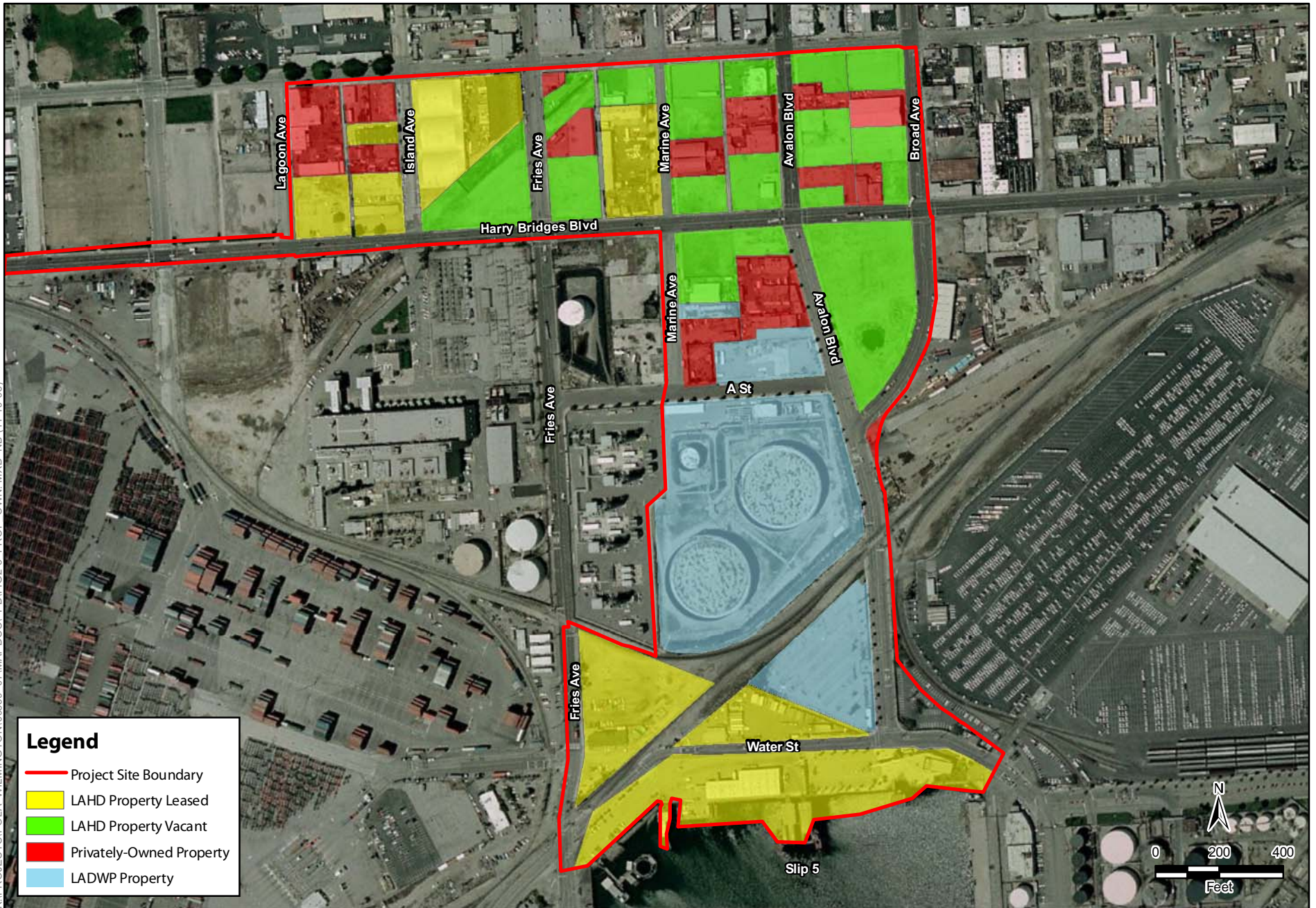
12 While the proposed project site lies partially within the Wilmington-Harbor City  
13 Community Plan, the majority of the Wilmington community lies north of the  
14 propose project. Wilmington is approximately 11.40 square miles and is composed  
15 of varied land uses. However, the community land uses that surround the proposed  
16 project site are almost exclusively light industrial with a small pocket of heavy  
17 commercial. The nearest residential area is within 5 miles of the proposed project  
18 site.

19 The Wilmington Industrial Park is located northeast of the proposed project site and  
20 is bounded (approximately) by Anaheim Street on the north, Harry Bridges  
21 Boulevard on the south, Alameda Street on the east, and Broad Avenue on the west.  
22 The industrial park is designated and zoned for light industry, and is developed with a  
23 number of industrial uses, as well as some container and truck storage facilities.  
24 Some large areas of land remain vacant and available for development. Directly east  
25 of the proposed project site is the 85-acre Wallenius Wilhelmsen Lines (WWL) Auto  
26 Terminal site. WWL deals mainly in vehicle processing and logistics services, and  
27 can store up to 8,000 vehicles on site. An extensive rail yard for loading and  
28 unloading auto racks is located on site. WWL customers at this site include Nissan  
29 and Infiniti. WWL Auto has been a tenant at the Port since 1969 (LAHD 2008).

30 The 34.7-acre Vopak site is situated south of WWL Auto Terminal and the proposed  
31 Project. The Vopak site stores liquid bulk chemical products in approximately 60  
32 storage tanks with a total holding capacity of 700,000 bbls. Onsite storage includes  
33 organic and inorganic chemicals, petroleum, animal fats and vegetable oils, and dry  
34 bulk goods. The Vopak site also supports a bulk cement distribution facility with an  
35 86,000-square-foot warehouse.

36 Immediately west of the proposed project site is the LADWP Harbor Generating  
37 Station (HGS). The HGS is located to the west of Fries Avenue at the intersection of  
38 Fries Avenue and A Street. In addition, there are five combustion turbines (also  
39 known as Peaker Units) associated with the Harbor Generating Station that are  
40 located to the east of Fries Avenue. The HGS is owned and operated by LADWP  
41 and is located on an 18.3 acre site outside the existing jurisdiction of the Port Plan  
42 and the PMP. It was originally constructed in the late 1940s, with the Peaker Units

K:\PROJECTS\POLA\_WILMINGTON\00859\_07\MAP.DOC\ PD\FIG2-3\_PROP\_OWN.MXD NB (11-19-08)



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

**Figure 2-3**  
**Property Ownership**  
**Wilmington Waterfront Development Project**



1 added in 2001, to provide local in-basin generation, voltage and VAR (Volts Ampere  
2 Reactive) support, transmission support, southern system security, and emergency  
3 support for the LADWP electrical system. The basic power generation activities and  
4 corresponding facility areas are power generation units, electrical switching and  
5 receiving, and fuel storage tanks. However, the HGS does have diesel fixed  
6 generators to provide emergency power. More detail on the HGS is provided in  
7 Chapter 3.7.

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

17 The Los Angeles Board of Harbor Commissioners recently approved the TraPac  
18 Container Terminal expansion, located between Berths 136 and 147. The expansion  
19 will allow TraPac to expand cargo handling in an efficient manner from 900,000  
20 twenty-foot equivalent units (TEUs) (baseline year 2003) to 2.4 million TEUs by  
21 2025. It is expected that particulate matter of less than 2.5 microns (PM<sub>2.5</sub>) will be  
22 reduced by 75% and nitrogen oxides (NO<sub>x</sub>) will drop by 55% below baseline levels  
23 as a result of mitigation measures applied during proposed project operations. By  
24 2015, total proposed project emissions of volatile organic compounds (VOCs), NO<sub>x</sub>,  
25 sulphur oxides (SO<sub>x</sub>), and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) will be reduced  
26 approximately 50%. The health risks associated with the modernized terminal  
27 operations will be well below regulatory standards of significance and will reduce the  
28 estimated cancer risk associated with terminal operations to below baseline levels in  
29 large parts of Wilmington.

30 Much of the proposed Project planning is based upon the larger Wilmington  
31 Waterfront Master Plan/Development Program (Program), which is described in  
32 detail in Section ES.7.1, of the Executive Summary, “Project Planning History and  
33 Community Involvement.” In addition to the Avalon Development District and the  
34 Avalon Waterfront District, the Program encompasses the Harry Bridges Buffer Area  
35 project located west of Lagoon Avenue. This area, which lies to the northwest of the  
36 proposed project site, is intended to provide an open space buffer and visual  
37 screening between the Wilmington community and Port industrial operations. Like  
38 the Avalon Triangle Park development project, the construction of the Harry Bridges  
39 Buffer Area project is proceeding independently and separate from the proposed  
40 Project.

## 2.4 Proposed Project Purpose

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 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 overall purposes of the proposed Project are to increase public access to the waterfront; improve pedestrian connectivity from Wilmington to the waterfront; allow additional visitor-serving commercial and recreational development at the Waterfront District; improve the local economy and economic sustainability of the community by improving the industrial corridor along Harry Bridges and Avalon Boulevards; and finally to enhance automobile, truck, and rail transportation within and around the immediate area of the Port. The proposed Project seeks to achieve these goals by improving existing infrastructure and providing new infrastructure facilities, providing waterfront linkages and pedestrian enhancements, developing neighborhood and regional recreational open space, and providing increased development and redevelopment opportunities in the Avalon Development District and Avalon Waterfront District.

### 2.4.1 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 was briefly described above and that is more thoroughly discussed below. These objectives are to:

- 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

1 economic development and technologies within the existing commercial Avalon  
2 Development District; and

- 3 ■ integrate environmental measures into design, construction, and operation to  
4 create an environmentally responsible project.

## 5 **2.5 Proposed Project Background**

6 The proposed Project implements a portion of the Wilmington Waterfront Master  
7 Plan and Development Program document, and involves a variety of land uses within  
8 the proposed project area, including public waterfront and open space areas,  
9 commercial and industrial development, transportation and parking facilities, and  
10 removal of the LADWP Marine Tank Farm oil tanks and associated structures.

### 11 **2.5.1 Proposed Project Planning History and** 12 **Community Involvement**

13 The design and function of the Avalon Development District and Avalon Waterfront  
14 District (approximately 60 acres combined) were the vision of the 95-acre Program,  
15 which is the result of a planning process involving close collaboration between  
16 LAHD staff; a consultant team of planners, designers, engineers, economists, public  
17 outreach consultants, and other specialists; as well as the Wilmington Waterfront  
18 Development Subcommittee of the PCAC, a planning group recognized by the  
19 Harbor Board of Commissioners and composed of community representatives and  
20 the general public.

21 The following steps were taken in developing the Program:

- 22 1. Starting with and building upon the Wilmington Waterfront Development Final  
23 Plan, a conceptual vision plan for the area was prepared in 2004 (SMWM), with  
24 the participation of the Wilmington Waterfront Development Subcommittee and  
25 approval of the Harbor Board of Commissioners.
- 26 2. A visionary master plan was crafted based upon a good understanding of baseline  
27 conditions in the proposed project area, including the physical, regulatory,  
28 environmental, land use, transportation, historical, cultural, market  
29 characteristics, and existing plans and projects.
- 30 3. Improvements, including public art and street furnishings, were considered in  
31 nearby San Pedro to bring consistency in quality and character to Port-wide  
32 public improvements.
- 33 4. Master Plan alternatives were developed and evaluated for the Wilmington area  
34 based on site characteristics and established goals and objectives identified early  
35 in the planning process.



1 5. Four community workshops were conducted in 2006 at critical milestones to  
2 garner community input, review, and comment; more than 1,000 people attended  
3 the final meeting on December 2, 2006.

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

- 6 ■ Enhance the livability of the Wilmington community
- 7 ■ Enhance the economic viability of the Wilmington community by promoting  
8 sustainable economic development and technologies
- 9 ■ Establish a world-class design with a regional draw for the Wilmington  
10 waterfront area by enhancing Wilmington's image while maintaining its identity  
11 and attracting visitors to the waterfront
- 12 ■ Create an environmentally responsible project
- 13 ■ Celebrate the Port and Wilmington's significance—past, present, and future
- 14 ■ Create a unified Los Angeles waterfront through the integration of publicly  
15 oriented improvements, from Leeward Bay Marina to the breakwater
- 16 ■ Promote a sense of ownership in the proposed Project and its results by engaging  
17 the whole of the community throughout the planning and design process and by  
18 creating opportunities for residents and school children to contribute to the  
19 design through program specifications, public art programs, and other elements

20 The Wilmington Waterfront Master Plan and Development Program is the guiding  
21 planning document for several separate components that would be designed in  
22 harmony with one another in order to promote connectivity, continuity, and improved  
23 functionality. Elements covered in the Program include the proposed Project, which  
24 is made up of the Avalon Development District (referred to as the Industrial  
25 District/Avalon Corridor in the development program), most of the Avalon  
26 Waterfront District (Avalon Triangle Park is a separate development project), and the  
27 Harry Bridges Buffer Area, which is part of the TraPac container terminal expansion  
28 project. While the proposed Project is intended to connect the Wilmington  
29 community with the waterfront as well as enhance industrial and commercial land  
30 uses and economic viability, the purpose of the Harry Bridges Buffer Area is to  
31 separate the residential land uses within the Wilmington community from the  
32 industrial land uses of the Port. The recent approval of the Harry Bridges Buffer  
33 Area and its future implementation, development of Avalon Triangle Park, and the  
34 proposed Project would all proceed separately, and any one project would be  
35 implemented and would sustain itself without the implementation of the others.

## 36 **2.6 Proposed Project Elements**

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

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

4 In each of these three areas sustainable design elements and features are proposed to  
 5 help reduce energy and water requirements and to contribute to an improved project  
 6 design (as discussed above under Section 2.2). Jurisdictional boundary adjustments  
 7 are required for the Port Element of the City’s General Plan, Wilmington Harbor-City  
 8 Community Plan, Port Master Plan. The re-designation of land uses and rezoning  
 9 within the proposed project area would also occur under the proposed Project within  
 10 the three areas identified above.

11 The proposed Project would be constructed and implemented in two phases. The  
 12 first—Phase I: Interim Plan—would occur between 2009 and 2015; the second—  
 13 Phase II: Full Buildout Plan—would occur between 2015 and 2020. Section 2.8,  
 14 “Phasing and Demolition and Construction Plan,” provides additional details  
 15 regarding the proposed project phasing.

16 The proposed project actions or elements within the three major areas of  
 17 development are described in greater detail below. Figure 2-4 shows an overview of  
 18 the elements included in the proposed Project. Table 2-1 provides a summary of the  
 19 three major areas of development by each action or element, the existing uses, and  
 20 the phase in which each action or element would occur. Figure 2-5 illustrates the  
 21 completed proposed Project using a simulated view.

22 **Table 2-1.** Elements of the Proposed Project

<i>Elements</i>	<i>Existing Conditions (CEQA Baseline)</i>	<i>Proposed Project Phase I (2009–2015)</i>	<i>Proposed Project Phase II (2015–2020)</i>
<b>AVALON DEVELOPMENT DISTRICT</b>			
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	Construction and operation of 58,000 sf of retail/commercial development south of	N/A

<i>Elements</i>	<i>Existing Conditions (CEQA Baseline)</i>	<i>Proposed Project Phase I (2009–2015)</i>	<i>Proposed Project Phase II (2015–2020)</i>
	structure south of Harry Bridges Boulevard between Avalon Boulevard and Marine Avenue and vacant industrial lots	Harry Bridges Boulevard along Avalon Boulevard	
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 Avenues	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
<b>Demolition</b>			
Demolish Dockside Ship & Machine Repair Structures	Approximately 10,000 sf (also listed above in Commercial Development)	Demolish all structures	
Demolish Underutilized	Approximately 5,500 sf	Demolish structure	

<i>Elements</i>	<i>Existing Conditions (CEQA Baseline)</i>	<i>Proposed Project Phase I (2009–2015)</i>	<i>Proposed Project Phase II (2015–2020)</i>
Structure at 115 N. Avalon Boulevard			
<b>AVALON WATERFRONT DISTRICT</b>			
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
Realignment of Water Street	Existing Water Street and infrastructure (i.e., curb,		

<i>Elements</i>	<i>Existing Conditions (CEQA Baseline)</i>	<i>Proposed Project Phase I (2009–2015)</i>	<i>Proposed Project Phase II (2015–2020)</i>
	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	
<b><i>Demolition</i></b>			
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
<b><i>Relocation</i></b>			
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	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	N/A

<i>Elements</i>	<i>Existing Conditions (CEQA Baseline)</i>	<i>Proposed Project Phase I (2009–2015)</i>	<i>Proposed Project Phase II (2015–2020)</i>
Avenue		Ship & Machine Repair and an unknown underutilized structure would be removed and possibly relocated to 141 and 211 N. Marine Avenue	
<b>Parking</b>			
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
<b>WATERFRONT RED CAR LINE AND CALIFORNIA COASTAL TRAIL</b>			
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



## 2.6.1 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 the following:

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

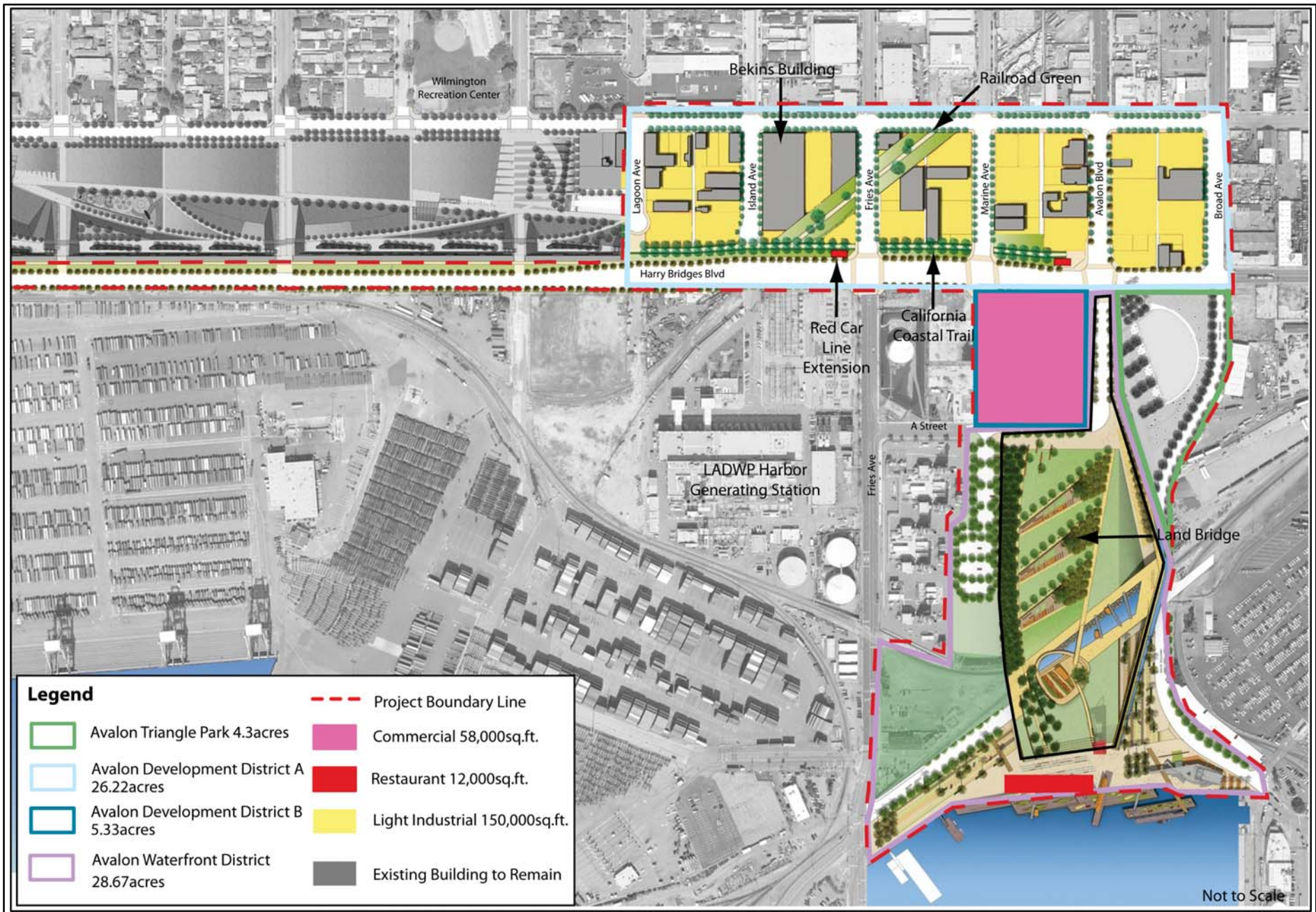
- **Light Industrial Development**—conduct a programmatic assessment of infrastructure improvements (including stormwater improvements, dry utility lines, potable waterlines, and wastewater lines) to support up to 150,000 square feet of light industrial development, consistent with current zoning, generally located between Broad Avenue (east) and Lagoon Avenue (west), C Street (north) and Harry Bridges Boulevard (south).
- **Park Development**—a 1-acre passive 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 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).

### 2.6.1.1 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



SOURCE: Sasaki (2008)

**Figure 2-4**  
**Proposed Project Boundary by Separate Areas**  
**Wilmington Waterfront Development Project**



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SOURCE: Sasaki(2008)

**Figure 2-5**  
**Proposed Project Rendering**  
**Wilmington Waterfront Development Project**

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, 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 2-6 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, 131, and 133 North Avalon Boulevard. Table 2-2 lists parcels that would be acquired in the Avalon Development District Area B, while Figure 2-7 illustrates all parcels that would be acquired in the Avalon Development District Area B and Avalon Waterfront District.

**Table 2-2.** Parcels located within Avalon Development District (Area B) to be Acquired and Structures Removed

<i>Number in Figure 2-7</i>	<i>Address or APN</i>	<i>Square Footage (Lot/Building)</i>	<i>Existing Use or Business Name</i>	<i>Potential Relocation Site</i>	<i>Potentially Historic</i>	<i>Purpose of Removal</i>
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

<i>Number in Figure 2-7</i>	<i>Address or APN</i>	<i>Square Footage (Lot/Building)</i>	<i>Existing Use or Business Name</i>	<i>Potential Relocation Site</i>	<i>Potentially Historic</i>	<i>Purpose of Removal</i>
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
<p>Note: Potential historic resources are discussed in Chapter 3.4, "Cultural Resources."  Source: LAHD 2008.</p>						

1

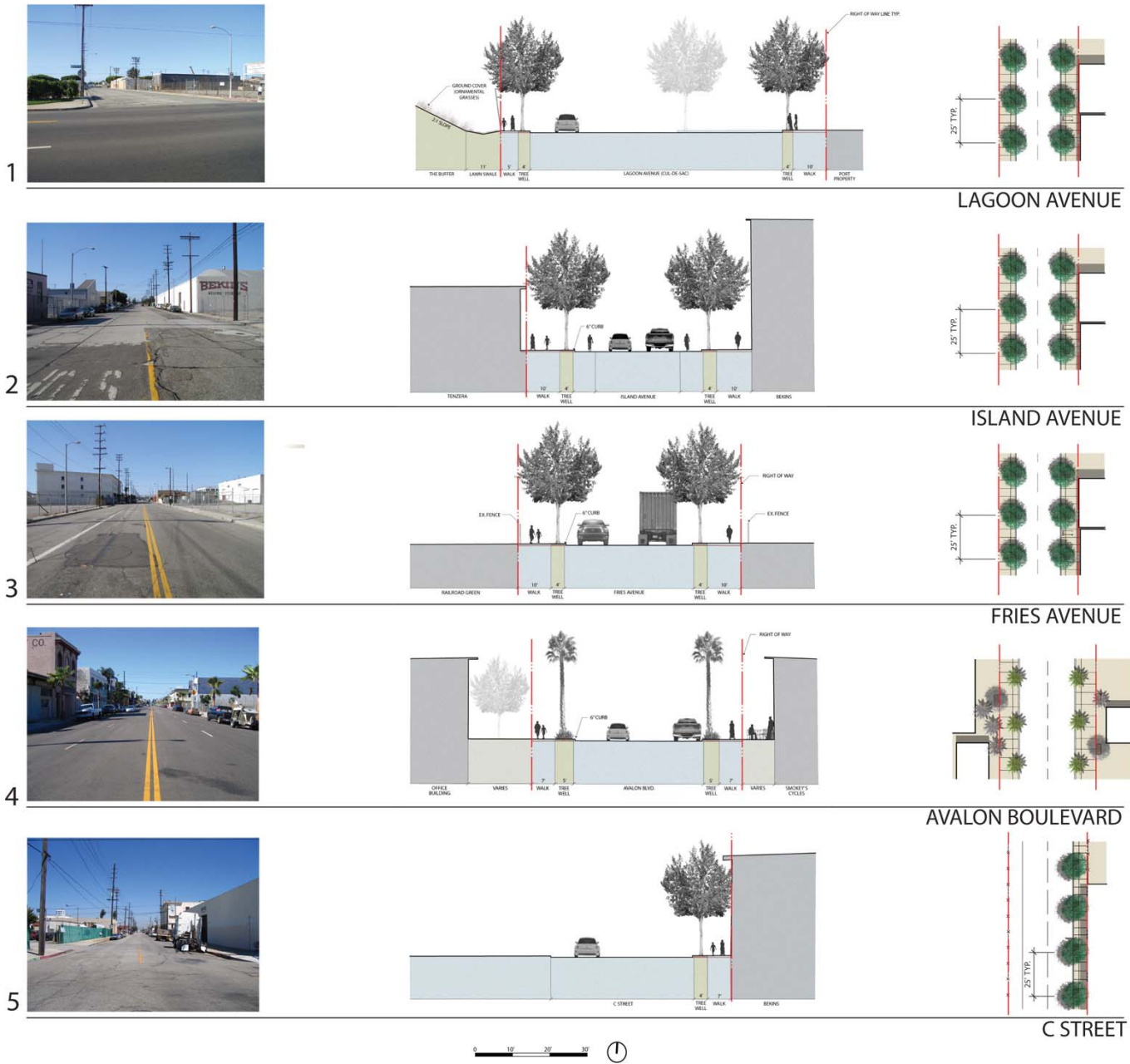
### 2 **2.6.1.2 Railroad Green Park**

3 A passive open space would be built within an existing abandoned railroad right-of-  
4 way. This approximately 1-acre Railroad Green would cross the area diagonally and  
5 provide public access, seating, and passive recreation opportunities. Landscaping  
6 and open lawn would be installed. Figure 2-8 provides a conceptual rendering of the  
7 proposed park.

### 8 **2.6.1.3 Waterfront Red Car Museum**

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

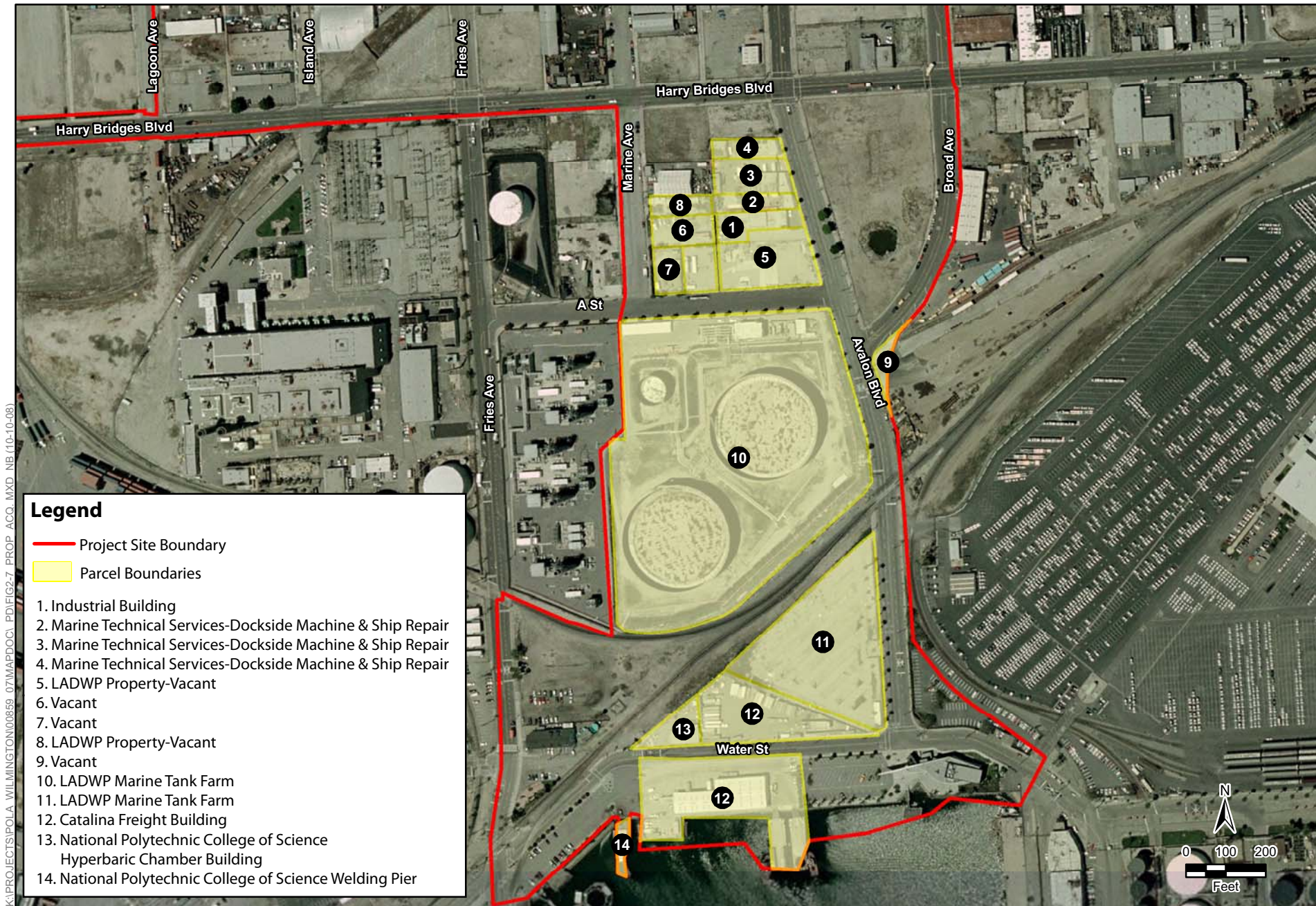




SOURCE: Sasaki(2008)

**Figure 2-6**  
**Avalon Development District: Street Enhancements**  
**Wilmington Waterfront Development Project**





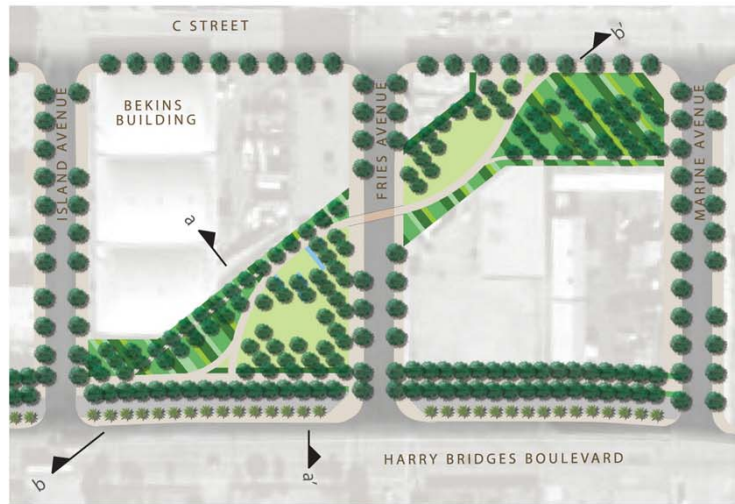
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SOURCE: ESRI USA Imagery (2006)

**Figure 2-7**  
**Property to be Acquired for the Proposed Project**  
**Wilmington Waterfront Development Project**



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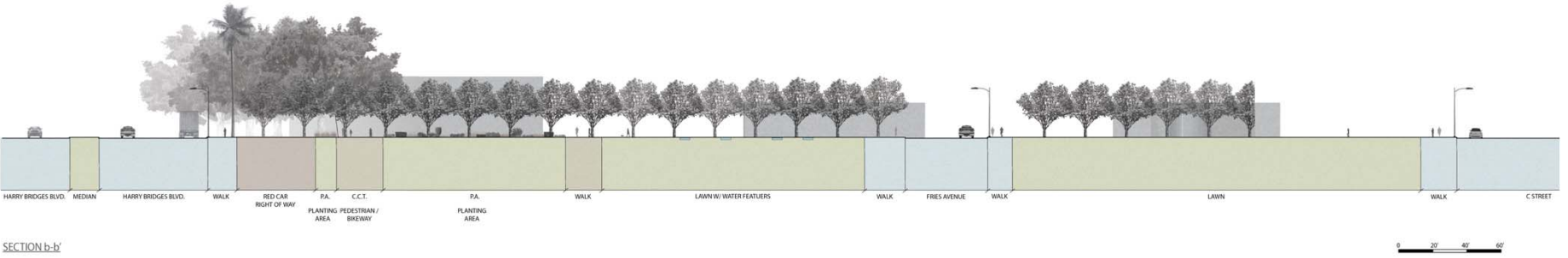
EXISTING CONDITIONS



PRECEDENT IMAGES



SECTION a-a'



SECTION b-b'

SOURCE: Sasaki(2008)



**Figure 2-8**  
**1-Acre Railroad Green Park**  
**Wilmington Waterfront Development Project**

### 2.6.1.4 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 2-2 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 2.6.2.4.

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.

## 2.6.2 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 Oceanengineering) 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.

- 1                   ■ **Avalon Boulevard, Broad Avenue, and Water Street Realignment**—  
2                   downgrade and vacate Avalon Boulevard south of A Street, realign Broad  
3                   Avenue to the waterfront, and realign Water Street to run adjacent to the Pacific  
4                   Harbor Rail Line, which is proposed to travel under the proposed Land Bridge to  
5                   improve pedestrian circulation and provide space for the waterfront promenade.

6                   The elements or actions associated with the Avalon Waterfront District primarily  
7                   include the development of a waterfront promenade, including visitor-serving  
8                   amenities such as commercial development and an observation tower; the  
9                   development of a Land Bridge with open space and an elevated park, an Entry Plaza  
10                  and a pedestrian water bridge connecting Harry Bridges Boulevard to the waterfront  
11                  promenade. The existing LADWP Marine Tank site in the area would be  
12                  demolished, and surface parking and traffic improvements are proposed.

## 13   **2.6.2.1           Waterfront Promenade and Visitor-Serving** 14                   **Amenities**

### 15   **2.6.2.1.1        Waterfront Promenade and Commercial Development**

16                  The waterfront promenade would be the central public amenity of the Avalon  
17                  Waterfront District, and would be anchored by visitor-serving development and  
18                  recreational attractions along the waterfront. A 7-acre outdoor plaza designed for  
19                  gatherings and events would be constructed at the location of the existing Banning’s  
20                  Landing Community Center parking area, which would be relocated north, under the  
21                  pedestrian water bridge. Restaurant and visitor-serving retail uses totaling 12,000  
22                  square feet would be incorporated into the waterfront boardwalk in Phase II. Due to  
23                  the presence of train noise, all commercial structures located at the waterfront (e.g.,  
24                  the 12,000-square-foot restaurant and visitor-serving retail) that would incorporate  
25                  exterior uses (e.g., outside seating for restaurants) would be located more than 100  
26                  feet from the heavily used San Pedro Branch Line and TraPac ICTF lead. In  
27                  addition, all commercial structures would be designed to shield any exterior uses  
28                  from the existing rail line by either locating the building between the exterior use and  
29                  the rail line or by using sound-attenuating barriers (i.e., clear Plexiglas) at any  
30                  locations that have direct line of sight to the existing rail lines east of Fries Avenue  
31                  and along realigned Water Street.

32                  The waterfront promenade would incorporate approximately 43,220 square feet of  
33                  new over-the-water viewing piers and two floating docks with a combined size of  
34                  5,870 square feet. These piers and floating docks would require approximately 750  
35                  concrete piles for support, while the replacement of approximately 17,880 square feet  
36                  of existing viewing piers would require approximately 478 concrete piles.

37                  The public floating docks would accommodate up to 9 vessels. Assuming boats  
38                  would dock for up to 3 hours and assuming slips would not remain vacant for more  
39                  than a brief period, it was conservatively estimated that the floating docks would  
40                  support up to 36 boat trips a day. At a future date, it is possible a water taxi program,  
41                  similar to the Long Beach program but smaller in scale, would be proposed to travel

1 between the proposed Project and San Pedro. Figure 2-9 provides a photosimulation  
2 of the proposed waterfront and the Observation Tower in the background.

3 At the water's edge, the proposed Project would modify the existing bulkhead wall  
4 through a combination of concrete soil mixing and steel sheet pilings, including  
5 replacing a 550-foot length of the existing bulkhead at the head of Slip 5. The  
6 existing concrete bulkhead wall would remain in place, and on the east and west sides  
7 of the area designated for soil mixing, a new steel sheet pile wall would be installed  
8 immediately waterward from the existing wall. This action would fill 2,200 square  
9 feet of Slip 5. Figure 2-10a shows the top view of the area proposed for soil mixing  
10 and for steel sheet pilings, while Figure 2-10b provides a cross-section.

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

### 13 **2.6.2.1.2 Observation Tower**

14 The Observation Tower would be an area landmark, visible from the nearby Port  
15 businesses and communities of Wilmington and San Pedro. It would incorporate a  
16 tall, vertical architectural element that would mimic a sail. The tower would be  
17 illuminated at night with accent lighting until midnight, similar to the Vincent  
18 Thomas Bridge. Figure 2-11 provides an architectural schematic of the Observation  
19 Tower.

### 20 **2.6.2.2 Land Bridge and LADWP Marine Tank Site**

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

25 Beginning in 2012, the property would be dedicated for recreational use and the  
26 liquid bulk tanks and associated structures would be removed. Any potential soil  
27 and/or groundwater contamination would be remediated pursuant to DTSC,  
28 RWQCB, or other oversight agency standards. As mentioned above and listed in  
29 Table 2-3 below, several existing structures associated with the LADWP site would  
30 be demolished, including the two 450,000 bbls oil storage tanks, the smaller 30,000  
31 bbls tank, and six other structures, totaling 18,500 square feet. Figure 2-7 illustrates  
32 all parcels that would be acquired in the Avalon Development District and Avalon  
33 Waterfront District.

34 LADWP would have an opportunity to rebuild similar tanks with similar capacities at  
35 an offsite location not yet determined. One potentially feasible site would be the  
36 Olympic Tank Farm site 1.5 miles northeast of the proposed Project site on the  
37 southeastern corner of Alameda and Robidoux Streets. Figure 2-12 illustrates the  
38 Olympic Tank Farm site in relation to the proposed project. The Olympic Tank Farm

1 is characterized by nine existing liquid bulk storage tanks. As illustrated in the  
 2 figure, the land is void of natural vegetation. The two areas large enough to  
 3 accommodate the Marine Tank Farm storage tanks have previously supported storage  
 4 tanks.

5 **Table 2-3.** Parcels Located in the Avalon Waterfront District to be Acquired or Dedicated for Use of the  
 6 Land Bridge and Structures to be Removed

<i>Figure 2-7 Number</i>	<i>Address or APN</i>	<i>Square Footage (Lot/Bldg)</i>	<i>Existing Use or Business Name</i>	<i>Potential Relocation Site</i>	<i>Potentially Historic</i>	<i>Purpose of Removal</i>
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 Avenue
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

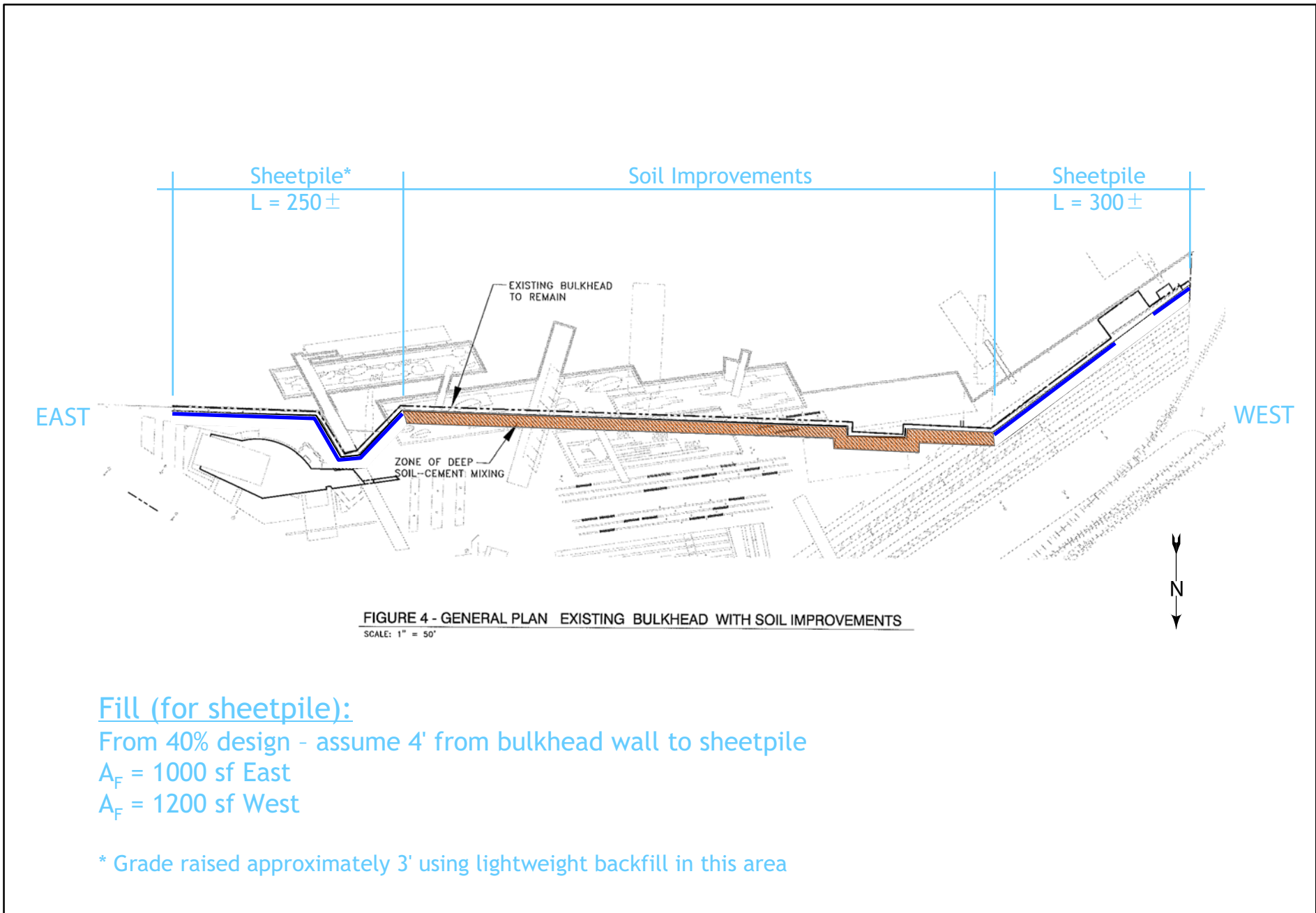
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SOURCE: Sasaki(2008)

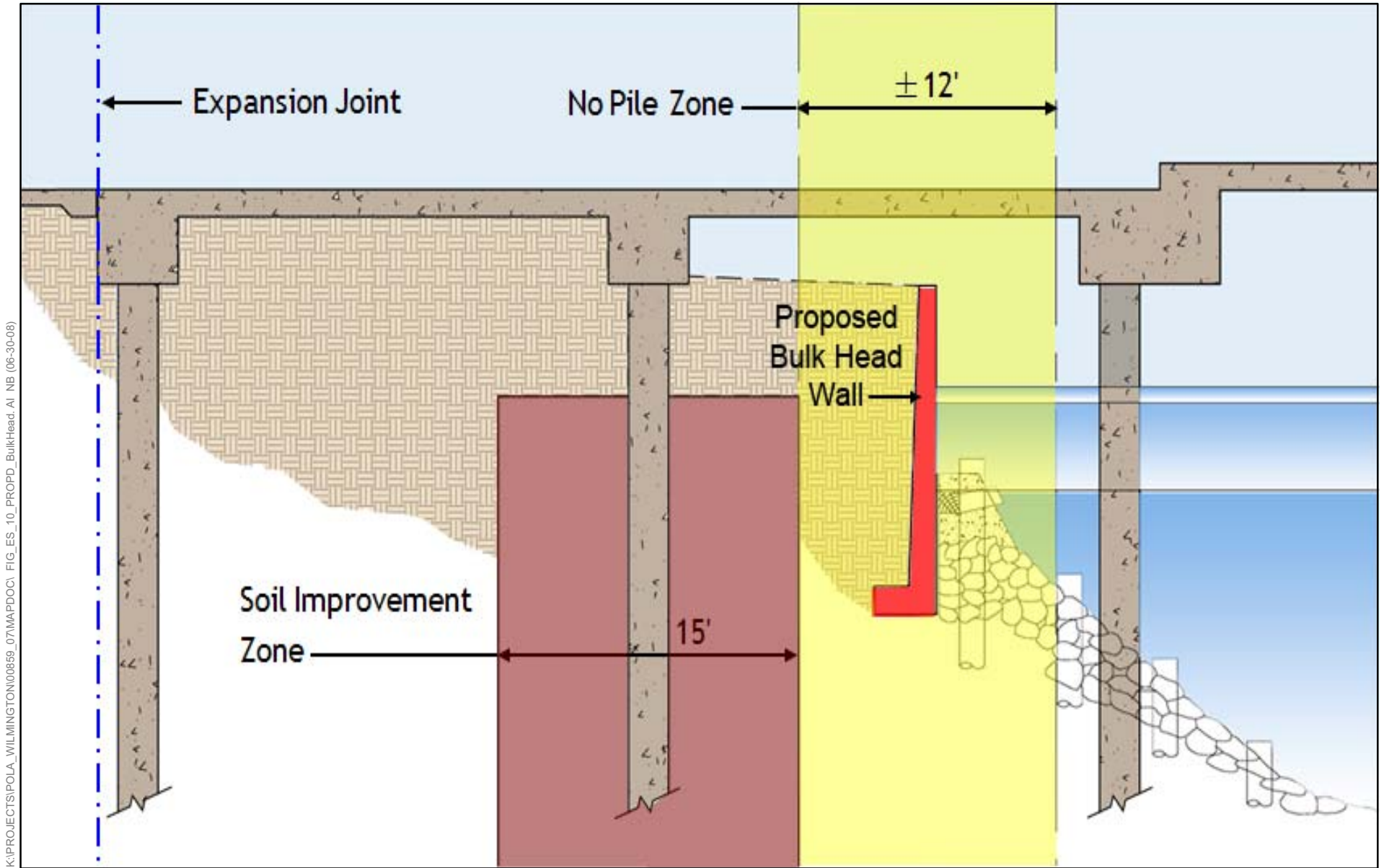
**Figure 2-9**  
**Proposed Waterfront**  
**Wilmington Waterfront Development Project**





SOURCE: Sasaki (2008)



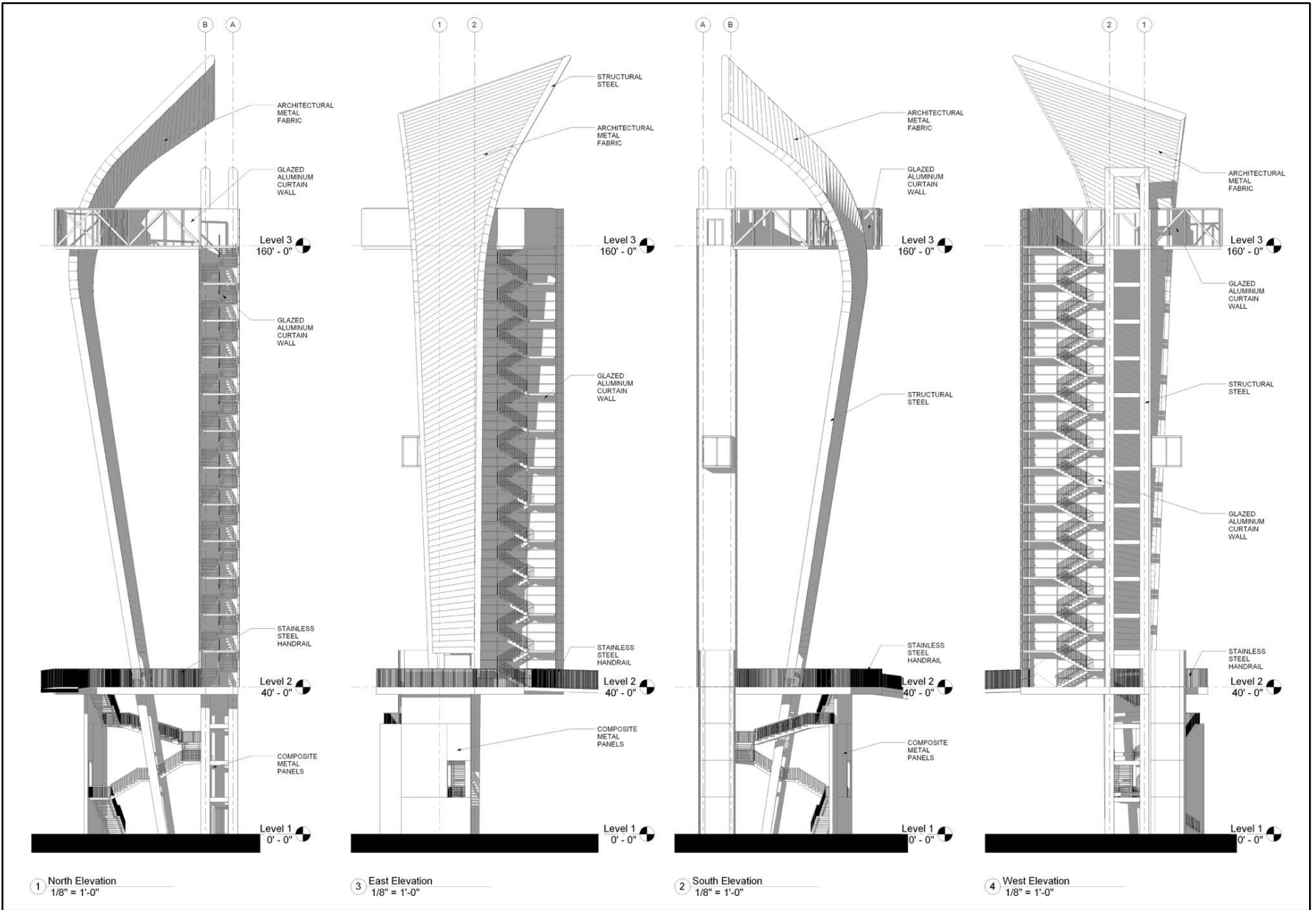


K:\PROJECTS\POLA\_WILMINGTON\00859\_07\MAPDOC\FIG\_ES\_10\_PROPD\_BulkHead\_AI\_NB (06-30-08)

SOURCE: Sasaki(2008)

**Figure 2-10b**  
**Proposed Bulk Head Wall Cross-Section**  
**Wilmington Waterfront Development Project**

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SOURCE: Sasaki(2008)

**Figure 2-11**  
**Conceptual Design of the Proposed Observation Tower**  
**Wilmington Waterfront Development Project**





**Figure 2-12**  
**Aerial View of Olympic Tank Farm**  
**Wilmington Waterfront Development Project**

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

10 This interim Land Bridge would include an interim pedestrian water bridge to the  
11 east of the LADWP Marine Tank Farm, connecting the landscaped Entry Plaza to the  
12 waterfront. The pedestrian water bridge would provide unimpeded pedestrian and  
13 bicycle access to the waterfront. The pedestrian bridge is referred to as a “water”  
14 bridge because of the architect-designed water feature that would run its length.  
15 Figure 2-13 provides an architectural rendering of the pedestrian “water” bridge,  
16 while Figure 2-14 shows a cross-section of the bridge. It would consist of a steel  
17 structure with a linear water feature integrated into its outside edge, and would link  
18 the 1-acre Entry Plaza, located at the southeast corner of Avalon and Harry Bridges  
19 Boulevards, to the waterfront promenade.

20 During Phase II: Full Buildout, beginning in approximately 2015, the proposed  
21 Project would begin construction on the Land Bridge on the then decommissioned  
22 LADWP Marine Tank Farm site. This phase of construction would finish the Land  
23 Bridge and 10-acre elevated park. Sloped open lawn, ornamental gardens, and  
24 terraces with decomposed granite would landscape this portion of the Land Bridge.  
25 Shade pavilions with solar panels would be included within the Land Bridge, in  
26 addition to the waterfront promenade area, with a goal of providing up to 12.5% of  
27 the total proposed Project’s operational energy needs. A 148-space surface parking  
28 area with landscaping would be accessible from A Street and located adjacent to the  
29 bridge and the operating LADWP peaker units. When completed, the Land Bridge  
30 and adjacent pedestrian water bridge would connect the Wilmington community and  
31 with the waterfront promenade via the 1-acre Entry Plaza. Figure 2-15a provides an  
32 elevation of the Phase II Land Bridge.

### 33 **2.6.2.3 Surface Parking**

34 To accommodate the new restaurant/visitor-serving retail and recreational vehicular  
35 traffic, three surface parking areas would be constructed for a total of 98,000 square  
36 feet of paved area (Figure 2-15b). One area would provide 51 spaces accessible from  
37 Fries Avenue; the second would provide 71 spaces north of Banning’s Landing under  
38 the pedestrian water bridge accessible from the newly realigned Broad Avenue. Both  
39 of these surface areas would be constructed during Phase I. The third would provide  
40 148 spaces west of the Land Bridge, on the existing LADWP Marine Tank site, and  
41 would be accessible from A Street. The third area would be constructed during Phase  
42 II: Full Buildout after the LADWP oil tanks were demolished and the LADWP  
43 Marine Tank Farm site had undergone remediation for any potential soil or  
44 groundwater contamination.

### 2.6.2.4 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 2-16). Additionally, with the downgrade and vacation of Avalon Boulevard south of A Street (as described in Section 2.6.1, “Avalon Development District”), 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 2-3 lists parcels in the Avalon Waterfront District that would be acquired to realign Avalon Boulevard and Broad Avenue.

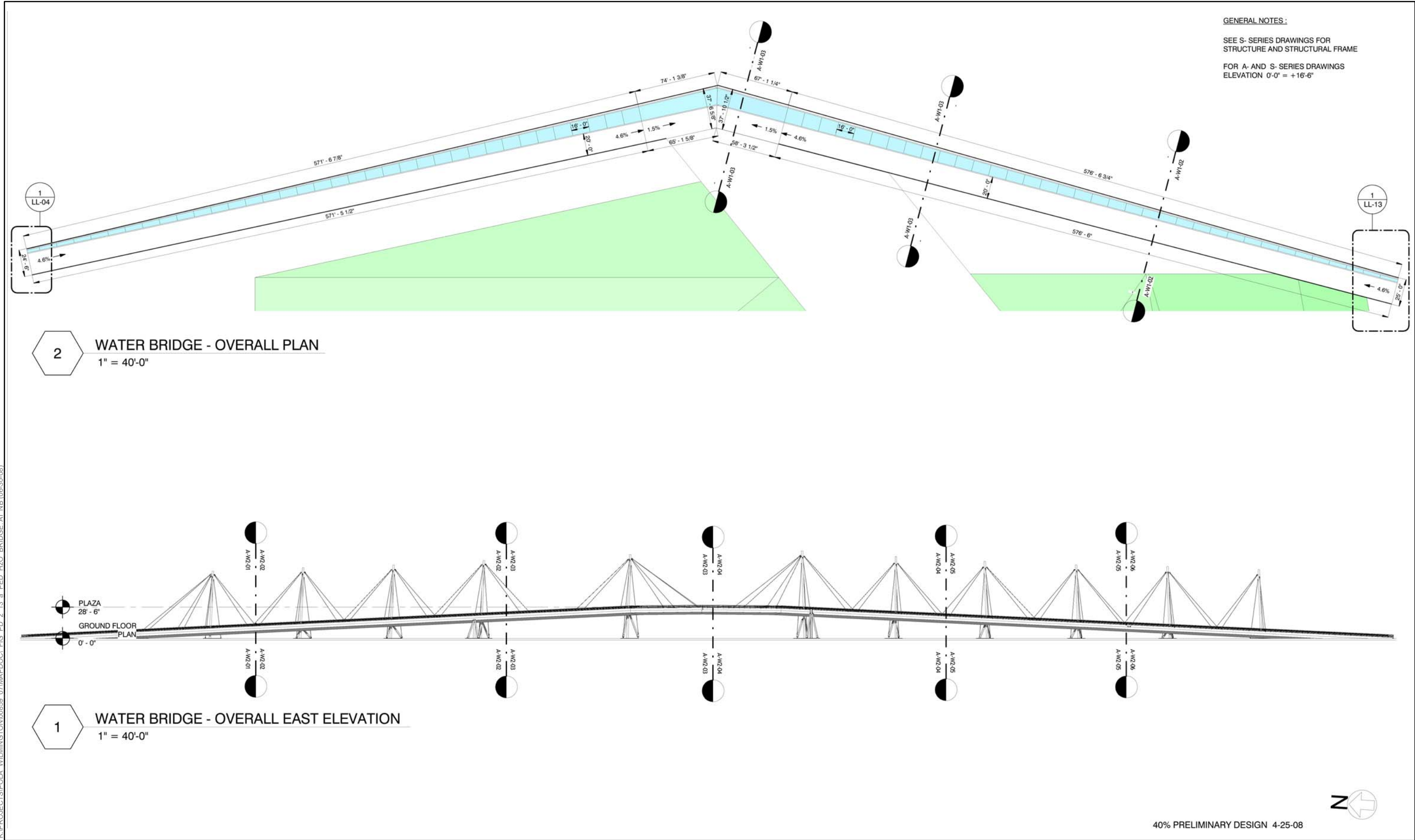
### 2.6.3 Waterfront Red Car Line and the California Coastal Trail

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 Boulevard, 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 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. Figures 2-17 and 2-18 show typical sections of the California Coastal Trail at John S. Gibson Boulevard, Front Street, and C Street, with the nearby Waterfront Red Car line.

### 2.6.4 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



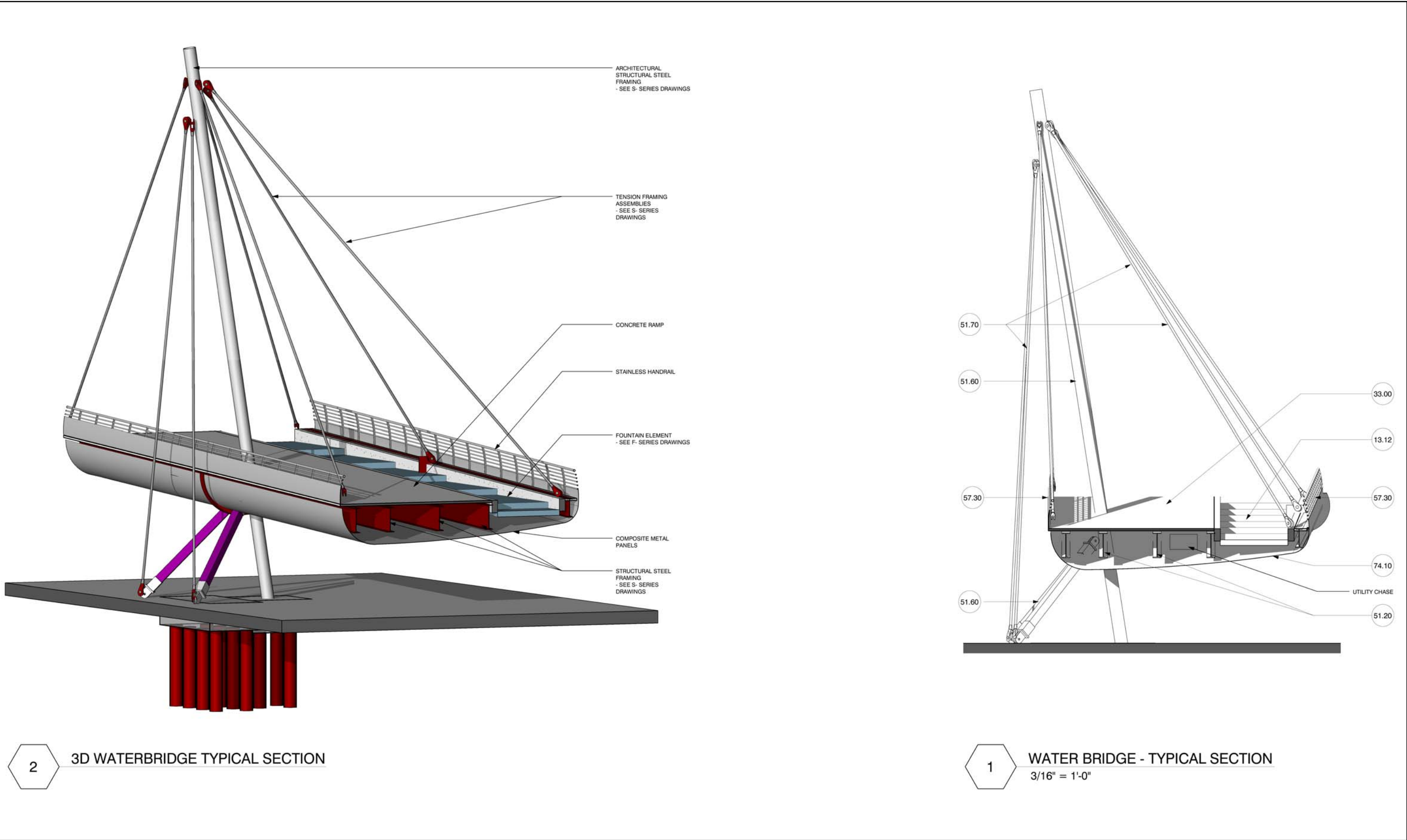


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SOURCE: Sasaki (2008)



**Figure 2-13**  
**Proposed Pedestrian "Water" Bridge Plan and Elevation**  
**Wilmington Waterfront Development Project**



2 3D WATERBRIDGE TYPICAL SECTION

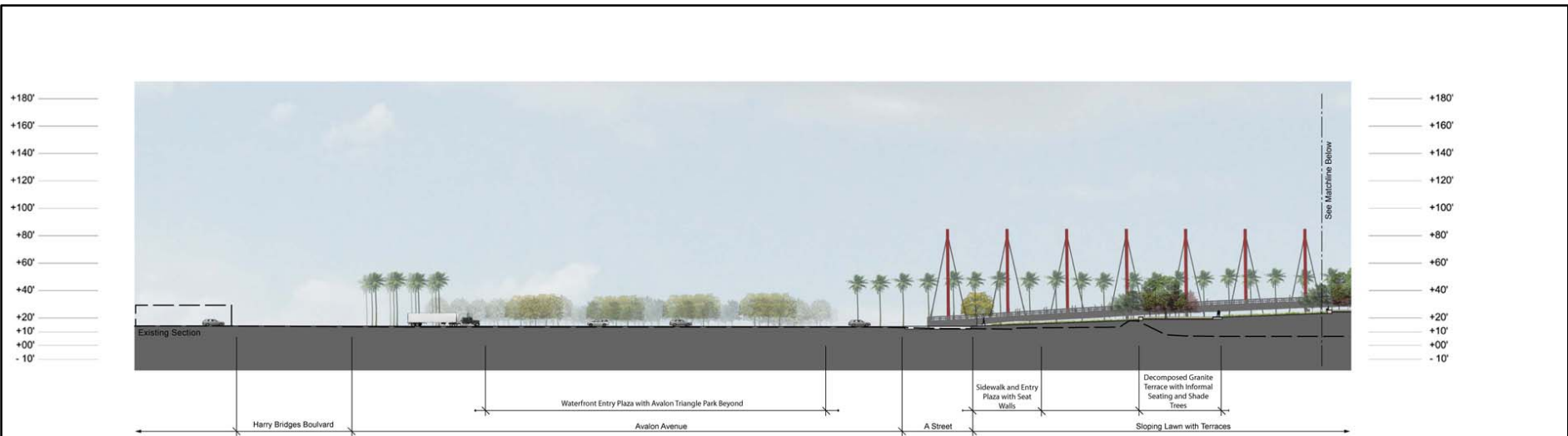
1 WATER BRIDGE - TYPICAL SECTION  
3/16" = 1'-0"

K:\PROJECTS\POLA\_WILMINGTON\008859\_07\MAP\DOC\ FIG. PD. 2\_14\_a H2O BRIDGE.AI NB (06-30-08)

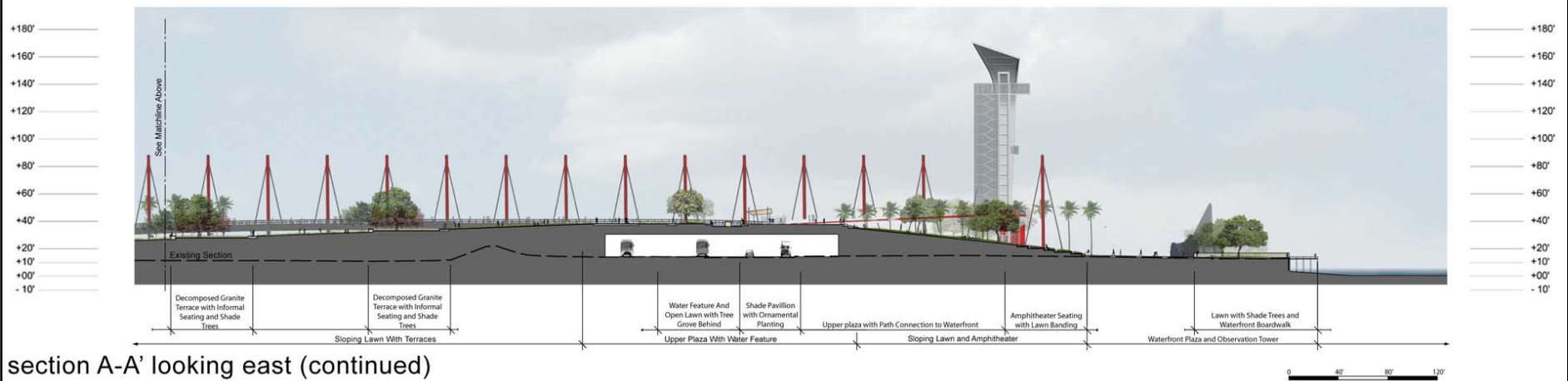
SOURCE: Sasaki (2008)



**Figure 2-14**  
**Pedestrian "Water" Bridge Section**  
**Wilmington Waterfront Development Project**



section A-A' looking east

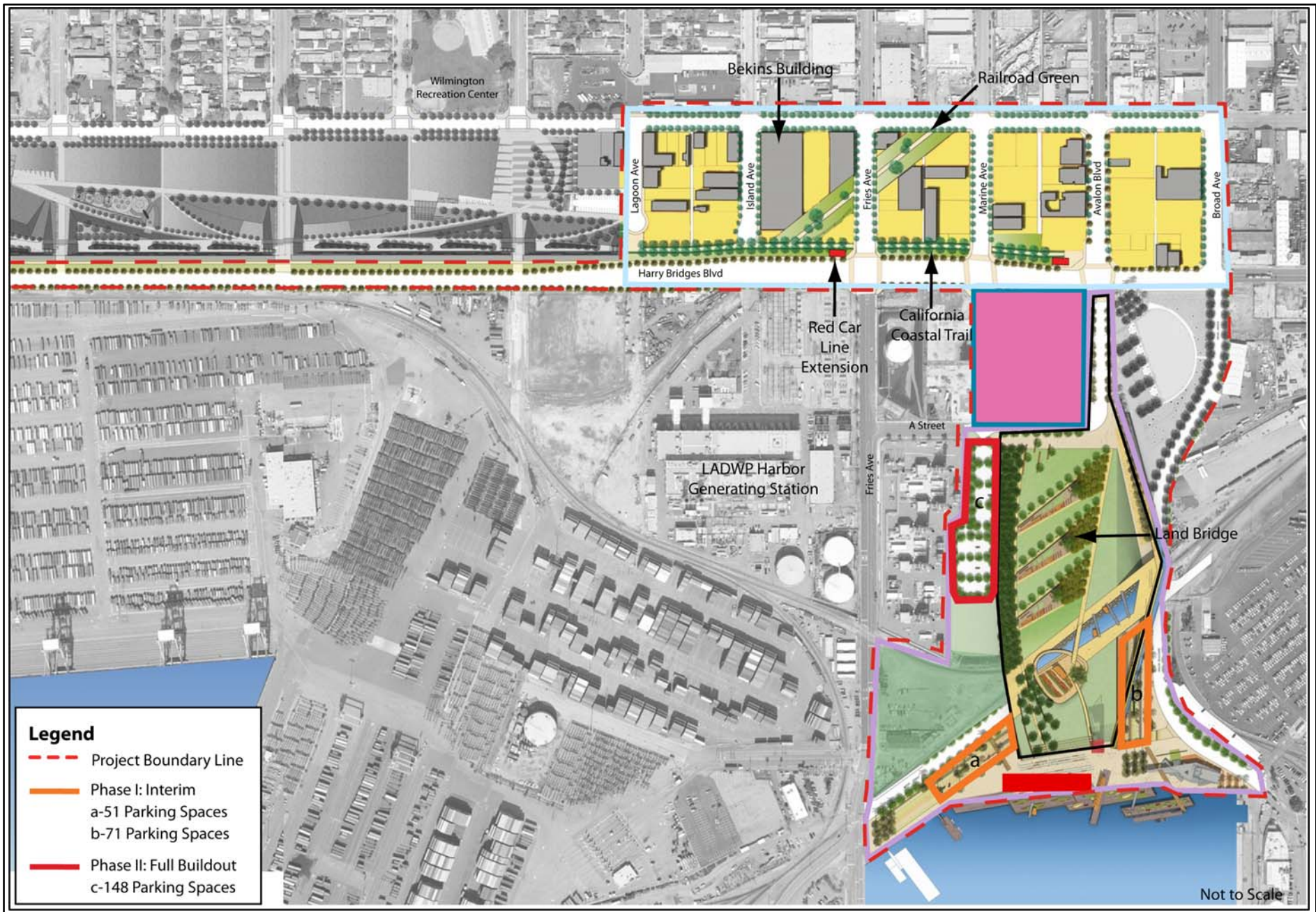


section A-A' looking east (continued)

SOURCE: Sasaki(2008)

**Figure 2-15a**  
**Proposed Land Bridge and Tunnel Section**  
**Wilmington Waterfront Development Project**

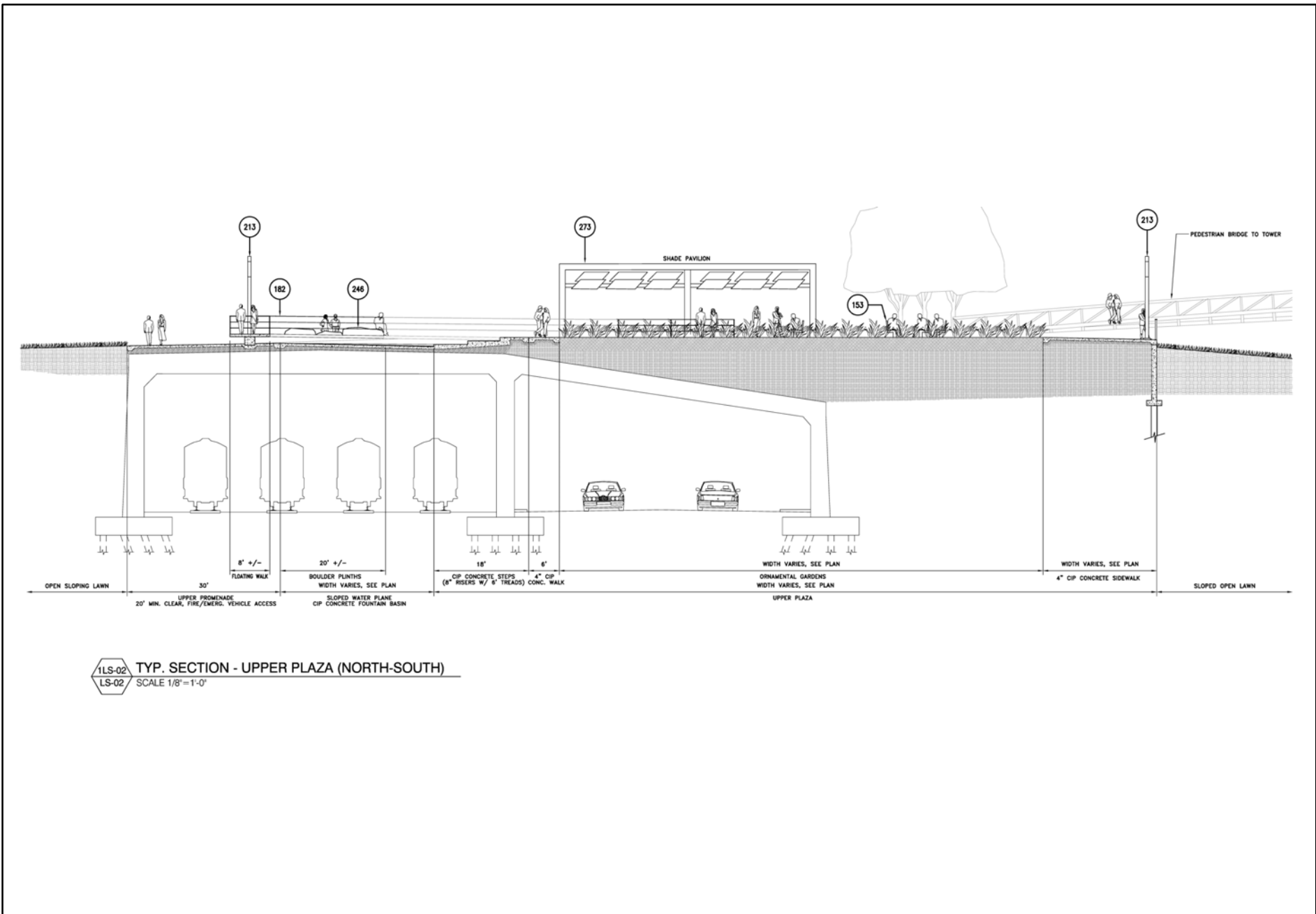




SOURCE: Sasaki (2008)

**Figure 2-15b**  
**Proposed Parking Areas**  
**Wilmington Waterfront Development Project**

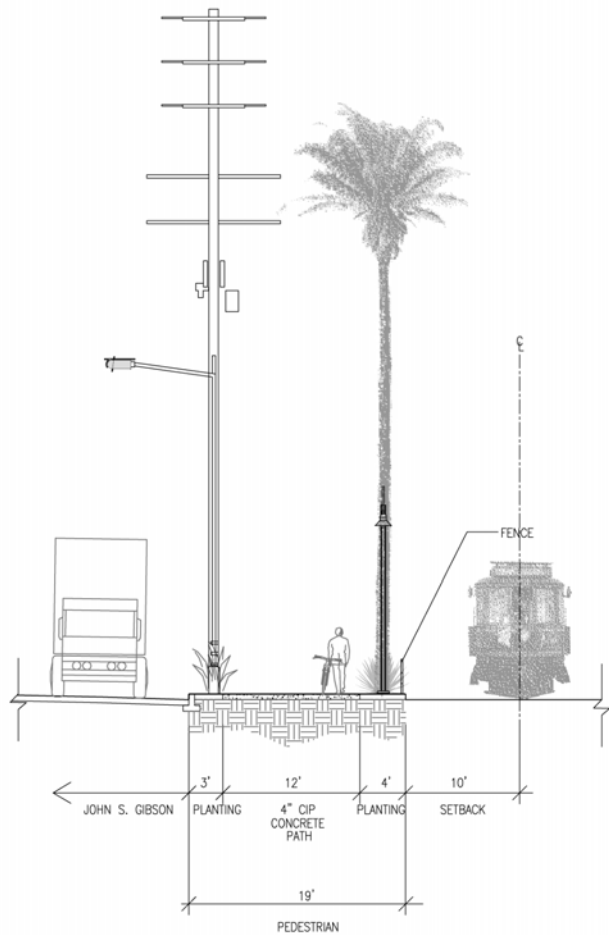
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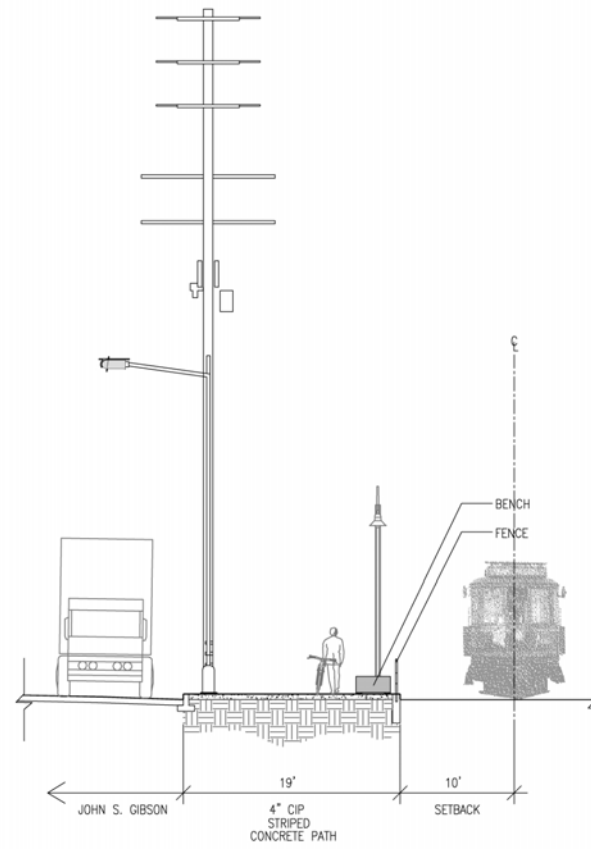
SOURCE: Sasaki(2008)

**Figure 2-16**  
**Cross-section of Realigned Water Street (Proposed) and the Pacific Harbor Rail Line**  
**Wilmington Waterfront Development Project**

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

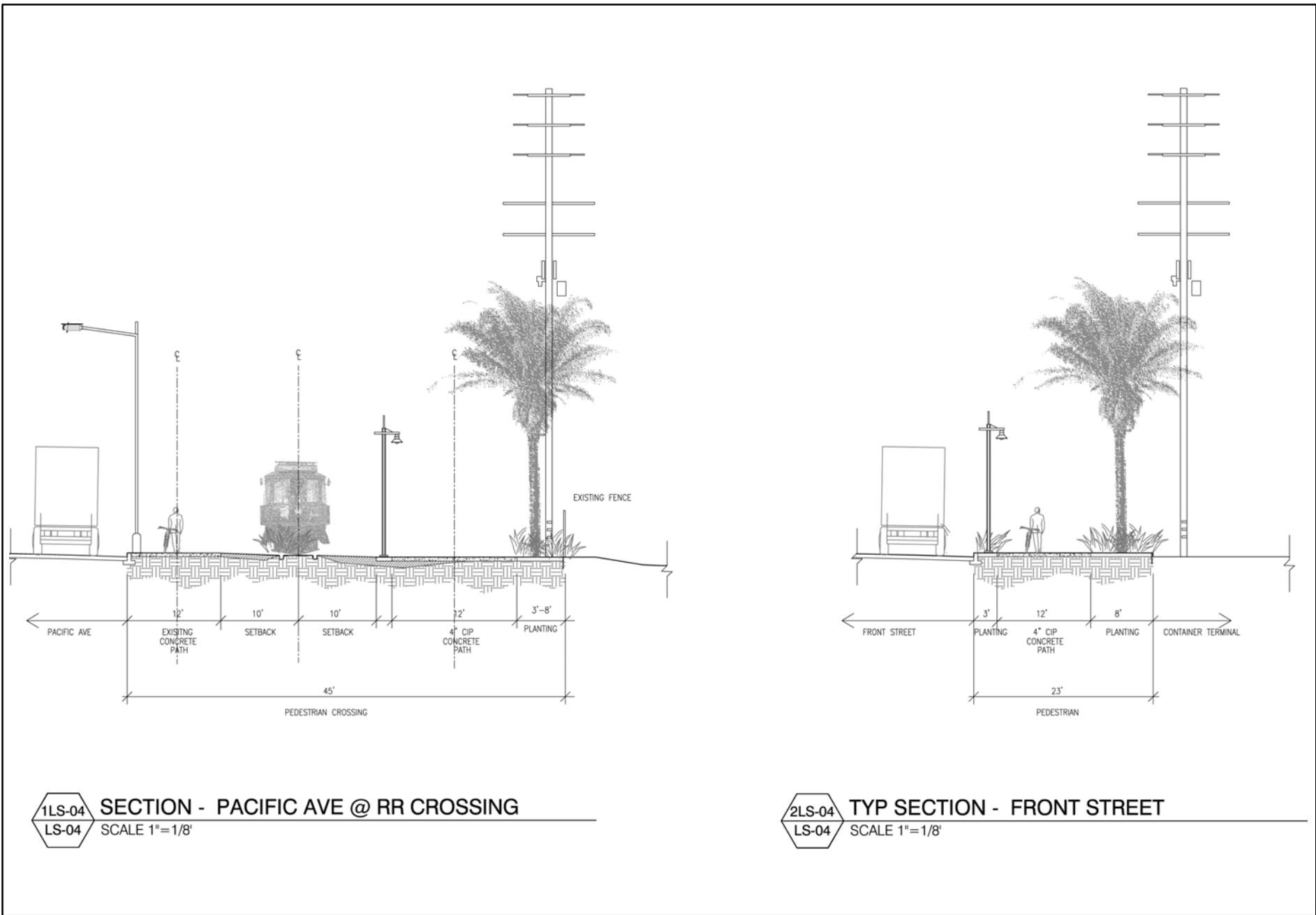


2LS-02 SECTION - JOHN S. GIBSON BLVD: BENCH UNIT  
LS-02 SCALE 1"=1/8'

SOURCE: Sasaki(2008)

**Figure 2-17**  
**Proposed California Coastal Trail Section: John S. Gibson**  
**Wilmington Waterfront Development Project**

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SOURCE: Sasaki(2008)

**Figure 2-18**  
**Proposed California Coastal Trail Section: Pacific Avenue and Front Street**  
**Wilmington Waterfront Development Project**



1 Port Plan, both of which are part of the City of Los Angeles General Plan's Land Use  
2 Element, expanding the Port Plan boundaries would require a corresponding  
3 reduction in the Wilmington-Harbor City Community Plan. In addition, a  
4 redesignation of land uses to recreational under the Port Plan and to recreation and  
5 commercial under the PMP is proposed. A rezone would be required to allow park  
6 uses consistent with the Tidelands Trust in PA 5.

7 This EIR addresses the potential effects of the administrative boundary changes and  
8 land use designation and zone changes on the environment. No physical changes  
9 (e.g., grading, construction, etc.) are proposed to the Avalon Triangle Park site. See  
10 Figure 2-19 for an illustration of the existing Port Plan and Wilmington-Harbor City  
11 Community Plan boundaries and Figure 2-20 for an illustration of the proposed  
12 adjustment to the Port Plan and Wilmington-Harbor City boundaries. Figure 2-21  
13 shows the change in land uses and zoning to the Avalon Triangle Park site and the  
14 Avalon Waterfront District. Figures 2-22 and 2-23 show the proposed boundary  
15 adjustment to the PMP and the proposed land use additions under PMP, respectively.

## 16 2.7 Proposed Project Impact Analysis

17 The draft EIR will address elements of the proposed Project at both the program and  
18 project level. A program-level analysis is prepared when the lead agency has a  
19 proposed program or series of actions that can be characterized as one large project  
20 and specific construction information is unavailable. A program-level analysis  
21 generally analyzes broad environmental effects of the program with the  
22 understanding that additional site-specific environmental review may be required for  
23 particular aspects of the program at the time those aspects are proposed for  
24 implementation and construction. A project-level analysis generally has access to all  
25 the necessary construction information and is able to analyze the specific details of  
26 environmental effects of proposed elements. However, it is possible that a program-  
27 level analysis would identify and address all the potential environmental impacts and  
28 an additional environmental document would not be required if no additional impacts  
29 are identified once all the project-level details are known.

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

- 32 ■ 150,000 square feet of light industrial development in Avalon Development  
33 District Area A because the proposed Project provides locations for industrial  
34 uses and those uses would be constructed per the underlying zone; however,  
35 there are not any specific development proposals at the time of this draft EIR  
36 (75,000 square feet in Phase I and the remaining in Phase II);
- 37 ■ Potential relocation of removed LADWP bulk storage capacity to the Olympic  
38 Tank Site, because, while the relocation would be conducted and analyzed at a  
39 later date by a different lead agency, in removing a currently operating industrial  
40 use it is logical to presume the use would be relocated and operated on a feasible  
41 site elsewhere even if it is not proposed at the time of this draft EIR (Phase I and  
42 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).

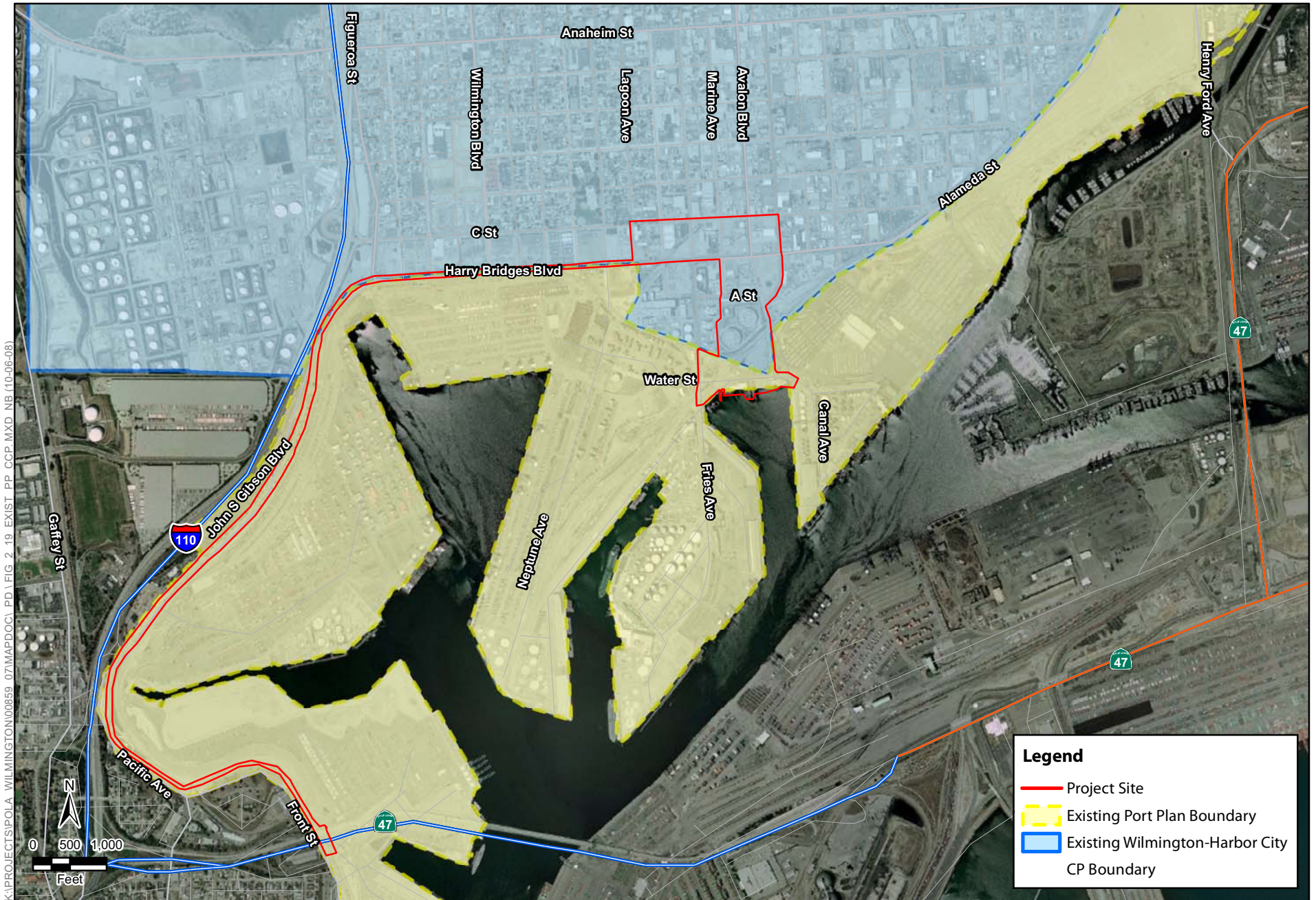
All other proposed project elements (including the Multi-Modal CCT along Harry Bridges Boulevard) will be analyzed at a project level within this draft EIR. Table 2-4 identifies the proposed project components and the respective level of analysis provided in the draft EIR (i.e., program or project level).

**Table 2-4.** Level of Analysis of each Element of the Proposed Project

<i>Elements</i>	<i>Proposed Project Phase I (2009–2015)</i>	<i>Proposed Project Phase II (Full Buildout 2015–2020)</i>	<i>Programmatic or Project-level Analysis</i>
<b>AVALON DEVELOPMENT DISTRICT</b>			
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 of 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
<b>Demolition</b>			
Demolish Dockside Ship & Machine Repair Structures and	Demolish all structures		Project

<i>Elements</i>	<i>Proposed Project Phase I (2009–2015)</i>	<i>Proposed Project Phase II (Full Buildout 2015–2020)</i>	<i>Programmatic or Project-level Analysis</i>
Unknown Underutilized Adjacent Structure			
<b>Relocation</b>			
Potential Relocation of Dockside Ship & Repair Structures to 141 and 211 N. Marine Avenue	N/A	N/A	Program
<b>AVALON WATERFRONT DISTRICT</b>			
Waterfront Promenade & Replacing Existing Bulkhead	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 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
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
<b>Demolition</b>			
Demolish Catalina Freight	Demolish entire building	N/A	Project

<i>Elements</i>	<i>Proposed Project Phase I (2009–2015)</i>	<i>Proposed Project Phase II (Full Buildout 2015–2020)</i>	<i>Programmatic or Project-level Analysis</i>
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
<b>Relocation</b>			
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
<b>Parking</b>			
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 lot with landscaping accessible from A Street adjacent to the bridge	Project
<b>WATERFRONT RED CAR LINE AND CALIFORNIA COASTAL TRAIL</b>			
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

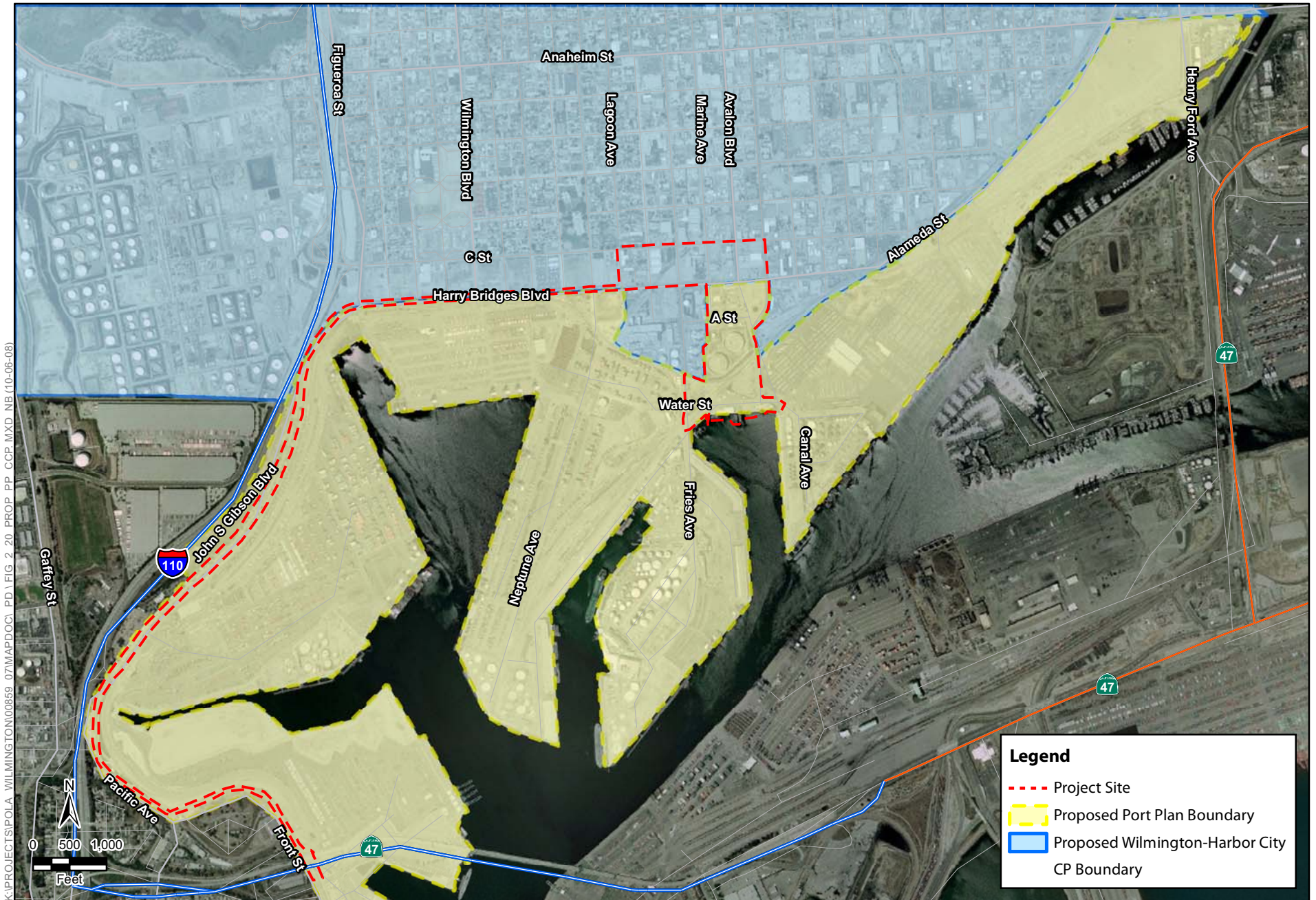


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SOURCE: ESRI USA Imagery (2006), Wilmington-Harbor Community Plan (2006), Port of Los Angeles (2008)

**Figure 2-19**  
**Port Plan and Wilmington-Harbor City**  
**Community Plan Existing Boundaries**  
**Wilmington Waterfront Development Project**



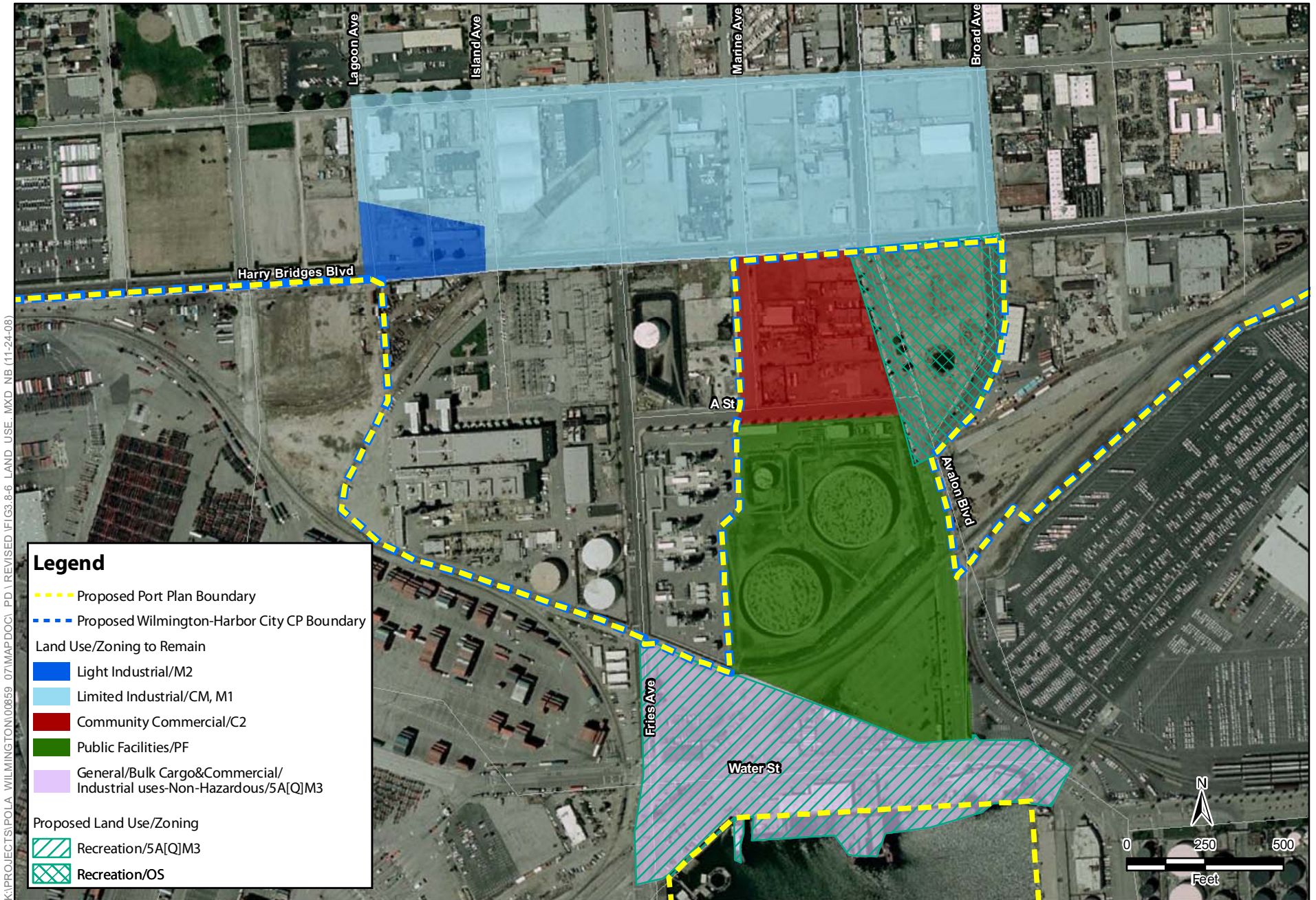


K:\PROJECTS\POLA\_WILMINGTON\00859\_07\WAPDOCI\_PD\FIG 2\_20\_PROP\_PP\_CCP.MXD NB(10-06-08)

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

**Figure 2-20**  
**Port Plan and Wilmington-Harbor City Proposed Boundaries**  
**Wilmington Waterfront Development Project**



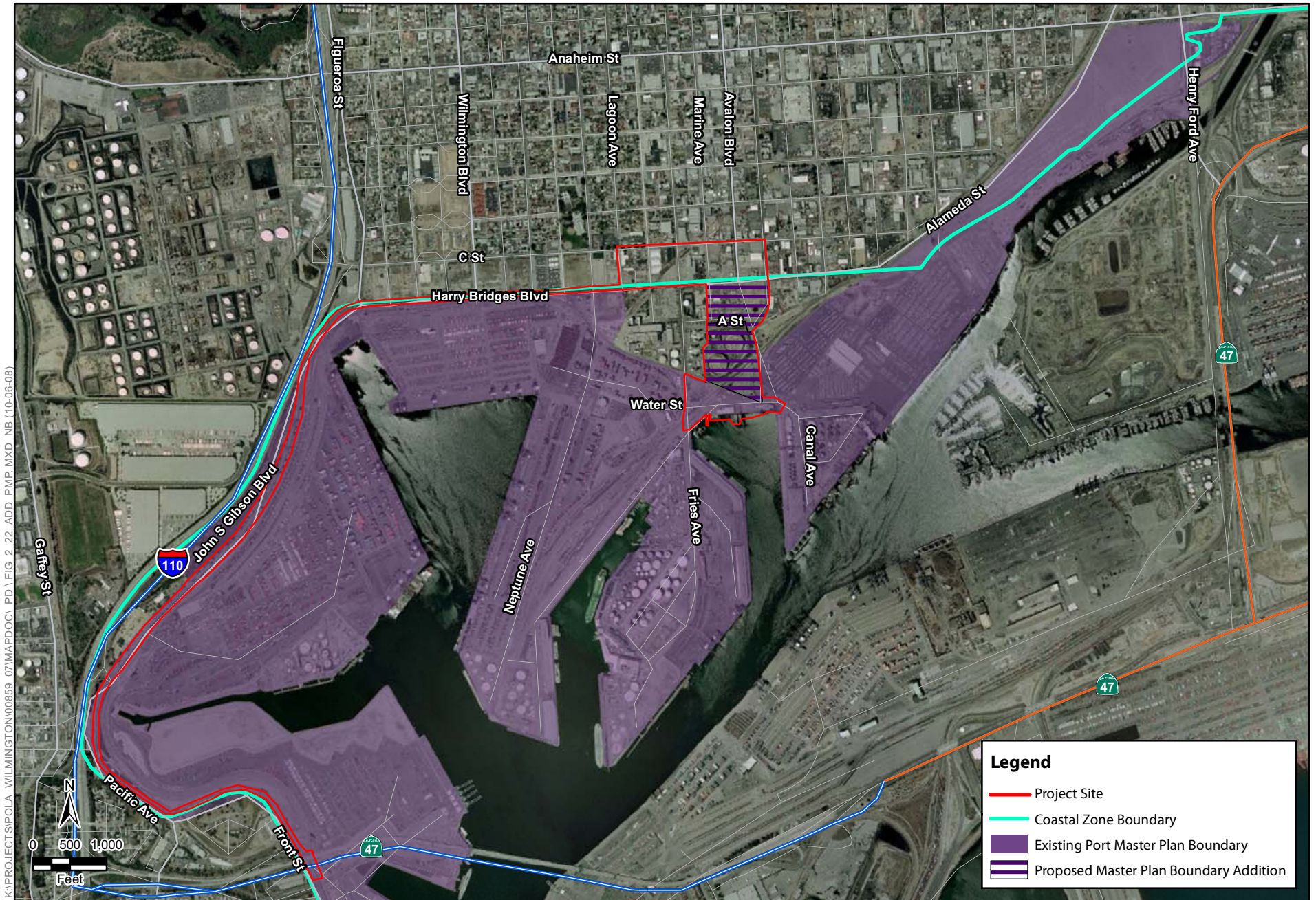


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SOURCE: ESRI USA Imagery (2006), Wilmington-Harbor Community Plan (2006), Port of Los Angeles (2008)

**Figure 2-21**  
**Proposed Project Wilmington-Harbor City CP**  
**and Port Plan Land Use/Zoning Change**  
**Wilmington Waterfront Development Project**



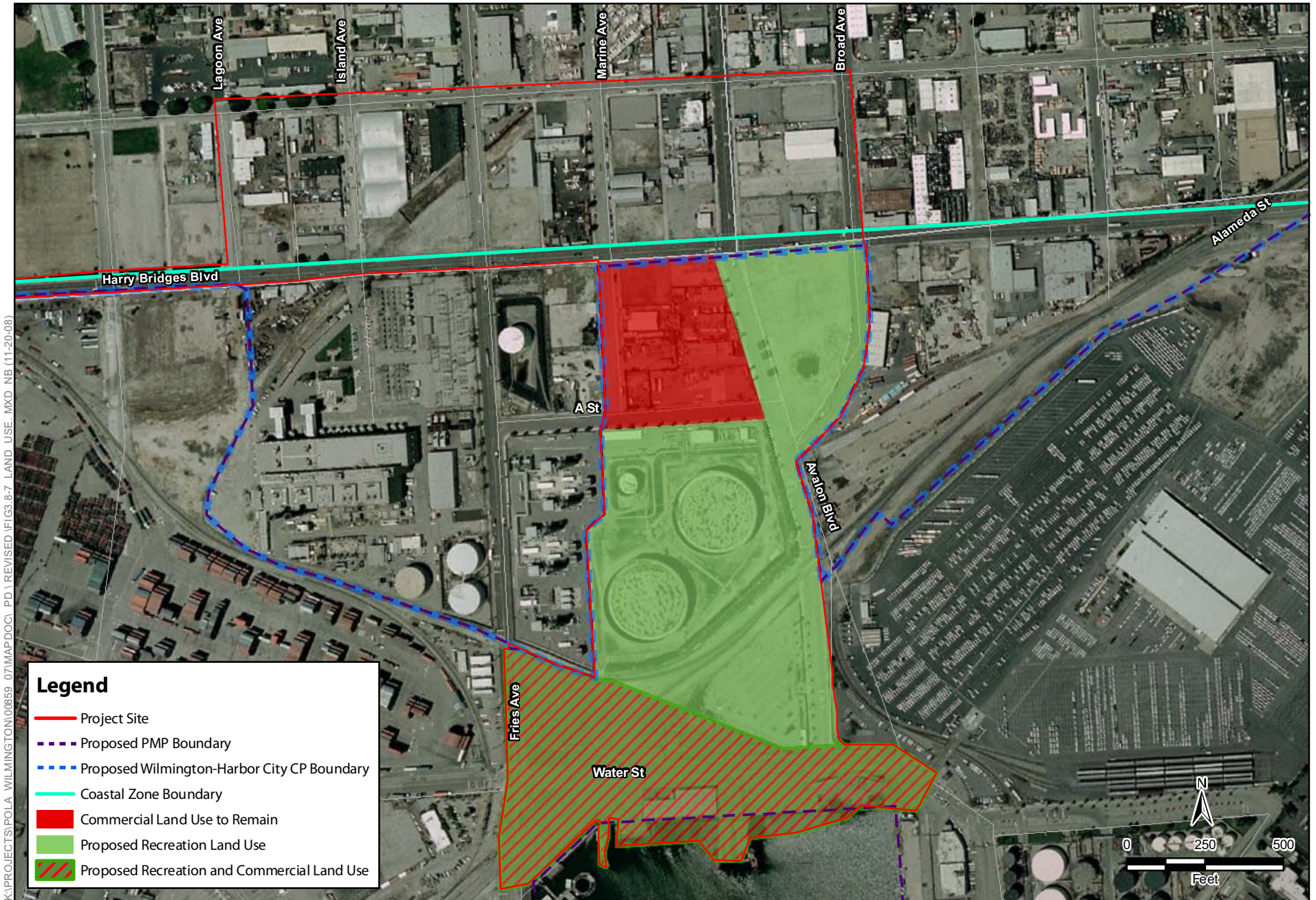


K:\PROJECTS\POLA\_WILMINGTON\00859\_07\MAPDOC\PD\FIG\_2\_22\_ADD\_PMP\_MXD\_NB (10-06-08)

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

**Figure 2-22**  
**Proposed Boundary Adjustment to Port Master Plan**  
**Wilmington Waterfront Development Project**





K:\PROJECTS\POLA\_WILMINGTON\00859\_07\MAP.DOC | PD | REVISED FIGS.8-7 LAND USE.MXD NB (11-20-08)

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

**Figure 2-23**  
**Proposed Port Master Plan Land Use Designations**  
**Wilmington Waterfront Development Project**

## 2.8 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 the 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 2-1 for a summary of each element and the appropriate phasing.

### 2.8.1 Phase I: Interim Plan (2009–2015)

The elements or actions that would be constructed and operated under Phase I: Interim Plan are described below and illustrated in Figure 2-24.

#### 2.8.1.1 Avalon Development District (Areas A and B)

##### 2.8.1.1.1 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.

##### 2.8.1.1.2 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



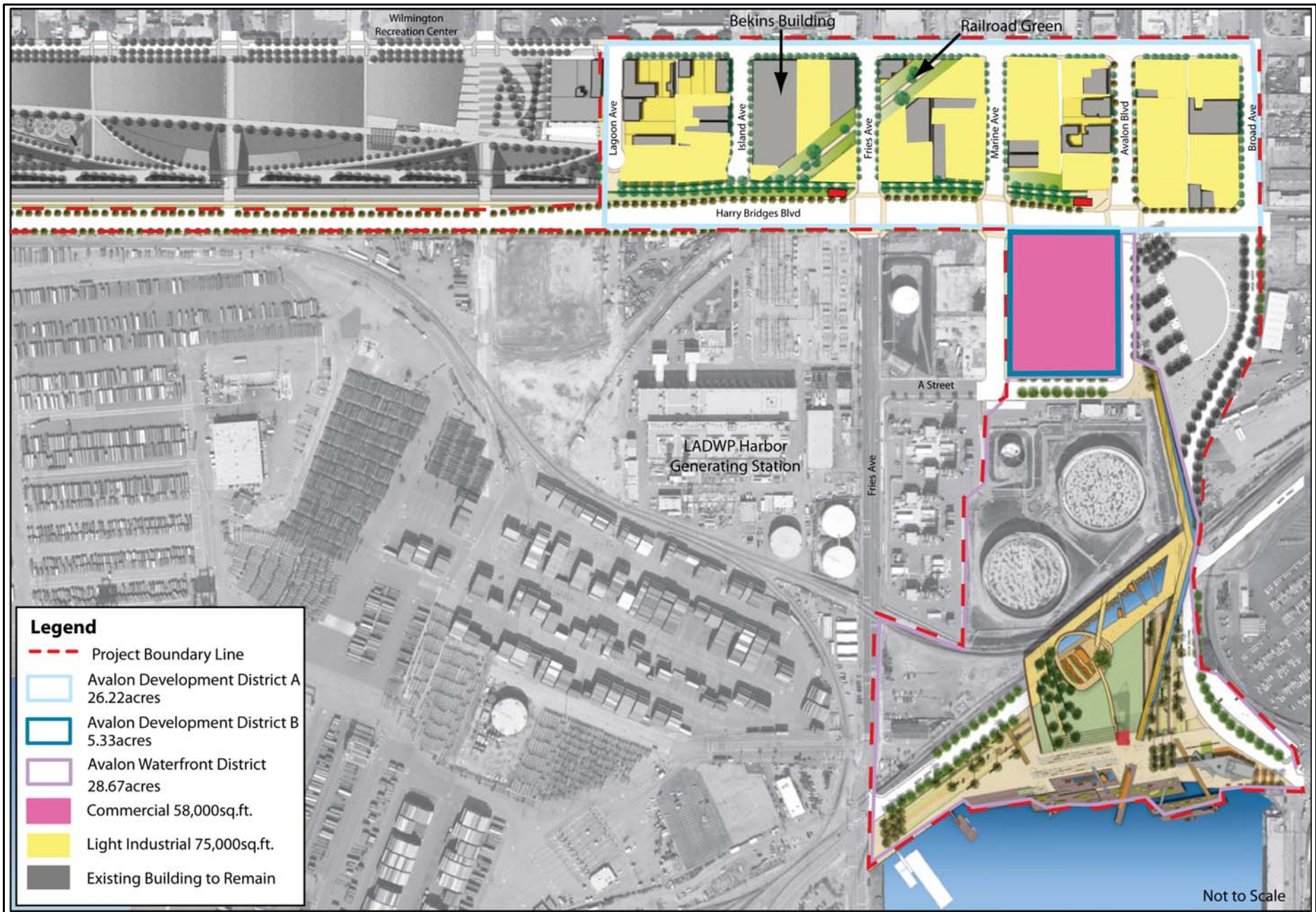
- 1 commercial uses, south of Harry Bridges Boulevard between Avalon Boulevard  
2 and Marine Avenue and the realignment of Avalon Boulevard
- 3 ■ Vacation of Avalon Boulevard south of A Street, realignment and continuation of  
4 Broad Avenue to the waterfront, and realignment of Water Street to provide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

## 30 **2.8.2 Phase II: Full Buildout (2015–2020)**

31 The elements or actions, which would be constructed and operated under Phase II:  
32 Full Buildout, are described below and illustrated in Figure 2-25.

### 33 **2.8.2.1 Avalon Development District (Area A)**

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



SOURCE: Sasaki (2008)

**Figure 2-24**  
**Interim Phase**  
**Wilmington Waterfront Development Project**

## 2.8.2.2 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)

## 2.8.2.3 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

# 2.9 Alternatives to the Proposed Project

## 2.9.1 CEQA Requirements for Alternatives

CEQA’s evaluation criteria for alternatives are described fully in Chapter 1, Section 1.5.8. Briefly, the CEQA Guidelines, Section 15126.6, require that an EIR 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. The range of alternatives required in an EIR is governed by a “rule of reason” that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice. An EIR need not consider every conceivable alternative to a project. Rather, the alternatives must be limited to ones that meet the project objectives, are ostensibly feasible, and would avoid or substantially lessen at least one of the significant environmental effects of the project (CEQA Guidelines, Section 15126.6[f]). The EIR must also identify the environmentally superior alternative other than the No Project Alternative. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects (CEQA Guidelines, Section 15126.6[c]).

## 2.9.2 Alternatives Evaluated in this Draft EIR

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. In developing alternatives, the starting point is the proposed Project's objectives.

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 summarized in Section 2.9.3. Two of the alternatives met most of the project objectives and are presented in Chapter 5, "Project Alternatives," and summarized below. In addition, the No Project Alternative was considered as required by CEQA. Chapter 5 provides the complete comparison between the proposed Project and the alternatives, and identifies the environmentally superior alternative.

The following alternatives are evaluated:

- 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. Table 2-5 provides a summary comparison of each of the alternatives in relation to the proposed Project.

**Table 2-5.** Summary of Proposed Project and Alternatives at Full Buildout (2020)

<i>Alternative</i>	<i>Total Project Acres</i>	<i>Acres Subject to Construction Activity*</i>	<i>Proposed Retail/Commercial and Restaurant (square feet)</i>	<i>Proposed Industrial (square feet)</i>	<i>Total Fill in Water (square feet)</i>	<i>New Over-Water Viewing Piers (square feet)</i>
Proposed Project	94	90	70,000	150,000	2,200	43,220
Alternative 1 Reduced Development: No Avalon Development District	63	55	12,000	0	2,200	43,220
Alternative 2 Reduced Construction and	94	82	70,000	150,000	2,200	43,220



<i>Alternative</i>	<i>Total Project Acres</i>	<i>Acres Subject to Construction Activity*</i>	<i>Proposed Retail/Commercial and Restaurant (square feet)</i>	<i>Proposed Industrial (square feet)</i>	<i>Total Fill in Water (square feet)</i>	<i>New Over-Water Viewing Piers (square feet)</i>
Demolition: LADWP Marine Tank Farm to Remain						
Alternative 3 No Project	94	0	0	0	0	0
*Construction activity includes, but is not limited to, grading, grubbing, trenching, demolition, and new construction and improvements. Avalon Triangle Park is a separate development project and is only included in the proposed Project boundary due to the Port Plan and PMP boundary adjustment and land use redesignation.						

1

2 **2.9.2.1 Alternative 1—Alternative Development Scenario 1**  
 3 **(Reduced Development)**

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

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

15 Alternative 1 would not include streetscape and pedestrian enhancements along  
 16 portions of Harry Bridges Boulevard, C Street, portions of Avalon Boulevard,  
 17 Lagoon Avenue, Island Avenue, portions of Fries Avenue, Marine Avenue, and  
 18 portions of Broad Avenue. Nor would it develop the infrastructure to support  
 19 approximately 150,000 square feet of development for light industrial uses (for green  
 20 technology businesses) or the 58,000 square feet of retail/commercial uses (such as a  
 21 Mercado). In addition, Alternative 1 would not include implementation of the  
 22 Waterfront Red Car Museum and rehabilitation of the 14,500-square-foot Bekins  
 23 property, or development and landscaping of the 1-acre Railroad Green.

24 The Avalon Development District would remain underdeveloped in its existing  
 25 condition. This area would have the potential to undergo redevelopment in the  
 26 future, but it would not be in combination or coordination with the Wilmington

1 Waterfront Development Program. Under this alternative, development of the  
2 infrastructure within the Avalon Development District would not be assured, and it is  
3 reasonably foreseeable that the land would remain vacant for an extended period of  
4 time.

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

7 ■ Waterfront Promenade and visitor-serving amenities including:

- 8 □ Demolition of Catalina Freight, National Polytechnic College of Science  
9 Hyperbaric Chamber Building, and National Polytechnic College of Science  
10 Welding Pier
- 11 □ Construction and operation of waterfront promenade
- 12 □ Construction and operation of Observation Tower
- 13 □ Construction and operation of a restaurant

14 ■ Land Bridge and LADWP Marine Tank site, including:

- 15 □ 1-acre Entry Plaza
- 16 □ Pedestrian water bridge
- 17 □ Dedication of LADWP property for park and recreation use and demolition  
18 of LADWP Marine Tank Site
- 19 □ Construction and operation of the 10-acre Land Bridge and elevated park

20 ■ Three Surface Parking Areas

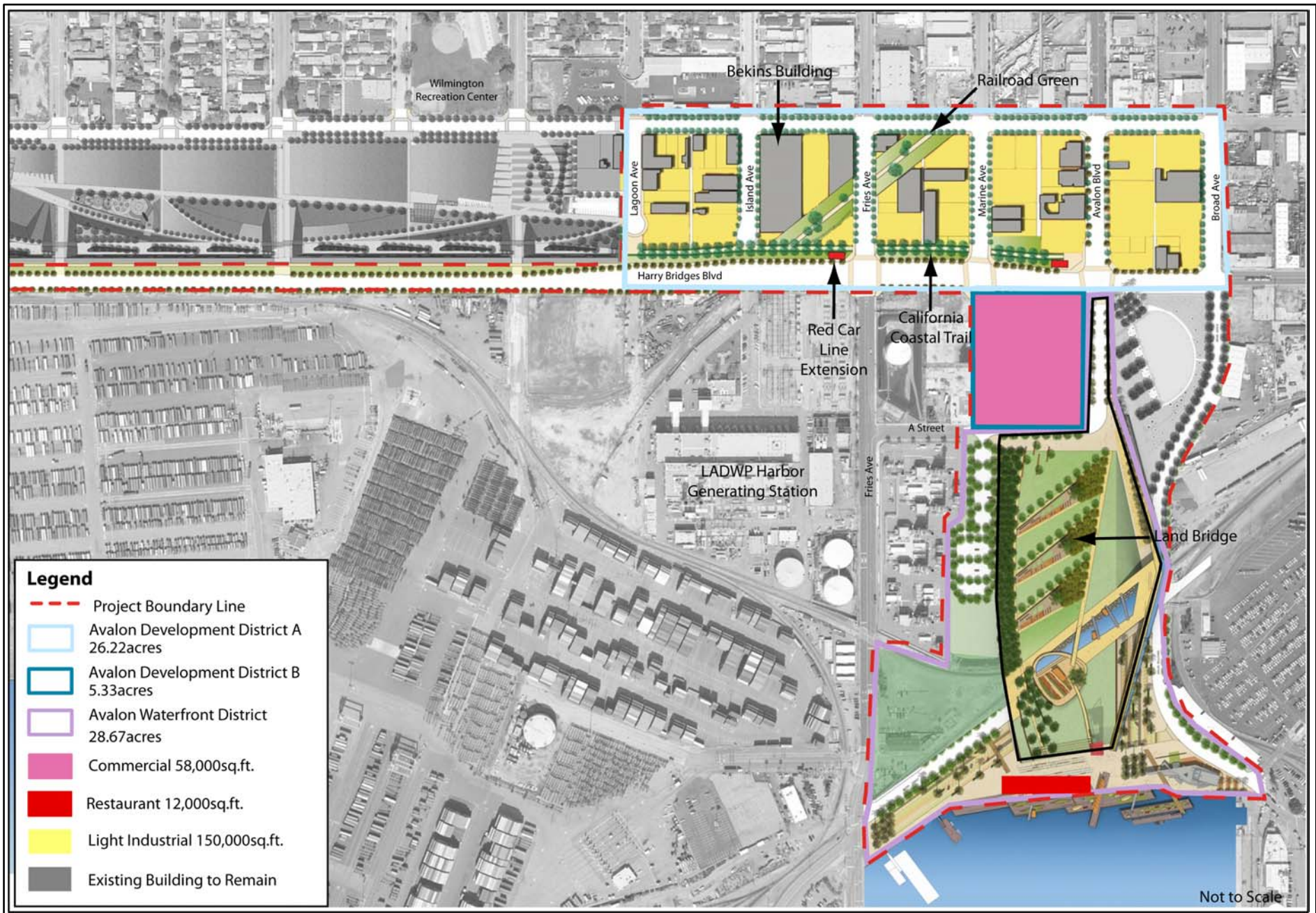
21 ■ Landscaping improvements to the existing National Polytechnic University  
22 (College of Oceanering) parking area and area surroundings

23 ■ Traffic improvements including:

- 24 □ Realignment of Avalon Boulevard and Broad Avenue
- 25 □ Realignment of Water Street to increase the area of the waterfront promenade  
26 and allow the construction of the Land Bridge as proposed
- 27 □ Construction of a passenger drop-off east of Banning's Landing Community  
28 Center

29 ■ Extension of the Waterfront Red Car Line and California Coastal Trail,  
30 beginning at Swinford Street and ending at Avalon Boulevard)

31 ■ Extension of the Port Plan and Port Master Plan Jurisdictional Boundaries and  
32 Corresponding Retraction of Wilmington-Harbor City Community Plan  
33 Jurisdictional Boundary and the redesignation of land uses to allow for recreation  
34 and park uses consistent with the Tidelands Trust



SOURCE: Sasaki (2008)

**Figure 2-25**  
**Full Build Out**  
**Wilmington Waterfront Development Project**

### 2.9.2.2 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 building the Phase 1 portion (see Figure 2-4 for Interim Development 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 and elevated 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.

### 2.9.2.3 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 to 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 Storage Property buildings would not undergo adaptive reuse or reconditioning, but instead would remain on site in their existing condition.



- 1 ■ Banning’s Landing Community Center would continue to operate, and its  
2 associated parking area would remain in place.
- 3 ■ The waterfront area and existing bulkhead would remain in their existing  
4 condition.
- 5 ■ Relocation of Catalina Freight and demolition of the onsite office and warehouse  
6 building located at the waterfront could still occur as the tenant is being relocated  
7 independently of the proposed Project and would not necessarily require a  
8 discretionary action.
- 9 ■ The National Polytechnic University (College of Oceaneering) would continue to  
10 operate as with the proposed Project, but no improvements would be made to the  
11 surface parking area and landscaping.
- 12 ■ The National Polytechnic College of Science Hyperbaric Chamber Building and  
13 National Polytechnic College of Science Welding Pier would not be demolished.
- 14 ■ Avalon Boulevard would continue through to the waterfront; Broad Avenue  
15 would terminate at Avalon Boulevard; Water Street would not be realigned.
- 16 ■ Movement of goods would continue truck and rail operations using the exiting  
17 transportation corridors and street network.
- 18 ■ The Port Plan, Wilmington-Harbor City Community Plan, and the Port Master  
19 Plan would remain unchanged.
- 20 ■ Development of the Avalon Triangle Park site would still proceed independently.

### 21 **2.9.3 Alternatives Eliminated from Further** 22 **Consideration**

23 As discussed in Chapter 5, “Project Alternatives,” CEQA requires an EIR to present a  
24 range of reasonable alternatives to the proposed Project, or to the location of the  
25 project, that could feasibly attain a majority of the basic project objectives, but would  
26 avoid or substantially lessen one or more significant environmental impacts of the  
27 project. CEQA also requires an evaluation of the comparative merits of the  
28 alternatives. An EIR is not required to consider alternatives that would be infeasible,  
29 would not reduce any identified significant impact, or would not meet a majority of  
30 the project objectives. Additional details regarding these alternatives and the reasons  
31 for rejecting them are included in Chapter 5, “Project Alternatives.”

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

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

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

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

## 5   **2.10           Proposed Project Baseline for CEQA** 6           **Purposes**

7           CEQA’s requirements for establishing a baseline are discussed in Section 1.6.6,  
8           “CEQA Baseline.” Section 15125 (a) of the CEQA Guidelines provides the  
9           following:

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

16           Section 15125 of the CEQA Guidelines requires EIRs to include a description of the  
17           physical environmental conditions in the vicinity of a proposed project that exist at  
18           the time of the issuance of the NOP. For some resource areas, such as Aesthetics, or  
19           Geology, the baseline conditions are defined by what was present at the time the  
20           NOP was circulated for review (March 2008). Assessment of other resource areas  
21           such as Air Quality, Biology, or Water Quality may also include information from  
22           prior years up to March 2008 in order to provide the most accurate and representative  
23           characterization of baseline conditions by accounting for fluctuations at any point in  
24           time. When special circumstances are present, details are provided in the respective  
25           sections of Chapter 3, “Environmental Analysis,” prior to the impact analysis. These  
26           environmental conditions constitute the baseline physical conditions by which the  
27           CEQA lead agency determines whether an impact would be significant.

28           The CEQA baseline represents the setting at a fixed point in time, with no project  
29           growth over time, and differs from the No Project Alternative in that the No Project  
30           Alternative addresses what is likely to happen at the site over time without  
31           discretionary approvals, starting from the existing conditions. The No Project  
32           Alternative allows for growth at the proposed project site that would occur without  
33           additional discretionary approvals.

## 34   **2.11           Intended Uses of this Draft EIR**

35           This draft EIR has been prepared in accordance with applicable state environmental  
36           regulations, policies, and laws to inform federal, state, and local decision-makers

1 regarding the potential environmental impacts of the proposed Project and its  
2 alternatives. As an informational document, an EIR does not recommend approval or  
3 denial of a project. This draft EIR is being provided to the public for review,  
4 comment, and participation in the planning process. After public review and  
5 comment, a final EIR will be prepared. The final EIR will include responses to  
6 comments on the draft EIR received from agencies, organizations, and individuals. It  
7 will be distributed to provide the basis for decision making by the lead agency, as  
8 described below, and other concerned agencies.

### 9 **2.11.1 Lead Agency Use—LAHD**

10 LAHD has jurisdictional authority over the proposed Project pursuant to the Port of  
11 Los Angeles Tidelands Trust, the California Coastal Act, and CEQA. This EIR will  
12 be used by LAHD, as the lead agency under CEQA, in making a decision with regard  
13 to the construction and operation of the proposed Project and to inform agencies  
14 considering permit applications and other actions required to construct, lease, and  
15 operate the proposed Project. LAHD's certification of the EIR, notice of completion,  
16 findings of fact, and statement of overriding considerations (if necessary) will  
17 document LAHD's decision as to the adequacy of the EIR and inform subsequent  
18 decisions by LAHD whether to approve and construct the proposed Project.

19 Actions that could be undertaken by LAHD following preparation of the  
20 final EIR include the following:

- 21 ■ Certification of the EIR
- 22 ■ Project Approval
- 23 ■ Lease Approvals
- 24 ■ Land Condemnation
- 25 ■ General Plan Amendment (Wilmington Harbor-City CP and Port Plan)
- 26 ■ PMP Amendments
- 27 ■ Issuance of Coastal Development Permits
- 28 ■ Completion of Final Design
- 29 ■ Approval of Engineering Permits
- 30 ■ Obtaining other Agency Permits and Approvals (e.g., dredge and fill, grading,  
31 construction, occupancy, and fire safety)
- 32 ■ Approval of Construction Contracts

### 33 **2.11.2 Other Uses**

34 Other agencies (federal, state, regional, and local) that have jurisdiction over some  
35 part of the proposed Project or a resource area affected by the proposed Project are

1 expected to use this EIR as part of their approval or permit process as set forth in  
 2 Table 2-6. Specific approvals that could be required for this proposed Project include  
 3 but are not limited to:

- 4 ■ California Coastal Commission approval of a Coastal Development Permit and  
 5 PMP Amendment to extend the PMP boundary and designate land uses not  
 6 currently within the PMP to industrial, commercial, and recreational land uses
- 7 ■ City of Los Angeles Building and Safety Permits
- 8 ■ City of Los Angeles Planning Commission and City Council approval of a  
 9 General Plan Amendment to extend the Port Plan boundary, retract the  
 10 Wilmington Harbor City boundary, and re-designate land uses currently under  
 11 the Wilmington Harbor-City CP to land uses allowed by the Port Plan
- 12 ■ City Council approval of the rezone under the City of Los Angeles zoning  
 13 ordinance to allow for Parks consistent with the Tidelands trust in Planning Area  
 14 5
- 15 ■ USACE permit—pursuant to Section 404 of the CWA, Section 10 of the Rivers  
 16 and Harbors Act (RHA), and Section 103 of the Marine Protection, Research and  
 17 Sanctuaries Act (MPRSA)
- 18 ■ Water quality permits (CWA Section 401 water quality certification and NPDES  
 19 permits)
- 20 ■ Construction contracts

## 21 2.12 Agencies Expected to Use this EIR

22 Table 2-6 lists responsible and trustee federal, state, and local agencies that may rely  
 23 on this draft EIR in a review capacity or as a basis for issuance of a permit for the  
 24 proposed Project or for related actions.

25 **Table 2-6.** Agencies Expected to Use this EIR

<i>Agency</i>	<i>Responsibilities, Permits, and Approvals</i>
<b>FEDERAL AGENCIES</b>	
U.S. Army Corps of Engineers (USACE)	Responsible for navigational improvements in waters of the United States. Permitting authority for work and structures in navigable waters and the discharge of dredged or fill material in waters of the United States.
National Oceanographic and Atmospheric Association (NOAA) Fisheries/National Marine Fisheries Service (NMFS)	Reviews and submits recommendations to USACE related to federal construction actions and issuance of permits in accordance with the Fish and Wildlife Coordination Act. Also responsible for Essential Fish Habitat (EFH) under the Magnuson Stevens Act. Provides EFH information, reviews federal action potential effects on EFH, and provides conservation recommendations to USACE through consultation.
U.S. Coast Guard (USCG)	Has jurisdiction over marine facilities, bridges, and vessel transportation in harbor waters. Responsible for ensuring safe navigation and for preventing and responding to oil or hazardous materials releases in the marine environment.



<i>Agency</i>	<i>Responsibilities, Permits, and Approvals</i>
	Responsible for enforcement of the Maritime Transportation Security Act (MTSA) and the International Ship and Port Facility Security (ISPS) Code standards for security at cruise terminals.
U.S. Environmental Protection Agency (EPA)	Has primary responsibility for implementing the Clean Air Act (CAA) and works with other federal agencies to implement conformity requirements. Reviews and submits recommendations for spill prevention control and countermeasure plans for non-transportation-related onshore and offshore facilities engaged in storing, processing, refining, transferring, distributing, or consuming oil and gas products. Regulatory authority for determining suitability of dredged sediments for ocean disposal in accordance with Section 103 of the Marine Protection, Research, and Sanctuaries Act (MPRSA). Reviews and submits recommendations to USACE related to federal construction actions and issuance of permits.
U.S. Fish and Wildlife Service (USFWS)	Reviews and submits recommendations to USACE related to federal construction actions and issuance of permits in accordance with the Fish and Wildlife Coordination Act and consultations pursuant to Section 7 of the Endangered Species Act (ESA).
STATE AGENCIES	
California Coastal Commission (CCC)	Reviews environmental document to ensure compliance with the Coastal Zone Management Act and consistency with the California Coastal Act. Performs a federal consistency determination. Reviews and must approve Coastal Development Permit (CDP) applications and Port Master Plan (PMP) amendments. The proposed Project would require an amendment to the PMP to expand the PMP boundary and to allow park land uses consistent with the Tidelands Trust within portions of the proposed project site.
California Department of Fish and Game (CDFG)	Reviews and submits recommendations in accordance with CEQA. Consultation in accordance with the Fish and Wildlife Coordination Act.
California Department of Transportation (Caltrans)	Permitting authority for highway improvements and rail trackage, connections, and signage during construction operations.
California Office of Historic Preservation	Consultation under Section 106 of the National Historic Preservation Act (NHPA) regarding impacts on cultural resources (i.e., demolition of buildings and structures) that are either listed or eligible for listing on the National Register of Historic Places (NRHP).
California Public Utilities Commission (CPUC)	Permitting authority for rail trackage, connections, and signage during construction operations.
The California Waste Management Board	Statutory and regulatory authority to control the handling and disposal of solid nonhazardous waste in a manner that protects public safety, health, and the environment. State law assigns responsibility for solid waste management to local governments.
Regional Water Quality Control Board (RWQCB), Los Angeles Region	Permitting authority for Clean Water Act (CWA) Section 401 water quality certifications subject to Section 404 of the CWA. Permitting authority for California waste discharge requirements pursuant to the state Porter-Cologne Water Quality Control Act. Responsible for issuance of both construction and industrial National Pollutant Discharge Elimination System (NPDES) stormwater permits.
California State Lands	The CSLC has oversight responsibility for tidal and submerged lands

<i>Agency</i>	<i>Responsibilities, Permits, and Approvals</i>
Commission (CSLC)	legislatively granted in trust to local jurisdictions and has adopted regulations for the inspection and monitoring of marine terminals. The CSLC inspects and monitors all marine facilities for effects on public health, safety, and the environment.
California Department of Toxic Substance Control (DTSC)	Regulatory jurisdiction over underground tanks containing hazardous materials. Implements groundwater monitoring provision of the Resource Conservation and Recovery Act. Responsible for general site cleanup outside of underground storage tanks (state superfund sites, etc.).
<b>REGIONAL AGENCIES</b>	
Los Angeles County Fire Department (LACFD)	Licensing and inspection authority for all hazardous waste generation in the City. Provides regulation and oversight of site remediation projects involving hazardous waste generators where surface and subsurface soils are contaminated with hazardous substances.
South Coast Air Quality Management District (SCAQMD)	Permitting authority for construction of landfill and operation of pump stations, storage tanks, and terminal facilities; activities involving hydrocarbon-containing soils (Rule 1166); and new or modified sources of air emissions (new source review).
Southern California Association of Government (SCAG)	Responsible for developing regional plans for transportation and federal conformity as well as developing the growth factors used in forecasting air emissions in the South Coast Air Basin (SCAB).
<b>LOCAL AGENCIES</b>	
City of Los Angeles City Council	City Council legislative body that would review any appeal to certification of the EIR by the LAHD and would have approval authority over the proposed amendments to the General Plan Land Use Element to permit adjustments to the Wilmington-Harbor City and Port of Los Angeles Plan boundaries and land use designations; reviews and approves leases, permits, and other approvals.
City of Los Angeles Harbor Department (LAHD)	LAHD is the lead agency for CEQA and the California Coastal Act (via the certified PMP). Other City departments have various approval and permitting responsibilities, and are listed separately below for the sake of clarity.  Pursuant to its authority, LAHD may approve permits and other approvals (e.g., coastal development permits; leases for occupancy; and approval of operating, joint venture, or other types of agreements for the operation of the facilities) for the projects evaluated in this EIR. Leasing authority for the Port's land. Permitting authority for engineering construction. Responsible for general regulatory compliance. Responsible for master plan amendment and map change and issuance of coastal development permits. Responsible for activities of other City departments for the proposed Project.
City of Los Angeles Building and Safety Department	Responsible agency with permitting authority for building and grading permits.
City of Los Angeles Bureau of Engineering	Responsible agency with permitting authority for storm drain connections and stormwater discharges, permits for water discharges to the wastewater collection system, and approval of street vacations.
City of Los Angeles Bureau of Sanitation	Responsible agency with permitting authority for industrial waste permit for discharges of industrial wastewater to the City sewer system.
City of Los Angeles Fire	Responsible agency that reviews facilities' Hazardous Materials Business Plan

<i>Agency</i>	<i>Responsibilities, Permits, and Approvals</i>
Department (LAFD)	and Inventory and Risk Management and Prevention Programs. Reviews and submits recommendations regarding design for building permit.
City of Los Angeles Department of Transportation (LADOT)	Responsible agency that reviews and approves changes in City street design, construction, signalization, signage, traffic counts, as well as traffic impact analysis methodology and the study area.
City of Los Angeles Department of Water and Power (LADWP)	Responsible agency that provides a water supply assessment and approves the facilities' new water service connection and meters. LADWP may also provide assistance or even lead efforts for the remediation of the LADWP Marine Tank Farm site if determined applicable to the site.
City of Los Angeles Planning Department	Responsible agency that reviews zone changes or amendments, general plan amendments, variances for zoning or parking code requirements. The proposed Project would require a General Plan amendment to extend the boundary of the Port of Los Angeles Plan, retract the Wilmington Harbor City CP boundary, and re-designate industrial/commercial land uses to open space and park uses. A rezone is required to allow parks consistent with the Tidelands Trust in current industrial/commercial zones.

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## 2.13 Relationship to Existing Statutes, Plans, Policies, and Other Regulatory Requirements

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One of the primary objectives of the CEQA process is to ensure that the proposed Project is consistent with applicable statutes, plans, policies, and other regulatory requirements. Table 2-7 lists the statutes, plans, policies, and other regulatory requirements applicable to the proposed Project and its alternatives. Additional analysis of plan consistency is contained in individual resource sections of Chapter 3, “Environmental Analysis,” and, in particular, in Section 3.8, “Land Use.”

11

**Table 2-7.** Applicable Statutes, Plans, Policies, and Other Regulatory Requirements

<i>Applicable Ruling</i>	<i>Description</i>
California Coastal Act of 1976	The California Coastal Act (PRC Div. 20 Section 30700 et seq.) identifies the Port of Los Angeles and its facilities as “one of the state’s primary economic and coastal resources and [is] an essential element of the national maritime industry” (PRC Section 30701(a)). In accordance with the Act, LAHD is responsible for modernizing and constructing necessary facilities to accommodate deep-draft vessels along with the demands of foreign and domestic waterborne commerce as well as other traditional and water-dependent and related facilities to preclude the necessity for developing new ports elsewhere in the state (PRC Section 30701(b)). The Coastal Act further provides that all port-related developments should “[g]ive highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities” (PRC Section 30708 (c)).  Under the California Coastal Act, water areas may be diked, filled, or dredged when consistent

<i>Applicable Ruling</i>	<i>Description</i>
	<p>with a certified port master plan only for specific purposes, including: (1) construction, deepening, widening, lengthening, or maintenance of ship channel approaches, ship channels, turning basins, berthing areas, and facilities that are required for the safety and the accommodation of commerce and vessels to be served by port facilities; and (2) new or expanded facilities or waterfront land for Port-related facilities. (PRC Section 30705(a))</p> <p>In accordance with provisions of the Coastal Act, the Port has a certified Master Plan (PMP) that provides the Port with Coastal Development Permit authority for actions/developments consistent with that Master Plan. Items that are inconsistent with the PMP such as new fills in water would require a PMP Amendment approved by the Coastal Commission. The proposed Project would require an amendment of the PMP to re-designate land uses and rezone to allow for parks consistent with the Los Angeles Tidelands Trust Grant.</p>
Port of Los Angeles Port Master Plan	The Port of Los Angeles Master Plan (PMP) (POLA, 1979) provides for the development, expansion, and alteration of the Port (both short-term and long-term) for commerce, navigation, fisheries, port-dependent activities, and general public recreation. Those objectives are consistent with the provisions of the California Coastal Act (1976), the Charter of the City of Los Angeles, and applicable federal, state, and municipal laws and regulations. The proposed action would necessitate an amendment of the Port of Los Angeles Port Master Plan to allow for parks consistent with the Los Angeles Tidelands Trust Grant.
California Coastal Plan	Under provisions of the California Coastal Act, the Port of Los Angeles Master Plan is incorporated into the Local Coastal Program of the City of Los Angeles. The LAHD has coastal development permit authority for activities in the Main Channel. Therefore, if the proposed Project would be consistent with the Port of Los Angeles Master Plan, the proposed Project would also be considered consistent with the Local Coastal Program. The LAHD does not currently have coastal development permit authority for the following proposed Project element: expanding the PMP boundary, rezone, and redesignating land uses. Authority would be granted if the Port of Los Angeles Master Plan were amended to include the Project element.
Los Angeles Tidelands Trust Grant	The State of California granted the submerged lands and tidelands comprising the Port of Los Angeles 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). The submerged lands and tidelands are administered by the LAHD to promote and develop commerce, navigation and fisheries, and other uses of statewide interest and benefit, including but not limited to, commercial, industrial, and transportation uses, public buildings and public recreational facilities, wildlife habitat, and open space. The LAHD would fund the proposed Project with trust revenues. All property and improvements included in the proposed Project would be dedicated to maritime-related uses, including industrial, commercial, and public recreation and would, therefore, be consistent with the requirements of the Trust.
San Pedro Bay Clean Air Action Plan	The LAHD, in conjunction with the Port of Long Beach and with guidance from AQMD, CARB, and USEPA, has developed the San Pedro Bay Clean Air Action Plan (CAAP), which was approved by the Los Angeles and Long Beach Boards of Harbor Commissioners on November 20, 2006. The CAAP focuses on reducing diesel particulate matter (DPM), NO <sub>x</sub> , and SO <sub>x</sub> , with two main goals: (1) to reduce Port-related air emissions in the interest of public health, and (2) to disconnect cargo growth from emissions increases. The Plan includes near-term measures implemented largely through the CEQA/NEPA process and new leases at both ports. The proposed Project includes air quality control measures outlined in the CAAP, both as mitigation that will be imposed via permits and lease provisions and as standard measures that will be implemented through the lease, agreements with other agencies and business entities, and Port contracting policies.
Port of Los Angeles Real	The purpose of this Policy is to provide a framework that governs leasing and rental decisions as they relate to tenant retention, selecting new tenants, development of new



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Estate Leasing Policy	agreements and, as appropriate, modifications to existing agreements by amendments. The proposed Project would be consistent with the Leasing Policy and incorporate CAAP provisions that would be implemented through the lease with the future leasees.
Port of Los Angeles Strategic Plan	The Port of Los Angeles Strategic Plan (USACE and POLA, 2007) identifies the mission of the Port and provides 11 strategic objectives for the next 5 years. The mission includes promotion of “grow green” philosophy combined with fiduciary responsibility and promotion of global trade. The 11 strategic objectives include, minimization of land use conflicts, maximizing the efficiency and the capacity of current and future facilities, addressing needed infrastructure requirements, maintaining financial self-sufficiency, raising environment standards and enhancing public health, promoting emerging and environmentally friendly cargo movement technology and energy sources, provide for safe and efficient operations and homeland security, strengthen local community relations and developing more and higher quality jobs. The proposed Project is consistent with the Strategic Plan because the Project would create new industrial and commercial facilities, which would raise environmental standards through the incorporation of LAHD environmental policies into a new lease and would use sustainable elements such as solar panels, stormwater recycling, and low impact drainage options such as bioswales and pervious pavement.
Port of Los Angeles Risk Management Plan	The Risk Management Plan, an amendment to the Port of Los Angeles Master Plan, was adopted in 1983, per requirements of the California Coastal Commission. The purpose of the Risk Management Plan is to provide siting criteria relative to vulnerable resources and the handling and storage of potentially hazardous cargo such as crude oil, petroleum products, and chemicals. The Risk Management Plan provides guidance for future development of the Port to minimize or eliminate the hazards to vulnerable resources from accidental releases (LAHD, 1983). The area surrounding the proposed Project site has been reviewed for hazardous risk under the Port Risk Management Plan, however, the proposed Project would not add a hazardous risk element requiring compliance with the Port RMP.
City of Los Angeles General Plan – Port of Los Angeles Plan	The Port of Los Angeles Plan is part of the General Plan for the City of Los Angeles (City of Los Angeles, 1982a). This plan provides a 20-year official guide to the continued development and operation of the Port. It is designed to be consistent with the Port of Los Angeles Master Plan discussed above. Amendments to the Port Plan would be required to extend the Port Plan boundary, re-designate land uses to allow for parks consistent with the Tidelands Trust, and downgrade Avalon Boulevard south of Harry Bridges Boulevard .
City of Los Angeles – Wilmington Community Plan	The Wilmington Harbor City Community Plan serves as a basis for future development of the community. It is also the land use plan portion of the City’s Local Coastal Program for Wilmington. The Port of Los Angeles, although contiguous to Wilmington, is not part of the Wilmington Harbor City Community Plan area. However, the proposed project site lies partly within the Wilmington community and therefore within the jurisdictional boundary of the Wilmington Harbor City Community Plan. The proposed Project would amend the Wilmington Harbor City Community Plan to retract the jurisdictional boundary to the north of Harry Bridges Boulevard.
City of Los Angeles General Plan – Air Quality Element	The City of Los Angeles General Plan has an Air Quality Element (City of Los Angeles, 1992) that contains general goals, objectives, and policies related to improving air quality in the region. Policy 5.1.1 relates directly to the Port and requires improvements in harbor operations and facilities to reduce emissions. The LAHD is actively planning for and implementing such improvements. The proposed Project is consistent with the Air Quality Element in that it incorporates CAAP measures to reduce air quality impacts.
Water Quality Control Plan –	The Water Quality Control Plan for the Los Angeles River Basin (Region 4) (Basin Plan) was adopted by the Regional Water Quality Control Board, Los Angeles Region (RWQCB) in

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Los Angeles River Basin	1978 and updated in 1994 (RWQCB, 1994). The Basin Plan designates beneficial uses of the basin's water resources. The Basin Plan describes water quality objectives, implementation plans, and surveillance programs to protect or restore designated beneficial uses. The proposed Project would be operated in conformance with objectives of the Water Quality Control Plan and would require future leasees to comply with the General Industrial permit for stormwater.
Water Quality Control Policy – Enclosed Bays and Estuaries of California	In 1974, the State Water Resources Control Board (SWRCB) adopted a water quality control policy that provides principles and guidelines to prevent degradation and to protect the beneficial uses of waters of enclosed bays and estuaries (SWRCB, 1974). Los Angeles Harbor is considered to be an enclosed bay under this policy. Activities, such as the discharge of effluent, thermal wastes, radiological waste, dredge materials, and other materials that adversely affect beneficial uses of the bay and estuarine waters are addressed. Waste discharge requirements developed by the RWQCB, among other requirements, must be consistent with this policy. The proposed Project would be constructed and operated in conformance with objectives of the Water Quality Control Policy through controls on construction activities (fill, wharf construction) and on operations (stormwater and other discharges).
Air Quality Management Plan	The federal Clean Air Act (CAA) and its subsequent amendments establish the National Ambient Air Quality Standards (NAAQS) and delegate the enforcement of these standards to the states. In areas that exceed the NAAQS, the CAA requires states to prepare a State Implementation Plan (SIP) that details how the NAAQS will be achieved within mandated time frames. The CAA identifies emission reduction goals and compliance dates based on the severity of the ambient air quality standard violation within an area. The California Clean Air Act (CCAA) outlines a program to attain the more stringent California Ambient Air Quality Standards (CAAQS) for O <sub>3</sub> , NO <sub>2</sub> , SO <sub>2</sub> , and CO by the earliest practical date. The Lewis Air Quality Act of 1976 established the South Coast Air Quality Management District (SCAQMD), created SCAQMD jurisdiction over the four-county South Coast Air Basin, and mandated a planning process requiring preparation of an Air Quality Management Plan (AQMP). The 2003 AQMP (SCAG, 2007) proposes emission reduction strategies that will enable the South Coast Air Basin to achieve the national and most state ambient air quality standards within the mandated time frames. The proposed Project would be consistent with this plan, and discussions with the Southern California Association of Governments (SCAG) determined that construction and operation of the proposed Project are consistent with SCAG regional employment and population growth forecasts, which were used in the development of the 2003 AQMP.
California Air Resources Board – Emission Reduction Plan for Ports and Goods Movement	California Air Resources Board (CARB) approved the Emission Reduction Plan for Ports and Goods Movement (CARB, 2006) on April 20, 2006. All of the proposed mitigations in this EIR were developed as part of the Port's Clean Air Action Plan (POLA and POLB, 2006; see Section 1.6). Thus, the Port Air Quality Plan complies with CARB goals and meets and/or exceeds all reduction strategies.
AB 32	On September 27, 2006, Governor Schwarzenegger signed AB 32, the Global Warming Solutions Act. The Act caps California's greenhouse gas emissions at 1990 levels by 2020. This legislation represents the first enforceable statewide program in the United States to cap all GHG emissions from major industries that includes penalties for noncompliance. It requires the State Air Resources Board to establish a program for statewide greenhouse gas emissions reporting and to monitor and enforce compliance with this program. The proposed Project's consistency with AB 32 cannot be accurately evaluated until the Air Resources Board establishes its program.
Southern California Association of Governments	Southern California Association of Governments (SCAG) is responsible for developing regional plans for transportation management, growth, and land use, as well as developing the growth factors used in forecasting air emissions within the South Coast Air Basin. SCAG has developed a Growth Management Plan (GMP), a Regional Housing Needs Assessment, a

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Regional Plans	Regional Mobility Plan (RMP), and in cooperation with the SCAQMD, the AQMPs. The proposed Project would not generate population migration into the area or create a demand for new housing units, and thus would be consistent with these plans.
Congestion Management Plan	The Congestion Management Program (CMP) is a state-mandated program intended as the analytical basis for transportation decisions made through the State Transportation Improvement Program process (LACMTA, 1993). The CMP was developed to: (1) link land use, transportation, and air quality decisions; (2) develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and (3) propose transportation projects that are eligible to compete for state gas tax funds. The CMP includes a Land Use Analysis Program, which requires local jurisdictions to analyze the impacts of land use decisions on the regional transportation system. For development projects, an EIR is required based on local determination and must incorporate a Transportation Impact Analysis into the EIR. This EIR does include a transportation impact analysis and thus is consistent with the CMP.
Water Quality Regulations	The Rivers and Harbors Act of 1899, Section 10; federal Water Pollution Control Act (as amended by the Clean Water Act of 1977), Section 404; California Hazardous Waste Control Act; State Water Resources Control Board, Enclosed Bays and Estuaries Plan; Water Quality Control Plan for the Los Angeles River Basin (Region 4B), adopted by the Regional Water Quality Control Board, Los Angeles Region; and Sections 401 and 402 of the Clean Water Act of 1977.
Air Quality Regulations	Clean Air Act, Title 40 CFR Parts 50 and 51 as amended; Prevention of Significant Deterioration, Titles 40 CFR Part 51.24 and 40 CFR Part 52.21; California Clean Air Act; Air Quality Management Plan of the City of Los Angeles General Plan, Air Quality Element; and SCAQMD Regulations X111 and XV, New Source Review and Rules 212, 401, 403, and 431.2.
Transportation Regulations	California Public Utilities Commission Guidelines; Federal Railroad Administration Guidelines; Federal Highway Administration Guidelines; California Transportation Guidelines; California Administrative Code Section 65302 (f)-Noise Element; City of Long Beach Noise Control Ordinance, No. C-5371; Federal Aid Highway Program Manual 7-7-3; USACE Regulation 1105-2-100; National Environmental Compliance, 91-190; United States Coast Guard Regulations Pertaining to Navigation Safety and Waterfront Facilities; State and Federal Department of Transportation Requirements regarding Track and Rail Transportation of Hazardous Materials; NEPA of 1969 as Amended (Public Law 91-190); and USACE Regulation 1105-2-100, Economic and Environmental Principles and Guidelines for Water and Related Land Resource Implementation Studies.
Biological Resources Protection	Endangered Species Act of 1973, as amended; Marine Mammal Protection Act; Migratory Bird Conservation Act; Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972; California Endangered Species Act; Section 302 of the Marine Protection, Research, and Sanctuaries Act of 1972; United States Fish and Wildlife Act of 1956 (16 USC 742a et seq.); Fish and Wildlife Coordination Act (16 USE 661 et seq.); Magnuson-Stevens Fishery Conservation and Management Act, as amended through 1996; Executive Order 13112, Invasive Species; Nonindigenous Aquatic Nuisance Prevention and Control Act of 1990 (P.L 01-646), as amended by the National Invasive Species Act of 1996; Ballast Water Management for Control of Nonindigenous Species Act of 1999 (PRC Sections 71200-71271).
Cultural Resources	National Historic Preservation Act of 1966, as amended, and its implementing regulations (36 CFR 800); the Archaeological and Historical Preservation Act and Executive Order

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Protection	11593 “Protection and Enhancement of the Cultural Environment.”
Environmental Justice	Executive Order 12898 requires that “to the greatest extent practicable, each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.” California adopted legislation addressing environmental justice in 1999 with the passage of Senate Bill (SB) 115 (Government Code Section 65040.12[c]), which established the Governor’s Office of Planning and Research as the lead agency responsible for implementation of federal and state environmental justice policies in California. SB 115 defines environmental justice as “the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation and enforcement of environmental laws and policies.” In 2000, the Governor signed the related SB 89 requiring that the Secretary for Environmental Protection convene a Working Group to assist California Environmental Protection Agency (CalEPA) in developing an environmental justice strategy.

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