

## Notice of Preparation

# Wilmington Waterfront Development Project



Prepared by:

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



with assistance from:

 Jones & Stokes

Antonio R. Villaraigosa, Mayor  
City of Los Angeles

March 13, 2008

Board of Harbor  
Commissioners

S. David Freeman  
President

Jerilyn López Mendoza  
Vice President

Kaylynn L. Kim

Douglas P. Krause

Joseph R. Radtsich

Gerardine Kratz, Ph.D  
Executive Director

**SUBJECT: INITIAL STUDY/NOTICE OF PREPARATION (IS/NOP) FOR AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE WILMINGTON WATERFRONT DEVELOPMENT PROJECT**

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The Los Angeles Harbor Department (Port) has prepared an Initial Study/Notice of Preparation (IS/NOP) for the Environmental Impact Report (EIR) for the following project in the Port of Los Angeles:

### **Wilmington Waterfront Development Project**

The IS/NOP is included for your review, in accordance with current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act (CEQA) of 1970, Article I; the State CEQA Guidelines, Article 7, Sections 15082-15083; and the California Public Resources Code Section 21153.



425 S. Palos Verdes Street

Post Office Box 151

San Pedro, CA 90733-0151

Tel/TDD 310 SEA-PORT

[www.portoflosangeles.org](http://www.portoflosangeles.org)

#### **Availability:**

Copies of the IS/NOP will be available for review starting March 14, 2008 at the: Los Angeles Public Library, San Pedro branch, 921 South Gaffey Street, San Pedro, California; Los Angeles Public Library, Wilmington Branch, 1300 North Avalon, Wilmington, California; and the Wilmington Waterfront Outreach Office at 218 E. Anaheim Street, Wilmington, California 90744. Copies of the IS/NOP can also be obtained at <http://www.portoflosangeles.org/environmental/publicnotice.htm>, or by sending a request to Ralph G. Appy, Director of Environmental Management, Los Angeles Harbor Department, 425 South Palos Verdes Street, San Pedro, CA 90731, or by calling (310) 732-3675.

#### **Public Meeting:**

The Port will conduct a public meeting to receive public comment on the IS-NOP for this project on March 25, 2008 at the Banning Landing Community Center 100 E. Water Street, Wilmington CA from 6:00 pm to 9:00 pm. Participation in the public meeting by federal, state and local agencies and other interested organizations and persons is encouraged. This meeting is to be conducted in English with simultaneous English/Spanish translation services provided.

**Comments**

Written comments on the IS/NOP will be received until April 14, 2008 and should be sent to:

Dr. Ralph Appy, Director Environmental Management Division  
425 South Palos Verdes Street  
San Pedro, CA 90731

or via e-mail to [ceqacomment@portla.org](mailto:ceqacomment@portla.org). Comments sent via email should include the project title in the e-mail's subject line and a valid mailing address within the email.

For additional information, please contact Jan Green Rebstock at the Port of Los Angeles at (310) 732-3950.

Sincerely,



RALPH G. APPY, Ph.D.  
Director of Environmental Management

CITY OF LOS ANGELES  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012

**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**NOTICE OF PREPARATION**

(Article VI, Section 2 -- City CEQA Guidelines)

<b>TO:</b>	RESPONSIBLE OR TRUSTEE AGENCY	<b>FROM:</b>	LEAD CITY AGENCY
	ADDRESS (Street, City, Zip)		Los Angeles Harbor Department
			ADDRESS (Street, City, Zip)
			425 South Palos Verdes Street P.O. Box 151 San Pedro, CA 90733-0151

**► SUBJECT: Notice of Preparation of a Draft Environmental Impact Report**

PROJECT TITLE	CASE
Wilmington Waterfront Development Project	ADP# 050927-164

PROJECT APPLICANT, IF

The City of Los Angeles will be the Lead Agency and will prepare an environmental impact report for the project identified above. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by this City when considering your permit or other approval for the project.

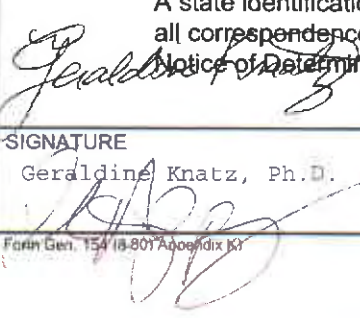
The project description, location and probable environmental effects are contained in the attached materials.

- A copy of the Initial Study is attached.
- A copy of the Initial Study is not attached.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Ralph G. Appy Director of Environmental Management at the address of the lead City Agency as shown above. We will need the name of a contact person in your agency.

Note: If the Responsible or trustee agency is a state agency, a copy of this form must be sent to the State Clearinghouse in the Office of Planning and Research, 1400 Tenth Street, Sacramento, California 95814. A state identification number will be issued by the Clearinghouse and should be thereafter referenced on all correspondences regarding the project, specifically on the title page of the draft and final EIR and on the Notice of Determination.

SIGNATURE	TITLE	TELEPHONE	DATE
 Geraldine Knatz, Ph.D.	Executive Director	(310) 732-3675	March 11, 2008

# Wilmington Waterfront Development Project

## Project Description

### Introduction

This Notice of Preparation (NOP) is to inform responsible and trustee agencies, public agencies, and the public that the City of Los Angeles Harbor Department (LAHD) will be preparing an environmental impact report (EIR) for the Wilmington Waterfront Development Project (Project). The Wilmington Waterfront Development Project EIR will be prepared pursuant to the California Environmental Quality Act (CEQA), California Public Resources Code Section 21000 et seq. LAHD seeks comments from agencies and the public regarding the scope and content of this EIR. For agencies, LAHD seeks comments regarding the scope and content of environmental information that is relevant to each agency's statutory responsibilities in connection with the EIR and the various actions and activities to be evaluated in the EIR.

LAHD administers the Port of Los Angeles (Port) under the California Tidelands Trust Act of 1911. The Port dominates the area south of Wilmington, separating the community from the waterfront. The Port is the largest manmade harbor in the Western Hemisphere, serving as the largest container port in the United States and the eighth largest in the world. Essentially a giant industrial complex, it is a critical hub in the international supply chain, encompassing 7,500 acres and featuring automobile, container, omni, break-bulk, and cruise ship terminals; liquid and dry bulk facilities; and extensive transportation infrastructure for moving truck and rail cargo. The Port serves 80 shipping companies and agents along 43 miles of waterfront. LAHD is chartered to develop and operate the Port to benefit maritime uses, and it functions as a landlord by leasing Port properties to more than 300 tenants. As the center of recreational water activity for the Los Angeles area, the Port provides slips for approximately 6,000 pleasure craft, sport fishing boats, and charter vessels. The Port also accommodates commercial fishing operations, canneries, shipyards, and boat repair yards as well as recreational, community, and educational facilities.

### Project Summary and Overview

The proposed Project includes 58 acres along the Avalon Boulevard Corridor and the Waterfront District. This land is directly adjacent to the Wilmington

community and is generally bounded by Lagoon Avenue, Broad Avenue, C Street, and Banning's Landing. The proposed Project also includes linkages along Front Street, John S. Gibson Boulevard, and Harry Bridges Boulevard. The major elements of the proposed Project include

- pedestrian-oriented features and a waterfront park and promenade,
- enhancement of the Avalon Boulevard Corridor,
- commercial/industrial and retail development,
- open space, neighborhood park space, and an observation tower,
- transportation linkages, enhancements, and improvements; and
- extension of the Red Car Line and associated multi-use paths (assessed programmatically) and construction of a Red Car museum.

## Project Background

To guide public improvements in the Wilmington area, a master plan was developed. The proposed Project is part of the Wilmington Waterfront Development Program, which is the result of a year-long planning process among community representatives, Port staff, affected agencies and stakeholders, and the general public.

The Wilmington Waterfront Development Program contemplates two separate and independent projects: 1) the proposed Project, the Wilmington Waterfront Development Project (also referred to as the Avalon Boulevard Corridor development), which is intended to provide waterfront access and commercial development opportunities for Wilmington, and 2) the Harry Bridges Buffer Area, which is intended to provide a physical space between the Wilmington community and the Port. The two projects, however, are at different stages of planning and development and do not rely on each other for implementation. Each could be built and sustain itself without the other. The Harry Bridges Buffer Area is analyzed in the Berths 136–147 (TraPac) Container Terminal Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) because of its planning and land acquisition history as an element of that project. As redesigned in response to community input, it will provide an open space passive and active recreational buffer between that terminal and the community. Approval (or disapproval) and implementation of the Harry Bridges Buffer Area will occur separately from the Wilmington Waterfront Development Program and is not contingent upon approval of any other project under that program. Therefore, the Harry Bridges Boulevard Buffer is not included in the proposed Project. However, the overall design of the Harry Bridges Buffer Area was considered in planning the proposed Project to ensure consistent planning concepts, aesthetics, and design.

The Wilmington Waterfront Development Program planning process involved close collaboration between Port 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 Port Community Advisory Committee (PCAC), a select group recognized by the Harbor Board of Commissioners and composed of community representatives.

The following steps were taken in developing the Wilmington Waterfront Development Program:

- Starting with and building upon the Wilmington Waterfront Development Final Plan, a conceptual vision plan for the area was prepared in 2004, with participation by the Wilmington Waterfront Development Subcommittee and approved by the Harbor Board of Commissioners;
- A visionary master plan was crafted based upon a good understanding of baseline conditions in the project area, including the physical, regulatory, environmental, land use, transportation, historical, cultural, market characteristics, and existing plans and projects;
- 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;
- 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; and
- 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; and
- Promote a sense of ownership in the 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.

## Project Objectives

The project objectives were developed based on the community planning process described above.

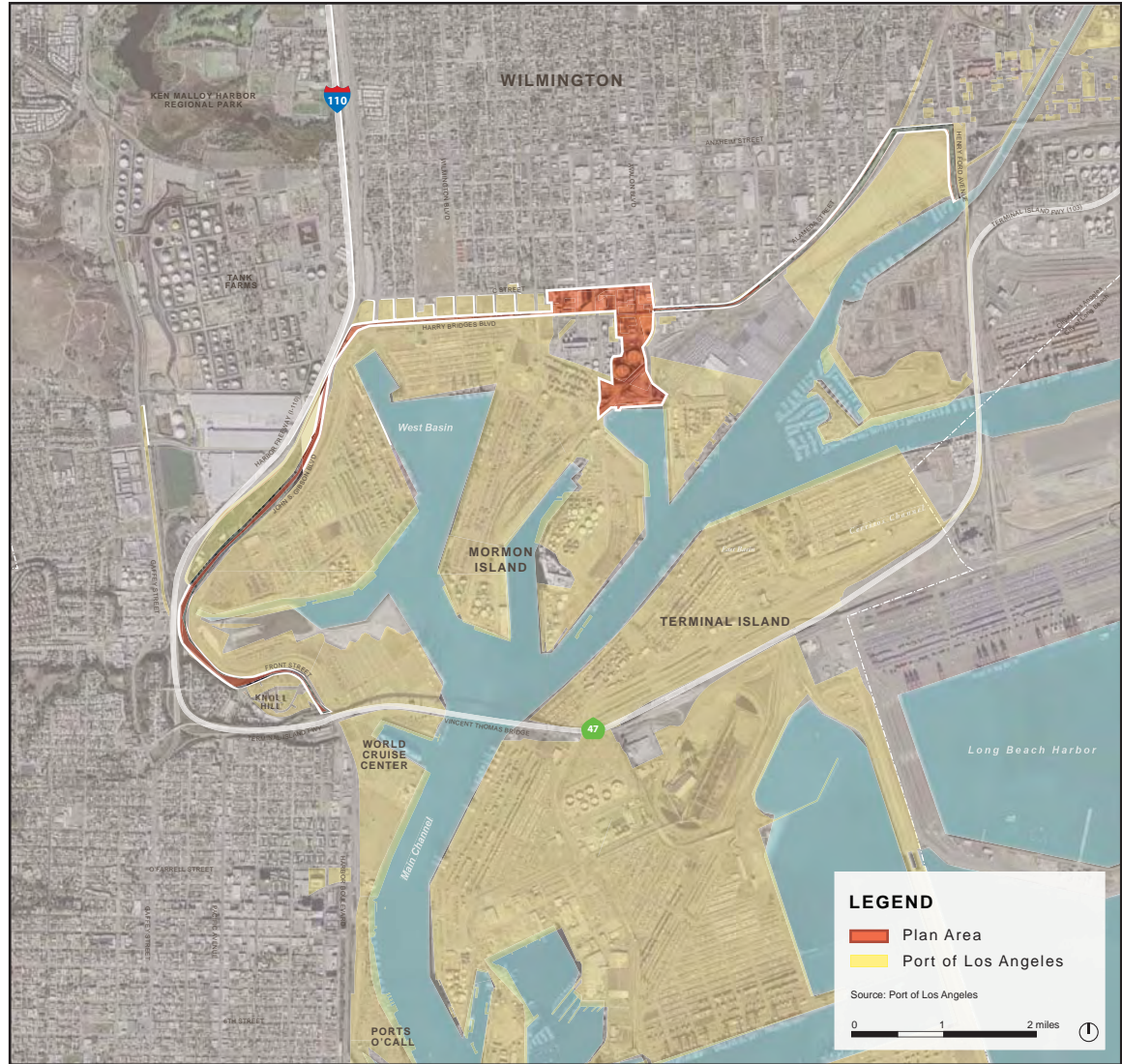
- Construct a project that will serve as a regional draw and attract visitors to the waterfront in Wilmington.
- Design and construct a waterfront park and promenade to enhance the connection of the Wilmington community with the waterfront while integrating design elements related to the Port's and Wilmington's 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 the economic viability of the Wilmington community by promoting sustainable economic development and technologies within the existing commercial Avalon Boulevard Corridor.
- Integrate environmental measures into design, construction, and operation to create an environmentally responsible project.

## Project Location

The proposed Project is located in the southern end of the City of Los Angeles (see Figure 1, Regional Vicinity). The site for the Wilmington Waterfront Development Project consists of 58 acres in the northern portion of the Port, directly adjacent to the Wilmington community. The project area is generally bounded by Lagoon Avenue, Broad Avenue, C Street, and Banning's Landing at the waterfront. The project area is essentially flat (see Figure 2, Project Location).

Avalon Boulevard connects the center of Wilmington with the waterfront, terminating at Banning's Landing. It extends southward to the waterfront, forming the eastern boundary of the Los Angeles Department of Water and Power (LADWP) generating plant, which is at the center of the project area. Port-related light and heavy industrial operations occupy Port lands south of Harry Bridges Boulevard. The waterfront is characterized by tall cranes, which line the water's edge; numerous shipping containers stacked four or five high; tractor trailer truck traffic on Harry Bridges Boulevard in Wilmington; and train traffic paralleling Harry Bridges Boulevard that serves the Port's cargo terminals.



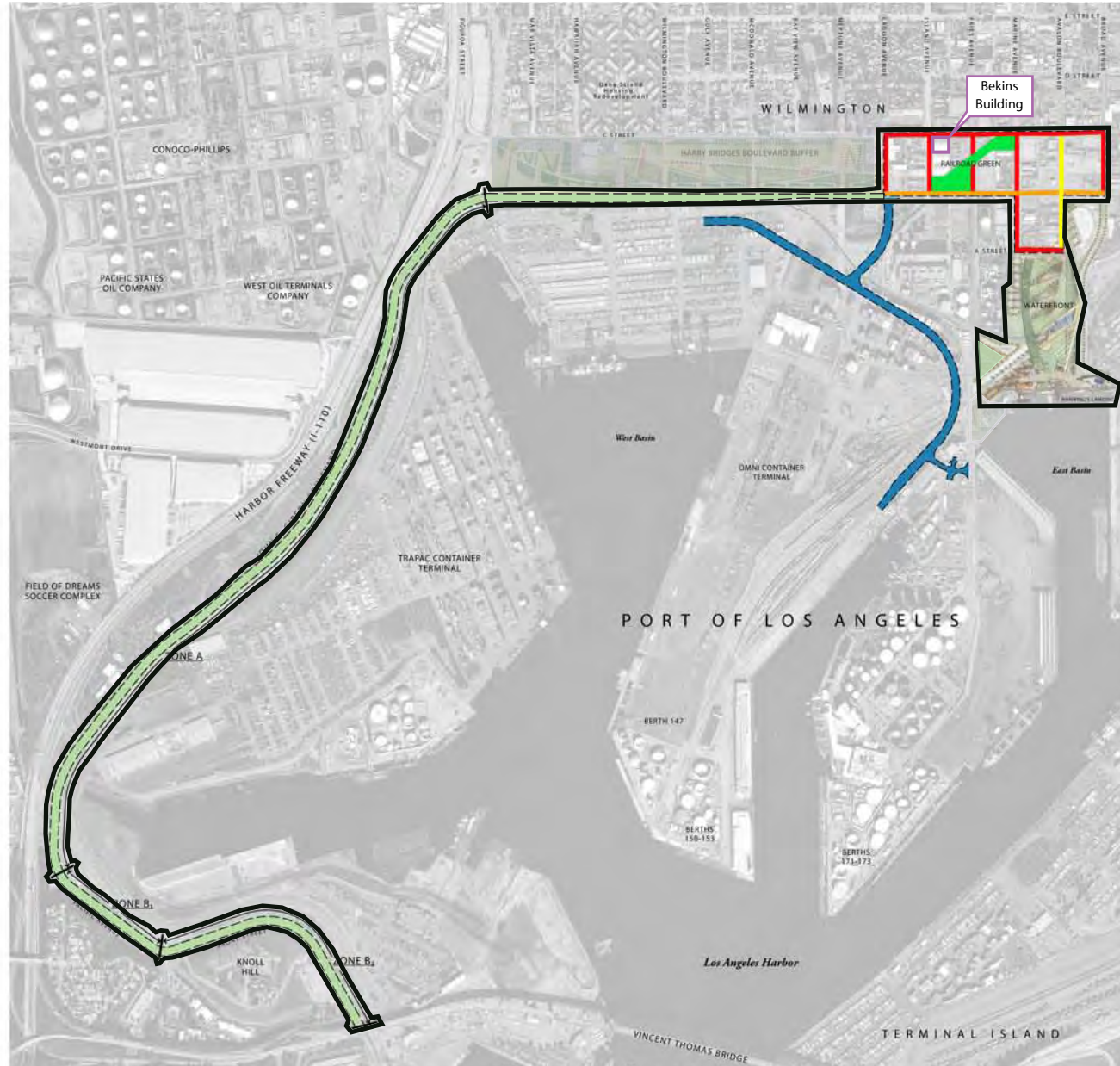


SOURCE: Port of Los Angeles (2007)

**Figure 1**  
**Regional Vicinity**  
**Wilmington Waterfront Development Project**

**LEGEND**

- **SAN PEDRO-BUFFER LINKAGE**
  - San Pedro - Wilmington connection
  - Vehicular, rail, pedestrian and bicycle circulation in tight space
  - Long, undifferentiated thoroughfare
  - Consider physical separation of pedestrians/cyclists and rail line
  - Introduce rhythmic elements and landmarks to measure distance
  - Provide vantage point for adjacent dynamic landscape of containers
  - Assess existing designed landscape
  
- **BUFFER - AVALON LINKAGE**
  - Part of larger San Pedro - Wilmington connection
  - Connects Buffer to Waterfront
  - Noise and wind from heavy traffic
  - Landscape to foster circulation
  - Hardy, low-maintenance planting
  
- **NEIGHBORHOOD STREETScape**
  - Working landscape, daytime activity
  - Some peripheral residential areas as well as transient residents
  - Security and safety important
  - Visibility on street
  - Low-maintenance
  
- **RAILROAD GREEN**
  - Destination primarily, limited role as linkage
  - Light industrial use
  - Intimate scale
  - Potential neighborhood open space
  - Passive and/or active recreation
  
- **AVALON BOULEVARD**
  - Connection between Wilmington and waterfront
  - Part of Avalon commercial and retail corridor
  - Tenants establish character of street
  
- **SOUTH WILMINGTON GRADE SEPERATION**
  - Not part of project
  
- WILMINGTON WATERFRONT DEVELOPMENT PROJECT BOUNDARY**



SOURCE: Sasaki (February 2008)

**Figure 2**  
**Project Location**  
**Wilmington Waterfront Development Project**

## Description of Proposed Project Elements

The proposed Project includes the following:

- Development of pedestrian-oriented features, including parks, plazas, sidewalk enhancements, and a pedestrian bridge;
- Development of a waterfront promenade and piers, with commercial retail/restaurant components;
- Development of a 10-acre raised park space on an expansive land bridge over active railroad lines to connect A Street with the Wilmington waterfront;
- Enhancement of the Avalon Boulevard Corridor to support commercial, industrial, and retail development;
- Development of the Railroad Green, a passive open space within an existing abandoned railroad right-of-way;
- Improvement of traffic circulation on Avalon Boulevard, Broad Avenue, A Street, and Water Street;
- Removal and remediation of existing LADWP oil tanks;
- Extension of the Red Car Line and California Coastal Trail along John S. Gibson Boulevard and Harry Bridges Boulevard from Swinford Street and Harbor Boulevard to Avalon Boulevard and Harry Bridges Boulevard.; and
- Development of a Red Car museum in the Bekins Building.

The proposed Project would include approximately 15 acres of public areas, including plazas, parks, and open space. The major feature of these public areas would be a 10-acre raised park space on an expansive land bridge, which would pass over the active railroad lines along Water Street. This land bridge would also incorporate a pedestrian water bridge, and these two features would connect Avalon Boulevard and the Entry Plaza to the water's edge. The paths on the land bridge and the pedestrian water bridge would provide pedestrian and bicycle access to the waterfront promenade. The proposed Project would include the demolition of a total of 172,835 square feet of existing structures and the enhancement of the Avalon Boulevard Corridor to accommodate approximately 150,000 square feet of industrial development over the next 20 years. The Avalon Boulevard Corridor and waterfront area would also be enhanced to accommodate approximately 25,000 to 30,000 square feet of commercial/retail development over the next 20 years.

Circulation improvements for Avalon Boulevard, Broad Avenue, A Street, and Water Street are proposed. Avalon Boulevard would be straightened to maintain consistency with the street grid pattern along Avalon Boulevard south of Harry Bridges Boulevard. Additionally, Avalon Boulevard between A Street and Broad Avenue would be vacated and incorporated into land for Avalon Triangle Park and the North Plaza. Broad Avenue would be realigned to create a more direct route. This realignment would establish Broad Avenue as the primary vehicular access route to the waterfront rather than Avalon Boulevard. Lastly, Water Street would be relocated to an alignment north of its current

location. This relocation opens the area nearest the water's edge for additional public improvements.

Although Lagoon Avenue would not be realigned or changed as part of the proposed Project, 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. This circulation improvement, would allow better access to the project area. It would consist of an elevated road extending from Lagoon Avenue, passing over the existing railroad tracks, and connecting to Pier A Street and Fries Avenue (see Figure 2 for the location of the South Wilmington Grade Separation).

Both on-street and lot parking would be provided for the proposed Project. All streets in the project area have on-street parking, except for Harry Bridges Boulevard, where on-street parking is prohibited, and Water Street, where parking is provided on the south side only. The proposed Project includes two off-street parking lots south of Water Street, totaling 122 spaces, to accommodate the proposed public facilities south of Harry Bridges Boulevard. The proposed parking for the waterfront, including three parking lots and the on-street parking, would provide a total of 445 spaces.

The plan for the Wilmington Waterfront Development Project assumes demolition and relocation of the existing and operational LADWP oil tanks by LADWP. This demolition would allow the construction of a land bridge and raised park space that would connect to the Avalon Boulevard Corridor. The timing of the demolition and removal of the LADWP oil tanks effectively divides the proposed Project into distinct two phases: Phase I, the Interim Plan, and Phase II, the Full Build-Out Plan. A large number of the proposed Project elements would be constructed under the Interim Plan, which would commence construction in 2009 and terminate around 2013. The remaining elements would be constructed under the Full Build-Out Plan. Construction of the Full Build-Out Plan would commence in 2013 and terminate in 2015. Both of these phases, and the proposed Project elements associated with each, are discussed in further detail below.

## **Phase I: Interim Plan**

The Interim Plan includes the following waterfront elements:

- Development of pedestrian linkages,
- Landscaping for the Entry Plaza,
- Development of an interim land bridge and water bridge,
- Development of a waterfront boardwalk with retail components, and
- Development of an observation tower.

The Interim Plan would also include the following Avalon Boulevard Corridor components:

- Development of the Railroad Green and a Red Car museum, and
- Development of a streetscape treatment in the Avalon Boulevard Corridor development area.

## Interim Plan Waterfront Elements

The proposed Project would incorporate a network of sidewalks, pedestrian crossings, trails, and bridges as well as a promenade to enhance the pedestrian environment along streets in the proposed Project area (see Figure 3, Interim Plan). Particular emphasis would be placed on Harry Bridges Boulevard, which would become a continuation of the California Coastal Trail, connecting the Harry Bridges Boulevard buffer with the Wilmington waterfront. On all north–south streets between Lagoon Avenue and Broad Avenue, the proposed Project would incorporate continuous sidewalks and street trees. Additionally, the proposed Project’s integrated bicycle lane system and expanded California Coastal Trail would connect to and serve the project area and extend the linkages proposed at the Harry Bridges Boulevard buffer. The proposed Project would connect the waterfront with direct and inviting access routes and provide public spaces for gathering, informal play, and sitting.

Avalon Boulevard is a central commercial corridor, leading from Wilmington to the Wilmington waterfront. It contains commercial activities, such as maritime-related professional services and storefront retail. The intersection of Avalon Boulevard and Harry Bridges Boulevard would be the gateway to the proposed Project. A 1-acre landscaped Entry Plaza would be completed under the Interim Plan at the corner of Harry Bridges Boulevard and A Street. It would serve as the gateway to the land bridge and architectural water bridge and seamlessly merge with Avalon Triangle Park, which is being developed under a separate project and can move forward independently of this project. No project relies on any other project; however, if constructed, each project will have a consistent integrated design. Avalon Boulevard, south of Harry Bridges Boulevard to A Street, would be realigned, thereby allowing unimpeded pedestrian access from A Street to the waterfront.

A major section of the proposed 10-acre land bridge would be constructed and operated under the Interim Plan. This interim land bridge would include an interim architectural water bridge to the east of the LADWP oil tanks, connecting the landscaped Entry Plaza to the waterfront. This architectural water bridge would provide unimpeded pedestrian and bicycle access to the waterfront. It would consist of a steel structure with a linear water feature integrated into its outside edge. Additionally, the upper promenade, with plaza, sloped open lawn, and interactive water features and fountains, would be included in the interim land bridge. All water features would be restricted to the land and would not empty into the marine environment. The upper promenade, with plaza, would be located immediately over the railroad and Water Street crossing. It would consist of ornamental gardens, shade pavilions, a plaza, and a large water feature. The

### Legend

- 1 Entry Plaza
- 2 Water Bridge With Fountains And Steeped Weirs
- 3 Avalon Triangle Park (By Others)
- 4 Grove With Canopy Trees
- 5 Shade Pavilions
- 6 Ornamental Gardens
- 7 Upper Plaza
- 8 Upper Promenade With Plaza
- 9 Terraces With Lawn
- 10 Amphitheater
- 11 Tower Plaza
- 12 Observation Tower With Bridge
- 13 Banning's Plaza
- 14 Banning's Landing Community Center
- 15 Drop-off Zone
- 16 Future Development
- 17 Maritime Interpretive Artifact Display
- 18 Plaza And Open Space
- 19 Interactive Fountain/Water Feature
- 20 Waterfront Boardwalk
- 21 College of Oceaneering
- 22 Parking Area With Lawn



SOURCE: Sasaki (February 2008)

**Figure 3**  
**Interim Plan**  
**Wilmington Waterfront Development Project**

sloped open lawn would be just south of the upper promenade and would include a plaza. It would extend to the existing grade at the waterfront. Directly west of the land bridge, a planting screen would buffer the land bridge from the LADWP peaker power plant to the east.

The proposed Project includes a promenade at the water's edge, viewing piers, and docks for transient boats. Approximately 25,000 square feet of commercial uses (retail and restaurant) would be incorporated into the waterfront boardwalk. The Banning's Landing Community Center, with an extended 7-acre outdoor space for gatherings and events, would anchor one end of the promenade. Other waterfront amenities would include an interactive fountain or water feature, a maritime interpretive artifact display, shade pavilions, trees, public art, and an amphitheater with terraced seating integrated into the sloped lawn above. The new promenade and floating docks would require coordination with U.S. Army Corps of Engineers.

An observation tower, located between the sloped open lawn and the waterfront promenade, would be a dominant feature in the landscape (see Figure 4, Observation Tower). It would be approximately 200 feet high and would offer dramatic views of the harbor. 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 (see Figure 5, Illuminated Observation Tower).

## **Interim Plan Avalon Boulevard Corridor Elements**

At the northern half of the Avalon Boulevard Corridor, between Lagoon Avenue and Broad Avenue, the proposed Project would build upon the area's existing industrial character, with opportunities for infill development consisting of light industrial uses. A passive open space would be built within an existing abandoned railroad right-of-way (see Figure 6, Railroad Green). This approximately 1-acre "Railroad Green" would cross the area diagonally and provide public access, seating, and passive recreation opportunities. A Red Car museum would be located one block north of the proposed Red Car alignment at the Bekins Storage Property at 245 Fries Avenue/312–326 West C Street, an adaptive reuse of structures built in 1916.

Demand for approximately 150,000 square feet of light industrial and commercial space would be supported over the next 20 years in the Avalon Boulevard Corridor area. Retail development could also be supported, and any retail square footage not developed at the waterfront could be incorporated into the Avalon Boulevard Corridor. The proposed Project would include streetscape enhancements that would attract development. The industrial and/or retail space would include a combination of new development, redevelopment, and existing uses. In the northern area of the Avalon Boulevard Corridor, between Lagoon Avenue and Broad Avenue, smaller parcels could be used and developed into small industrial condominium units, perhaps to manufacture green technologies needed by Port operations. This area is also adaptable and can include modest retail storefronts for certain industrial users.

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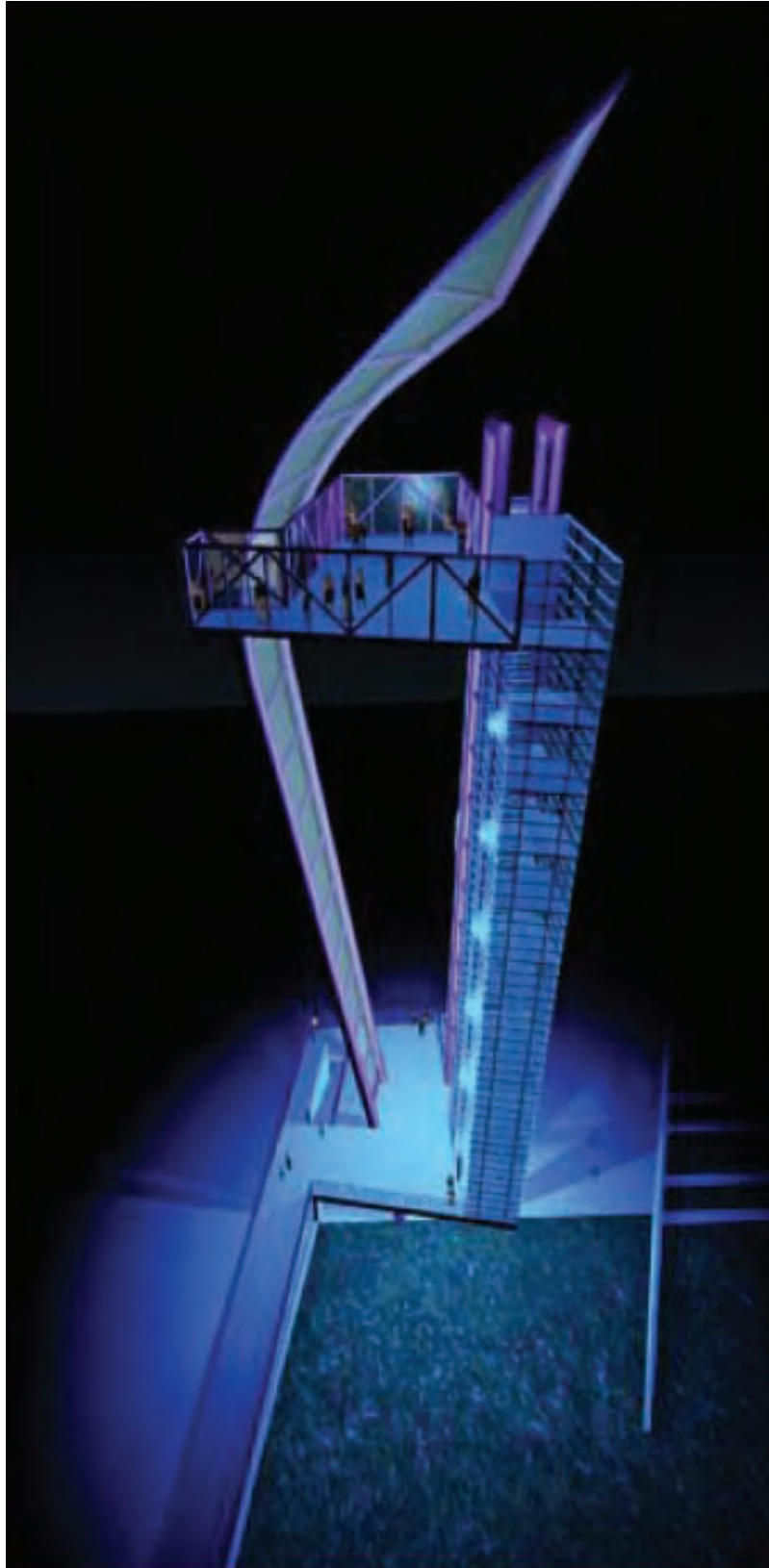


SOURCE: Sasaki (February 2008)

**Figure 4**  
**Observation Tower**  
**Wilmington Waterfront Development Project**

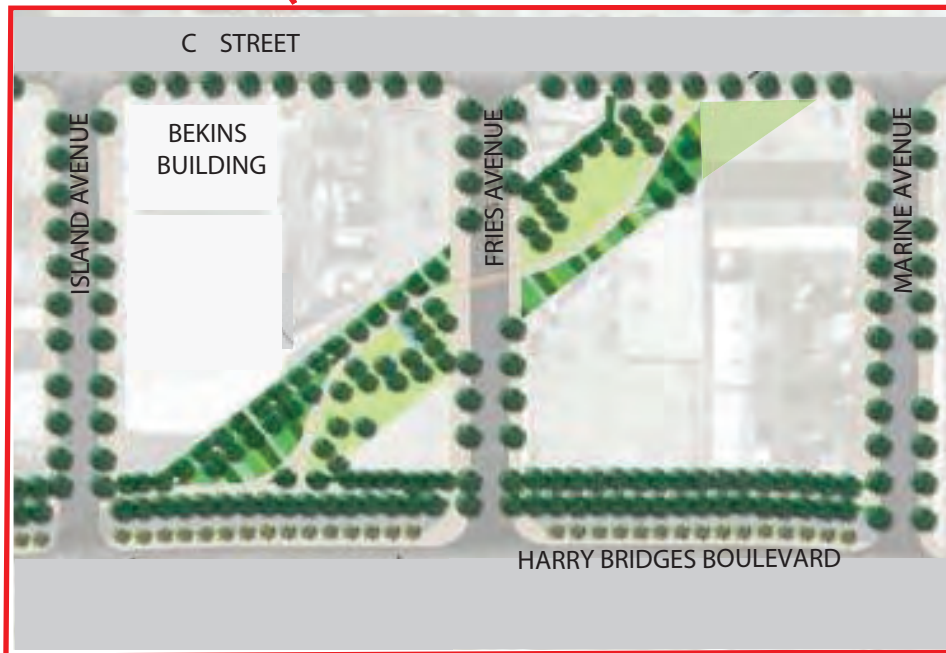
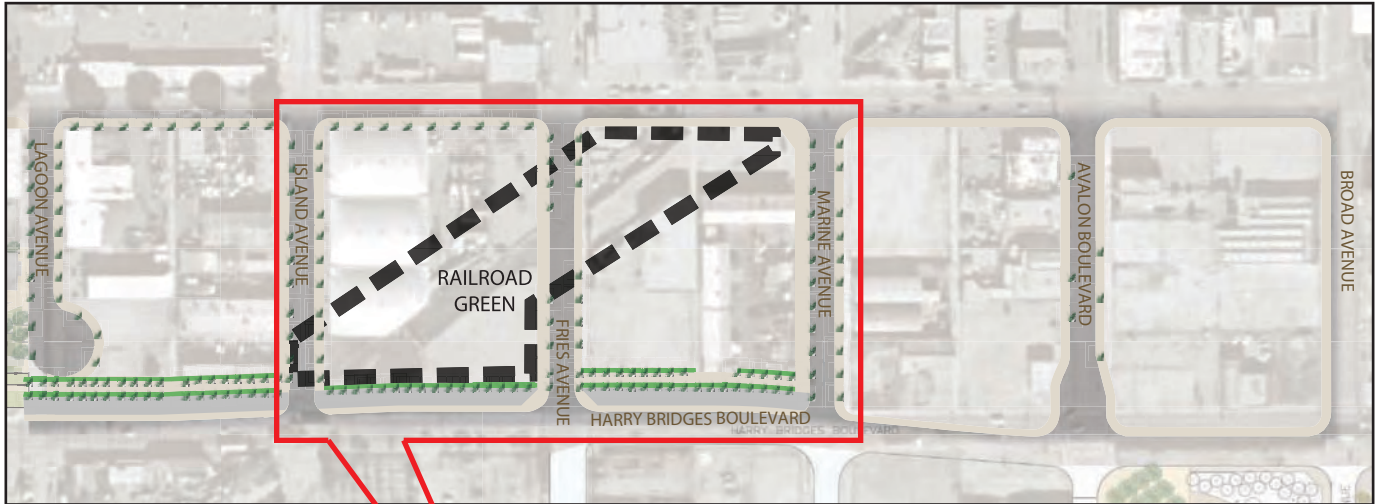


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SOURCE: Sasaki (February 2008)

**Figure 5**  
**Illuminated Observation Tower at Night**  
**Wilmington Waterfront Development Project**



SOURCE: Sasaki (February 2008)

## Phase II: Full Build-Out Plan

Phase II of the Build-Out Plan (see Figure 7, Full Build Out) would include

- Acquisition of the LADWP property,
- Demolishing and removing the existing LADWP tanks,
- Completing the land bridge, and
- Construction of the California Coastal Trail (pedestrian and bicycle corridor) and Red Car Line along John S. Gibson Boulevard and Harry Bridges Boulevard.

LADWP oil tank demolition and removal is expected to begin in 2013. This would allow completion of the interim land bridge and raised park space, which would connect to the waterfront. LADWP would have an opportunity to rebuild similar tanks with similar capacities at the Olympic site. This construction would be assessed programmatically as part of the proposed Project since specific details are not yet known. Additional CEQA analysis would be performed to adequately assess impacts related to reconstruction of the tanks.

**Legend**

- 1 Entry Plaza
- 2 Water Bridge With Fountains And Steeped Weirs
- 3 Avalon Triangle Park (By Others)
- 4 Palm Walk
- 5 Terraces With Decomposed Granite
- 6 Sloped Open Lawn
- 7 Curved Path
- 8 Grove With Canopy Trees
- 9 Shade Pavilions
- 10 Ornamental Gardens
- 11 Upper Plaza
- 12 Upper Promenade With Plaza
- 13 Terraces With Lawn
- 14 Amphitheater
- 15 Tower Plaza
- 16 Observation Tower With Bridge
- 17 Banning's Plaza
- 18 Banning's Landing Community Center
- 19 Drop-off Zone
- 20 Future Development
- 21 Maritime Interpretive Artifact Display
- 22 Plaza And Open Space
- 23 Interactive Fountain/Water Feature
- 24 Waterfront Boardwalk
- 25 College of Oceaneering
- 26 Parking Area With Lawn



SOURCE: Sasaki (February 2008)

**Figure 7**  
**Full Build Out**  
**Wilmington Waterfront Development Project**

# Environmental Checklist Form

- 1. Project Title:** Wilmington Waterfront Development Project
- 2. Lead Agency Name and Address:** Los Angeles Harbor Department  
Environmental Management Division  
425 South Palos Verdes Street  
San Pedro, CA 90731
- 3. Contact Person and Phone Number:** Ralph G. Appy, Ph.D.  
Director of Environmental Management  
c/o Jan Green Rebstock, Environmental Specialist III  
(310) 732-3949
- 4. Project Location:** The proposed Project is located in the southern end of the City of Los Angeles, and includes portions within LAHD's jurisdiction. The proposed Project area is generally located on 58 acres along the Avalon Boulevard Corridor and the Waterfront District. This land is directly adjacent to the Wilmington community and is generally bounded by Lagoon Avenue and Broad Avenue, and C Street and Bannings Landing.
- 5. Project Sponsor's Name and Address:** Los Angeles Harbor Department  
Engineering Division  
425 South Palos Verdes Street  
San Pedro, CA 90731
- 6. General Plan Designation:** Port of Los Angeles, Wilmington-Harbor City Community Plan.  
Community Commercial and Limited Industrial land use.
- 7. Zoning:** (Q)C2, (Q)CM, (Q)MR1, and (Q)PF
- 8. Description of Project:** This Initial Study will assess specific proposed development and associated infrastructure improvements within the Wilmington Waterfront Development Program area and determine if further analysis is needed in the Project EIR. The proposed Project would encompass 58 acres within the 95-acre Program area along the Avalon Boulevard Corridor and the Waterfront District. The major elements of the Wilmington Waterfront Development Project include pedestrian-oriented features and a waterfront promenade; enhancement of the Avalon Boulevard commercial corridor; commercial, industrial, and retail development; open space; an observation tower; and transportation enhancements, linkages, and improvements. See Attachment A for additional details regarding the proposed Project.

**9. Setting and Surrounding Land Uses**

Light and heavy industrial uses, residential housing, cruise/commercial transport, commercial retail, commercial fishing, warehouses, transportation facilities, and public facilities/port-related services.

**10. Responsible Agencies and City of Los Angeles Departments:**

U.S. Army Corps of Engineers  
U.S. Fish and Wildlife Service  
National Marine Fisheries Service  
U.S. Coast Guard  
California Environmental Protection Agency  
State Lands Commission  
California Coastal Commission  
California Public Utilities Commission  
California Department of Fish and Game  
California Department of Boating and Waterways  
South Coast Air Quality Management District  
Los Angeles Regional Water Quality Control Board  
City of Los Angeles Department of Transportation  
City of Los Angeles Planning Department  
City of Los Angeles Department of Public Works  
City of Los Angeles Fire Department

**Environmental Factors Potentially Affected:**

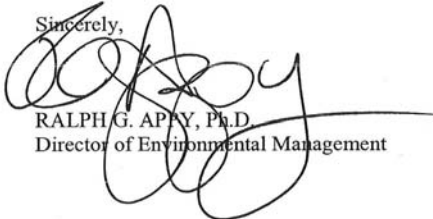
The environmental factors checked below would potentially be affected by this proposed Project (i.e., the proposed Project would involve at least one impact that is a “potentially significant impact”), as indicated by the checklist on the following pages.

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agricultural Resources                        | <input checked="" type="checkbox"/> Air Quality            |
| <input type="checkbox"/> Biological Resources                       | <input checked="" type="checkbox"/> Cultural Resources                 | <input checked="" type="checkbox"/> Geology/Soils          |
| <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality            | <input checked="" type="checkbox"/> Land Use/Planning      |
| <input type="checkbox"/> Mineral Resources                          | <input checked="" type="checkbox"/> Noise                              | <input checked="" type="checkbox"/> Population/Housing     |
| <input checked="" type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                                    | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems       | <input checked="" type="checkbox"/> Mandatory Findings of Significance |  |

**Determination:**

On the basis of this initial evaluation:

- I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the Project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed Project MAY have an impact on the environment that is “potentially significant” or “potentially significant unless mitigated” but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.

Sincerely,  
  
RALPH G. APPY, Ph.D.  
Director of Environmental Management

March 13, 2008

\_\_\_\_\_  
Date

### Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except “no impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “no impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “no impact” answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially significant impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “potentially significant impact” entries when the determination is made, an EIR is required.
4. “Negative declaration: less than significant with mitigation incorporated” applies when the incorporation of mitigation measures has reduced an effect from a “potentially significant impact” to a “less than significant impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063[c][3][D]). In this case, a brief discussion should identify the following:
  - (a) Earlier analysis used. Identify and state where earlier analyses are available for review.
  - (b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - (c) Mitigation measures. For effects that are “less than significant with mitigation incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting information sources. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.



8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - (a) the significance criteria or threshold, if any, used to evaluate each question, and
  - (b) the mitigation measure identified, if any, to reduce the impact to a less than significant level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

**a. Would the project have a substantial adverse effect on a scenic vista?**

**Less Than Significant Impact.** The proposed Project is intended to enhance views and aesthetic conditions of this portion of the Port, along with creating new views of the working harbor. The proposed Project site is located along the southern edge of the City of Los Angeles, where the topography varies from relatively flat areas and areas with low hills near sea level to steeper topography to the north and west. The proposed Project area is located in an industrialized area within the Port adjacent to the Wilmington community.

The proposed Project site covers over 50 acres of land north of Slip Basin 5 off the East Basin Channel and consists of a variety of industrial and commercial land uses. The proposed Project area is generally zoned for public facilities, commercial, commercial manufacturing, and restricted industrial (City of Los Angeles ZIMAS 2007). While some proposed Project features, including the land bridge, pedestrian water bridge, and observation tower, have the potential to obstruct views from surrounding areas, no known or designated scenic vista would be affected. In fact, these Project features would create new elevated public views of the working harbor and complement the existing views from the Banning’s Landing Community Center.

Land uses are predominantly residential and commercial to the north of the proposed Project site. Intervening development obscures the proposed Project site from many locations. There are no recognized road-based views in the vicinity because views of the waterfront from Harry Bridges Boulevard and Avalon Boulevard north of Harry Bridges are also obscured by intervening development, which includes the LA Harbor Generating Station, LADWP oil storage tanks, and existing industrial and commercial businesses along Harry Bridges Boulevard. Landscaping and streetscape improvements along Harry Bridges Boulevard and cross streets within the proposed Project area are expected to improve aesthetics in the area.

Elements of the proposed Project, such as the 200-foot observation tower, could be viewed from other locations, especially those at higher elevations in the Palos Verdes Hills. The proposed Project area could be visible from these surrounding areas and the visual characteristics of the viewsheds may change. However, the tower is expected to blend into the horizon with the cranes at the surrounding container terminals in the area, which average over 250 feet in height. As the redevelopment of industrial land to landscaped public open space is expected to be aesthetically beneficial, impacts are considered less than significant, and this issue will not be further addressed in the EIR.

**b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No Impact.** The closest officially designated state scenic highway is approximately 33 miles north of the proposed Project site (State Highway 2, from approximately 3 miles north of Interstate 210 in La Cañada to the San Bernardino County line). The closest eligible state scenic highway is located approximately 9 miles to the northeast of the proposed Project area (State Highway 1, from State Highway 91 near Long Beach to Interstate 5 south of San Juan Capistrano) (Caltrans 2005). The proposed Project site is not visible from either of these locations.

In addition to the California Department of Transportation’s (Caltrans’) officially designated and eligible state scenic highways, the City of Los Angeles has city-designated scenic highways that are considered for local planning and development decisions. Table 1 summarizes the local streets that have planning considerations for scenic views (City of Los Angeles 1999).

**Table 1.** City of Los Angeles Scenic Highways in the Wilmington Area

Street Name	Scenic Features or Resources
John S. Gibson Blvd. from Harry Bridges Blvd. to Pacific Ave.	Views of harbor activities and Vincent Thomas Bridge
Pacific Ave./Front St. from John S. Gibson Blvd. to Harbor Blvd.	Views of Vincent Thomas Bridge; views of San Pedro and the Port of Los Angeles

Source: City of Los Angeles 1999.

The proposed Project would not directly affect views from these scenic highways because the views to and from most of these streets to and from the proposed Project site are obstructed by topography, development, and distance. Portions of the proposed Project area would be visible from these views, highlighting areas where public access to the waterfront is available. This issue will not be further addressed in the EIR.

**c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

**No Impact.** Most of the land in the Port area is dedicated to industrial uses, where the primary visual character consists of warehouses, commercial buildings, cargo terminals with large cranes and stacked cargo containers, berthed ships, dry bulk storage, trucks, wheeled yard equipment, and storage tanks and structures. The proposed Project would demolish existing LADWP oil storage tanks and construct an open space land bridge, a pedestrian water bridge, an observation

tower, and commercial buildings along portions of the waterfront. A waterfront promenade and floating docks for public viewing areas and recreational transient boating access are also included. The proposed commercial development along the waterfront would be relatively low rise, ranging between 1 and 2 stories. Three landscaped surface parking areas would also be added to the proposed Project area. Construction of the proposed Project is expected to result in an attractive beneficial impact on the aesthetic character of the proposed Project area, complementing the adjacent Harry Bridges Buffer Project and linking the community of Wilmington to its waterfront. As impacts are considered less than significant, this issue will not be further addressed in the EIR.

**d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Potentially Significant Impact.** The existing Project area is consistent with a commercial and industrial area and, as such, contains a number of existing light sources associated with businesses and parking areas. The proposed Project includes security lighting for public areas along with accent lighting for Project features such as the land bridge, pedestrian water bridge, observation tower, plazas, and water features. While full cut-off fixtures are part of the proposed Project design, such Project elements may increase the ambient nighttime light environment. The increased light could result in increased light and glare that could affect the quality of nighttime views. Therefore, this issue will be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>II. AGRICULTURAL RESOURCES.</b> In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation. Would the project:</p>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

- a. **Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** The California Department of Conservation’s Farmland Mapping and Monitoring Program identifies categories of agricultural resources that are significant and therefore require special consideration. According to the Department of Conservation’s Important Farmland Map, the proposed Project site is not in an area designated as Prime Farmland, Unique Farmland, or Farmland (California Department of Conservation 1999). No Farmland currently exists on the proposed Project site, and, therefore, none would be converted to accommodate the proposed Project. No impacts would occur. This issue will not be addressed in the EIR.

**b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?**

**No Impact.** The proposed Project area is zoned for industrial uses consistent with those needed to maintain a port. The proposed Project area does not contain land that is zoned for agricultural use or land that is under a Williamson Act Contract. (California Department of Conservation 2005). No impacts would occur. This issue will not be addressed in the EIR.

**c. Would the project involve other changes in the existing environment that, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?**

**No Impact.** The proposed Project would not disrupt or damage the operation or productivity of any areas designated as Farmland. As discussed above, no farmland is within the proposed Project site or the surrounding areas that could be affected by changes in land use. No impacts would occur. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>III. AIR QUALITY.</b> When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a non-attainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

**a. Would the project conflict with or obstruct implementation of the applicable air quality plans?**

**Potentially Significant Impact.** A project is deemed inconsistent with air quality plans if it would result in population and/or employment growth that exceeds growth estimates included in the applicable air quality management plan (AQMP), and thereby obstructs implementation of the AQMP. Because the proposed Project includes the development of new uses beyond those currently existing or planned within the proposed Project area, the proposed Project has the potential to conflict with the plan. Consequently, this impact is considered potentially significant and will be further evaluated in the EIR.

**b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Potentially Significant Impact.** Project-related air emissions would have a significant effect if they resulted in concentrations of air contaminants that could result in either a violation of an ambient air quality standard or contribute to an existing air quality violation. Construction emissions would result from demolition, grading, other site preparation activities, from the use of

construction equipment, and from construction workers commuting to and from the proposed Project. Pollutant emissions would vary from day to day depending on the level of activity, the specific construction operations, and the prevailing weather. Associated air emissions could adversely affect the regional ambient air quality in the South Coast Air Basin and locally within the Port. The proposed Project is expected to increase the number of visitors and users accessing the proposed Project area, and therefore may intensify the number and extent of existing land uses in the proposed Project area. Vehicle trips associated with post-development operation of the proposed Project area, as well as emissions from onsite uses, could adversely affect ambient air quality also. Air emissions from anticipated increased vehicle trips, boat traffic, and stationary sources within the proposed Project area may represent potentially significant impacts and will be analyzed in the EIR. Additionally, the proposed Project's potential generation of greenhouse gasses that could contribute to global warming impacts will be assessed in the EIR.

- c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors)?**

**Potentially Significant Impact.** As indicated above, construction and/or operational activities would generate emissions that could result in either a violation of an ambient air quality standard or contribute to an existing air quality violation. When combined with other past, present, or reasonably foreseeable future projects in the area, the violations could result from a net increase of "criteria pollutants." Criteria pollutants include ozone, carbon monoxide, particulate matter (PM10 and PM 2.5), nitrogen dioxide, and lead. The generation of these compounds during and after construction could exceed the national and state standards/limits for such emissions. This impact is considered potentially significant and will be addressed in the EIR.

- d. Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Potentially Significant Impact.** Certain persons, such as the very young, the elderly, and those suffering from some illnesses or disabilities, are particularly sensitive to air pollution emissions. Structures that house these persons or places where large numbers of these persons gather are considered "sensitive receptors." Examples of land uses that can be classified as sensitive receptors include schools, daycare centers, parks, recreational areas, medical facilities, rest homes, and convalescent care facilities. These types of uses are present within the vicinity of the proposed Project area and may be affected by air emissions during construction and operation. Additionally, sensitive receptors using the proposed facilities, including park space, may be exposed to existing and projected toxic air contaminants from Port operations including trucks, terminal equipment, ships, and railroad locomotives. This impact is considered potentially significant and will be addressed in the EIR.

- e. Would the project create objectionable odors affecting a substantial number of people?**

**Potentially Significant Impact.** Odors are typically associated with industrial or institutional land uses, as listed in the Southern California Air Quality Management District (SCAQMD) CEQA Handbook. The proposed Project would result in the disturbance of a number of existing industrial areas, including liquid bulk terminals and excavation within areas adjacent to the harbor that may, when disturbed, release gases that could produce unpleasant odors. Additionally, objectionable odors could be produced during Project construction from diesel-powered heavy



equipment as well as paving and asphaltting. This impact is considered potentially significant and will be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES.</b> Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

- a. **Would the project have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or**

**special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?**

**Less Than Significant Impact.** The majority of the Project area is located within previously disturbed areas—areas containing existing hardscape. While two state- and federally listed endangered species, the California least tern (*Sterna antillarum browni*) and the California brown pelican (*Pelecanus occidentalis californicus*), regularly use the harbor area, they are not expected to be affected by the proposed Project. Neither of these two species currently uses the proposed Project area. In addition, the proposed Project includes some in-water construction (installation of a floating dock and waterfront promenade). There would be no dredging as a result of the proposed Project.

California Least Tern

The biology of this species has been described in the biological assessment for the Channel Improvement and Landfill Development Feasibility Study (USACE 1990), biological opinion for the Los Angeles Harbor Development Project (1-6-92-F-25), and Deep Draft Navigation Improvement EIS/EIR (USACE and LAHD 1992). The following is a summary of information on least tern use of the Los Angeles Harbor.

The least tern has been nesting during the summer on Terminal Island (including Pier 300) since at least 1974 (Keane Biological Consulting 1999a). In 1979, the Los Angeles Harbor Department began providing nesting habitat for the species and entered into a Memorandum of Agreement (MOA) with the U.S. Fish and Wildlife Service (USFWS), USACE, and California Department of Fish and Game (CDFG) for management of a 15-acre (6.1-ha) least tern nesting site in 1984. This MOA sets forth the responsibilities of the signing parties for management of the designated least tern nesting site within the Harbor, and it is renewed every 3 to 5 years. A new MOA was approved by the Board of Harbor Commissioners in June 2006.

Several foraging studies have been conducted in the Harbor. The 1982, 1984, and 1985 surveys found that least tern foraged over shallow water (generally less than 20 feet [6 m] deep) in the Outer Harbor, especially near the nesting site, but not in the Inner Harbor (Keane Biological Consulting 1997). Surveys using radio-telemetry and observations in 1986 and 1987 showed that the least terns foraged inside and outside the Harbor during egg incubation. More foraging occurred near the breakwater than adjacent to Terminal Island during incubation, but this reversed after the eggs hatched (Keane Biological Consulting 1997). In the 1994–1996 surveys, least terns foraged around the east and south sides of Pier 300 with greater use of the Seaplane Anchorage in 1996 than in the other 2 years. After the south side of Pier 300 was dredged to deep water, use by the terns declined. The Cabrillo Beach and Cabrillo Saltmarsh areas were also used to varying degrees (Keane Biological Consulting 1997). A study in 1997 and 1998 found that the least terns used the West Basin of Long Beach Harbor as well as the Pier 300 Shallow Water Habitat, Seaplane Anchorage, and the Gap (the area between Naval Mole and Pier 400 Transportation Corridor). The foraging frequency (dives per acre) varied among locations and between years. This variation may be related to changes in availability of prey and distance from nest sites (Keane Biological Consulting 1998). These studies have shown that Outer Harbor shallow water areas (less than 20 feet [6 m] deep) provide important foraging areas for the least tern. Three least terns were observed in the Southwest Slip in June 2000 (MEC and Associates 2002) in an area that was subsequently filled. The only shallow water in the West Basin is what remains of the Southwest Slip. Regular foraging in this area, however, has not been observed. The Southwest Slip is about 3 miles (4.8 km) from the current nesting location on Pier 400 and over 1 mile (0.6 km) from the areas commonly used for foraging. In summary, the foraging studies

show that the least terns forage primarily in the Outer Harbor and not in the channels, basins, and slips of the Inner Harbor. No foraging by this species has been reported in the West Basin outside of the Southwest Slip.

#### California Brown Pelican

This species has been described in the biological opinion (1-6-92-F-25) for the Los Angeles Harbor Development Project (USFWS 1992), biological assessment for the Channel Improvement and Landfill Development Feasibility Study (USACE 1990), and Navigation Improvement EIS/EIR (USACE and LAHD 1992). Brown pelicans use the Harbor year-round, but their abundance is greatest in the summer when post-breeding birds from Mexico arrive. The highest numbers are present between early July and early November, when several thousand can be present (MBC 1984). Pelicans use all parts of the Harbor, but they prefer to roost and rest on the Harbor breakwater dikes, particularly the Middle Breakwater (MBC 1984, MEC 1988, and MEC and Associates 2002). They forage over open waters for fish, such as the northern anchovy, and accounted for 9.5 percent of the total number of birds observed in the Harbor during the 2000–2001 surveys. Several were observed in the West Basin in July through September 2000 with few to none the remainder of the year (MEC and Associates 2002). The brown pelican does not breed in the Harbor area.

No critical habitat for any federally listed species is present. The Inner Harbor is not considered an important area for California least tern or California brown pelican foraging based on survey information. The proposed Project area also does not provide any other habitat values for the least tern and provides only limited perching/resting sites for the brown pelican. Therefore, the impacts are considered less than significant. This issue will not be discussed further in the EIR.

**b. Would the project have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?**

**Less Than Significant Impact.** The proposed Project consists of a waterfront promenade, public viewing piers, and slips for recreational transient boaters. This includes the construction of approximately 30,000 square feet of pile-supported waterfront promenade and piers. Sound pressure waves in the water caused by pile driving could affect the hearing of marine mammals (sea lions). Observations during pile driving for the San Francisco–Oakland Bay Bridge East Span seismic safety project showed sea lions swam rapidly out of the area when piles were being driven (Caltrans 2001). Therefore, sea lions would be expected to avoid areas that could affect them. Harbor seals are unlikely to be present because few have been observed in the area (MEC and Associates 2002). Any seals or sea lions present in the area during construction would likely avoid the disturbance areas and thus not be injured. No other protected or sensitive marine species normally occur in the area.

Construction activities would temporarily disturb fish in the vicinity of the work. Fish would avoid the disturbance area and return when construction of the promenade is complete, resulting in no loss of habitat or fish. Impacts would be less than significant. This issue will not be addressed in the EIR.

No kelp or eelgrass beds are present in the proposed Project area, and those in other parts of the Harbor would not be affected by construction activities. No designated Significant Ecological

Areas (SEAs), including the least tern nesting site on Pier 400, would be affected by the proposed Project.

Shading of approximately 30,000 square feet of open inner harbor water could result from the installation of the proposed promenade and viewing piers. The resulting effect of reducing or eliminating sunlight could limit the ability of any present vegetation to undergo photosynthesis and may affect behavior patterns of existing wildlife. While it is anticipated this effect would be less than significant, further discussion will be provided in the EIR.

**c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** The proposed Project would not involve the direct removal, filling, or hydrologic interruption of federally protected wetlands, marshes, vernal pools, or coastal wetlands. The proposed pier would be constructed in harbor waters of the U.S. but not in areas defined as wetlands or marshes. Therefore, there would be no impact. This issue will not be addressed in the EIR.

**d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?**

**No Impact.** The Conservation Element of the City of Los Angeles General Plan addresses wildlife corridors. No known terrestrial wildlife or aquatic species migration corridors are present in the proposed Project area. The California least tern is a migratory bird species that nests on Pier 400, and construction of proposed Project facilities in the West Basin and on the adjacent backlands would not interfere with the aerial migration of this species. Movement to and from foraging areas in the Harbor also would not be affected by any of the proposed Project construction activities. The proposed Project is located in the Inner Harbor, which is not considered an important area for California least tern or California brown pelican (another migratory species) based on survey information.

A number of other water-related birds that are present at least seasonally in the Harbor are migratory as well. Construction activities along the waterfront and on the adjacent lands would not block or interfere with migration or movement of any of these species because the work would be in a small portion of the Harbor area where the birds occur and the birds could easily fly around or over the work. This issue will not be addressed in the EIR.

**e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**Less Than Significant Impact.** The majority of the upland areas within the proposed Project area is currently paved and generally consists of hardscape. Any existing landscape is ornamental landscaping including palm trees, manicured grass areas, and small shrubs. If mature trees on the existing site require removal, they would be relocated or replaced within the Project boundaries. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting trees or other such biological resources, and impacts would be less than significant. This issue will not be addressed in the EIR.

**f. Would the project conflict with the provisions of an adopted habitat conservation plan, natural communities conservation plan, or any other approved local, regional, or state habitat conservation plan?**

**No Impact.** Neither the Project site nor any adjacent areas are included as part of an adopted Natural Communities Conservation Plan (NCCP) or Habitat Conservation Plan (HCP). The NCCP program, which began in 1991 under the state's Natural Community Conservation Planning Act, is administered by the CDFG. It is a cooperative effort between the resource agencies and developers and takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. There is currently only one NCCP that has been approved or is being considered near the Port. The NCCP for the Palos Verdes Peninsula Sub-Regional Plan is currently under consideration (CDFG 2005). This plan intends to protect coastal sage scrub and does not include Port lands.

HCPs are administered by the USFWS and are intended to identify how impacts would be mitigated when a project would affect endangered species (USFWS 2004). HCPs pertain to Incidental Take Permits for otherwise lawful activities that may harm listed species or their habitats. To obtain a permit, an applicant must submit an HCP outlining what he or she will do to "minimize and mitigate" the permitted take's impact on the listed species. There are no HCPs currently in place for the Port (USFWS 2004).

There is an MOA between the LAHD, CDFG, USFWS, and the Corps to protect the California least tern. The MOA requires a 15-acre nesting site to be protected during the annual nesting season from May to October (City of Los Angeles et al. 2004).

The County of Los Angeles has also established 61 SEAs (County of Los Angeles, Department of Regional Planning 2001). Los Angeles County developed the concept of SEAs in the 1970s in conjunction with adopting the original General Plan for the County. SEAs are defined and delineated in conjunction with the Land Use and Open Space Elements of the County General Plan. There is one proposed SEA within Port boundaries: the Pier 400 California Least Tern Nesting Site. The 15-acre nesting site is protected during the annual nesting season from May to October. This proposed SEA is located across the Main Channel from the proposed Project site, and the least terns do not use the proposed Project area for nesting or foraging. The proposed Project would not adversely affect any areas identified in an adopted plan. Therefore, the proposed Project would not conflict with the provisions of an adopted conservation, habitat plan, or other plan. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES.</b> Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

**a. Would the project cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?**

**Potentially Significant Impact.** The proposed Project could potentially result in changes to existing historic structures and areas within the proposed Project footprint. Little physical evidence remains of the Wilmington waterfront’s past history. Existing resources consist of modest industrial and commercial structures, a few residential buildings, and material fragments of earlier periods. The earliest resources date from the late nineteenth century, with the majority from the first half of the twentieth century. The potential significance of these properties is largely derived from their association with the evolution of the Wilmington waterfront as a major commercial port. Resources of significance or potential significance found in the proposed Project area include:

- Wilmington Iron Works, located at 432 West C Street, built circa 1927;
- Bekins Storage Property, 245 North Fries Avenue/312-326 West C Street, built 1916;
- Multi-unit residential buildings located at 233 North Avalon Boulevard, built circa 1912;
- Fraternal building located at 227 North Avalon Boulevard, built circa 1882;
- Storefront commercial building located at 221 North Avalon Boulevard, built circa 1912;
- Mixed-use building located at 236 North Avalon Boulevard, built circa 1920;
- Brick Paving on the 200 Block North Avalon Boulevard, built circa 1900;
- Coastal Recovery Center located at 117 Harry Bridges Boulevard, built circa 1930;
- Former Catalina Terminal Hotel located at 200 North Broad Avenue, built 1923; and

- National Polytechnic College of Science (formerly the College of Oceanering) located at 272 South Fries Avenue, built 1947.

If significant historical resources are affected by the proposed Project, significant impacts could result. This issue will be addressed in the EIR.

**b. Would the project cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?**

**Potentially Significant Impact.** Upon implementation of the proposed Project, construction activities may affect existing and/or previously unidentified historic and/or prehistoric archaeological sites associated with Native American resources and/or the early development of the Port and Wilmington area. The EIR will thoroughly evaluate potential impacts to archaeological resources, which will be based on a search of available records including archival research, consultation with interested parties, and site evaluation by qualified archaeologists. The purpose of these measures is to identify the presence or potential presence of significant prehistoric and historic archaeological sites and isolated artifacts. In addition, the Port will contact the Native American Heritage Commission to identify and work with potential Native American groups to identify any areas of special concern. If such sites and/or artifacts are found and subsequently identified as culturally important, the proposed Project could result in significant impacts to those resources. A detailed analysis will be included in the EIR.

**c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Potentially Significant Impact.** The geologic formation within the proposed Project area could contain vertebrate and invertebrate fossils. Thus, implementation of the proposed Project could potentially disturb paleontological resources. This issue will be addressed in the EIR.

**d. Disturb any human remains, including those interred outside of formal cemeteries?**

**Potentially Significant Impact.** The proposed Project area is not known to contain human remains. However, previous archival research and surveys have not covered the entire Project area, and a number of locations could contain Native American or other human remains. The Port will contact the Native American Heritage Commission to identify and work with Native American groups to identify any potential areas of special concern. Impacts to such resources would be considered potentially significant and will be addressed in the EIR.



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS.</b> Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	■	□	□	□
ii.) Strong seismic ground shaking?	■	□	□	□
iii.) Seismic-related ground failure, including liquefaction?	■	□	□	□
iv.) Landslides?	□	□	□	■
b. Result in substantial soil erosion or the loss of topsoil?	□	□	■	□
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	■	□	□	□
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	■	□	□	□
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	□	□	□	■

**Discussion:****a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

- (i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**Potentially Significant Impact.** Several earthquake faults are located within the boundaries of the Port, though none of the faults in the vicinity of the Port are currently designated as a Special Study Zone under the Alquist-Priolo Earthquake Zoning Act (City of Los Angeles 1994a). However, the Palos Verdes Fault Zone, which runs near the proposed Project site, is designated as a Fault Rupture Study Area within the City of Los Angeles General Plan Safety Element (City of Los Angeles 1994a). Although the proposed facilities would be built in compliance with the most up-to-date building codes, which would minimize potential impacts to the greatest degree feasible, the proposed improvements and structures would encourage the general public to use the proposed Project area and increase the risk of safety hazards. This issue will be addressed in the EIR.

- (ii.) Strong seismic ground shaking?**

**Potentially Significant Impact.** Several principal active faults lie within 25 miles of the proposed Project. These include the Palos Verdes, Newport-Inglewood, Elysian Park, Whittier-Elsinore, and Santa Monica-Raymond faults. The Palos Verdes Fault is the closest and has not generated any major earthquakes in historical time (i.e., the past 200 years), but geological relationships suggest that it is active and has a relatively rapid rate of slip compared to other faults in the Los Angeles Basin region. The fault is capable of causing damage at the site from both ground rupture and shaking. The fault may be capable of generating a 7.25-magnitude (Richter) earthquake and surface displacements of about 2.7 meters (Port of Los Angeles 2003). The other faults are capable of producing strong- to intense-ground movements of a maximum moment magnitude 6.6–7.1 (Jones & Stokes 2002). Faults such as these are typical of southern California, and it is reasonable to expect a strong ground motion seismic event. Although the proposed facilities would be built in compliance with the most up-to-date building codes, which would minimize potential impacts to the greatest degree feasible, the proposed improvements and structures would encourage the general public to use the proposed Project area and increase the risk of safety hazards. Therefore, seismic ground-shaking impacts could be potentially significant and will be addressed in the EIR.

- (iii.) Seismic-related ground failure, including liquefaction?**

**Potentially Significant Impact.** The Safety Element of the City of Los Angeles 1996 General Plan identifies the proposed Project site as within an area susceptible to liquefaction (City of Los Angeles 1996). Most of the proposed Project area has been covered by fill to create flat land for harbor facilities (buildings, docks, warehouses, storage yards, etc.) and soils may be subject to liquefaction when a large, prolonged seismic event affects the area. Liquefaction could lead to ground settlement and lateral spreading resulting in ground movement into the channel areas and slips. This issue is considered a potentially significant impact and will be addressed in the EIR.

**(iv.) Landslides?**

**No Impact.** The proposed Project area is relatively flat and is not located within an area that has the potential for landslides (City of Los Angeles 1996). No impacts would occur.

**b. Would the project result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant Impact.** Although the majority of the proposed Project site is currently paved or developed, some soil erosion may occur during construction activities. Adherence to the requirements of the General Storm Water Permit for Construction Activities and to SCAQMD rules and regulations (such as Rule 403 for fugitive dust) will help to ensure that wind or water erosion impacts are reduced to less than significant. Additionally, during construction, the site will be managed in accordance with a Stormwater Pollution Prevention Plan (SWPPP) prepared in accordance with the General Construction Activity Storm Water Permit (GCASP) adopted by the State Water Resources Control Board (SWRCB). The proposed Project would result in the placement of some new impermeable surfaces as well as soft-scape and landscape materials. After construction activities, the proposed Project would not result in any further wind or water erosion of soils; therefore, the impacts are considered less than significant.

**c. Is the project located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse?**

**Potentially Significant Impact.** The Safety Element of the City of Los Angeles 1996 General Plan identifies the proposed Project site as within an area susceptible to liquefaction (City of Los Angeles 1996). Liquefaction could lead to ground settlement and lateral spreading resulting in ground movement into the channel areas (Port of Los Angeles 2003). Several earthquake faults are also located within the boundaries of the Port, though none of the faults in the vicinity of the Port is currently designated as a Special Study Zone under the Alquist-Priolo Earthquake Zoning Act (City of Los Angeles 1996). However, the Palos Verdes Fault Zone, which runs adjacent to the proposed Project site, is designated as a Fault Rupture Study Area within the City of Los Angeles General Plan Safety Element (City of Los Angeles 1996). Although the proposed facilities would be built in compliance with the most up-to-date building codes, which would minimize potential impacts to the greatest degree feasible, the proposed improvements and structures would encourage the general public to use the proposed Project area and increase the risk of safety hazards. Therefore, geologic impacts could be potentially significant and will be assessed in greater detail in the EIR.

**d. Is the project located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**Potentially Significant Impact.** Expansive soils possess a shrink/swell behavior. Shrink/swell is the cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments during the process of wetting and drying. Damage to overlying structures may result over an extended period of time, which is usually the result of inadequate soil and foundation engineering or the placement of structures directly on expansive soil. Expansive soil may be present in the proposed Project site. Impacts resulting from expansive soils would be controlled through incorporation of standard geotechnical engineering as called for in LAHD design guidelines. However, taking into account the various uses of the proposed structures such as retail and commercial uses, the risk of structural damage is considered a potentially significant impact and will be assessed in greater detail in the EIR.

- e. **Would the project have soils that are incapable of supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No Impact.** The Los Angeles Department of Public Works Bureau of Sanitation provides sewer service to all areas within its jurisdiction, including the proposed Project site. The proposed Project would be connected to this system, and sewage would be sent to the Terminal Island Treatment Facility. There would be no use of septic tanks or alternative wastewater disposal systems and hence no impact from the proposed Project. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. HAZARDS AND HAZARDOUS MATERIALS.</b>				
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

**a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Potentially Significant Impact.** Potential short-term hazards include construction activities involving the transport of fuels, lubricating fluids, solvents, and other potentially hazardous material. However, construction would not involve the handling of significant amounts of these substances beyond those needed for proposed activities. Additionally, all storage, handling, and disposal of hazardous materials is regulated by the federal Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), Occupational Safety and Health Administration, the City fire department, and the County fire department. As such, all chemicals used during construction of the proposed Project would be used and stored in compliance with applicable requirements. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would minimize the potential for significant safety impacts to occur. Implementation of these laws and regulations would result in less-than-significant impacts.

During Project operations, the proposed Project would potentially include industrial uses that generate, store, dispose of, or transport substantial quantities of hazardous substances. While tenants are not currently known, the character of existing and potential future industrial operations could result in significant impacts. Additionally, as part of the proposed Interim Project, the LADWP oil tank would remain within the proposed Project area north of Avalon Boulevard. The proposed land bridge as part of the Interim Project would be built just south of the tanks, which could potentially expose new users of the proposed Project area to hazards from the storage of hazardous materials. These impacts are potentially significant, and further study and analysis will be conducted during the EIR.

**b. Would the project create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?**

**Potentially Significant Impact.** The proposed Project area contains areas that likely have recognized environmental conditions due to the existing and former industrial and Port operations that have occurred on site. The proposed Project area requires additional evaluation and may require remediation to eliminate the potential for work in these areas to release hazardous materials into the environment. Therefore, impacts are considered potentially significant and will be addressed in the EIR. Additionally, risk of upset due to terrorism will be discussed in the EIR.

**c. Would the project emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?**

**Potentially Significant Impact.** Construction activities within the proposed Project area have the potential to emit hazardous materials. There is one existing school within 0.25 mile of the proposed Project, Banning Elementary (500 Island Avenue). Therefore, impacts to schools are considered potentially significant and will be addressed in the EIR.

- d. Is the project located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**Potentially Significant Impact.** Many industrial and commercial areas that currently operate within the Port store, use, or generate hazardous materials. The proposed Project area contains a number of listed sites that handle, use, or dispose of hazardous materials. Impacts associated with worker and public exposure to these sites are considered potentially significant. This issue will be evaluated in the EIR.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

**Less Than Significant Impact.** The proposed Project site is not within an airport land use plan, nor is it located within 2 miles of a public airport. The existing heliport at Slip 93, which is used by Island Express Helicopters for trips in conjunction with the Catalina Terminal, is approximately 1.5 miles southwest of the proposed Project. This is a small private heliport that does not generally operate within the vicinity of the proposed Project area. Therefore, impacts would be less than significant.

- f. For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**Less Than Significant Impact.** The proposed Project is not within the vicinity of a private airstrip. However, as discussed above, a private helicopter company operates out of a helipad approximately 1.5 miles southwest of the proposed Project area. This is a small private heliport that does not generally operate within the vicinity of the proposed Project area. Therefore, impacts are considered less than significant.

- g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Potentially Significant Impact.** The Los Angeles City Fire Department (LAFD) currently provides emergency medical and fire protection support, and the Port Police and the Los Angeles Police Department (LAPD) are responsible for coordinating law enforcement and traffic control operations in emergency situations. During construction activities, adequate vehicular access would be provided and maintained in accordance with LAFD requirements. The LAFD would review all construction and design plans before development of the proposed Project to ensure that access is provided for emergency equipment. The proposed Project would not affect potential emergency response routes. The proposed Project's proximity to the harbor may make it susceptible to impacts related to tsunamis and seiches. Impacts to emergency evacuation should a tsunami or seiche occur could be significant, and coordination with the LAFD, LAPD, and Port Police would be required. In addition, the U.S. Coast Guard coordinates efforts related to homeland security at the Port. The EIR will analyze the proposed Project in relation to the Coast Guard's homeland security plans.

- h. Would the project expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**No Impact.** The proposed Project site is in an urban area surrounded on all sides by either residential, industrial, commercial, or Port waters. No wildlands that could be adversely affected

by the proposed Project or that could affect the proposed Project area are adjacent to the site. No impacts would occur.



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	
<b>VIII. HYDROLOGY AND WATER QUALITY.</b>					
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on site or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j.	Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

**Discussion:**

**a. Would the project violate any water quality standards or waste discharge requirements?**

**Less Than Significant Impact.** The proposed Project would be required to comply with the National Pollution Discharge Elimination System (NPDES) and implement an associated project-specific Storm Water Pollution Prevention Plan (SWPPP) that would detail best management practices (BMPs) during construction activities, as well as post-construction operational activities. BMPs would be incorporated into the proposed Project to eliminate discharges of polluted stormwater from construction sites from entering harbor waters. Measures in the SWPPP would include the following:

- Equipment shall be inspected regularly (daily) during construction, and any leaks found shall be repaired immediately.
- Refueling of vehicles and equipment shall be in a designated, contained area.
- Drip pans that are in use shall be covered during rainfall to prevent washout of pollutants.
- Monitoring to verify that BMPs are implemented and all equipment/controls are kept in good working order.
- Use of sediment barriers, sedimentation basins, and site contouring to minimize runoff of sediments.

Sediment control measures generally have an efficiency of approximately 95 percent. Thus, small amounts of pollutants could reach Harbor waters, but this runoff would be rapidly diluted by rainfall and mixing in the immediate vicinity of the discharge.

During construction, while pile driving activities would cause turbidity in the water column, impacts would be very localized and short term. Impacts to water quality are considered less than significant; this issue will not be discussed further in the EIR.

- b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?**

**Less Than Significant Impact.** The proposed Project area is located in the southeastern portion of the West Coast Basin, which is approximately 25 miles long and 7.5 miles wide, encompassing an area approximately 160 square miles and including 20 incorporated cities. It is bounded on the north by the Santa Monica Mountains, on the east by the Newport-Inglewood Structural Zone, on the south by the Palos Verdes Hills, and on the west by the Pacific Ocean (LAHD 2003). There are numerous water-bearing units beneath the Port, including the shallow, semi-perched Gaspar Aquifer of Holocene age; the Gage Aquifer of the Upper Pleistocene Lakewood Formation; and the confined Lynwood Aquifer and the deeper-confined Silverado Aquifer of the Lower Pleistocene San Pedro Formation. Of greater interest in the proposed Project area is the recent alluvium, which consists (in order of increasing depth) of an unnamed aquiclude and the Gaspar Aquifer. Extensive seawater intrusion has been documented in the Gaspar Aquifer, suggesting open communication with the Pacific Ocean. Groundwater depth, gradient, and flow direction beneath the proposed Project area are subject to tidal variation. According to previous investigations performed within the proposed Project vicinity, depth of the groundwater beneath the site is estimated to range from approximately 6 to 10 feet below ground surface. Groundwater flow direction generally orients from the northeast to the south toward the San Pedro Bay (LAHD 2003). The Los Angeles area obtains water from the following three sources: 60 percent from Owens Valley in the Sierras; 30 percent from groundwater wells in the Los Angeles Basin; and 10 percent from the Metropolitan Water District, which imports water from the Colorado and Feather Rivers.

The proposed Project would not result in the direct withdrawal of groundwater to provide water needed for demand created by the proposed Project. Additionally, the groundwater in the harbor area is non-potable due to saltwater intrusion. The site is currently covered with permeable and impermeable surfaces and does not contribute to groundwater recharge. The proposed Project would include new development of hardscape and landscaped areas and would likely increase the landscape areas contributing to a net increase of groundwater recharge in the local area. Therefore, impacts would be considered less than significant, and this issue will not be addressed in the EIR.

- c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on site or off site?**

**Less Than Significant Impact.** The proposed Project is not located in an area where there is a stream or river and therefore would not include the alteration of an existing stream or river. However, the proposed Project would alter the existing storm drainage pattern of the area. Current site runoff is captured and conveyed via a stormwater control system or through sheet flow into the Harbor. Although the proposed Project would result in modifications to the existing drainage system and drainage facility extensions, the same but enhanced system would continue to capture stormwater runoff after the proposed Project is complete. However, potential construction-related erosion impacts could occur, particularly during demolition and grading activities. Adherence to the requirements of the General Storm Water Permit for Construction Activities and to SCAQMD rules and regulations (such as Rule 403 for fugitive dust) will help to ensure that wind or water erosion impacts are reduced to less than significant. Additionally,

during construction, the site would be managed in accordance with a SWPPP prepared in accordance with the General Construction Activity Storm Water Permit (GCASP) adopted by the State Water Resources Control Board (SWRCB). The proposed Project would result in the net creation of approximately 1.5 acres of new permeable surfaces. After construction activities, the proposed Project would not result in any further wind or water erosion of soils. Therefore, impacts are considered less than significant, and this issue will not be further discussed in the EIR.

- d. **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site?**

**Less Than Significant Impact.** The proposed Project would not adversely alter the existing drainage pattern of the Project area. No streams or rivers are located within the Project area, and the proposed Project does not have the capacity to affect such resources. The proposed Project would result in the enhancement of roadways, pedestrian pathways, open space and parkland, parking, and visitor services throughout the proposed Project area. The proposed Project includes a net increase of approximately 1.5 acres of permeable surface area. Current site runoff either sheet flows into the Harbor or is captured and conveyed via a stormwater control system. As part of the proposed Project, drainage improvements would occur to the stormwater drainage system, which would reduce runoff from the proposed Project area. Additionally, flow volumes from the post-development scenario are expected to be comparable to existing conditions, which would minimize flooding on site or off site. Impacts would be less than significant, and this issue will not be included in the EIR.

- e. **Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less Than Significant Impact.** The proposed Project would result in a net increase of approximately 1.5 acres of permeable surface area, providing greater opportunities for stormwater absorption compared to the existing condition. The proposed Project would also employ BMPs for the new parking areas included as part of the proposed Project. The proposed parking area off Fries Avenue includes a lawn area, offering an opportunity for capturing auto pollutants such as fuels and oils prior to entry into the drainage system. The proposed Project would include open space areas and walkways, which are not generally considered detrimental to water quality and do not create long-term effects on water quality associated with pollutants entering the stormwater drainage system. Impacts are considered less than significant, and this section will not be included in the EIR.

- f. **Would the project otherwise substantially degrade water quality?**

**Less Than Significant Impact.** The proposed Project would not otherwise degrade water quality. As discussed in Section VIII.a above, construction activities could result in impacts to water quality during the construction phase of the proposed Project. Impacts are considered less than significant.

**g. Would the project place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map?**

**No Impact.** The proposed Project does not include the construction of housing. No impacts would occur, and therefore, this issue will not be analyzed in the EIR.

**h. Would the project place within a 100-year floodplain structures that would impede or redirect flood flows?**

**Potentially Significant Impact.** The proposed Project includes numerous structures that would be located within the 100-year designated flood zone as identified by the Federal Emergency Management Agency Flood Insurance Rate Map community panel number 061037 0107 E and the City of Los Angeles General Plan Safety Element (Federal Emergency Management Agency 1998 and City of Los Angeles 1994b). Impacts are considered potentially significant and will be further analyzed in the EIR.

**i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**Potentially Significant Impact.** The proposed Project site is not within any potential dam inundation areas but is located within the 100-year designated flood zone (City of Los Angeles 1994b). Impacts are considered potentially significant and will be further analyzed in the EIR.

**j. Would the project contribute to inundation by seiche, tsunami, or mudflow?**

**Less Than Significant Impact.** The proposed Project would not contribute to inundation by mudflows. The topography of the proposed Project area, which is essentially flat, lacks sufficient relief to support a mudflow. Tsunamis are gravity waves of long wavelengths generated by seismic activities that cause vertical motions of the earth's crust. A vertical displacement of this nature leads to a corresponding displacement of the overlying water mass that can set off transoceanic waves of great lengths (up to hundreds of miles) containing large amounts of energy. Although such waves are usually hard to detect in relatively deep ocean waters, they amplify significantly as their lengths become shorter when propagating onto the continental shelf and toward the coast and can result in coastal inundation, damage of onshore structures/properties, loss of life and livestock, disruption of natural and built environments, and harbor surges. Seiches (or seismically-induced waves in enclosed bodies of water) would be localized within Port waters and could result from an earthquake in the vicinity of the confined Port waters. Effects from a seiche would be expected to be less detrimental than those of a tsunami.

While the proposed Project site is identified to be within an area "potentially impacted by a tsunami" (City of Los Angeles 1994c), detailed studies of tsunami risk within the Ports of Los Angeles and Long Beach indicate that the Wilmington Waterfront Project area is sufficiently interior and distant from open ocean such that waves under various scenarios would not reach above 0.6 meters and would not exceed deck elevations (Moffatt & Nichol 2007). Furthermore, the City of Los Angeles Tsunami Response Plan does not identify the Wilmington Waterfront Project area as part of the Tsunami Inundation Zone for San Pedro and the Harbor Area (City of Los Angeles 2007). Impacts are considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. LAND USE AND PLANNING.</b> Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

**a. Would the project physically divide an established community?**

**Less Than Significant Impact.** The proposed Project is located on and adjacent to Port land and includes previously disturbed areas and industrial uses. The Wilmington residential neighborhood nearest the proposed Project site to the north of C Street has both single- and multi-family housing. Two commercial corridors, Anaheim Street and Avalon Boulevard, frame the neighborhood. Avalon Boulevard connects the center of Wilmington to its waterfront, terminating at the Bannings Landing Community Center. The Harbor Freeway and Harry Bridges Boulevard form two hard edges to the community on its west and south, respectively. The proposed Project would not displace existing community uses, nor would it physically divide the neighborhood because the proposed Project is located along the edge of existing neighborhoods and is intended to improve linkages between the community of Wilmington and its waterfront.

The proposed Project is intended to enhance existing public access to the waterfront by increasing the availability of transportation and pedestrian areas and to increase recreational opportunities. These aspects of the proposed Project would encourage people to use the Port area. Hence, the proposed Project is expected to draw visitors from surrounding areas, as well as people from the local area. Therefore, the proposed Project would not divide an existing community and impacts would be less than significant. This issue will not be discussed further in the EIR.

**b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**Potentially Significant Impact.** Land use and planning documents with jurisdiction over the proposed Project area include the state Tidelands Trust, City of Los Angeles General Plan, City

of Los Angeles Zoning Ordinance, Port of Los Angeles Community Plan, the Port Master Plan (PMP), and the San Pedro Bay Clean Air Action Plan (CAAP). The current zoning and general plan and PMP designations applicable to the proposed Project area consist of industrial and commercial and public facility uses. Implementation of the proposed Project would lead to changes in the existing land use designations. This will require an amendment to the PMP. Project consistency with established plans and requirements will be evaluated in the EIR.

**c. Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?**

**No Impact.** The proposed Project area is located in a highly industrialized area within the Port and is fully developed. As discussed previously in Section IV.f, the proposed Project is not within any habitat conservation plan or natural communities conservation plan. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. MINERAL RESOURCES.</b> Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

- a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**Less Than Significant Impact.** The proposed Project area is not within a significant aggregate resource zone; the Project site is in a mineral resource zone area classified as MRZ-1, which is defined as areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence (California Department of Conservation, Division of Mines and Geology 1994). The proposed Project site is within the identified boundaries of the Wilmington Oil Field, one of the major oil drilling areas of the Los Angeles basin (City of Los Angeles 1994d). However, there are no oil drilling rigs or current oil exploration investigations within the proposed Project area, and the proposed Project would not preclude the exploration or access to subsurface mineral resources. Therefore, impacts to mineral resources would be less than significant. This issue will not be addressed in the EIR.

- b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

**Less Than Significant Impact.** As discussed above, the proposed Project would not preclude the exploration or access to subsurface mineral resources resulting in the loss of availability of important mineral resources. Therefore, impacts to mineral resources would be less than significant. This issue will not be addressed in the EIR.



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. NOISE.</b> Would the project:				
a. Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
f. Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

**Discussion:**

- a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?**

**Potentially Significant Impact.** During construction, noise would be produced by construction equipment. During the operational phase of the proposed Project, the predominant source of noise in the Project area would be generated from traffic and onstreet activity along Harry Bridges Boulevard, Avalon Boulevard, other roadways, and noise from adjacent port land uses. Other existing noise sources are from existing industrial, shipping, and railroad operations within the Port. The proposed Project includes a land bridge over active railroad tracks, which could expose the public to the noise and vibrations generated by the railroad. Finally, the proposed Project would generate automobile trips in addition to what currently exists. The increased traffic activity in the area could generate noise that may exceed standards and the noise ordinance. These impacts are considered potentially significant and will be evaluated in the EIR.

**b. Expose persons to or generate excessive groundborne vibration or groundborne noise**

**Potentially Significant Impact.** Construction activities associated with demolition, grading, and excavation may result in a ground vibration that could be felt by surrounding land uses and uses within the Project area as development is phased in. Although ground vibration caused by construction activity is typically below the threshold of perception when the activity is more than about 50 feet from receivers, the proposed Project would employ the use of high impact construction equipment (e.g., pile drivers), which could create elevated levels of groundborne vibration and noise. The proposed Project would also be within close proximity to railroad tracks, and the trains could regularly expose people to groundborne vibrations. Impacts associated with vibration will be evaluated in the EIR.

**c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Potentially Significant Impact.** As noted above, the proposed Project would generate new traffic trips to and from the proposed Project. A noise analysis will be conducted to evaluate the exposure of existing noise-sensitive land uses and will be discussed in the EIR.

**d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Potentially Significant Impact.** Construction activity would result in the construction of new commercial, industrial, recreational, and parking facilities within the Project area. The construction of these facilities would require earthmoving, pile driving, and grading activities, which require the use of heavy equipment. Construction activities could result in a temporary increase in ambient noise in the Project area. This impact is considered potentially significant and will be evaluated in the EIR.

**e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**Less Than Significant Impact.** The proposed Project is not within a 2-mile radius of an airport or located within an airport land use plan. An existing heliport, operated by Island Express Helicopters, is located approximately 1.5 miles from the proposed Project site near the existing Cruise Ship Promenade, just south of the Vincent Thomas Bridge. The helicopters normally service Catalina Island and do not include flight patterns over the proposed Project. Therefore, impacts would be less than significant. This issue will not be addressed in the EIR.

**f. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The proposed Project is not near a private airstrip. As discussed above, the Project area contains an existing heliport, which is operated for public use. As mentioned above, the distance from the proposed Project site combined with a flight pattern directed away from the site preclude the possibility of exposing residents or workers to excessive noise levels from the heliport's operation. No impacts related to a private airstrip would occur. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. POPULATION AND HOUSING.</b> Would the project:				
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

**Discussion:**

- a. **Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and business) or indirectly (e.g., through extension of roads or other infrastructure)?**  
**Potentially Significant Impact.** The proposed Project could spur additional economic growth in the area, which could thereby induce new growth within the local community and regional area. This issue will be evaluated further in the EIR.
  
- b. **Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**  
**No Impact.** No existing residential units are located within the proposed Project area. Therefore, implementation of the proposed Project would not result in the displacement of any homes. No impacts would occur. This issue will not be addressed in the EIR.
  
- c. **Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**  
**No Impact.** No existing residential units are located within the proposed Project area. Therefore, implementation of the proposed Project would not result in the displacement of any residents. Existing businesses within the Port could potentially be displaced. However, this would not result in the construction of replacement housing. No impacts would occur. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. PUBLIC SERVICES.</b> Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i.) Fire protection?	■	□	□	□
ii.) Police protection?	■	□	□	□
iii.) Schools?	□	□	■	□
iv.) Parks?	■	□	□	□
v.) Other public facilities?	□	□	■	□

**Discussion:**

a. **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:**

**i.) Fire Protection**

**Potentially Significant Impact.** The Los Angeles Fire Department (LAFD) currently provides fire protection and emergency services to the proposed Project area. LAFD facilities include several land-based fire stations and fireboat companies near the proposed Project site. The LAFD has a required maximum response time of 9 minutes. Fire protection capabilities are based on the distance from the emergency to the nearest fire station and the number of emergency or fire-related calls at the time of any simultaneous emergencies. Although there are several fire stations in the vicinity of the proposed Project, the proposed Project would create a substantial amount of new development and could increase the number of calls to the point where response times increase to above the 9-minute response standard. This impact is considered potentially significant and will be further addressed in the EIR.

**ii.) Police Protection**

**Potentially Significant Impact.** Port Police and the Los Angeles Police Department (LAPD) Harbor Division currently provide police protection and emergency services to the proposed Project area. The Port Police are headquartered in the Port Administration Building at 425 South Palos Verdes Avenue in San Pedro and are the primary jurisdictional responsibility for first response within the Port. This facility maintains a 24-hour land and water patrol with a fleet of 24 vehicles, three police boats, and a single skiff used to transport police divers. The Port Police staff includes approximately 89 sworn officers who enforce municipal, state, and federal laws, as well as Port tariff regulations. The proposed Project could result in an increased demand on police services to patrol the proposed Project area because of increased visitor volumes and the inclusion of a substantial amount of new development. Upon completion of the proposed Project, the increased volume of calls could exceed the capacity of law enforcement to provide prompt service, resulting in a decline to public safety. This impact is considered potentially significant and will be further addressed in the EIR.

**iii) Schools**

**Less Than Significant Impact.** The demand for new schools is generally associated with increases in the school-aged population or decreases in the accessibility and availability of existing schools. The proposed Project consists of industrial, commercial, and public uses, and would not include residential uses that could directly increase school-age population in the area. Additionally, the proposed Project would not displace or otherwise affect existing school land uses. Therefore, the proposed Project would not result in significant impacts to schools. This issue will not be addressed in the EIR.

**iv) Parks**

**Potentially Significant Impact.** The proposed Project includes creation of additional public plazas and public open space areas. These additional facilities could potentially result in increased demand on Port services for maintenance and ongoing operation that, if determined to be insufficient, may lead to an adverse physical impact on the environment. This impact is considered potentially significant and will be evaluated in the EIR.

**v) Other Public Facilities**

**Less Than Significant Impact.** The U.S. Coast Guard (USCG) is a federal agency responsible for a broad scope of regulatory, law-enforcement, humanitarian, and emergency-response duties. The USCG mission includes maritime safety, maritime law enforcement, and protection of natural resources, maritime mobility, national defense, and homeland security. The USCG maintains a post within the Port that is on Terminal Island. Within the Port area, the USCG's primary responsibility is to ensure the safety of vessel traffic in the channels of the Port and in coastal waters. The 11<sup>th</sup> USCG District would provide USCG support to the Port area and the proposed Project. The USCG, in cooperation with the Marine Exchange, also operates Vessel Traffic Information Systems. This voluntary service is intended to enhance vessel safety in the main approaches to the Port (Jones & Stokes 2002). The proposed Project would involve minor pleasure craft vessel traffic. Impacts to USCG operations are considered less than significant and will not be further discussed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. RECREATION.</b> Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**No Impact.** The increased demand for or use of existing parks is generally associated with the increase of housing or population into an area. The proposed Project consists of commercial and public uses and would not include residential uses that could increase the use of existing parks or recreational facilities. The proposed Project would include new recreational amenities, which would relieve the burden on existing community recreational facilities. Therefore, the proposed Project would not result in significant impacts to recreation from demand placed upon existing parking and recreational facilities, which could lead to their physical deterioration. This issue will not be evaluated in the EIR.

**b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

**No Impact.** The proposed Project includes the construction of new park and recreational amenities that are not expected to create an adverse physical effect on the environment. Potential adverse impacts associated with the site preparation for the proposed recreational facilities, including but not limited to grading and/or trenching, soil remediation, and/or the demolition of existing structures, are discussed in the applicable resource discussion sections of this checklist (e.g. cultural resources, hazards and hazardous materials, air quality, noise, etc). Because the Project would not include recreational facilities that might have an adverse physical effect on the environment, this issue will not be evaluated in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. TRANSPORTATION/TRAFFIC.</b> Would the project:				
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	■	□	□	□
b. Cause, either individually or cumulatively, exceedance of a level of service standard established by the county congestion management agency for designated roads or highways?	■	□	□	□
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	■	□	□	□
d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	■	□	□	□
e. Result in inadequate emergency access?	□	□	■	□
f. Result in inadequate parking capacity?	■	□	□	□
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	□	□	■	□

**Discussion:**

- a. **Would the project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?**

**Potentially Significant Impact.** The proposed Project would generate new traffic to the area. Increased traffic would occur from trips associated with construction activities, visitors accessing the area, and from future employees traveling to and from work at the businesses within the proposed Project area. The increased traffic volumes could exceed the capacity of the street system and result in congestion at intersections and along roadways. This impact is considered potentially significant and will be further addressed in the EIR.

- b. Would the project cause, either individually or cumulatively, exceedance of a level of service standard established by the county congestion management agency for designated roads or highways?**

**Potentially Significant Impact.** As discussed above, automobile and truck trips generated during the construction and operational phases of the proposed Project would increase traffic on area roadways and Project access points. Such traffic increases may cause an exceedance of level of service standards for Los Angeles County Congestion Management Program intersections, such as along Highways 110 and 47. Therefore, traffic increases that could occur because of the proposed Project could be potentially significant and will be discussed in the EIR.

- c. Would the project result in a change in air or water traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**Potentially Significant Impact.** The proposed Project would not affect existing or future air traffic patterns. The nearest airport to the proposed Project site is the Long Beach Municipal Airport, which is located approximately 5 miles to the northeast. Also, while the proposed Project is near a heliport, the proposed Project does not include any elements high enough to restrict aircraft overflights or landings. However, the proposed Project could increase port traffic by causing an increase in recreation, tour, and fishing boat trips. Such increased water traffic may cause significant impacts. This issue will be addressed in the EIR.

- d. Would the project substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Potentially Significant Impact.** The proposed Project does not include development of new collector streets within the proposed Project area but would result in widening and realignment of some roadways and also would result in new ingress and egress driveways used to access and leave areas within the proposed Project site. In addition, the proposed Project would likely increase traffic and pedestrian volumes on existing roadways. Depending on the alignment of proposed driveways and roadways and the increased pedestrian traffic that could occur, vehicle/vehicle and pedestrian/vehicle conflicts could increase. Additionally, the proposed Project is within relatively close proximity to existing railroad lines. Since the proposed Project could introduce additional visitors to the area, pedestrian/railroad conflicts or vehicle/railroad conflicts could occur. These types of traffic hazards and railroad safety issues will be evaluated in the traffic study that will be prepared for the proposed Project. This issue will be discussed in the EIR.

- e. Would the project result in inadequate emergency access?**

**Less Than Significant Impact.** Emergency access to the site would be provided via proposed driveways constructed as part of the proposed Project and on roads within the proposed Project area. As part of the proposed Project, fire and law enforcement services would have access to all areas of the proposed Project. Also as part of the proposed Project approval process, the LAFD would review and approve all Project plans to ensure that they comply with all applicable access requirements. This compliance would ensure that emergency access to, from, and within the site is adequate. These components of the proposed Project and Project approval process would result in less than significant impacts.



**f. Would the project result in inadequate parking capacity?**

**Potentially Significant Impact.** Project improvements would create new attractions within the proposed Project area and would increase the number of visitors and employees within the area. The increased visitor and employment would require the provision of additional parking within the proposed Project area. As part of the proposed Project, new surface parking would be constructed. However, it is currently unknown whether the planned parking areas and alternative transportation measures would be adequate to serve the public. This impact is considered potentially significant. As part of the traffic study, a parking analysis will be conducted, the results of which will be included in the EIR.

**g. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

**Less Than Significant Impact.** The proposed Project would not result in the elimination of existing bus or bicycle access to the proposed Project site. Additionally, the proposed Project provides a promenade for multiple modes of transportation (e.g., biking, walking, rollerblading) and would provide direct connections to the planned extensions of the Red Car line in San Pedro, linking the two waterfronts. Therefore, the proposed Project would not conflict with adopted policies supporting alternative transportation, and impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>				
a. Exceed wastewater treatment requirements of the applicable regional water quality control board?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

**Discussion:**

**a. Would the project exceed wastewater treatment requirements of the applicable regional water quality control board?**

**Potentially Significant Impact.** The proposed Project would be required to conform to all applicable wastewater standards set forth by the Los Angeles Regional Water Quality Control Board. The proposed Project would result in the generation of additional wastewater from the proposed commercial facilities. The proposed Project would tie into existing sewer lines that may or may not require capacity expansion. Wastewater would likely flow to the Terminal Island Treatment Plant, which is operated by the city's Department of Public Works Bureau of

Sanitation. Project consistency with wastewater treatment requirements will be discussed in the EIR.

- b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Potentially Significant Impact.** The City of Los Angeles Department of Public Works, Bureau of Sanitation, provides sewer service to areas surrounding the proposed Project site. Water would be provided by the LADWP. The proposed parking areas, pedestrian walkways, water features, and public open spaces would generate and/or require water and wastewater treatment. The commercial and industrial uses would increase demand for potable water and wastewater services. Expansion of infrastructure could be required to meet that demand, which could result in significant impacts. These issues will be evaluated further in the EIR.

- c. Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less Than Significant Impact.** The proposed Project would require new and expanded stormwater drainage facilities for the proposed parking lots and commercial facilities. The installation and expansion of these facilities would occur within the proposed Project area as part of the proposed Project and would not cause significant environmental effects. Impacts would be less than significant.

- d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Potentially Significant Impact.** LADWP currently supplies, treats, and distributes water for domestic, industrial, agricultural, and firefighting purposes within the City of Los Angeles. Water is supplied to the city from a variety of sources that includes the Los Angeles aqueducts, local groundwater sources utilized by the LADWP, and water supplied by the Metropolitan Water District. The inclusion of commercial, industrial, and visitor serving components in the proposed Project could increase the demand for water, a potentially significant impact. Impacts associated with the additional water demand and the sources that would provide potable water (and potentially reclaimed water for landscaping) to the proposed Project will be addressed in the EIR.

- e. Has the wastewater treatment provider that serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Potentially Significant Impact.** As discussed above, the proposed Project would result in the generation of additional wastewater that could affect the capacity of the Terminal Island Treatment Plant. The plant's ability to meet this demand will be addressed in the EIR.

- f. Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**Potentially Significant Impact.** The City of Los Angeles Bureau of Sanitation and private waste management services provide solid waste collection and disposal services within the proposed Project area. The inclusion of the proposed Project components could produce substantial amounts of solid waste, which could constitute a significant impact. The capacity of the City of

Los Angeles Bureau of Sanitation landfills and their ability to meet this demand will be addressed in the EIR.

**g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

**No Impact.** The proposed Project would be compliant with all applicable codes pertaining to solid waste disposal. No impacts would occur. This section will not be discussed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

- a. **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

**Potentially Significant Impact.** The proposed Project could potentially result in significant impacts on the quality of the cultural environment. As discussed previously, the proposed Project would have the potential to contain historic archaeological resources and historical resources that could be disturbed by construction activities. Potential impacts to these resources will be further evaluated in the EIR.

- b. **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past**

**projects, the effects of other current projects, and the effects of probable future projects.)**

**Potentially Significant Impact.** The proposed Project could result in cumulatively considerable impacts. Several other development projects are currently under construction, are planned, or have recently been completed within the Port, including container terminal developments, pleasure-craft marinas, industrial developments, and other waterfront plans. The potential for the proposed Project in conjunction with other projects in the vicinity and their cumulative contributions to environmental impacts will be evaluated in the EIR.

**c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?**

**Potentially Significant Impact.** The proposed Project could result in environmental effects that would cause substantial adverse affects on human beings, either directly or indirectly. Impacts from the proposed Project will be evaluated in the EIR.

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