2.0 PROJECT DESCRIPTION

2.1 Introduction

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.

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

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
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 Oceanic Engineering) to the north, Fries Avenue to the west, and the current Avalon Boulevard alignment to the east. The Port harbor and views of the water at Slip 5 are along its southern border.

- **Land Bridge and Elevated Park**—a 10-acre Land Bridge with an elevated park and a pedestrian “water” bridge enhanced by an integrated water feature that would provide the surrounding community with open space and improved pedestrian access to the waterfront; this area is generally bounded by A Street to the north, Avalon Boulevard to the east, the Harbor Generating Station and its associated peaker unit to the west, with the Harbor Rail Line and Slip No. 5 to the south.

- **Avalon Triangle Park**—located south of Harry Bridges Boulevard, between Broad Avenue and Avalon Boulevard. Avalon Triangle Park is not part of the proposed Project, but it would be included within the area that would be encompassed by the proposed Port Plan and PMP boundary expansion.

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

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

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

### 2.2.4 Project Sustainability and Design Features

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

- Use recycled water from the existing 24-inch recycled water main under Harry
  Bridges Boulevard for all landscaping and water feature purposes to decrease the
  proposed Project’s use of potable water.
- Include drought-tolerant plants and shade trees in the planting palette.
- Increase permeable surfaces and improve stormwater runoff quality by installing
  bioswales and permeable pavement at the surface parking locations to reduce
  stormwater runoff and provide natural filtration of pollutants.
- Install approximately 20,000 square feet of solar panels on the shade pavilions on
  the Land Bridge and waterfront piers with a goal of achieving up to 12.5% of the
  proposed Project’s energy needs.
- Provide incentives for green incubator technologies and businesses to locate
  within the 150,000 square feet of proposed light and limited industrial within the
  Avalon Development District.
- Require LEED™ certification for all new buildings as feasible by implementing
  and ensuring consistency with the LAHD’s Green Building Policy, Leadership in
  Energy and Environmental Design (LEED) Certification (minimum Silver) is
  required for all new development over 7,500 square feet.
- Follow LAHD sustainable engineering design guidelines in the siting and design
  of new development.
- Employ LAHD sustainability measures during construction and operation and
  use recycled and locally derived materials for proposed project construction,
  while achieving recycling goals for construction and demolition debris.
- Implement energy efficient design features to help ensure energy needs are
  minimized to the extent feasible during construction and operation of the
  proposed Project (as specified in Chapter 3.2, “Air Quality,” and Chapter 3.12,
  “Utilities”);
- Implement water quality and conservation design features to help ensure water
  quality impacts are minimized during construction at the water’s edge and in the
  water and operationally through the use of construction BMPs and bioswales (as
  Additionally, the proposed project’s use of potable water would be reduced
  through the use of reclaimed water for irrigation and water features (as specified
  in Chapter 3.12 “Utilities”).
- Implement noise design features. Site commercial uses at the waterfront (i.e.
  12,000 square feet of restaurant/visitor-serving retail) more than 100 feet from
  the heavily used San Pedro Branch Line and TraPac ICTF lead (as specified in
  Chapter 3.9, “Noise”).
- Implement aesthetic design features. Public art, consistent with the Wilmington
  Waterfront Development Program Public Art Master Plan, would be integrated
  into the proposed project area and would include up to two major sculptural
  pieces. Views of the waterfront and Wilmington community would be created
through the construction of the elevated park, pedestrian bridge, and observation
tower. The proposed Project would also implement the Wilmington Waterfront
Development Program Lighting Design Guidelines to improve efficiency and
reduce glare (as specified in Chapter 3.1, “Aesthetics”).

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

2.2.5 Proposed Planning/Land Use Changes

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

- Extend the Port Plan jurisdictional boundary from Water Street north to Harry
  Bridges Boulevard and from Broad Avenue in the east to Marine Avenue in the
  west, to include the single block of the Avalon Development District south of
  Harry Bridges Boulevard, the Avalon Triangle Park development site, and the
  Avalon Waterfront District, resulting in a corresponding retraction of the
  Wilmington-Harbor City CP jurisdictional boundary.

- Extend the PMP jurisdictional boundary to match the Port Plan adjustment,
  which would include the single block of the Avalon Development District south
  of Harry Bridges Boulevard, the Avalon Triangle Park development site, and the
  Avalon Waterfront District to be consistent with the Port Plan jurisdictional
  boundary change.

- Amend the City of Los Angeles General Plan to downgrade existing Avalon
  Boulevard. This would include the downgrade of Avalon Boulevard from
  collector street to a local street from Harry Bridges Boulevard south to its
  terminus at Water Street.

- Amend Port Plan existing land use designation of General/Bulk Cargo &
  Commercial/Industrial Uses Non-hazardous in PA 5 to add Recreation (this
  would include the waterfront area and the area where Triangle Park would be
  located);

- Amend Port Master Plan’s existing land use designations for PA 5 (General
  Cargo, Liquid Bulk, Dry Bulk, Commercial Fishing, Industrial, Institutional,
  Other) to add Recreation and Commercial (non-fishing related) land uses; and

- Amend the Los Angeles Municipal Zoning Code (including previous and
  expanded boundary) to add Recreation, consistent with the Tidelands Trust to
  accommodate proposed project components (e.g., waterfront promenade, Land
  Bridge, Observation Tower). The Triangle Park area would be rezoned to Open
  Space.
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
Figure 2-1
Regional Location
Wilmington Waterfront Development Project
Figure 2-2
Proposed Project Boundary and Surrounding Area
Wilmington Waterfront Development Project
and Broad Avenues south of C Street, as well as a single block located south of Harry Bridges Boulevard between Avalon Boulevard and Marine Avenue. Existing industrial structures on privately owned, LAHD-leased, and LAHD-owned lots are scattered throughout this district. The historic 14,500-square-foot Bekins building is located at 245 North Fries Avenue/312–326 West C Street. Existing businesses located on private parcels from west to east include Wilmington Iron Works at 432 West C Street; Tenzera, Inc., at 227 North Island Avenue; Harpur’s Marine Engines at 502 West C Street; Marine Wholesale & WHSE, CO, at 220 North Fries Avenue, Avalon Rafts at 218 and 221–227 North Avalon Boulevard; LA Bunker Surveyors, Inc, at 214 N. Marine Avenue; Monterey Inn (residential) at 233 North Avalon Boulevard; and Smokey’s Cycle Parts at 236 North Avalon Boulevard. Other buildings present in the Avalon Development District, but whose functions are unknown include 414 West C Street, 246 North Fries Avenue, and 229 North Broad Avenue. None of the above privately owned parcels are targeted for modification by the proposed Project with the exception of the historic Bekins buildings, which are planned for rehabilitation in accordance with the Secretary of the Interior’s Guidelines for Rehabilitating Historic Buildings. Figure 2-3 illustrates LAHD-owned and privately owned property.

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

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

The Avalon Triangle Park project site is located on a large, paved vacant lot on the southeast corner of Harry Bridges and Avalon Boulevards. The Avalon Triangle Park development project has been planned and processed separately from the proposed Project, but has been designed to complement the planning and design of the proposed Project.
The Avalon Triangle Park site is part of the proposed Project because this site would be within the proposed extension of the Port Plan jurisdictional boundary and would be removed from the Wilmington-Harbor City CP jurisdictional boundary.

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

### 2.3.4 Surrounding Uses

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

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

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

Immediately west of the proposed project site is the LADWP Harbor Generating Station (HGS). The HGS is located to the west of Fries Avenue at the intersection of Fries Avenue and A Street. In addition, there are five combustion turbines (also known as Peaker Units) associated with the Harbor Generating Station that are located to the east of Fries Avenue. The HGS is owned and operated by LADWP and is located on an 18.3 acre site outside the existing jurisdiction of the Port Plan and the PMP. It was originally constructed in the late 1940s, with the Peaker Units
Figure 2-3
Property Ownership
Wilmington Waterfront Development Project
added in 2001, to provide local in-basin generation, voltage and VAR (Volts Ampere Reactive) support, transmission support, southern system security, and emergency support for the LADWP electrical system. The basic power generation activities and corresponding facility areas are power generation units, electrical switching and receiving, and fuel storage tanks. However, the HGS does have diesel fixed generators to provide emergency power. More detail on the HGS is provided in Chapter 3.7.

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

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

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

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

## 2.5 Proposed Project Background

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

### 2.5.1 Proposed Project Planning History and Community Involvement

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

The following steps were taken in developing the Program:

1. Starting with and building upon the Wilmington Waterfront Development Final Plan, a conceptual vision plan for the area was prepared in 2004 (SMWM), with the participation of the Wilmington Waterfront Development Subcommittee and approval of the Harbor Board of Commissioners.

2. A visionary master plan was crafted based upon a good understanding of baseline conditions in the proposed project area, including the physical, regulatory, environmental, land use, transportation, historical, cultural, market characteristics, and existing plans and projects.

3. Improvements, including public art and street furnishings, were considered in nearby San Pedro to bring consistency in quality and character to Port-wide public improvements.

4. Master Plan alternatives were developed and evaluated for the Wilmington area based on site characteristics and established goals and objectives identified early in the planning process.
5. Four community workshops were conducted in 2006 at critical milestones to garner community input, review, and comment; more than 1,000 people attended the final meeting on December 2, 2006.

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

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

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

### 2.6 Proposed Project Elements

The proposed Project is composed of several actions or elements spread over approximately 94 acres. Development under the proposed Project would occur in the following three areas:
In each of these three areas sustainable design elements and features are proposed to help reduce energy and water requirements and to contribute to an improved project design (as discussed above under Section 2.2). Jurisdictional boundary adjustments are required for the Port Element of the City’s General Plan, Wilmington Harbor-City Community Plan, Port Master Plan. The re-designation of land uses and rezoning within the proposed project area would also occur under the proposed Project within the three areas identified above.

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

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

Table 2-1. Elements of the Proposed Project

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<tbody>
<tr>
<td><strong>AVALON DEVELOPMENT DISTRICT</strong></td>
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<tr>
<td>Light Industrial Development</td>
<td>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</td>
<td>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</td>
<td>Potentially construct and operate an additional 75,000 sf of light industrial development (oriented toward green technology businesses).</td>
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<tr>
<td>Commercial Development</td>
<td>Dockside Ship &amp; Machine Repair structures totaling approximately 10,000 sf and an underutilized 5,500 sf</td>
<td>Construction and operation of 58,000 sf of retail/commercial development south of</td>
<td>N/A</td>
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Table 2-1. Elements of the Proposed Project
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<tr>
<td>structure south of Harry Bridges Boulevard between Avalon Boulevard and Marine Avenue and vacant industrial lots</td>
<td>Harry Bridges Boulevard along Avalon Boulevard</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Waterfront Red Car Museum</td>
<td>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</td>
<td>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</td>
<td>N/A</td>
</tr>
<tr>
<td>Railroad Green</td>
<td>Vacant railroad right of way and lot</td>
<td>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)</td>
<td>N/A</td>
</tr>
<tr>
<td>Vacate Avalon Boulevard</td>
<td>Avalon Boulevard and associated infrastructure (i.e., curbs, gutters, etc.), vacant industrial lots and industrial buildings listed under Commercial development above</td>
<td>Vacation of Avalon Boulevard south of A Street</td>
<td>N/A</td>
</tr>
<tr>
<td>Realign Broad Avenue</td>
<td>Broad Avenue and associated infrastructure (i.e., curbs, gutters, etc.) and a corner of a lot used for material storage</td>
<td>Realignment of Broad Avenue to continue to the waterfront</td>
<td>N/A</td>
</tr>
<tr>
<td>Streetscape Improvements</td>
<td>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</td>
<td>Streetscape and pedestrian enhancements to improve aesthetics and connectivity throughout the Avalon Development District</td>
<td>Streetscape and pedestrian enhancements to improve aesthetics and connectivity throughout the Avalon Development District</td>
</tr>
</tbody>
</table>

**Demolition**

<table>
<thead>
<tr>
<th>Demolish Dockside Ship &amp; Machine Repair Structures</th>
<th>Approximately 10,000 sf (also listed above in Commercial Development)</th>
<th>Demolish all structures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demolish Underutilized</td>
<td>Approximately 5,500 sf</td>
<td>Demolish structure</td>
</tr>
<tr>
<td>----------</td>
<td>----------------------------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>Structure at 115 N. Avalon Boulevard</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>AVALON WATERFRONT DISTRICT</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waterfront Promenade &amp; Replacing Existing Bulkhead</td>
<td>Catalina Freight, existing bulkhead and pier</td>
<td>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</td>
</tr>
<tr>
<td>Land Bridge with Elevated Park (total 10 acres)</td>
<td>LADWP Marine Tank Site</td>
<td>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</td>
</tr>
<tr>
<td>Pedestrian Water Bridge</td>
<td>LADWP Marine Tank Site</td>
<td>Construction and operation of the pedestrian “Water” Bridge from Entry Plaza to the waterfront promenade and Observation Tower.</td>
</tr>
<tr>
<td>Entry Plaza</td>
<td>Vacant industrial lot</td>
<td>Construction and operation of 1-acre Entry Plaza located at the southeast corner of Harry Bridges and Avalon Boulevards adjacent to Avalon Triangle Park</td>
</tr>
<tr>
<td>Observation Tower</td>
<td>Catalina Freight parking and Water Street</td>
<td>Construction and operation of 200-foot-tall Observation Tower with a 2,144-sf footprint and a pedestrian ramp.</td>
</tr>
<tr>
<td>Restaurant Development</td>
<td>Catalina Freight and existing bulkhead and pier</td>
<td>N/A</td>
</tr>
<tr>
<td>Realignment of Water Street</td>
<td>Existing Water Street and infrastructure (i.e., curb,</td>
<td></td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Landscaping Improvements</td>
<td>Existing College of Oceaneering parking lot</td>
<td>Landscaping improvements to the existing College of Oceaneering parking lot and area surroundings</td>
</tr>
<tr>
<td>Passenger Drop</td>
<td>Existing Broad Street and infrastructure (i.e., curb, gutter, etc.)</td>
<td>Construction and operation of a passenger drop-off east of Banning’s Landing Community Center along Broad Avenue</td>
</tr>
<tr>
<td>Demolition</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Demolish Catalina Freight</td>
<td>Existing 30,860 sf of Catalina Freight</td>
<td>Demolish entire building</td>
</tr>
<tr>
<td>Demolish National Polytechnic College of Science Hyperbaric Chamber Building</td>
<td>Existing 2,370 sf of National Polytechnic College of Science Hyperbaric Chamber Building</td>
<td>Demolish entire building</td>
</tr>
<tr>
<td>Demolish National Polytechnic College of Science Welding Pier</td>
<td>Existing 1,800 sf of National Polytechnic College of Science Welding Pier</td>
<td>Demolish entire building</td>
</tr>
<tr>
<td>LADWP Marine Tank Site</td>
<td>Three LADWP bulk storage tanks leased by Valero and associated infrastructure (i.e., 18,500 sf of building and subterranean pipelines)</td>
<td>Acquisition and demolition of all tanks and associated infrastructure</td>
</tr>
<tr>
<td>Relocation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LADWP Bulk Storage Tank Capacity to Olympic Tank Site</td>
<td>LADWP Marine Tank Site</td>
<td>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.</td>
</tr>
<tr>
<td>Dockside Ship &amp; Machine Repair to 141 and 211 N. Marine</td>
<td>Dockside Ship &amp; Machine Repair and an unknown, underutilized structure</td>
<td>Prior to the realignment of Avalon Boulevard and construction of 58,000 sf of commercial, the Dockside</td>
</tr>
<tr>
<td>----------</td>
<td>-----------------------------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>Avenue</td>
<td>Ship &amp; Machine Repair and an unknown underutilized structure would be removed and possibly relocated to 141 and 211 N. Marine Avenue</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fries Avenue</td>
<td>LADWP Marine Tank Farm</td>
<td>Construction and operation of 51 spaces off of Fries Avenue</td>
</tr>
<tr>
<td>North of Banning’s Landing</td>
<td>Existing Water Street and infrastructure (i.e., curb, gutter, etc.) and portions of a vacant LADWP-owned lot</td>
<td>Construction and operation of 71 spaces north of Banning’s Landing under the pedestrian water bridge</td>
</tr>
<tr>
<td>West of Land Bridge, East of Peaker Plants</td>
<td>LADWP Marine Tank Site</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>WATERFRONT RED CAR LINE AND CALIFORNIA COASTAL TRAIL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Extension of Waterfront Red Car Line</td>
<td>Existing streets and associated infrastructure (i.e., curb, gutter, etc.)</td>
<td>N/A</td>
</tr>
<tr>
<td>California Coastal Trail (CCT)</td>
<td>Existing sidewalks, streets, and associated infrastructure (i.e., curb, gutter, etc.)</td>
<td>N/A</td>
</tr>
</tbody>
</table>
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
Figure 2-4
Proposed Project Boundary by Separate Areas
Wilmington Waterfront Development Project
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

<table>
<thead>
<tr>
<th>Number in Figure 2-7</th>
<th>Address or APN</th>
<th>Square Footage (Lot/Building)</th>
<th>Existing Use or Business Name</th>
<th>Potential Relocation Site</th>
<th>Potentially Historic</th>
<th>Purpose of Removal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>115 North Avalon Boulevard</td>
<td>12,850 / 5,578</td>
<td>Industrial building</td>
<td>N/A</td>
<td>No</td>
<td>Realignment of Avalon Boulevard</td>
</tr>
<tr>
<td>2</td>
<td>121 North Avalon Boulevard</td>
<td>9,150 / 1,102</td>
<td>Dockside Machine &amp; Ship Repair</td>
<td>141 and 211 North Marine Avenue</td>
<td>No</td>
<td>Realignment of Avalon Boulevard</td>
</tr>
<tr>
<td>3</td>
<td>131 North Avalon Boulevard</td>
<td>17,860 / 6,195</td>
<td>Dockside Machine &amp; Ship Repair</td>
<td>141 and 211 North Marine Avenue</td>
<td>No</td>
<td>Realignment of Avalon Boulevard</td>
</tr>
</tbody>
</table>
### 2.6.1.2 Railroad Green Park

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

### 2.6.1.3 Waterfront Red Car Museum

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

Figure 2-6
Figure 2-7
Property to be Acquired for the Proposed Project
Wilmington Waterfront Development Project

Legend
- Project Site Boundary
- Parcel Boundaries

1. Industrial Building
5. LADWP Property-Vacant
6. Vacant
7. Vacant
8. LADWP Property-Vacant
9. Vacant
10. LADWP Marine Tank Farm
11. LADWP Marine Tank Farm
12. Catalina Freight Building
13. National Polytechnic College of Science
   Hyperbaric Chamber Building
14. National Polytechnic College of Science Welding Pier

SOURCE: ESRI USA Imagery (2006)
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 Oceaneering) to the north, Fries Avenue to the west, and the current Avalon Boulevard alignment to the east. The Port harbor and views of the water at Slip 5 are along its southern border.

- **Land Bridge and Elevated Park**—a 10-acre Land Bridge with an elevated park and a pedestrian “water” bridge enhanced by an integrated water feature that would provide the surrounding community with open space and improved pedestrian access to the waterfront; this area is generally bounded by A Street to the north, Avalon Boulevard to the east, the Harbor Generating Station and its associated peaker unit to the west, with the Harbor Rail Line and Slip No. 5 to the south.

- **Avalon Triangle Park**—located south of Harry Bridges Boulevard, between Broad Avenue and Avalon Boulevard. Avalon Triangle Park is not part of the proposed Project, but it would be included within the area that would be encompassed by the proposed Port Plan and PMP boundary expansion.
Avalon Boulevard, Broad Avenue, and Water Street Realignment—
dowgrade and vacate Avalon Boulevard south of A Street, realign Broad
Avenue to the waterfront, and realign Water Street to run adjacent to the Pacific
Harbor Rail Line, which is proposed to travel under the proposed Land Bridge to
improve pedestrian circulation and provide space for the waterfront promenade.

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

2.6.2.1 Waterfront Promenade and Visitor-Serving
Amenities

2.6.2.1.1 Waterfront Promenade and Commercial Development

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

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

The public floating docks would accommodate up to 9 vessels. Assuming boats
would dock for up to 3 hours and assuming slips would not remain vacant for more
than a brief period, it was conservatively estimated that the floating docks would
support up to 36 boat trips a day. At a future date, it is possible a water taxi program,
similar to the Long Beach program but smaller in scale, would be proposed to travel
between the proposed Project and San Pedro. Figure 2-9 provides a photosimulation of the proposed waterfront and the Observation Tower in the background.

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

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

### 2.6.2.1.2 Observation Tower

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

### 2.6.2.2 Land Bridge and LADWP Marine Tank Site

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

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

LADWP would have an opportunity to rebuild similar tanks with similar capacities at an offsite location not yet determined. One potentially feasible site would be the Olympic Tank Farm site 1.5 miles northeast of the proposed Project site on the southeastern corner of Alameda and Robidoux Streets. Figure 2-12 illustrates the Olympic Tank Farm site in relation to the proposed project. The Olympic Tank Farm
is characterized by nine existing liquid bulk storage tanks. As illustrated in the figure, the land is void of natural vegetation. The two areas large enough to accommodate the Marine Tank Farm storage tanks have previously supported storage tanks.

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

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

Note: Potential historic resources are discussed in Chapter 3.4, “Cultural Resources.”

Source: LAHD 2008
Figure 2-9
Proposed Waterfront
Wilkinson Waterfront Development Project
Fill (for sheetpile):
From 40% design - assume 4’ from bulkhead wall to sheetpile
\[ A_F = 1000 \text{ sf East} \]
\[ A_F = 1200 \text{ sf West} \]

* Grade raised approximately 3’ using lightweight backfill in this area
Figure 2-10b
Proposed Bulk Head Wall Cross-Section
Wilmington Waterfront Development Project
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
Prior to the removal of the Marine Tank Farm storage tanks and ancillary buildings, a major section of the proposed 10-acre Land Bridge would be constructed and operated under the Phase I: Interim Plan. The upper promenade, with a plaza and a large water feature using recycled water, would be located immediately over the railroad and Water Street crossing. It would consist of the southern portion of the future large elevated park, including terraced seating for public gatherings. Directly west of the Land Bridge, a planting screen would buffer the Land Bridge from the LADWP peaker power units to the west, which would continue to operate during construction and operation of the proposed Project.

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

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

### 2.6.2.3 Surface Parking

To accommodate the new restaurant/visitor-serving retail and recreational vehicular traffic, three surface parking areas would be constructed for a total of 98,000 square feet of paved area (Figure 2-15b). One area would provide 51 spaces accessible from Fries Avenue; the second would provide 71 spaces north of Banning’s Landing under the pedestrian water bridge accessible from the newly realigned Broad Avenue. Both of these surface areas would be constructed during Phase I. The third would provide 148 spaces west of the Land Bridge, on the existing LADWP Marine Tank site, and would be accessible from A Street. The third area would be constructed during Phase II: Full Buildout after the LADWP oil tanks were demolished and the LADWP Marine Tank Farm site had undergone remediation for any potential soil or groundwater contamination.
2.6.2.4 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
Figure 2-13
Proposed Pedestrian “Water” Bridge Plan and Elevation
Wilmington Waterfront Development Project
Pedestrian “Water” Bridge Section

Wilmington Waterfront Development Project

Figure 2-14

3D WATERBRIDGE TYPICAL SECTION

WATER BRIDGE - TYPICAL SECTION

3/16" = 1'-0"
Figure 2-15a
Proposed Land Bridge and Tunnel Section
Wilmington Waterfront Development Project
Figure 2-16
Cross-section of Realigned Water Street (Proposed) and the Pacific Harbor Rail Line
Wilmington Waterfront Development Project

Figure 2-17
Proposed California Coastal Trail Section: John S. Gibson
Wilmington Waterfront Development Project
Figure 2-18

Proposed California Coastal Trail Section: Pacific Avenue and Front Street

Wilmington Waterfront Development Project


SECTION - PACIFIC AVE @ RR CROSSING

TYP SECTION - FRONT STREET

SCALE 1" = 1/8
Port Plan, both of which are part of the City of Los Angeles General Plan’s Land Use Element, expanding the Port Plan boundaries would require a corresponding reduction in the Wilmington-Harbor City Community Plan. In addition, a redesignation of land uses to recreational under the Port Plan and to recreation and commercial under the PMP is proposed. A rezone would be required to allow park uses consistent with the Tidelands Trust in PA 5.

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

2.7 Proposed Project Impact Analysis

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

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

- 150,000 square feet of light industrial development in Avalon Development District Area A because the proposed Project provides locations for industrial uses and those uses would be constructed per the underlying zone; however, there are not any specific development proposals at the time of this draft EIR (75,000 square feet in Phase I and the remaining in Phase II);

- Potential relocation of removed LADWP bulk storage capacity to the Olympic Tank Site, because, while the relocation would be conducted and analyzed at a later date by a different lead agency, in removing a currently operating industrial use it is logical to presume the use would be relocated and operated on a feasible site elsewhere even if it is not proposed at the time of this draft EIR (Phase I and Phase II); and
Extension of the Waterfront Red Car Line, because the exact engineering details of the alignment and operation are not known at the time of preparing this draft EIR (Phase II).

All other proposed project elements (including the Multi-Modal CCT along Harry Bridges Boulevard) will be analyzed at a project level within this draft EIR. Table 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**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AVALON DEVELOPMENT DISTRICT</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Light Industrial Development</td>
<td>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</td>
<td>Potentially develop an additional 75,000 sf of light industrial development</td>
<td>Program</td>
</tr>
<tr>
<td>Retail/Commercial Development</td>
<td>58,000 sf of retail/commercial development south of Harry Bridges Boulevard along Avalon Boulevard</td>
<td>N/A</td>
<td>Project</td>
</tr>
<tr>
<td>Acquisition of Private Property</td>
<td>Dockside Ship &amp; Machine Repair</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waterfront Red Car Museum</td>
<td>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</td>
<td>N/A</td>
<td>Project</td>
</tr>
<tr>
<td>Railroad Green</td>
<td>Approximately 1-acre passive recreation park crossing diagonally from Harry Bridges Boulevard (at Island Avenue) to C Street (east of Fries Avenue)</td>
<td>N/A</td>
<td>Project</td>
</tr>
<tr>
<td>Vacating Avalon Boulevard</td>
<td>Vacation of Avalon Boulevard south of A Street</td>
<td>N/A</td>
<td>Project</td>
</tr>
<tr>
<td>Realignment of Broad Avenue</td>
<td>Realignment of Broad Avenue to continue to the waterfront</td>
<td>N/A</td>
<td>Project</td>
</tr>
<tr>
<td>Streetscape Improvements</td>
<td>Streetscape and pedestrian enhancements to improve aesthetics and connectivity throughout the Avalon Development District</td>
<td>Streetscape and pedestrian enhancements to improve aesthetics and connectivity throughout the Avalon Development District</td>
<td>Project</td>
</tr>
<tr>
<td>Demolition</td>
<td>Demolish all structures</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>Unknown Underutilized Adjacent Structure</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Relocation</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potential Relocation of Dockside Ship &amp; Repair Structures to 141 and 211 N. Marine Avenue</td>
<td>N/A</td>
<td>N/A</td>
<td>Program</td>
</tr>
<tr>
<td><strong>AVALON WATERFRONT DISTRICT</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waterfront Promenade &amp; Replacing Existing Bulkhead</td>
<td>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</td>
<td>N/A</td>
<td>Project</td>
</tr>
<tr>
<td>Land Bridge (total 10 acres)</td>
<td>Land bridge extending from the waterfront to the LADWP tanks over the existing rail lines and the realigned Water Street</td>
<td>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</td>
<td>Project</td>
</tr>
<tr>
<td>Pedestrian Water Bridge</td>
<td>Pedestrian “Water” Bridge from Entry Plaza to the waterfront promenade and Observation Tower</td>
<td>N/A</td>
<td>Project</td>
</tr>
<tr>
<td>Entry Plaza</td>
<td>1-acre Entry Plaza located at the southeast corner of Harry Bridges and Avalon Boulevards adjacent to Avalon Triangle Park</td>
<td>N/A</td>
<td>Project</td>
</tr>
<tr>
<td>Observation Tower</td>
<td>200-foot-tall Observation Tower with a 2,144-sf footprint and a pedestrian walkway</td>
<td>N/A</td>
<td>Project</td>
</tr>
<tr>
<td>Restaurant Development</td>
<td>N/A</td>
<td>12,000 sf of restaurant development at the waterfront</td>
<td>Project</td>
</tr>
<tr>
<td>Realignment of Water Street</td>
<td></td>
<td></td>
<td>Project</td>
</tr>
<tr>
<td>Landscaping Improvements</td>
<td>Landscaping improvements to the existing National Polytechnic University parking lot and area surroundings</td>
<td>N/A</td>
<td>Project</td>
</tr>
<tr>
<td>Passenger Drop</td>
<td>Passenger drop-off east of Banning’s Landing Community Center along Broad Avenue</td>
<td></td>
<td>Project</td>
</tr>
<tr>
<td><strong>Demolition</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Demolish Catalina Freight</td>
<td>Demolish entire building</td>
<td>N/A</td>
<td>Project</td>
</tr>
</tbody>
</table>
### Elements

<table>
<thead>
<tr>
<th>Proposed Project Phase I (2009–2015)</th>
<th>Proposed Project Phase II (Full Buildout 2015–2020)</th>
<th>Programmatic or Project-level Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demolish National Polytechnic College of Science Hyperbaric Chamber Building</td>
<td>Demolish entire building</td>
<td>N/A</td>
</tr>
<tr>
<td>Demolish National Polytechnic College of Science Welding Pier</td>
<td>Demolish entire building</td>
<td>N/A</td>
</tr>
<tr>
<td>LADWP Marine Tank Site</td>
<td>Acquisition and demolition of all tanks and associated infrastructure</td>
<td>N/A</td>
</tr>
<tr>
<td>Relocation of LADWP bulk storage tank capacity to Olympic Tank Site</td>
<td>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</td>
<td>N/A</td>
</tr>
<tr>
<td>Parking</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fries Avenue</td>
<td>51 spaces off of Fries Avenue</td>
<td>N/A</td>
</tr>
<tr>
<td>North of Banning’s Landing</td>
<td>71 spaces north of Banning’s Landing under the pedestrian water bridge</td>
<td>N/A</td>
</tr>
<tr>
<td>West of Land Bridge, East of Peaker Plants</td>
<td>N/A</td>
<td>A 148-space surface parking lot with landscaping accessible from A Street adjacent to the bridge</td>
</tr>
</tbody>
</table>

#### WATERFRONT RED CAR LINE AND CALIFORNIA COASTAL TRAIL

| Extension of Waterfront Red Car Line | N/A | The Waterfront Red Car Line would begin at the intersection of Swinford Street and Harbor Boulevard, proceed along Front Street onto John S. Gibson, and then onto Harry Bridges Boulevard where it would terminate at the intersection with Avalon Boulevard |
| 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 |
Figure 2-19
Port Plan and Wilmington-Harbor City Community Plan Existing Boundaries
Wilmington Waterfront Development Project

Legend
- Project Site
- Existing Port Plan Boundary
- Existing Wilmington-Harbor City CP Boundary

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

Legend
- --- Project Site
- --- Proposed Port Plan Boundary
- --- Proposed Wilmington-Harbor City CP Boundary

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

Legend

- **Proposed Port Plan Boundary**
- **Proposed Wilmington-Harbor City CP Boundary**
- **Land Use/Zoning to Remain**
  - Light Industrial/M2
  - Limited Industrial/CM, M1
  - Community Commercial/C2
  - Public Facilities/PF
  - General/Bulk Cargo&Commercial/
    Industrial uses-Non-Hazardous/SA(Q)/M3
- **Proposed Land Use/Zoning**
  - Recreation/SA(Q)/M3
  - Recreation/OS

Proposed Boundary Adjustment to Port Master Plan
Wilmington Waterfront Development Project

Figure 2-22

Legend
- Project Site
- Coastal Zone Boundary
- Existing Port Master Plan Boundary
- Proposed Master Plan Boundary Addition

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

Legend
- Project Site
- - - Proposed PMP Boundary
- - - Proposed Wilmington-Harbor City CP Boundary
- Coastal Zone Boundary
- Commercial Land Use to Remain
- Green: Proposed Recreation Land Use
- Yellow: Proposed Recreation and Commercial Land Use

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
commercial uses, south of Harry Bridges Boulevard between Avalon Boulevard and Marine Avenue and the realignment of Avalon Boulevard

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

2.8.2 Phase II: Full Buildout (2015–2020)

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

2.8.2.1 Avalon Development District (Area A)

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

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

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

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

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

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

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

- Waterfront Promenade and visitor-serving amenities including:
  - Demolition of Catalina Freight, National Polytechnic College of Science
    Hyperbaric Chamber Building, and National Polytechnic College of Science Welding Pier
  - Construction and operation of waterfront promenade
  - Construction and operation of Observation Tower
  - Construction and operation of a restaurant

- Land Bridge and LADWP Marine Tank site, including:
  - 1-acre Entry Plaza
  - Pedestrian water bridge
  - Dedication of LADWP property for park and recreation use and demolition of LADWP Marine Tank Site
  - Construction and operation of the 10-acre Land Bridge and elevated park

- Three Surface Parking Areas

- Landscaping improvements to the existing National Polytechnic University (College of Oceaneering) parking area and area surroundings

- Traffic improvements including:
  - Realignment of Avalon Boulevard and Broad Avenue
  - Realignment of Water Street to increase the area of the waterfront promenade and allow the construction of the Land Bridge as proposed
  - Construction of a passenger drop-off east of Banning’s Landing Community Center

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

- Extension of the Port Plan and Port Master Plan Jurisdictional Boundaries and Corresponding Retraction of Wilmington-Harbor City Community Plan Jurisdictional Boundary and the redesignation of land uses to allow for recreation and park uses consistent with the Tidelands Trust
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.
2.0 Project Description

Wilmington Waterfront Development Project
Draft Environmental Impact Report

2.9.3 Alternatives Eliminated from Further Consideration

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

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

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

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

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

2.10 Proposed Project Baseline for CEQA Purposes

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

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

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

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

2.11 Intended Uses of this Draft EIR

This draft EIR has been prepared in accordance with applicable state environmental regulations, policies, and laws to inform federal, state, and local decision-makers...
regarding the potential environmental impacts of the proposed Project and its alternatives. As an informational document, an EIR does not recommend approval or denial of a project. This draft EIR is being provided to the public for review, comment, and participation in the planning process. After public review and comment, a final EIR will be prepared. The final EIR will include responses to comments on the draft EIR received from agencies, organizations, and individuals. It will be distributed to provide the basis for decision making by the lead agency, as described below, and other concerned agencies.

### 2.11.1 Lead Agency Use—LAHD

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

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

- Certification of the EIR
- Project Approval
- Lease Approvals
- Land Condemnation
- General Plan Amendment (Wilmington Harbor-City CP and Port Plan)
- PMP Amendments
- Issuance of Coastal Development Permits
- Completion of Final Design
- Approval of Engineering Permits
- Obtaining other Agency Permits and Approvals (e.g., dredge and fill, grading, construction, occupancy, and fire safety)
- Approval of Construction Contracts

### 2.11.2 Other Uses

Other agencies (federal, state, regional, and local) that have jurisdiction over some part of the proposed Project or a resource area affected by the proposed Project are
expected to use this EIR as part of their approval or permit process as set forth in Table 2-6. Specific approvals that could be required for this proposed Project include but are not limited to:

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

### Agencies Expected to Use this EIR

Table 2-6 lists 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 2-6. Agencies Expected to Use this EIR

<table>
<thead>
<tr>
<th>Agency</th>
<th>Responsibilities, Permits, and Approvals</th>
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</thead>
<tbody>
<tr>
<td><strong>FEDERAL AGENCIES</strong></td>
<td></td>
</tr>
<tr>
<td>U.S. Army Corps of Engineers (USACE)</td>
<td>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.</td>
</tr>
<tr>
<td>National Oceanographic and Atmospheric Association (NOAA) Fisheries/National Marine Fisheries Service (NMFS)</td>
<td>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.</td>
</tr>
<tr>
<td>U.S. Coast Guard (USCG)</td>
<td>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.</td>
</tr>
<tr>
<td>Agency</td>
<td>Responsibilities, Permits, and Approvals</td>
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</tr>
<tr>
<td>U.S. Environmental Protection Agency (EPA)</td>
<td>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.</td>
</tr>
<tr>
<td>U.S. Fish and Wildlife Service (USFWS)</td>
<td>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.</td>
</tr>
<tr>
<td>STATE AGENCIES</td>
<td></td>
</tr>
<tr>
<td>California Coastal Commission (CCC)</td>
<td>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).</td>
</tr>
<tr>
<td>California Department of Fish and Game (CDFG)</td>
<td>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.</td>
</tr>
<tr>
<td>California Department of Transportation (Caltrans)</td>
<td>Permitting authority for highway improvements and rail trackage, connections, and signage during construction operations.</td>
</tr>
<tr>
<td>California Office of Historic Preservation</td>
<td>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).</td>
</tr>
<tr>
<td>California Public Utilities Commission (CPUC)</td>
<td>Permitting authority for rail trackage, connections, and signage during construction operations.</td>
</tr>
<tr>
<td>The California Waste Management Board</td>
<td>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.</td>
</tr>
<tr>
<td>Regional Water Quality Control Board (RWQCB), Los Angeles Region</td>
<td>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.</td>
</tr>
<tr>
<td>California State Lands</td>
<td>The CSLC has oversight responsibility for tidal and submerged lands</td>
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<tr>
<td>Agency</td>
<td>Responsibilities, Permits, and Approvals</td>
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<tr>
<td>Commission (CSLC)</td>
<td>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.</td>
</tr>
<tr>
<td>California Department of Toxic Substance Control (DTSC)</td>
<td>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.).</td>
</tr>
<tr>
<td>Los Angeles County Fire Department (LACFD)</td>
<td>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.</td>
</tr>
<tr>
<td>South Coast Air Quality Management District (SCAQMD)</td>
<td>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).</td>
</tr>
<tr>
<td>Southern California Association of Government (SCAG)</td>
<td>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).</td>
</tr>
<tr>
<td>City of Los Angeles City Council</td>
<td>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.</td>
</tr>
<tr>
<td>City of Los Angeles Harbor Department (LAHD)</td>
<td>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.</td>
</tr>
<tr>
<td>City of Los Angeles Building and Safety Department</td>
<td>Responsible agency with permitting authority for building and grading permits.</td>
</tr>
<tr>
<td>City of Los Angeles Bureau of Engineering</td>
<td>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.</td>
</tr>
<tr>
<td>City of Los Angeles Bureau of Sanitation</td>
<td>Responsible agency with permitting authority for industrial waste permit for discharges of industrial wastewater to the City sewer system.</td>
</tr>
<tr>
<td>City of Los Angeles Fire</td>
<td>Responsible agency that reviews facilities’ Hazardous Materials Business Plan</td>
</tr>
</tbody>
</table>
Agency | Responsibilities, Permits, and Approvals
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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, retrace 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.

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

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.”

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

<table>
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<tr>
<th>Applicable Ruling</th>
<th>Description</th>
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| 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...
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<th>Applicable Ruling</th>
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<td>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)</td>
<td>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.</td>
</tr>
<tr>
<td>Port of Los Angeles Port Master Plan</td>
<td>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.</td>
</tr>
</tbody>
</table>
Applicable Ruling | Description
---|---
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 lessees.

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 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
<table>
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<th>Applicable Ruling</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Los Angeles River Basin</td>
<td>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.</td>
</tr>
<tr>
<td>Water Quality Control Policy – Enclosed Bays and Estuaries of California</td>
<td>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).</td>
</tr>
<tr>
<td>Air Quality Management Plan</td>
<td>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 O₃, NO₂, SO₂, 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.</td>
</tr>
<tr>
<td>California Air Resources Board – Emission Reduction Plan for Ports and Goods Movement</td>
<td>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.</td>
</tr>
<tr>
<td>AB 32</td>
<td>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.</td>
</tr>
<tr>
<td>Southern California Association of Governments</td>
<td>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</td>
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<tr>
<td>Applicable Ruling</td>
<td>Description</td>
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<tr>
<td>Regional Plans</td>
<td>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.</td>
</tr>
<tr>
<td>Congestion Management Plan</td>
<td>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.</td>
</tr>
<tr>
<td>Water Quality Regulations</td>
<td>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.</td>
</tr>
<tr>
<td>Air Quality Regulations</td>
<td>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.</td>
</tr>
<tr>
<td>Transportation Regulations</td>
<td>California Public Utilities Commission Guidelines; Federal Railroad Administration 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.</td>
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<tr>
<td>Cultural Resources</td>
<td>National Historic Preservation Act of 1966, as amended, and its implementing regulations (36 CFR 800); the Archaeological and Historical Preservation Act and Executive Order</td>
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<tr>
<td>Applicable Ruling</td>
<td>Description</td>
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<td>Protection</td>
<td>11593 “Protection and Enhancement of the Cultural Environment.”</td>
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**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.