

Wilmington Waterfront Development Project

Draft Environmental Impact Report

Reader's Guide



Prepared by:

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



with assistance from:



WILMINGTON WATERFRONT DEVELOPMENT PROJECT ENVIRONMENTAL REVIEW PROCESS SUMMARY

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Release of the Draft Environmental Impact Report

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

Renewing LA's Waterfront

The Wilmington Waterfront Development Project is focused on connecting the community with the waterfront, creating open space, and developing visitor-serving commercial and green technology business development opportunities in and around the Port.



Project Objectives

- Construct a project that will serve as a regional draw and attract visitors to the waterfront in Wilmington.

Elements of the Wilmington Waterfront Development Project are designed to make the area a regional destination and compliment revitalization efforts in downtown Wilmington.

- 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.

The Wilmington Waterfront Development Project will connect the community to the waterfront with a new pedestrian land bridge, a waterfront promenade, an observation tower, and recreational and open spaces.

- 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.

The Wilmington Waterfront Development Project is part of the Wilmington Waterfront Master Plan and Development Program, which involves a variety of land uses within the proposed project area and surrounding the proposed Project. The Program is a planning process that involved the design of the proposed Project and the Harry Bridges Boulevard Buffer. Although the Harry Bridges Boulevard Buffer is a separate and independent project that was approved under the TraPac EIR/EIS, the Harry Bridges Buffer and the proposed Project integrate similar design elements in order to create a unified Los Angeles Waterfront.

- 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.

The Port is improving the livability and economic viability of the Los Angeles Harbor Area, the Wilmington community, and surrounding region by increasing public access to the waterfront, creating open space, and developing commercial uses and streetscape and infrastructure improvements to support green technology business opportunities in the Avalon Development District (Areas A and B).

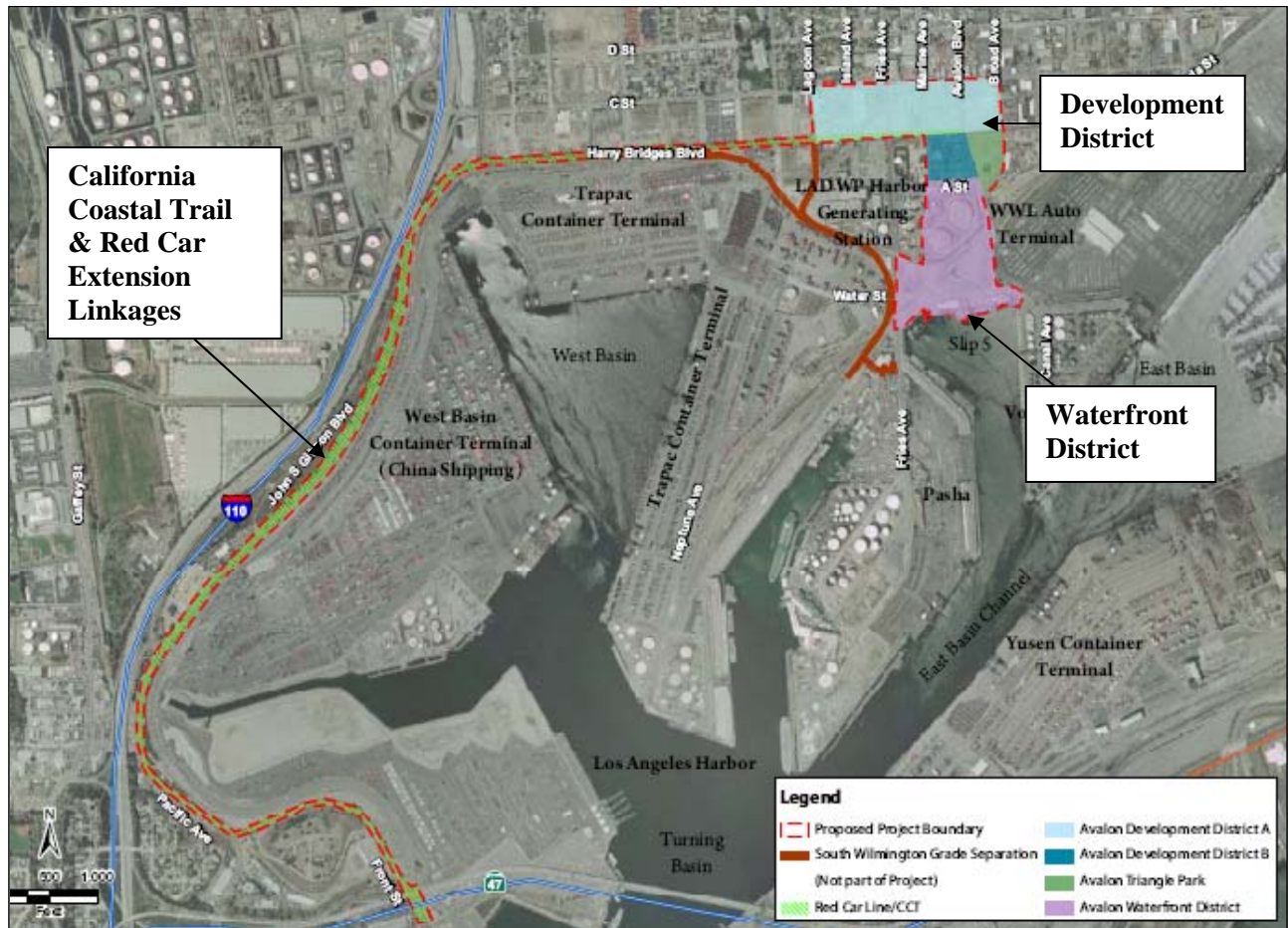
- Integrate environmental measures into design, construction, and operation to create an environmentally responsible project.

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

Proposed Project

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

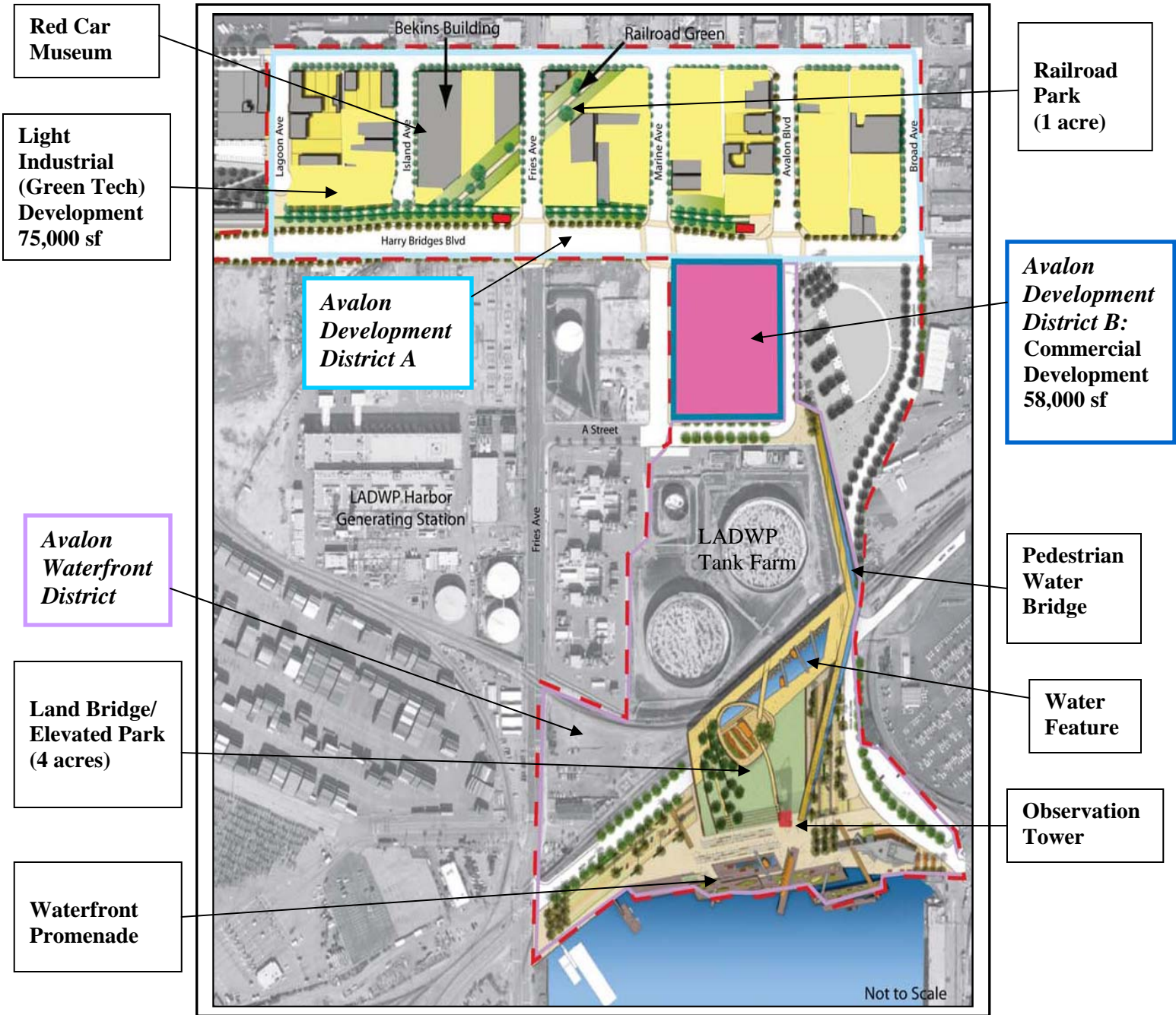
- Avalon Development District (areas A and B);
- Avalon Waterfront District; and
- Waterfront Red Car Line/Multi-Modal California Coastal Trail



See Figure 2-2 in Chapter 2, Project Description, of the Draft EIR.

The proposed Wilmington Waterfront Development Project includes the creation of 11 acres of green open space, 8 acres of plazas, waterfront promenade, floating docks, water features, a pedestrian “water” bridge, a 200-foot observation tower, a Waterfront Red Car Museum, and commercial and industrial development. Jurisdictional boundary adjustments are required for the Port Element of the City’s General Plan, Wilmington Harbor-City Community Plan, and Port Master Plan. The re-designation of land uses and rezoning within the proposed project area would also occur under the proposed Project. The project would be implemented in two phases. Site maps identifying elements included in the Interim Phase (2009-2015) and at Full Build Out (2015-2020) are followed by descriptions of each project element within the Avalon Development District, Avalon Waterfront District, and Linkage areas.

Interim Phase: 2009 - 2015



See Figure 2-24 in Chapter 2, Project Description, of the Draft EIR.

Full Project Build Out: 2015 - 2020



See Figure 2-4 in Chapter 2, Project Description, of the Draft EIR.

Avalon Development District (Area 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)

- **Green Technology Light Industrial Development** — a programmatic assessment of infrastructure improvements (including stormwater improvements, dry utility lines, potable waterlines, and wastewater lines) is included 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). Businesses related to green technology development will be encouraged. No specific development proposals for this area have been received.
- **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 streetscape pedestrian-oriented enhancements along the following avenues, streets, and boulevards: Lagoon, Fries, Marine, Harry Bridges, Avalon, and C.

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.
- **Street Realignments and Enhancements**— Realign and improve Avalon Boulevard and Broad Avenue (also part of the Avalon Waterfront District).

Industrial and Commercial Land Uses

Development proposed around Avalon Boulevard, in the industrial area between Lagoon and Broad Avenues, north of Harry Bridges Boulevard and south of C Street, and referred to as Area A in this document to denote that it would remain under the jurisdictional boundary of the Wilmington Harbor-City Community Plan, would build upon the area’s existing character, providing opportunities for in-fill development of light industrial uses. The proposed Project would provide pedestrian amenities such as enhanced sidewalks and street trees along Island, Fries, and Marine Avenues, Avalon and Harry Bridges Boulevards, and C Street. Infrastructure improvements would be completed to allow for up to 150,000 square feet of light industrial uses oriented towards green technology development 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. Except for a few parcels detailed below, privately owned parcels and buildings would not be modified. Most of the existing uses would see streetscape improvements and pedestrian enhancements that may temporarily affect individual building accessibility due to construction activities.

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.

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.

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. 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.

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 vacated to prioritize pedestrian use and activity at the 58,000-square-foot commercial parcel. In addition, an improvement to connect 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.

Avalon Waterfront District

The Avalon Waterfront District is composed of the following elements:

- **Waterfront Promenade**—this area includes a waterfront promenade with viewing piers; 12,000 square feet of restaurant/retail development, 7-acre plaza, and a 200-foot Observation Tower with a pedestrian ramp.
- **Land Bridge and Elevated Park**— includes a 10-acre Land Bridge with an elevated park and a pedestrian “water” bridge enhanced by an integrated water feature that will provide the surrounding community with open space and improved pedestrian access to the waterfront. The Los Angeles

Department of Water and Power (LADWP) Marine Tank site will need to be demolished and remediated.

- **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**—the project proposes to 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.

Waterfront Promenade and Visitor-Serving Amenities

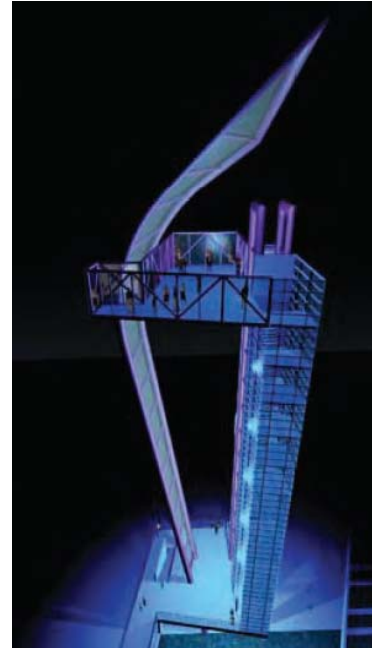
The waterfront promenade would be the central public amenity of the Avalon Waterfront District, and would be anchored by visitor-serving development and recreational attractions along the waterfront. A 7-acre outdoor plaza designed for gatherings and events would be constructed at the location of the 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. 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 could accommodate up to 9 vessels simultaneously, supporting up to 36 boat trips a day. At a future date, it is possible a water taxi service could travel between the proposed Project and San Pedro. Other waterfront promenade amenities could include a water feature, shade structures, signage, landscaping, and public art.



Observation Tower

The observation tower would be a 200-foot 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. Both elevators and stairs would provide public access to the observation deck.



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. As a component of the proposed Project and beginning in 2011, 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. 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.

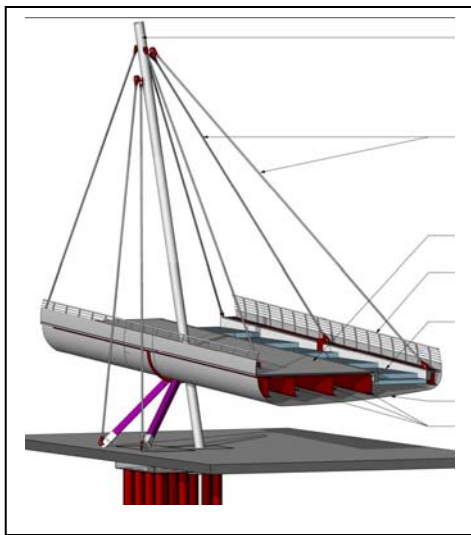
LADWP could rebuild similar tanks with similar capacities at an offsite location not yet determined. One potentially feasible site would be the Olympic Tank Farm site 1.5 miles northeast of the proposed Project site on the southeastern corner of Alameda and Robidoux Streets in Wilmington. The Olympic Tank Farm is characterized by nine existing liquid bulk storage tank and 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.

Prior to the removal of the Marine Tank Farm storage tanks and ancillary buildings, a major section (6 acres) of the proposed 10-acre Land Bridge would be constructed and operated under the Phase I: Interim Plan. See site map on Page 4. The upper promenade, with a plaza and 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.



Land Bridge and Pedestrian Water Bridge Cross Section: See Figure 2-15 in Chapter 2 of the Draft EIR.



Pedestrian Water Bridge

This portion of the Land Bridge would include a 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. 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 complete construction of the Land Bridge on the decommissioned LADWP Marine Tank Farm site. Landscaping in this area would include sloped open lawn, ornamental gardens, and terraces with decomposed granite.

When completed, the Land Bridge and adjacent pedestrian water bridge would connect the Wilmington community with the waterfront promenade via the 1-acre Entry Plaza. The cross-sections above illustrate the Land Bridge and pedestrian water bridge.

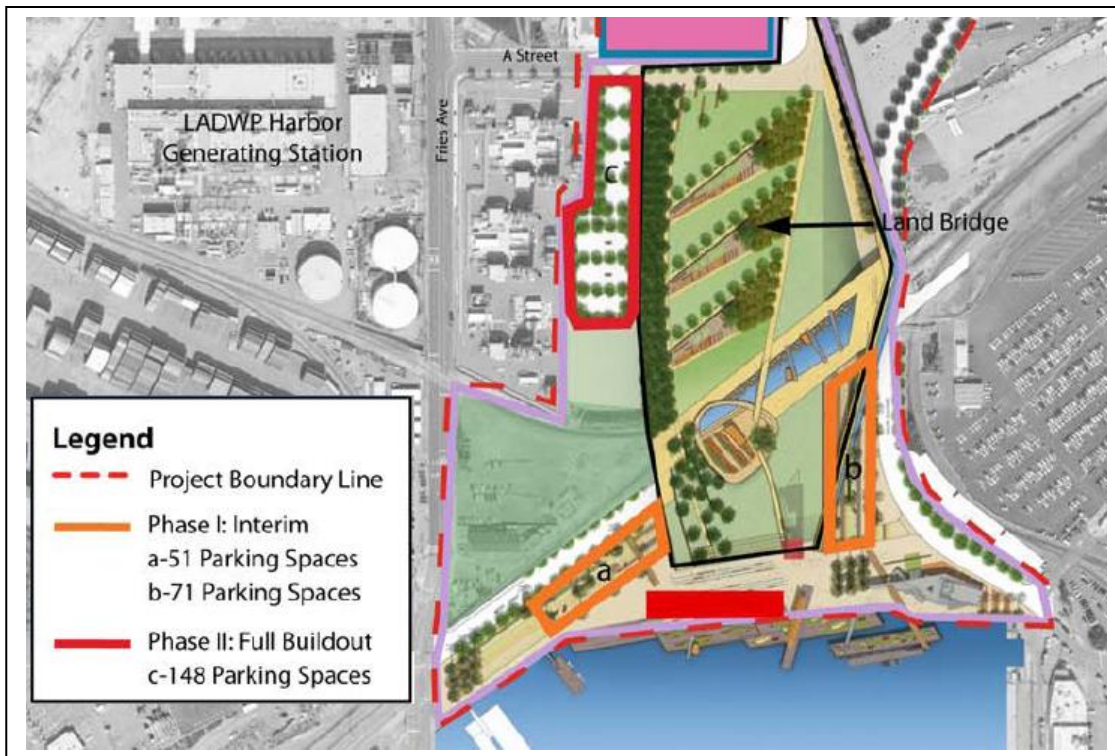
Traffic Improvements

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. Additionally, with the vacation of Avalon Boulevard south of A Street, 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 adjacent to the community center.

Surface Parking

To accommodate the new restaurant and recreational vehicular traffic, three surface parking areas would be constructed. On the map below, Area A would provide 51 spaces accessible from Fries Avenue; Area B 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. Parking Area C would be constructed during Phase II, providing 148 spaces west of the Land Bridge, on the existing LADWP Marine Tank site. This area would be accessible from A Street.



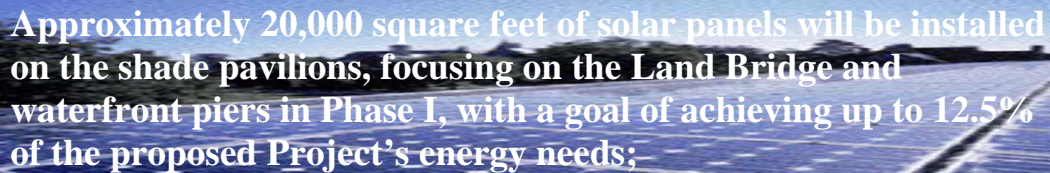
See Figure 2-15b in Chapter 2, Project Description, of the Draft EIR.

Linkages: Red Car Line & California Coastal Trail

The proposed Project would extend the historic Waterfront Red Car Line and multi-use pedestrian/bicycle CCT from San Pedro to connect to the Wilmington community. 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 along Harry Bridges Boulevard to Avalon Boulevard.

Project Sustainability

The Wilmington Waterfront Project is intended to showcase the Port's commitment to sustainability. The following sustainable design project features are consistent with the Port's Sustainability Program and policies:



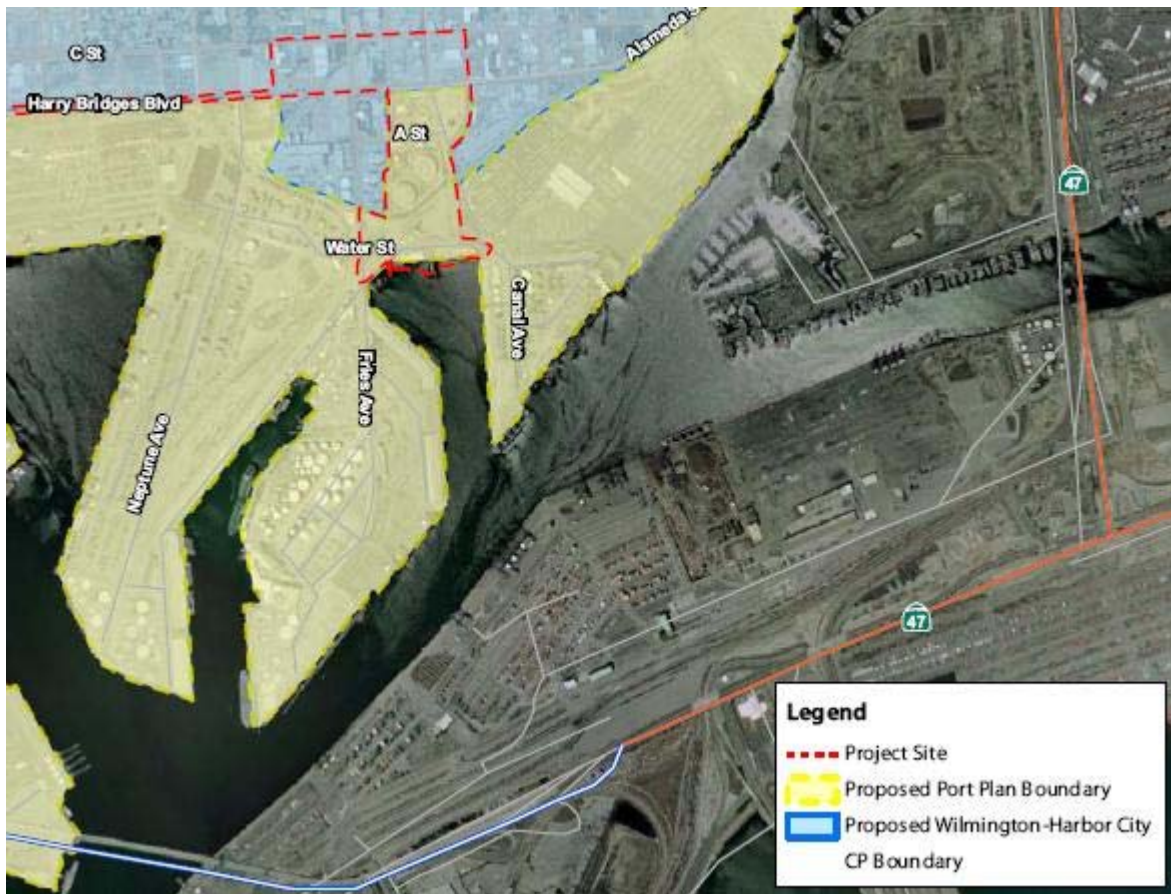
Approximately 20,000 square feet of solar panels will be installed on the shade pavilions, focusing on the Land Bridge and waterfront piers in Phase I, with a goal of achieving up to 12.5% of the proposed Project's energy needs;

- Reclaimed water will be used for the proposed water features and landscaping maintenance to decrease the proposed Project's need for potable water;
- Drought-tolerant plants and shade trees will be included in the planting palette;
- Stormwater management design features include the use of a French drain system, bioswales, and permeable pavement at the surface parking locations to reduce stormwater runoff and provide natural filtration of pollutants;
- Consistent with the Port'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
- Port sustainable engineering design guidelines would be followed in the siting and design of new development and use recycled and regional construction materials.
- Port sustainable construction guidelines would be followed for construction of the project.
- Specific water quality design features and water conservation measures are discussed in Chapter 3.14, "Water Quality, Sediments, and Oceanography" and Chapter 3.12 "Utilities".
- Specific noise reduction design features, such as siting commercial uses at the waterfront (i.e. 12,000 square feet of restaurant/retail) more than 100 feet from the heavily used San Pedro Branch Line and TraPac ICTF lead track (as specified in Chapter 3.9, "Noise").
- Specific air quality and energy efficiency design features as specified in Chapter 3.2, "Air Quality and Meteorology," and Chapter 3.12, "Utilities".
- Pedestrian access to the waterfront and throughout the project site will 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.
- The proposed Project will create more public docking opportunities and improve waterside access to the Wilmington Waterfront. A water taxi service stop could also be accommodated.
- Aesthetic design features include the public art, including up to two major sculptural pieces, that will be integrated into the project area. Views of the waterfront and Wilmington community will be created through the construction of the elevated park, pedestrian bridge, and observation tower. The project will also implement the Wilmington Waterfront Development Program Lighting Design Guidelines to improve efficiency and reduce glare as discussed in Chapter 3.1, "Aesthetics".

Proposed Planning/Land Use Changes

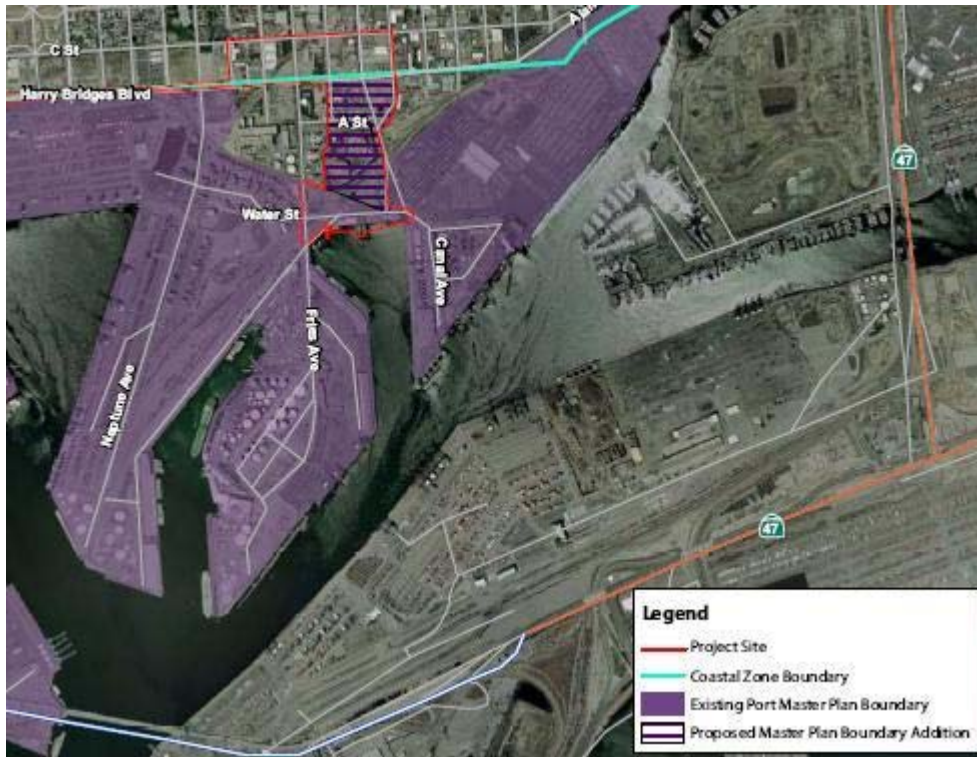
The proposed Project would include amendments to the Port of Los Angeles Plan (Port Plan), the Wilmington-Harbor City Community Plan (CP), the Port Master Plan (PMP) and zone changes to the City of Los Angeles Municipal Code.

The Port Plan jurisdictional boundary would be extended 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, as shown in the figure below.



See Figure 2-20 in Chapter 2, Project Description, of the Draft EIR.

The PMP jurisdictional boundary would be extended 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, as shown in the figure below:



See Figure 2-22 in Chapter 2, Project Description, of the Draft EIR.

Additionally, Avalon Boulevard would be downgraded using a General Plan Amendment. Finally, several amendments to existing land use designations and zone changes would be required, including the following:

- 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 within the previous Port Master Plan boundary to add Recreation, consistent with the Tideland Trust to accommodate proposed project components (e.g., waterfront promenade, Observation Tower,). The zoning for the Triangle Park site would also be amended to Open Space.

What is CEQA and How are Impacts Determined?

The California Environmental Quality Act (CEQA) was enacted by the California Legislature in 1970 and requires public agency decision makers to consider the environmental effects of their actions. CEQA applies to projects proposed to be undertaken or requiring approval by State and local government agencies, in this case the Port of Los Angeles (Port). Proposed projects undergo an environmental review process to determine whether there may be any environmental impacts. If a proposed project has the potential to significantly affect the environment, an environmental impact report (EIR) is prepared.

- A **Notice of Preparation (NOP)**, which announces the preparation of an EIR and presents to the public for feedback a brief project overview and likely environmental impacts.
- A **Draft EIR**, which fully analyzes the proposed Project, project alternatives, and environmental impacts. Upon completion, the Draft EIR is made available for public review.
- A **Final EIR (FEIR)**, which responds to comments on the Draft EIR and is presented to the Board of Harbor Commissioners (Port decision makers) for its decision on whether or not to approve the proposed Project.

This summary primarily discusses CEQA impacts and mitigation, as the CEQA analysis includes the entire project and all mitigation measures.

Proposed Project Impacts

An EIR is both a public disclosure document and a decision-making tool. The purpose of the environmental review process included in the EIR is to: Identify impacts of a proposed project on the environment; Identify potential alternatives to the project to reduce impacts; and indicate ways to avoid or mitigate, if possible, significant impacts.

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

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

1. Analyze the environmental conditions when the analysis began (called baseline conditions). Normally, baseline conditions are the conditions at the time the notice of preparation (NOP) is provided to the public. The NOP for the Wilmington Waterfront Development Project was released in March 2008.
2. Analyze the environmental conditions over the life of a project. The end of the planning horizon for the Wilmington Waterfront Development Project is 2020.
3. Compare baseline and project conditions. The difference between baseline and project conditions (the delta) is compared to thresholds. At the Port, we use a threshold guideline established by the City of Los Angeles (the City of Los Angeles CEQA guidelines, which include the South Coast Air Quality Management District's (SCAQMD) air emissions thresholds).
4. If the delta exceeds the threshold, the impact is considered **significant**. If the delta does not exceed the threshold, the impact is considered **less than significant**.

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

Summary of Proposed Project Impacts

Unavoidable Significant Impacts: Air Quality, Geology, Noise.

Less-than-Significant Impacts after Mitigation: Biological Resources, Cultural Resources, Groundwater and Soils, Transportation (Ground and Marine), Utilities.

Less-than-Significant Impacts: Aesthetics, Hazards and Hazardous Materials, Land Use and Planning, Population and Housing, Public Services, Water Quality, Sediments, and Oceanography.

Project Mitigation

Mitigation measures have been applied to the greatest extent feasible to reduce project impacts. A complete list of mitigation measures applied across all impact areas is provided below. ** For a more complete description of project elements and mitigation measures, view the Draft EIR at www.portoflosangeles.org.*

Air Quality

- AQ-1: Harbor Craft Engine Standards
- AQ-2: Dredging Equipment Electrification
- AQ-3: Fleet Modernization for Onroad Trucks
- AQ-4: Fleet Modernization for Construction
- AQ-5: Additional Fugitive Dust Controls
- AQ-6: Best Management Practices
- AQ-7: General Mitigation Measure
- AQ-8: Special Precautions near Sensitive Sites
- AQ-9: Construction Recycling
- AQ-10: Energy Efficiency
- AQ-11: Renewable Energy
- AQ-12: Water Conservation and Efficiency
- AQ-13: Solid Waste Measures
- AQ-14: Land Use Measures
- AQ-15: Transportation and Motor Vehicles

Biology

- BIO-1: Inner Harbor Mitigation Bank

Cultural Resources

- CR-1: Future Cultural Resources Studies along Red Car Line
- CR-2: Incorporate the Tracks into the Design Plan
- CR-3: Monitoring/Treatment Plan Prior to Demolition
- CR-4: Monitor in Vicinity of Government Depot Portion of the Wilmington Waterfront District
- CR-5: Stop work if Previously Unidentified Cultural Resources are Encountered
- CR-6: Nonrenewable paleontologic resources

Geology

- GEO-1: Seismic Design

Groundwater and Soils

- GW-1: Soil Management Plan or Phase II EA
- GW-2: Site Remediation
- GW-2a: Remediate Former Oil Wells in the Industrial District (Area A), Waterfront District (Area B), and CCT (Area C).
- GW-2b: Remediate Soil along Existing and Former Rail Lines
- GW-2c: Health Based Risk Assessment for Marine Tank Farm
- GW-3: Contamination Contingency Plan for Non-Specific Facilities and Unidentified Sources of Hazardous Materials

Noise

- NOI-1: Construct temporary noise barriers, use quiet construction equipment, notify residents, construction hours, construction days, idling prohibitions, equipment location

Transportation

- TC-1: Develop and implement a Traffic Control Plan throughout proposed project construction
- TC-2: Reconfigure the southbound approach of Avalon Boulevard at the intersection of Avalon Boulevard and Anaheim

Utilities

- UT-1: Secondary Sewer Line Installation
- UT-2: Water Conservation and Wastewater Reduction
- UT-3: Recycling of Construction Materials
- UT-4: Recycled Content Materials Use
- UT-5: AB 939 Compliance

Project Alternatives

An EIR must evaluate a reasonable range of alternatives to a proposed project. The following three alternatives to the Proposed Project were analyzed to compare the merits of the alternatives. A summary of the impacts of the alternatives analyzed in the DEIR and the alternatives considered but eliminated from further analysis is included in Chapter 5.0 Project Alternatives.

Project Alternative 1- Reduced Development: No Avalon Development District

As compared to the proposed Project, Alternative 1 would reduce the development footprint by not improving the Avalon Development District (Areas A and B). Instead, this alternative would only develop the Avalon Waterfront District and provide program-level planning for the Waterfront Red Car Line. Alternative 1 would not include streetscape and pedestrian enhancements in Avalon Development District A. 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, 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. Alternative 1 would develop the Avalon Waterfront District in the same manner as the proposed Project. Extension of the Waterfront Red Car Line and California Coastal Trail would also occur.

Project Alternative 2- Reduced Construction and Demolition: LADWP Marine Tank Farm to Remain

Alternative 2 is an alternative development scenario that would reduce the amount of construction and demolition activities by leaving the LADWP Marine Tank Farm in place and reducing the size of the land bridge by only building the Phase 1 portion. Alternative 2 would also develop the Avalon Development District (Areas A and B). Since the LADWP Marine Tank Farm would remain in place, no site remediation would occur and the 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 Farm site boundary. This would result in an approximately 4-acre Phase I land bridge park, roughly 6 fewer acres than the proposed Project. Other than not including the Phase II portion of the land bridge and not removing the LADWP Marine Tank Farm, Alternative 2 would propose the same elements as the proposed Project.

Project Alternative 3- No Project

The No Project Alternative considers what would reasonably be expected to occur on the site if no future discretionary actions occurred. LAHD would not issue any discretionary permits or discretionary approvals, and would take no further action to construct or permit the construction of any portion of the proposed Project. 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.

Key Community Issue: Air Quality

Criteria Pollutant Emissions

The criteria pollutants of greatest concern in the air quality assessment are ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and suspended particulate matter PM10 and PM2.5. Nitrogen oxides (NO_x) and sulfur oxides (SO_x) are the generic terms for NO₂ and SO₂, respectively, because NO₂ and SO₂ are naturally highly reactive and may change composition when exposed to oxygen, other pollutants, and/or sunlight in the atmosphere. These oxides are produced during combustion.

The city of Los Angeles uses the South Coast Air Quality Management District’s (SCAQMD) thresholds to determine significance. For the air quality analysis, the CEQA baseline is subtracted from the project emissions at different years and the difference is compared to the SCAQMD thresholds. If the difference exceeds the thresholds then the proposed Project has a significant impact for that particular criteria pollutant. The different years evaluated include 2011 (highest level of project construction and overlap between proposed Project construction and proposed Project operation), 2015 (end of Phase I of proposed Project) and 2020 (completion of Phase II and full project buildout).

SCAQMD Daily Emissions Thresholds

	VOC	NO _x	SO _x	PM10	PM 2.5	CO	Cancer Risk	Acute Non-Cancer	Chronic Non-Cancer
Operation	55 lbs/day	55 lbs/day	150 lbs/day	150 lbs/day	55 lbs/day	550 lbs/day	10 in a million	1	1
Construction	75 lbs/day	100 lbs/day	150 lbs/day	150 lbs/day	55 lbs/day	550 lbs/day	-	-	-

Baseline

CEQA baseline emissions include emissions from sources that were operating in the baseline year of 2008 and would include those sources planned for demolition, or which would no longer be operational at the completion of the proposed Project. The peak daily existing 2008 emissions include two 59,000-square feet LADWP oil tanks, industrial land uses in the Avalon Development District and Avalon Waterfront District, and Banning’s Landing Community Center located on the south side of Water Street.

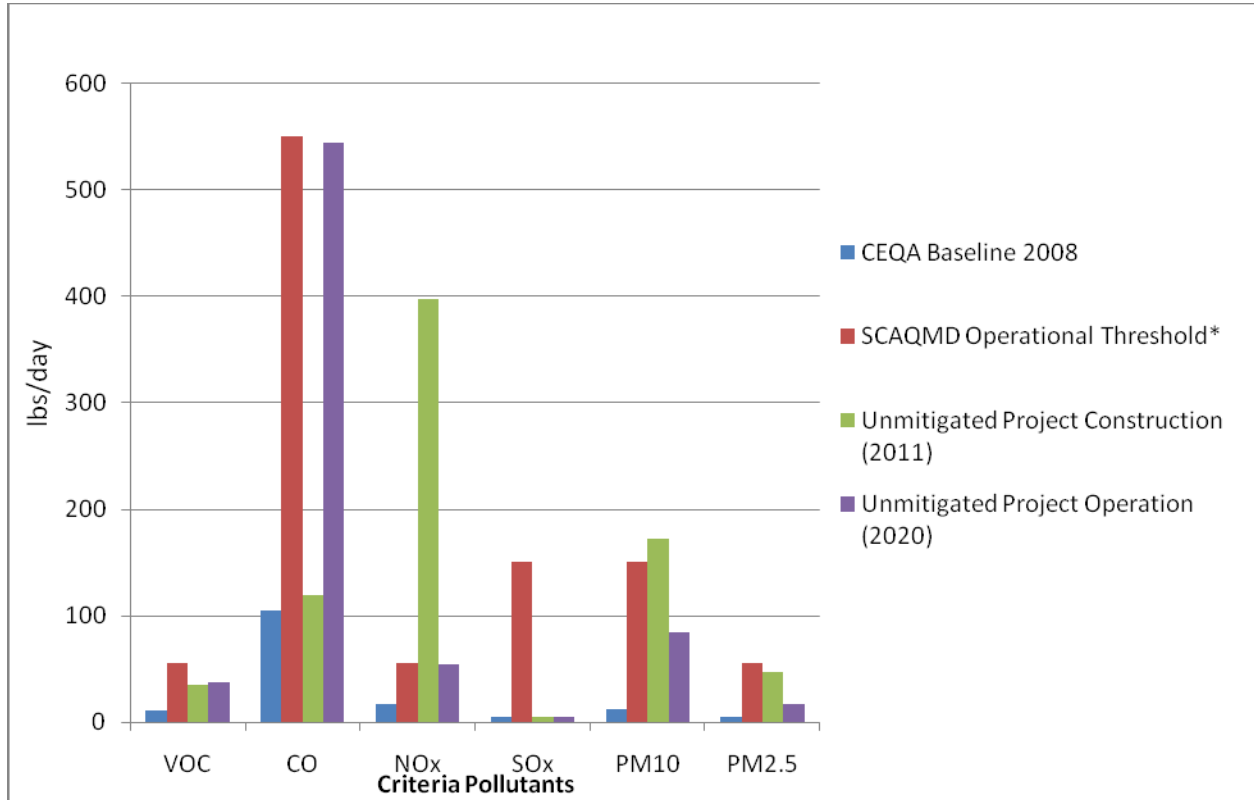
Proposed Project

Emissions are assumed to begin in 2009 and continue until 2020. Construction emissions are assumed to start in the third quarter of 2009 and concluding around the fourth quarter of 2017. Operation emissions are assumed to start in 2011 and extend until 2020.

Unmitigated Project

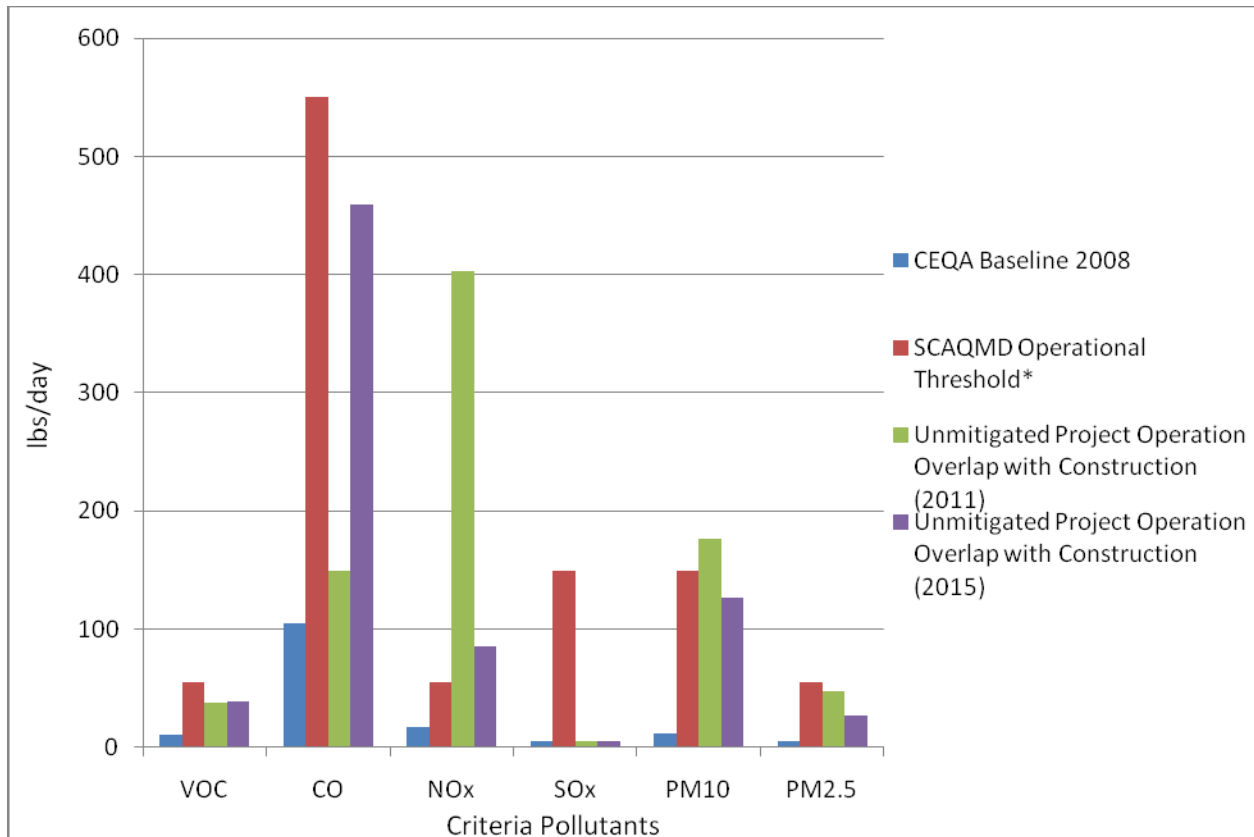
As shown below, the proposed project unmitigated peak daily emissions minus the CEQA baseline would be above CEQA thresholds and thus significant under CEQA for NO_x and PM₁₀ during construction. The proposed project operational unmitigated peak daily emissions minus the CEQA baseline, at project build

out (2020), would not be above CEQA thresholds. Therefore, the unmitigated operation of the proposed project would be less than significant for all criteria pollutants (refer to the graphic below).



*SCAQMD Thresholds are the same for construction and operation with the exception for VOC which is 75 lbs/day for construction and 55 lbs/day for operation and NO_x which is 100 lbs/day for construction and 55 lbs/day for operation as identified in the SCAQMD Daily Emissions Threshold Table above. This graphic identifies the operational thresholds which provide a conservative analysis of the data.

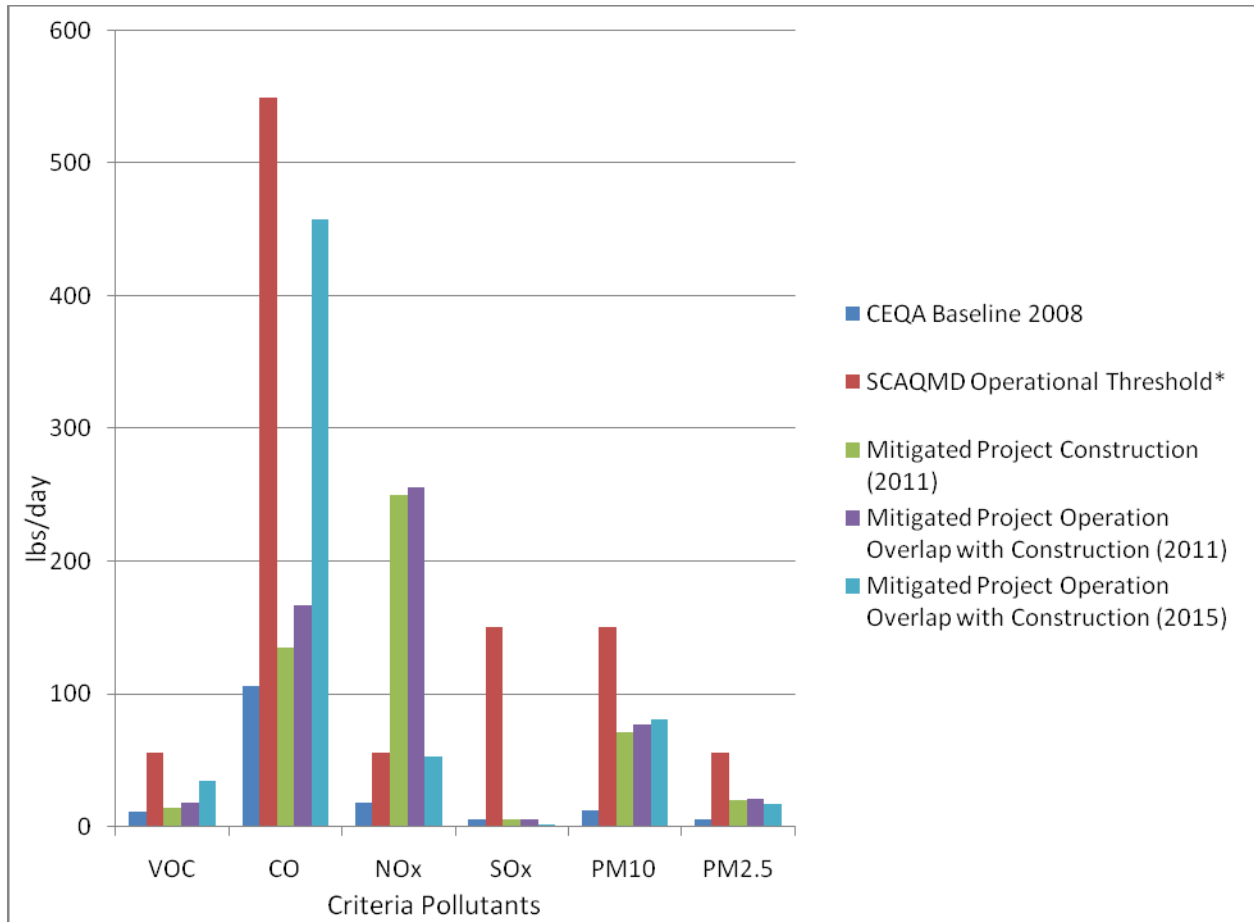
Due to the lengthy construction period of the proposed Project, some operational activities would overlap with some construction activities. Therefore, the unmitigated combined total of operational and construction emissions for years 2011 and 2015, during which construction and operation activities would occur simultaneously, were evaluated in the air quality analysis. For the year 2011 the combined total of construction and operational proposed project unmitigated impacts is expected to be significant for NO_x and PM₁₀, while for 2015, the combined total is expected to be significant only for NO_x (see graphic below).



*SCAQMD Thresholds are the same for construction and operation with the exception for VOC which is 75 lbs/day for construction and 55 lbs/day for operation and NOx which is 100 lbs/day for construction and 55 lbs/day for operation as identified in the SCAQMD Daily Emissions Threshold Table above. This graphic identifies the operational thresholds which provide a conservative analysis of the data.

Mitigated Project

The mitigation measures included for construction and operations were based on PCAC-recommended measures, the Port of Los Angeles Sustainable Construction Guidelines. After application of mitigation, the proposed project’s peak daily construction emissions for PM₁₀ are reduced to below significance; however NO_x emissions are still above the threshold. After the application of mitigation measures the emissions of the proposed project operation that occur simultaneously with construction is reduced to a less-than-significant level for PM₁₀ in both 2011 and 2015. However, NO_x emissions remain significant for year 2011 (see graphic below). Mitigation is not needed for the proposed Project operation in 2020 because all impacts were less than significant, as discussed above under “Unmitigated Project.” *Please see discussion beginning on page 3.2-2 of Section 3.2 of the Draft EIR for a complete discussion of criteria pollutants.*



*SCAQMD Thresholds are the same for construction and operation with the exception for VOC which is 75 lbs/day for construction and 55 lbs/day for operation and NOx which is 100 lbs/day for construction and 55 lbs/day for operation as identified in the SCAQMD Daily Emissions Threshold Table above. This graphic identifies the operational thresholds which provide a conservative analysis of the data.

Recreational Health Impacts

Health Risk Assessments are everywhere these days, from news reports on toxic air contaminants, to annual information provided on water safety in utility bills, to guidelines posted on fishing piers on the amount of fish people should consume. Reports discuss average risks over time from all types of environmental pollution and lifestyle choices. With all this information, how do you know when a risk is serious? Often, health risk assessments are thought of as cancer studies, but risk can refer to both chronic (like heart disease) and acute (like asthma) diseases and can be designed to study a range of symptoms/diseases. Health Risk Assessments are tools used by regulators to predict the risk related to a certain level of exposure and base decisions, often land use planning and consumption advisories, on the estimated risk.

Health Risk Assessments are not diagnosis studies. People often mistakenly think a risk assessment will tell them whether a current health problem or symptom was caused by exposure to a pollutant. Simply, health risk assessments are often confused with epidemiological studies. Epidemiological studies look at past exposure and try to link that exposure, often in a population, to a disease. Health risk assessments, on the other hand, estimate if *current* or *future* exposures will result in health risks to a broad population.

Risk assessments commonly report cancer risk as some additional chance in a large population. For example, risk expressed as 1 in a million means that there is one chance in 1,000,000 of an event occurring. Regulators often set acceptable risk values for air contaminants. These risk numbers are derived from conservative assumptions meant to protect the most vulnerable of a community's citizens. For example, to estimate a residential receptor's risk from air contaminants, the standard model assumes the resident (person) is exposed to the air contaminants while breathing at the 80th percentile breathing rate for 24 hours a day, 350 days a year, over a 70 year period.

At the Port of Los Angeles, we have adopted the threshold of less than 10 in a million as being an acceptable increased cancer risk level for new projects. Health Risk Assessments also examine the risks from acute and chronic non-cancer exposure. For acute and chronic non-cancer exposure, we use the reference exposure levels (RELs) developed by the California Office of Environmental Health Hazards Assessments (OEHHA). A REL is the concentration level at or below which no adverse health effects are anticipated for specified exposure duration. A Hazard Index of 1.0 or less indicates that the exposure would present an acceptable or insignificant health risk (i.e., no adverse health impact).

Baseline

The South Coast Air Quality Management District (SCAQMD) published the draft MATES-III in January 2008, which characterizes the ambient air toxic concentrations and potential human exposures in the South Coast Air Basin. MATES-III was finalized in September 2008. MATES-III developed an updated toxics emissions inventory and conducted air dispersion modeling to estimate ambient levels and the potential health risks of air toxics. The study identified the area covering the two ports, including the proposed Project site, were predicted to have cancer risk values ranging from 1,100 to 2,900 in a million. The highest modeled risk in the south coast air basin was at the Ports.

Unmitigated Project

The proposed Project operations are not expected to produce significant health risk impacts on the surrounding community. However, the proposed Project is located adjacent to substantial Port-related activities that generate emissions of Diesel Particulate Matter (DPM) and other Toxic Air Contaminants (TACs), including the Ports of Los Angeles and Long Beach, the LADWP Harbor Generating Station (HGS) and Harry Bridges Boulevard. Therefore, people visiting the proposed project site could be exposed to elevated levels of TACs from these adjacent emission sources. In addition, studies conducted by CARB show that the area in the vicinity of the Ports, including the proposed Project site, exhibits levels of DPM and health risks that are higher than most other areas within the south coast air basin. Because the proposed Project would attract sensitive individuals (such as children and the elderly) to a location that most likely has a higher risk than their place of residence, a recreational health risk impact would result. While most visitors would probably receive a relatively slight increase in health risk (mainly because the modeled risk assumes regular – almost daily – use of a subject area), the possibility exists that a frequent visitor could accumulate a significant long-term cancer or non-cancer health risk (such as cardiovascular ailments). The possibility also exists that any visitor could receive a significant short-term (acute) health risk (such as asthma) if the visit takes place during a high level of adjacent industrial activity coupled with worst-case meteorological conditions. Therefore, the proposed Project would expose visitors to significant recreational health risk impacts associated with air pollutants from other sources.

LADWP Harbor Generating Station

In 2004, LADWP conducted a health risk assessment of the TAC emissions from the HGS to determine whether the HGS would expose park visitors to high health risks and whether future HGS operations would be impacted. The HRA estimated the maximum cancer risk at the proposed Project site to be 6.3 per million when evaluated with 70-year residential exposure assumptions (24 hours a day, 350 days a year for 70 years). The maximum chronic and acute hazard indices computed for emissions from the HGS are 0.3 for chronic and 0.96 for acute on the project site. LADWP is currently performing an update to the 2004 study, and results are expected in late 2008 or early 2009.

Mitigated Project

The significant impact is an indirect impact associated with emissions from emission sources outside the control of the proposed Project, no additional mitigation measures are proposed. In the short term, the recreational health risk impact on project visitors would remain significant. In the long term, levels of pollution from both Port facilities and all Port-related trucks traveling along Harry Bridges Boulevard will substantially diminish in accordance with the CAAP. Specifically, DPM from trucks is anticipated to diminish by 80% over the next 5 years under the Port's Clean Trucks Program. The Ports of Los Angeles and Long Beach have instituted voluntary programs to reduce DPM emissions from port operations including installation of diesel oxidation catalysts on yard equipment, funding the incremental costs of cleaner fuels, cold-ironing of ocean-going vessels, and providing monetary support to the Gateway Cities truck fleet modernization program. In addition, all major Port of Los Angeles development projects will include a health risk assessment to further quantify TAC emissions and target mitigation to reduce the impact on public health. Other current regulations and future rules adopted by CARB and EPA will further reduce air emissions and associated cumulative impacts in the proposed project region. *Please refer to Section 3.2 and Section 3.2.4.3 of the Draft EIR for a more detailed discussion on Health Risks.*

Ultrafine Particles

New research is being done on ultrafine particles (UFPs), particles classified as less than 0.1 micron in diameter. UFPs are formed usually by a combustion cycle, independent of fuel type. UFPs are emitted directly from the tailpipe as solid particles (soot—elemental carbon and metal oxides) and semivolatile particles (sulfates and hydrocarbons) that coagulate to form particles. The research regarding UFPs is at its infancy but suggests the UFPs might be more dangerous to human health than the larger PM₁₀ and PM_{2.5} particles (termed fine particles) due to size and shape. Because of the smaller size, UFPs are able to travel more deeply into the lung (specifically the area of the lungs known as the alveoli) and are deposited in the deep lung regions more efficiently than fine particles. UFPs are inert (meaning they do not react with other substances); therefore, normal bodily defense does not recognize them. UFPs might have the ability to travel across cell layers and enter into the bloodstream and/or into individual cells. With a large surface area-to-volume ratio, other entities might attach to the particle and travel into the cell as a kind of “hitchhiker.” Current UFP research primarily involves roadway exposure. Preliminary studies suggest that over 50% of an individual's daily exposure is from driving on highways. Levels appear to drop off rapidly as one moves away from major roadways. CARB is currently measuring and studying UFPs at the San Pedro Bay Ports. Work is being done on filter technology, including filters for ships, which appears promising. The Port began collecting UFP data at its four air quality monitoring stations in late 2007 and early 2008. The Port actively participates in CARB testing at the Port and will comply with all future regulations regarding UFPs. *Please refer to Section 3.2 and Section 3.2.2.5 of the Draft EIR for a more detailed discussion on Ultrafine Particles.*

Greenhouse Gas Emissions

The air quality analysis for the proposed Project and alternatives includes estimates of greenhouse gas (GHG) emissions. The emission sources for which baseline GHG emissions were calculated include motor vehicles, harbor craft emissions, and the Waterfront Red Car Line. Mitigation measures employed to reduce GHGs are consistent with AB32 Guidelines, the Port Climate Action Plan, and the May 2008 Attorney General GHG CEQA Guidance Memo. *Please refer to Table 3.2-23 for emissions estimates and Section 3.2 and Section 3.2.4.1.3 of the Draft EIR for a more detailed discussion regarding GHGs.*

Key Community Issue: Hazards/Hazardous Materials

Baseline

The handling, storage, and transport of hazardous material are generally limited to the LADWP Marine Tanks, existing gas and petroleum pipelines, business operations located within the Avalon Development District, and the off-site the LADWP Harbor Generating Station (HGS).

Proposed Project

The Wilmington Waterfront Development Project would be located in an area of existing industrial uses. Some of these existing industrial uses, such as the LADWP Marine Tank Farm which stores raw gas oil, would be removed under the proposed project to allow for the full build out of the proposed project. Demolition would occur under Phase I of the proposed Project; however there would be a number of proposed project elements constructed under Phase I that would be operational before or during the removal of the tanks (i.e. pedestrian bridge, waterfront promenade, etc). Furthermore, the HGS would remain after the proposed project is built. This industrial use handles, stores, and uses hazardous materials such as Diesel No. 2 and aqueous ammonia.

LADWP Marine Tank Farm

A hazardous footprint analysis was not required for the raw gas oil handled at the LADWP Marine Tank Farm, based on the chemical characteristics of the commodity, including a flashpoint above 140 degrees (F) and the limited ability to produce a toxic vapor cloud. Under the proposed Project the contents of the tanks and associated pipelines would be drained through the oil pipe distribution system prior to demolition and/or removal. Hazardous impacts associated with the LADWP Marine Tank Farm would be less than significant.

LADWP Harbor Generating Station

The HGS has a total of three liquid bulk storage tanks, located at two separate sites, which handle and store diesel oils. One site is at the HGS, located west of Fries Avenue; the other site is located at Fries Avenue and A Street, north of the Peaker Units. The HGS also includes the liquid bulk storage of aqueous ammonia. A risk analysis for the diesel oils and aqueous ammonia was performed using appropriate chemical characteristics and reasonable potential accident cases or scenarios in consultation with LADWP. Under the potential accident cases involving the diesel storage tanks, the radiant heat footprints generated by the analysis of the two separate sites do not overlap any portion of the proposed Project site.

Specifically, for aqueous ammonia the EPA RMP guidance uses the Emergency Response Planning Guidelines (ERPGs) to assist in the Planning for catastrophic releases to communities. ERPG-2 of 200 ppm for aqueous ammonia represents the endpoint for exposure to aqueous ammonia without irreversible or serious health effects to the individual. Under the potential accident cases involving a release of aqueous ammonia, the footprint of the toxic vapor cloud generated that includes the toxic endpoint of 200ppm does not overlap with the proposed project site. Therefore, impacts to the proposed Project associated with the Harbor Generating Station would be less than significant. A description of the safety procedures and mechanisms used at the HGS can be found on page 3.7-5 of the Draft EIR. A 2001 EIR prepared by SCAQMD also analyzed the probability of an accidental ammonia release during the permitting process for construction of the peaker units. *For further discussion about the assumptions used in both studies, please see Section 3.7, Hazards and Hazardous Materials, of the Draft EIR.*

Key Community Issue: Noise

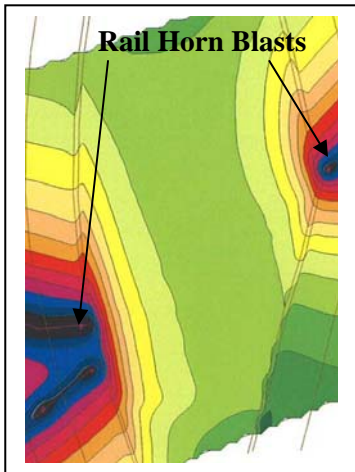
The Wilmington Waterfront Development Project would be located in an area of existing industrial uses. The operation of the proposed project would not generate objectionable noise; however, it is expected to experience periodic loud noises from the adjacent industrial land uses, including rail tracks and trains, and the LADWP Harbor Generating Station Peaker Units.

Noise levels are regulated by the U.S. Department of Transportation Federal Highway Administration (U.S. DOT FHA), the City of Los Angeles Municipal Code, and the City of Los Angeles General Plan Noise Element. Noise levels are generally defined in terms of Community Noise Equivalent Level (CNEL). These are average noise levels during a 24 hour period with sensitivity for nighttime levels.

Depending on the land use, several different noise levels can be used as criteria to promote health and well being and ensure appropriate land use compatibility. A noise threshold of 67 dBA CNEL for parks and recreational uses is used as criteria for determining significance in the noise analysis. This is based on the threshold between 65 and 70 dBA CNEL identified in the General Plan of the City of Los Angeles Guidelines for Noise Compatibility Land Use. Furthermore, the U.S. DOT FHA Noise Abatement Criteria is listed as approaching 67 dBA CNEL for picnic and recreation areas.

Unmitigated Project

The construction of the proposed project from 2009 to 2017 would generate noise levels above the levels identified in the Municipal Code and General Plan. Therefore, construction noise would be significant. Traffic generated by the proposed project would only increase noise from 0 to 2 dBA CNEL above the existing baseline; therefore, traffic-related noise impacts would be less than significant.



Rail Noise on Land Bridge

Edges of the project area would be exposed to noise levels in excess of 67 dBA CNEL. These areas include the pedestrian water bridge and the northern-most portion of the Land Bridge. While the affected area of the Land Bridge would be subjected to noise from the Peaker Units above 67 dBA CNEL, this area provides access to and from the parking area and does not provide any stationary amenities.

Rail traffic associated with the existing rail lines will be experienced above the noise threshold on the pedestrian water bridge. However, visitors are not anticipated to congregate on the bridge for long periods of time, but rather use the bridge as a mode of transport to arrive at the water's edge, moving away from the sound of the rail traffic when it occurs. Since areas affected by noise levels in excess of the 67 dBA CNEL standard would be limited to the park edges and park visitors would be able to move to the quieter, interior areas of the park, the noise impacts from the Peaker Units and trains are considered less than significant. Noise from the trains would not exceed the 77 dBA CNEL threshold for commercial uses within the Avalon Waterfront District.

Mitigated Project

Construction noise levels of the proposed project cannot be mitigated to below significance. Mitigation is included; however, impacts will still be significant and unavoidable during the period of construction. Since all other noise impacts were determined to be less than significant for the unmitigated project, no additional mitigation is necessary. *For more information, please see Section 3.9, Noise, of the Draft EIR.*

Key Community Issue: Traffic

Baseline

Estimates of future traffic conditions both with and without the proposed Project were necessary to evaluate the potential impact of the proposed Project on surface transportation. The baseline, or Without Project, condition represents future traffic conditions without the addition of the proposed Project; while the baseline plus proposed Project represents future traffic conditions with the proposed Project in place. The traffic study focuses on weekday peak hour traffic because it represents the worst overall traffic conditions with the greatest potential for impact.

Proposed Project

While the proposed project may generate a slightly higher number of trips on the weekend or during special events, the background traffic conditions are substantially lower due to reduced business activities on weekend days. While some Port terminals remain open and in operation, the intensity of activities including freight and transportation operations at these terminals is significantly less. It is anticipated that approximately six times a year a special event could be held at the proposed Project with approximately 1,500 people in attendance. These events would occur at non-peak hours generally on certain holidays.

Unmitigated Project

Traffic generated from these events would be temporary and at non-peak traffic hours. Furthermore, all special events planned at the proposed project site must comply with existing City of Los Angeles and LAHD Special Event permit procedures, which require a traffic control plan, the identification of detour routes for non-attendees, emergency access routes to avoid emergency response disruption, and temporary parking locations with possible shuttle service to ensure compliance with local and state fire and emergency access and evacuation regulations. Any traffic impacts related to special events would be temporary and occur at times when the circulation system is operating at high level of service, allowing for the accommodation of additional traffic associated with the special event. The traffic control plan would ensure emergency access is maintained and detour routes are well planned minimizing impacts on the local community. Therefore, impacts associated with special events and traffic are less than significant and do not require mitigation. *For more information, please see the following sections of the Draft EIR: Section 3.11, Transportation and Circulation- Ground and Marine and Section 3.13, Public Services which describes existing regulations and permits required for special events.*

Public Participation Guide

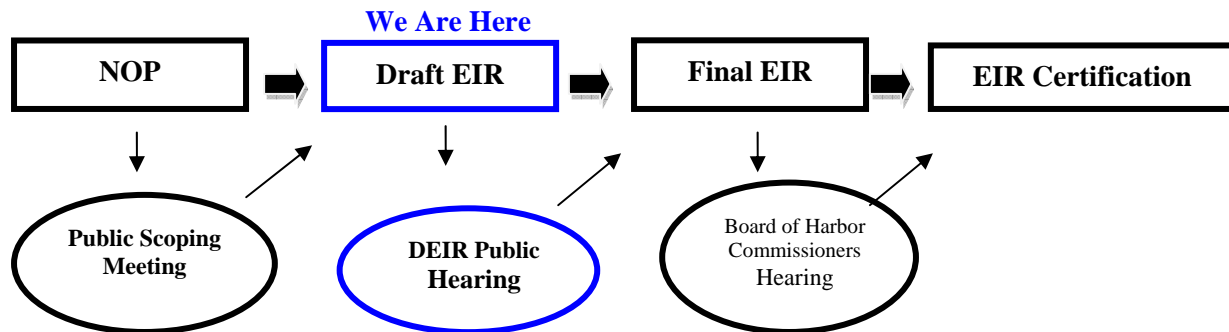
During the Draft EIR review phase, we urge you to take advantage of the many opportunities to participate.

<p>Attend a Public Meeting</p>	<p>A public meeting on the Draft EIR will be held to provide input and learn more about the <i>Wilmington Waterfront Development Project</i>. Comments made at the public meeting will be addressed in the Final EIR.</p> <p style="text-align: center;">January 15, 2009 6 p.m. Banning’s Landing Community Center 100 E. Water Street Wilmington, CA.</p>
<p>Submit Comments via Mail</p>	<p>Comments sent by mail must be postmarked by January 30, 2009 and should be sent to the following address:</p> <p>Dr. Ralph Appy Director of Environmental Management Los Angeles Harbor Department 425 South Palos Verdes Street San Pedro, CA 90731</p>
<p>Submit Comments via E-mail</p>	<p>Comments sent by e-mail should be sent by January 30, 2009 to: ceqacomments@portla.org</p> <ul style="list-style-type: none"> • Send your comments in letter format as an attachment to the e-mail. • Include a mailing address in the comment letter. • Type “Wilmington Waterfront Project” in the e-mail subject line.
<p>Visit our Websites</p>	<p>Project information provided by the Port of Los Angeles can be found at: www.portoflosangeles.org.</p>
<p>Call with Questions</p>	<p>For questions on the <i>Wilmington Waterfront Development Project</i> environmental review, please contact Jan Green Rebstock, with the Port of Los Angeles, at (310) 732-3949.</p>

Thank You for Your Interest!

EIR Process Overview

Milestones



The environmental review process is intended to allow the Port to gather comments from the public and agencies about the content and analysis of affected resources and potential impacts as a result of constructing and operating the proposed Project.

- The Draft EIR will undergo a 57-day comment period from December 4, 2008 through January 30, 2009. During this time, the Port will accept written comments and will host a public meeting on January 15, 2009 to present its findings and provide opportunity for public comment. The public meeting will be held at 6:00 p.m. at the Banning's Landing Community Center at 100 E. Water Street in Wilmington, CA. The Wilmington Waterfront Development Project environmental study team is required to respond to comments in the Final EIR.
- The EIR is a decision-making tool used by local officials to consider the effects of the proposed Project on the environment. The EIR is an informational document and does not recommend approval or denial of a project.
- You may request an electronic or hard copy version of the Draft EIR by calling 310.732.3675. You may download a copy of the Draft EIR at www.portoflosangeles.org or view it at the following locations:
 - Los Angeles Public Library, Central Branch, 630 West 5th Street, Los Angeles California
 - Los Angeles Public Library, Wilmington Branch, 1300 North Avalon, Wilmington, California
 - Los Angeles Public Library, San Pedro branch, 921 South Gaffey Street, San Pedro, California
 - Los Angeles Harbor Department, Environmental Management Division Offices, 222 W. 6th Street Suite 1080, San Pedro California