1.0

INTRODUCTION

1.1 Final EIR Organization

This chapter presents background and introductory information for the proposed Wilmington Waterfront Development Project (proposed Project) and provides a description of the proposed elements. Additionally, this chapter discusses general changes and modifications made to the Draft Environmental Impact Report (EIR), most of which are editorial in nature.

Chapter 2, Responses to Comments, presents information regarding the distribution of, and comments on, the Draft EIR, and the responses to these comments. Chapter 3 presents the modifications to the Draft EIR. Revisions were made to the following chapters and appendices of the Draft EIR:

- Executive Summary
- Chapter 1 Introduction
- Chapter 2 Project Description
- Section 3.1 Aesthetics
- Section 3.2 Air Quality
- Section 3.3 Biological Resources
- Section 3.7 Hazards and Hazardous Materials
- Section 3.8 Land Use and Planning
- Section 3.9 Noise
- Section 3.11 Transportation and Circulation—Ground and Marine
- Section 3.12 Utilities
- Chapter 4 Cumulative Effects
- Appendix G Risk Analysis of LADWP Marine Tank Farm

Additionally, the following appendices were added to the Final EIR to support the EIR analysis:

- Appendix L *Caulerpa Control Protocol* (Version 4.0, February 25, 2008)
- Appendix M Location of Fish Sampling Stations for Port-wide Biological Baseline Study (To be published)
- Appendix N Location of Abandoned and Plugged Wells
- Appendix O Project Water Supply Assessment

This Final EIR has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] 21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations [CCR] 15000 et seq.). The Los Angeles Harbor Department (LAHD) is the CEQA lead agency.

1.2 Proposed Project Overview

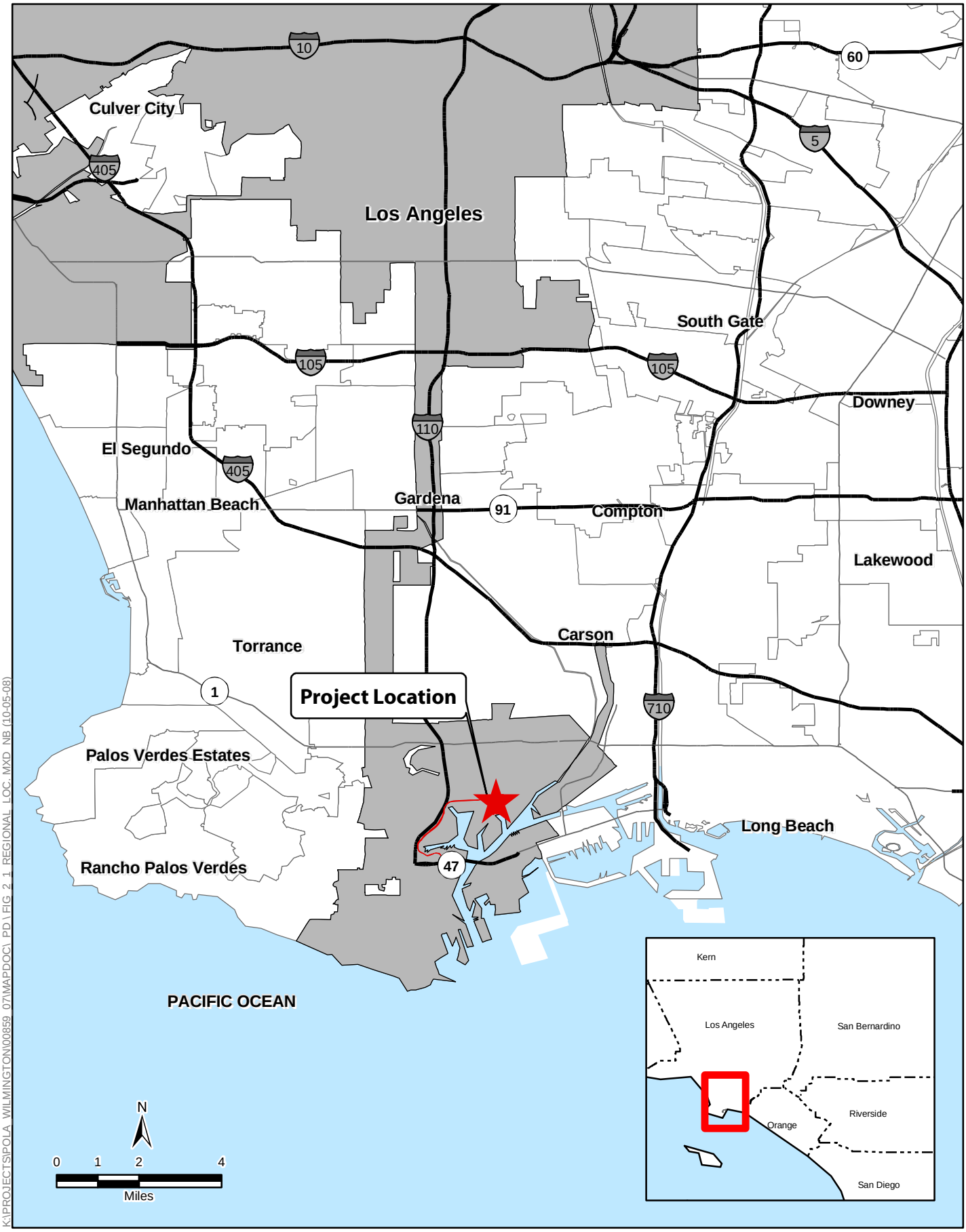
The proposed Project involves development of a variety of land uses within the three distinct areas of the proposed project site: (1) the Avalon Development District, which includes Area A within the Wilmington–Harbor City Community Plan (CP) area north of Harry Bridges Boulevard and Area B within the proposed Port of Los Angeles Plan (Port Plan) and Port Master Plan (PMP) areas south of Harry Bridges Boulevard; (2) the Avalon Waterfront District; and (3) the Waterfront Red Car Line Extension and multi-modal California Coastal Trail (CCT) linkage area. See Section 1.4 below for greater detail regarding proposed project elements.

1.3 Existing Conditions

1.3.1 Regional Setting

The Port is located at the southernmost portion of the City of Los Angeles (City) and comprises 43 miles of waterfront and 7,500 acres of land and water, with approximately 300 commercial berths. The Port is bounded by the community of San Pedro to the west, the Wilmington community to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south. Figure 1-1 shows the regional location of the proposed project area.

The Port is an area of mixed uses, supporting various maritime-themed activities. Port operations are predominantly centered on shipping activities, including containerized, break-bulk, dry-bulk, liquid-bulk, auto, and intermodal rail shipping. In addition to the large shipping industry at the Port, there is also a cruise ship industry and a commercial fishing fleet. The Port also accommodates boat repair yards and provides slips for approximately 3,950 recreational vessels, 150



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SOURCE: ESRI Streetmap USA (2007)

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Figure 1-1
Regional Location
Wilmington Waterfront Development Project

commercial fishing boats, 35 miscellaneous small service crafts, and 15 charter vessels that handle sportfishing and harbor cruises. The Port has retail shops and restaurants, primarily along the west side of the Main Channel. It also has recreation, community, and educational facilities, such as a public swimming beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, and the Los Angeles Maritime Museum.

1.3.2 Proposed Project Setting

The proposed project site is generally bounded by Lagoon Avenue to the west, Broad Avenue to the east, C Street to the north, and Slip 5 to the south, where over-water viewing piers and floating docks would be proposed. The site includes the Waterfront Red Car Line and the multi-modal CCT linkages beginning in the west at Swinford Street, moving along Front Street to John S. Gibson Boulevard, and then along Harry Bridges Boulevard until it terminates at Avalon Boulevard in the east (see Figure 1-2).

1.3.3 Existing Site Conditions

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

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

Guidelines for Rehabilitating Historic Buildings. Figure 1-3 illustrates LAHD-owned and privately owned property.

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

The major land use in the area of the proposed Land Bridge and elevated park is the existing LADWP Marine Tank Farm site, on Lot 35, a 348,865-square-foot parcel north of Pacific Harbor Rail Line and south of A Street (Figure 1-3 illustrates LAHD-owned, LAHD-leased, and privately owned property). Structures on this parcel include two operational 58,965-square-foot liquid bulk storage tanks, which hold up to 450,000 barrels (bbl), one of which contains raw gas oil and the other hydro-treated gas oil; a smaller operational 30,000 bbl containing hydro-treated gas oil; and six other ancillary structures, which total 18,500 square feet. The Marine Tank Farm's liquid bulk storage tanks and ancillary structures are leased and operated by the Valero Corporation. In addition to this large parcel, LADWP owns Lot 36, a vacant 99,775-square-foot parcel south of the rail line, and Lot 34, a vacant 41,389-square-foot site immediately north of A Street. All LADWP-owned land mentioned above would be dedicated to park use, and existing buildings and structures would be demolished.

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

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

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

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SOURCE: ESRI USA Imagery (2006)

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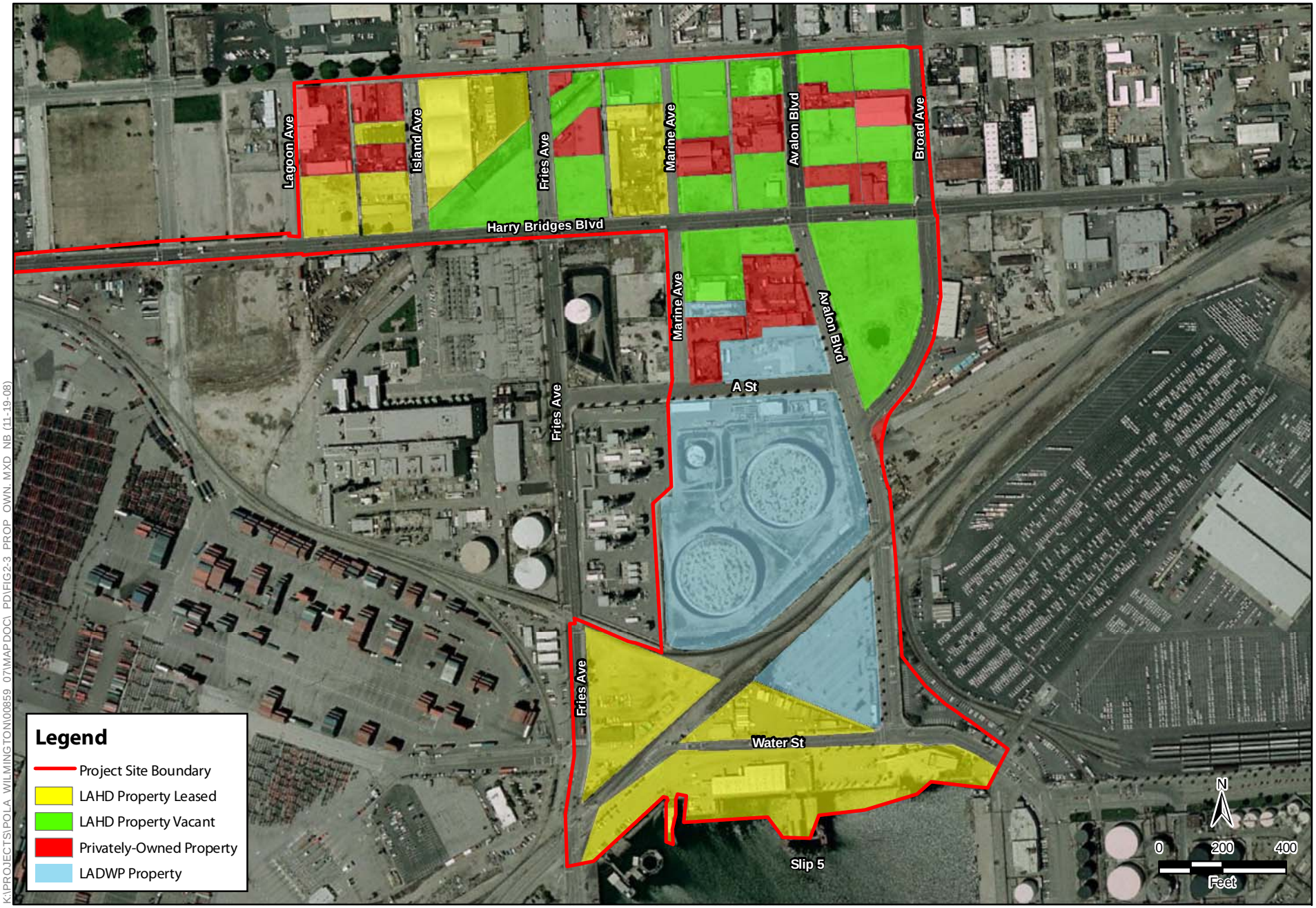
Figure 1-2
Proposed Project Boundary and Surrounding Area
Wilmington Waterfront Development Project



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

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Figure 1-3
Property Ownership
Wilmington Waterfront Development Project

1.3.4 Surrounding Uses

Although most of the proposed Project is within the existing boundary of the Wilmington–Harbor City Community Plan, the majority of the Wilmington community lies north of the propose project. Wilmington covers approximately 11.4 square miles and is composed of varied land uses. However, the community land uses that surround the proposed project site are almost exclusively light industrial with a small pocket of heavy commercial. The nearest residential area is within 1 mile of the proposed project site.

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

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

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

Farther west of the proposed project site is the 173-acre Trans Pacific (TraPac) Container site, which has 11 post-Panamax cranes with 100-foot-gauge and 40-long-ton main hoist capacity. The terminal features a 28,000-square-foot maintenance

shop, 546 reefer plugs (wheels), 48 grounded plugs, 3 portable generators that maintain an additional 96 plugs, a wash system for the exterior of containers, a wash system for the interior of containers, 10 transtainers, 12 side-handlers, and 4 toplifts. Shipping lines served by TraPac include Mitsui O.S.K., China Shipping, Norasia, Compañia Sudamericana de Vapores, Zim, Wan Hai, APL, Hyundai Merchant Marine Co., and CMA-CGM.

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

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

1.3.5 CEQA Baseline

Section 15125 of the CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a proposed project that exist at the time of the issuance of the Notice of Preparation (NOP). For some resource areas, such as Aesthetics or Geology, the baseline conditions are defined by what was present at the time the NOP was circulated for review (March 2008). Assessment of other resource areas such as Air Quality, Biology, or Water Quality may also include information from prior years in order to provide a more reliable and representative characterization of baseline conditions by accounting for fluctuations at any one point in time. This approach is more conservative because it avoids a "snap shot" of the existing conditions, which does not always account for temporary fluctuations. A description of the baseline conditions is included in Chapter 2, "Project Description," of the Draft EIR and, when special circumstances are present, details are provided in

the respective sections of the Draft EIR's Chapter 3, "Environmental Analysis," prior to the impact analysis. These environmental conditions constitute the baseline physical conditions by which the CEQA lead agency determines whether an impact would be significant.

The CEQA baseline represents the setting at a fixed point in time, with no project growth over time, and differs from the No Project Alternative in that the No Project Alternative addresses what is likely to happen at the site over time if it were to be built according to the existing plans and regulations, starting from the existing conditions. In other words, the No Project Alternative allows for more growth at the proposed project site, whereas the baseline conditions would not.

1.4 Proposed Project

1.4.1 Project Purpose

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

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

1.4.1.1 CEQA Objectives

CEQA Guidelines (Section 15124(b)) require that the project description contain a statement of objectives, including the underlying purpose of the proposed Project. The proposed Project is intended to fulfill the overall project purpose of the LAHD.

The proposed project objectives were developed based on the community planning process discussed below in Section 1.4.2. These objectives are to:

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

1.4.2 Proposed Project Planning History and Community Involvement

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

The following steps were taken in developing the Program:

1. Starting with and building upon the Wilmington Waterfront Development Final Plan, a conceptual vision plan for the area was prepared in 2004 (SMWM), with the participation of the Wilmington Waterfront Development Subcommittee and approval of the Harbor Board of Commissioners.
2. A visionary master plan was crafted based upon a good understanding of baseline conditions in the proposed project area, including the physical, regulatory, environmental, land use, transportation, historical, cultural, market characteristics, and existing plans and projects.
3. Improvements, including public art and street furnishings, were considered in nearby San Pedro to bring consistency in quality and character to Port-wide public improvements.

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

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

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

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

1.4.3 Proposed Project Elements

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

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

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

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

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

Table 1-1. Elements of the Proposed Project

Elements	*Existing Conditions (CEQA Baseline)*	*Proposed Project Phase I (2009–2015)*	*Proposed Project Phase II (2015–2020)*
AVALON DEVELOPMENT DISTRICT			
Light Industrial Development	Police trailer at southeast corner of C Street and Marine Avenue, vacant industrial lots owned by Port north of Harry Bridges Boulevard, Trade School located at corner of Lagoon and C Street; scattered private buildings	Could include the construction and operation of a maximum of 75,000 sf of light industrial development (oriented toward green technology businesses) around Avalon Boulevard, in the industrial area between Lagoon and Broad Avenues, north of Harry Bridges Boulevard	Potentially construct and operate an additional 75,000 sf of light industrial development (oriented toward green technology businesses).

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

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

Elements	*Existing Conditions (CEQA Baseline)*	*Proposed Project Phase I (2009–2015)*	*Proposed Project Phase II (2015–2020)*
Observation Tower	Catalina Freight parking and Water Street	Construction and operation of 200-foot-tall Observation Tower with a 2,144-sf footprint and a pedestrian ramp.	N/A
Restaurant Development	Catalina Freight and existing bulkhead and pier	N/A	Construction and operation of 12,000 sf of restaurant development at the waterfront
Realignment of Water Street	Existing Water Street and infrastructure (i.e., curb, gutter, etc.)	Realign Water Street	N/A
Landscaping Improvements	Existing College of Oceaneering parking lot	Landscaping improvements to the existing College of Oceaneering parking lot and area surroundings	N/A
Passenger Drop	Existing Broad Street and infrastructure (i.e., curb, gutter, etc.)	Construction and operation of a passenger drop-off east of Banning's Landing Community Center along Broad Avenue	N/A
Demolition			
Demolish Catalina Freight	Existing 30,860 sf of Catalina Freight	Demolish entire building	N/A
Demolish National Polytechnic College of Science Hyperbaric Chamber Building	Existing 2,370 sf of National Polytechnic College of Science Hyperbaric Chamber Building	Demolish entire building	N/A
Demolish National Polytechnic College of Science Welding Pier	Existing 1,800 sf of National Polytechnic College of Science Welding Pier	Demolish entire building	N/A
LADWP Marine Tank Site	Three LADWP bulk storage tanks leased by Valero and associated infrastructure (i.e., 18,500 sf of building and subterranean pipelines)	Acquisition and demolition of all tanks and associated infrastructure	N/A
Relocation			
LADWP Bulk	LADWP Marine Tank Site	After the LADWP tanks	N/A

Elements	*Existing Conditions (CEQA Baseline)*	*Proposed Project Phase I (2009–2015)*	*Proposed Project Phase II (2015–2020)*
Storage Tank Capacity to Olympic Tank Site		are demolished a potential feasible relocation of the reduction of bulk storage capacity due to the demolition of the LADWP tanks is the Olympic Tank Site.	
Dockside Ship & Machine Repair to 141 and 211 N. Marine Avenue	Dockside Ship & Machine Repair and an unknown, underutilized structure	Prior to the realignment of Avalon Boulevard and construction of 58,000 sf of commercial, the Dockside Ship & Machine Repair and an unknown underutilized structure would be removed and possibly relocated to 141 and 211 N. Marine Avenue	N/A
Parking			
Fries Avenue	LADWP Marine Tank Farm	Construction and operation of 51 spaces off of Fries Avenue	N/A
North of Banning's Landing	Existing Water Street and infrastructure (i.e., curb, gutter, etc) and portions of a vacant LADWP-owned lot	Construction and operation of 71 spaces north of Banning's Landing under the pedestrian water bridge	N/A
West of Land Bridge, East of Peaker Plants	LADWP Marine Tank Site	N/A	Construction and operation of a landscaped 148-space surface parking area with landscaping accessible from A Street adjacent to the Land Bridge
WATERFRONT RED CAR LINE AND CALIFORNIA COASTAL TRAIL			
Extension of Waterfront Red Car Line	Existing streets and associated infrastructure (i.e., curb, gutter, etc.)	N/A	Construction and operation of the Waterfront Red Car Line, which would begin at the intersection of Swinford Street and Harbor Boulevard, proceed along Front Street onto John S. Gibson, and then onto Harry Bridges Boulevard where it would terminate at the intersection with Avalon Boulevard (exact alignment is unknown at this time)
California Coastal Trail (CCT)	Existing sidewalks, streets, and associated infrastructure (i.e., curb, gutter, etc.)	N/A	The CCT would follow the existing public right-of-way from the intersection of Swinford Street and Harbor Boulevard, proceed along

Elements	Existing Conditions (CEQA Baseline)	Proposed Project Phase I (2009–2015)	Proposed Project Phase II (2015–2020)
			Front Street onto John S. Gibson, and then onto Harry Bridges Boulevard where it would terminate at the intersection with Avalon Boulevard

1.4.3.1 Avalon Development District (Areas A and B)

The Avalon Development District is an industrial area located in south Wilmington. The Avalon Boulevard commercial corridor, which bisects the Avalon Development District, is the primary commercial corridor in Wilmington, with the "center of town" located around the intersection of Avalon Boulevard and Anaheim Street about ½ mile from Harry Bridges Boulevard. Avalon Boulevard currently terminates in the proposed project area at the water's edge. The Avalon Development District includes approximately 31.5 acres and has been divided into two areas, A and B, defined by the proposed boundary change of the Port and Wilmington–Harbor City Community Plan areas. The elements or actions associated with the Avalon Development District primarily include the following:

Area A (within the Wilmington–Harbor City Community Plan Area)

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

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

- **Commercial Development**—development of up to 58,000 square feet of maritime visitor-serving commercial uses, such as an open air Mercado, south of Harry Bridges Boulevard, east of Marine Avenue, west of Avalon Boulevard, and north of A Street.

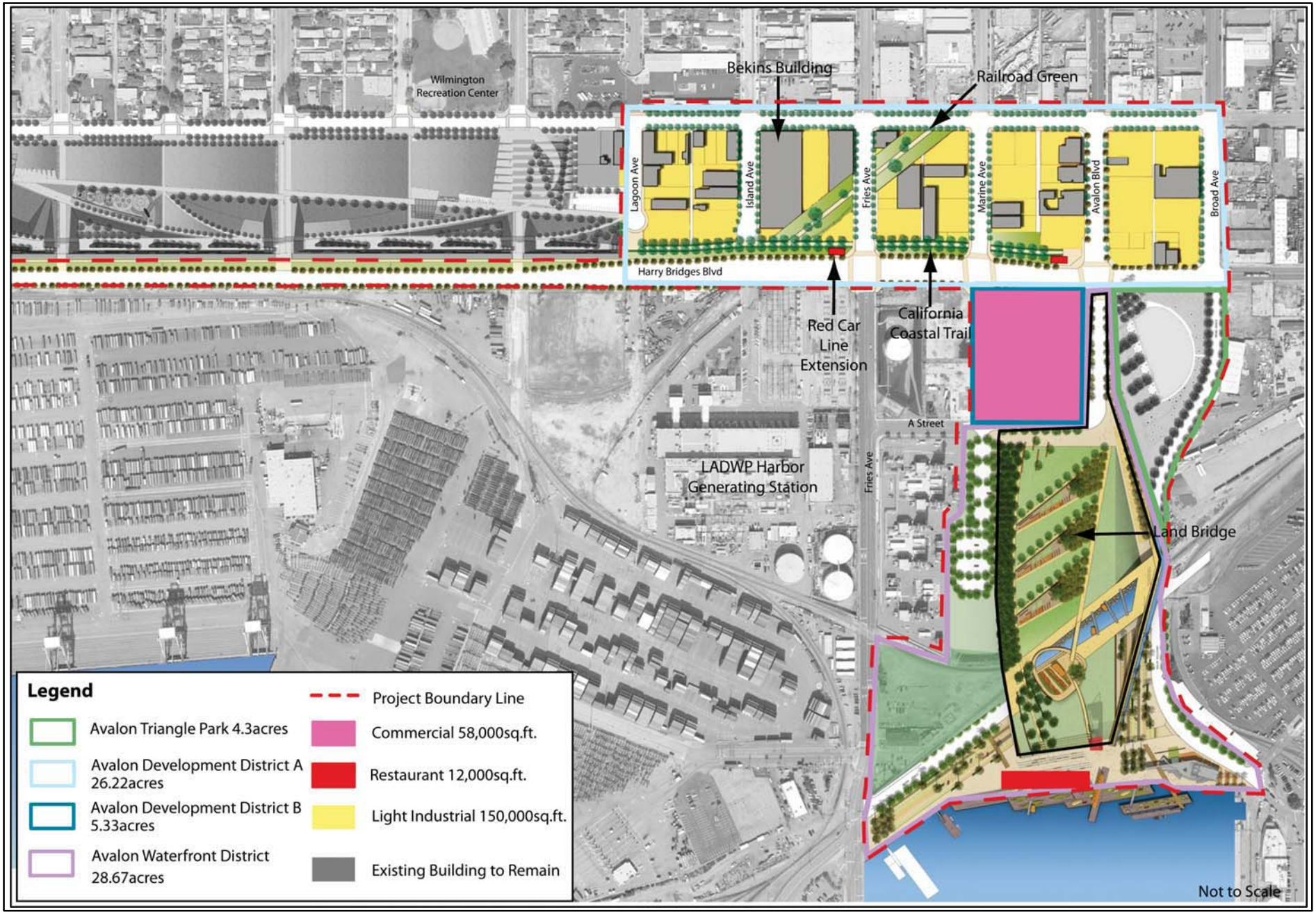
- **Street Realignments and Enhancements**—realignment and improvement of Avalon Boulevard and Broad Avenue (also part of the Avalon Waterfront District).

1.4.3.1.1 Industrial and Commercial Land Uses

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

Nearly all development within the Avalon Development District would occur on vacant land. Site clearing, demolition of paved sites, and rough grading would be required. Except for a few parcels (as detailed below), privately owned parcels and buildings would not be modified. Most of these existing uses would see streetscape improvements and pedestrian enhancements that may temporarily affect individual building accessibility due to construction activities. Figure 1-6 illustrates typical pedestrian improvements throughout the Avalon Development District.

In a few cases, existing privately owned parcels in the Avalon Development District and in small portions of the Avalon Waterfront District would need to be acquired by LAHD in order to implement the proposed realignment of Avalon Boulevard. Parcels that would be subject to acquisition, either through negotiations, which may include the exchange of land within the Avalon Development District or if necessary through eminent domain, would include parcels located at 115, 121, 131, and 133 North Avalon Boulevard. Table 1-2 lists parcels that would be acquired in the Avalon Development District Area B, while Figure 1-7 illustrates all parcels that would be acquired in the Avalon Development District Area B as well as in the Avalon Waterfront District.



SOURCE: Sasaki (2008)

Figure 1-4
Proposed Project Boundary by Separate Areas
Wilmington Waterfront Development Project

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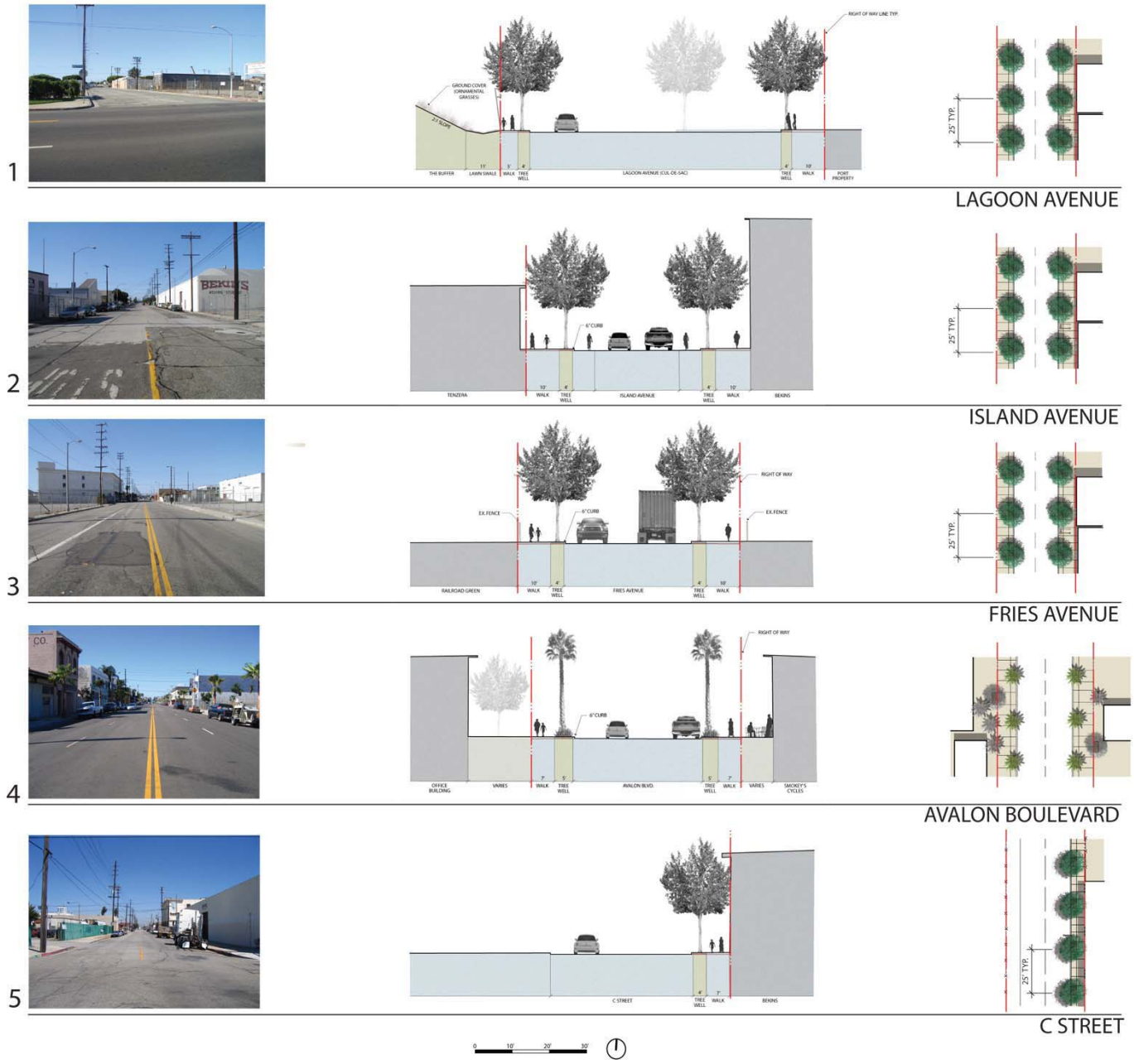
SOURCE: Sasaki(2008)

ICF Jones & Stokes
an ICF International Company

Figure 1-5
Proposed Project Rendering
Wilmington Waterfront Development Project



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SOURCE: Sasaki(2008)

ICF Jones & Stokes
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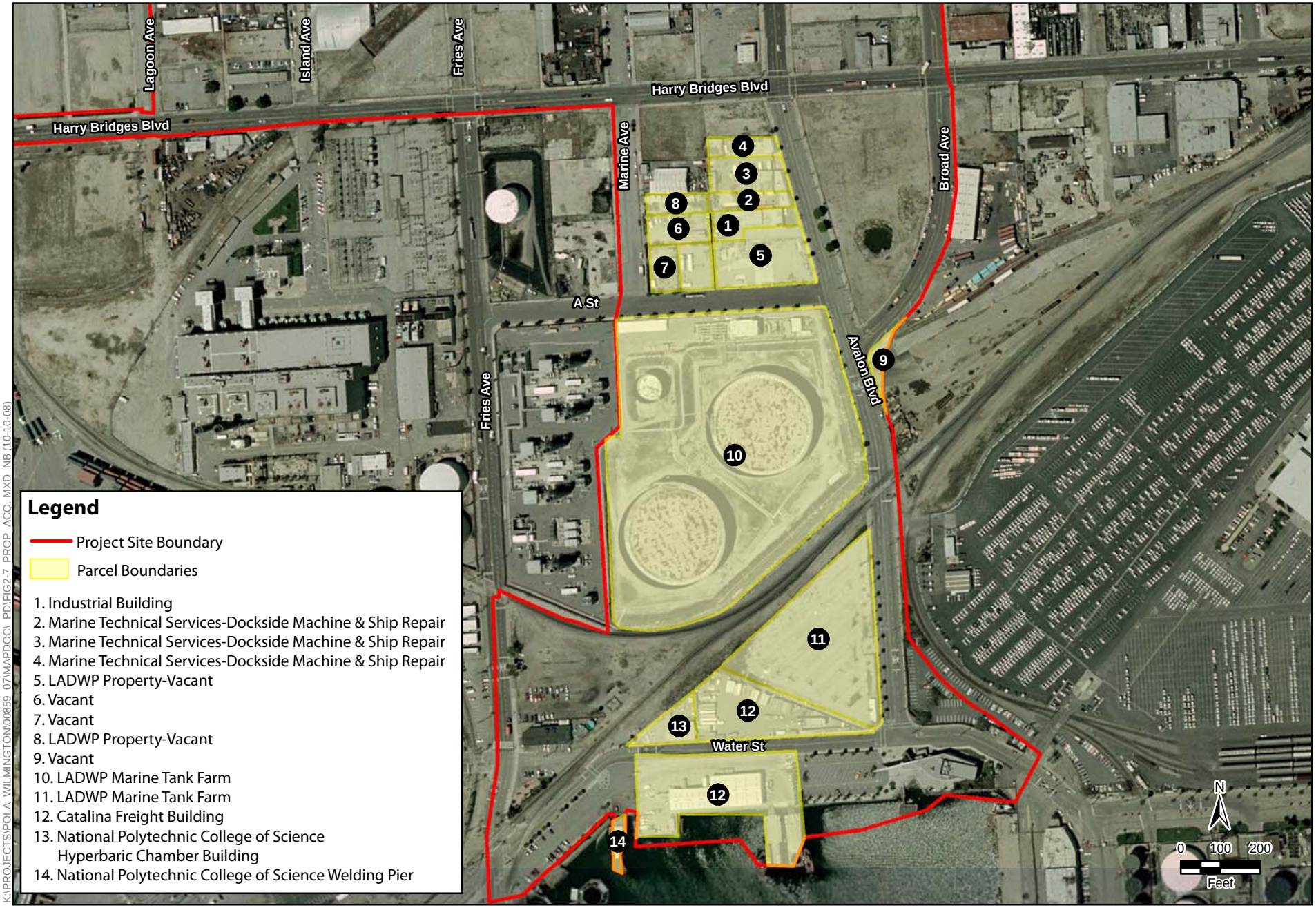
Figure 1-6
Avalon Development District: Street Enhancements
Wilmington Waterfront Development Project



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SOURCE: ESRI USA Imagery (2006)

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Figure 1-7
Property to be Acquired for the Proposed Project
Wilmington Waterfront Development Project

Table 1-2. Parcels located within Avalon Development District (Area B) to be Acquired and Structures Removed

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

Note: Potential historic resources are discussed in Chapter 3.4, "Cultural Resources," of the Draft EIR.

Source: LAHD 2008..

1.4.3.1.2 Railroad Green Park

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

1.4.3.1.3 Waterfront Red Car Museum

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

1.4.3.1.4 Traffic Improvements

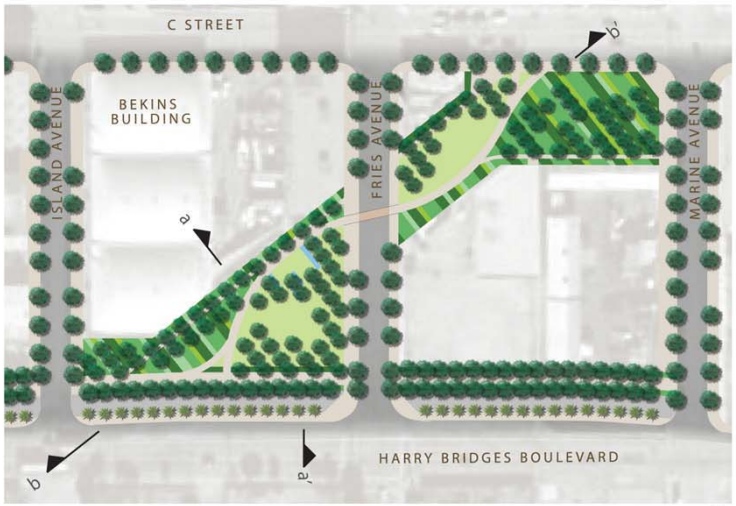
To improve area traffic circulation, while enhancing pedestrian safety and appeal, selected streets are proposed for improvements. A portion of Avalon Boulevard, south of A Street, would be downgraded and then vacated to prioritize pedestrian use and activity at the 58,000-square-foot commercial parcel, while Broad Street would be realigned to provide vehicular traffic a dedicated route to the waterfront. Table 1-2 above lists parcels in the Avalon Development District that would be acquired for the realignment. Because the realignment also takes place within the Avalon Waterfront District, more information is provided in Section 1.4.3.2 below.

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

1.4.3.2 Avalon Waterfront District

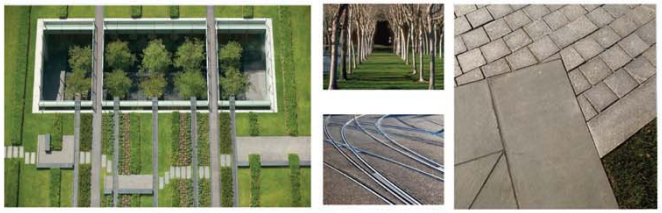
The Avalon Waterfront District is composed of the following elements:

- **Waterfront Promenade**—adding pedestrian-oriented features and improvements such as a waterfront promenade with viewing piers and 12,000 square feet of restaurant/visitor-serving retail development, a 200-foot Observation Tower with a pedestrian ramp, removing the Los Angeles Department of Water and Power (LADWP) Marine Tank site and associated pipe conveyance infrastructure, and remediating the site; this area is generally defined by the current Water Street alignment and the National Polytechnic University (College of Oceaneering) to the north, Fries Avenue to the west, and the current Avalon Boulevard alignment to the east. The Port harbor and views of the water at Slip 5 are along its southern border.



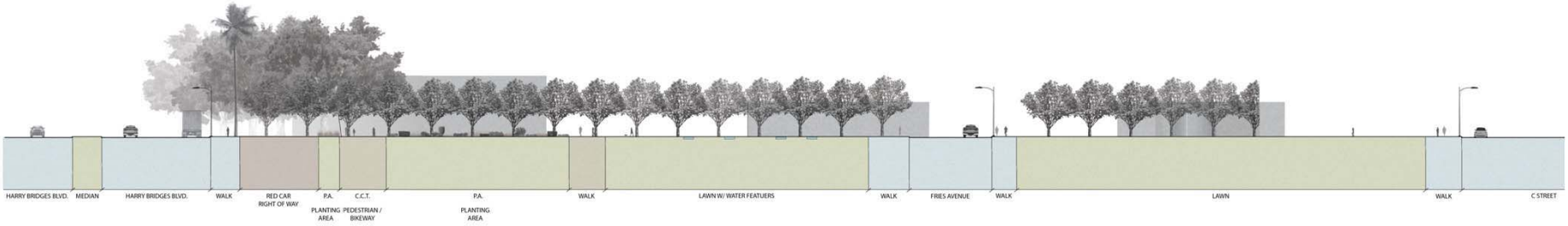
PLAN

EXISTING CONDITIONS



PRECEDENT IMAGES

SECTION a-a'



SECTION b-b'

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SOURCE: Sasaki(2008)

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

ICF Jones & Stokes
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- **Land Bridge and Elevated Park**—a 10-acre Land Bridge with an elevated park and a pedestrian "water" bridge enhanced by an integrated water feature that would provide the surrounding community with open space and improved pedestrian access to the waterfront. This area is generally bounded by A Street to the north, Avalon Boulevard to the east, the Harbor Generating Station and its associated peaker unit to the west, with the Harbor Rail Line and Slip No. 5 to the south.
- **Avalon Triangle Park**—located south of Harry Bridges Boulevard, between Broad Avenue and Avalon Boulevard. Avalon Triangle Park is not part of the proposed Project, but it would be included within the area that would be encompassed by the proposed Port Plan and PMP boundary expansion.
- **Avalon Boulevard, Broad Avenue, and Water Street Realignment**—downgrade and vacate Avalon Boulevard south of A Street, realign Broad Avenue to the waterfront, and realign Water Street to run adjacent to the Pacific Harbor Rail Line, which is proposed to travel under the proposed Land Bridge to improve pedestrian circulation and provide space for the waterfront promenade.

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

1.4.3.2.1 Waterfront Promenade and Visitor-Serving Amenities

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

The waterfront promenade would incorporate approximately 43,220 square feet of new over-the-water viewing piers and two floating docks with a combined size of

5,870 square feet. These piers and floating docks would require approximately 750 concrete piles for support, while the replacement of approximately 17,880 square feet of existing viewing piers would require approximately 478 concrete piles.

The public floating docks would accommodate up to nine vessels. Assuming boats would dock for up to 3 hours and assuming slips would not remain vacant for more than a brief period, it was conservatively estimated that the floating docks would support up to 36 boat trips a day. At a future date, it is possible a water taxi program, similar to the Long Beach program but smaller in scale, would be proposed to travel between the proposed Project and San Pedro. Figure 1-9 provides a photosimulation of the proposed waterfront with the Observation Tower in the background.

At the water's edge, the proposed Project would modify the existing bulkhead wall through a combination of concrete soil mixing and steel sheet pilings, including replacing a 550-foot length of the existing bulkhead at the head of Slip 5. The existing concrete bulkhead wall would remain in place, and on the east and west sides of the area designated for soil mixing, a new steel sheet pile wall would be installed immediately waterward from the existing wall. This action would fill 2,200 square feet of Slip 5. Figure 1-10a shows the top view of the area proposed for soil mixing and for steel sheet pilings, while Figure 1-10b provides a cross-section.

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

Observation Tower

The Observation Tower would be an area landmark, visible from the nearby Port businesses and the communities of Wilmington and San Pedro. It would incorporate a tall, vertical architectural element that would mimic a sail. The tower would be illuminated at night with accent lighting until midnight, similar to the Vincent Thomas Bridge. Figure 1-11 provides an architectural schematic of the Observation Tower.

1.4.3.2.2 Land Bridge and LADWP Marine Tank Site

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

Beginning in 2012, the property would be dedicated for recreational use, and the liquid bulk tanks and associated structures would be removed. Any potential soil and/or groundwater contamination would be remediated pursuant to Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), or other oversight agency standards. As mentioned above and listed in Table 1-3 below, several existing structures associated with the LADWP site would be demolished, including the two 450,000 bbls oil storage tanks, the smaller 30,000

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SOURCE: Sasaki(2008)

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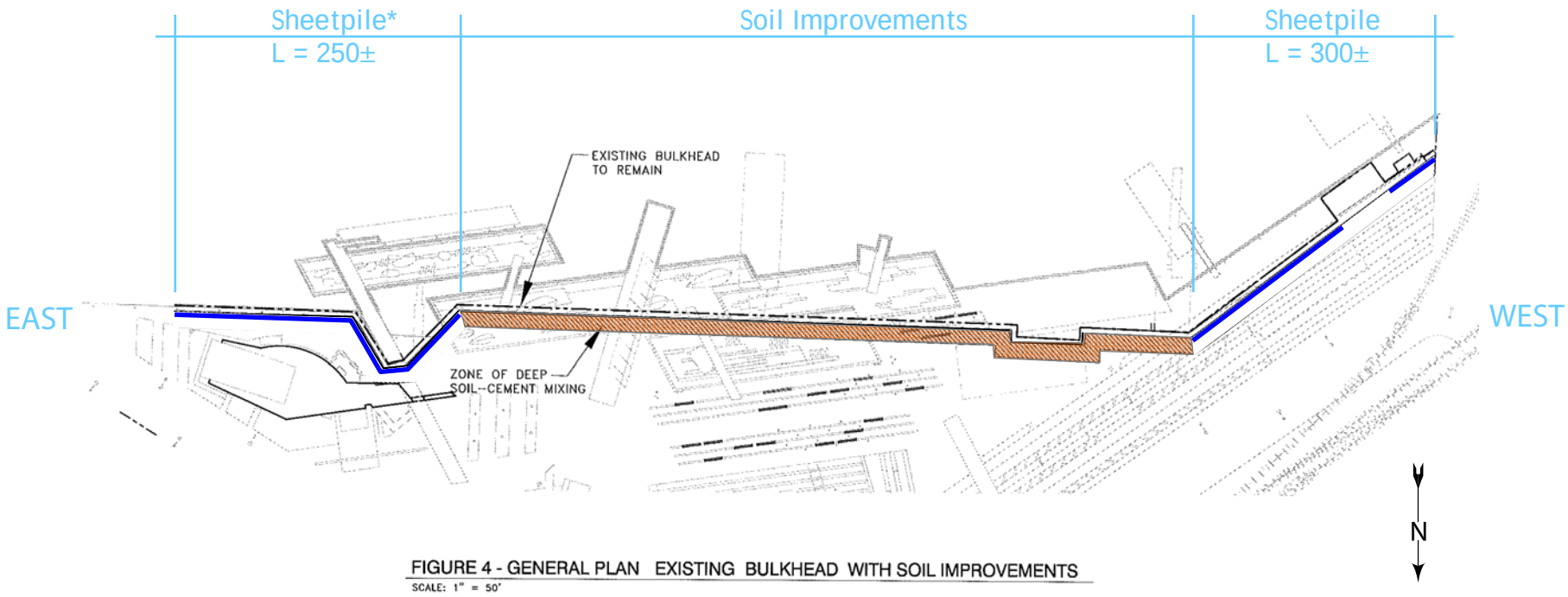
Figure 1-9
Proposed Waterfront
Wilmington Waterfront Development Project



Fill (for sheetpile):

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

A_F = 1000 sf East

A_F = 1200 sf West

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

SOURCE: Sasaki (2008)

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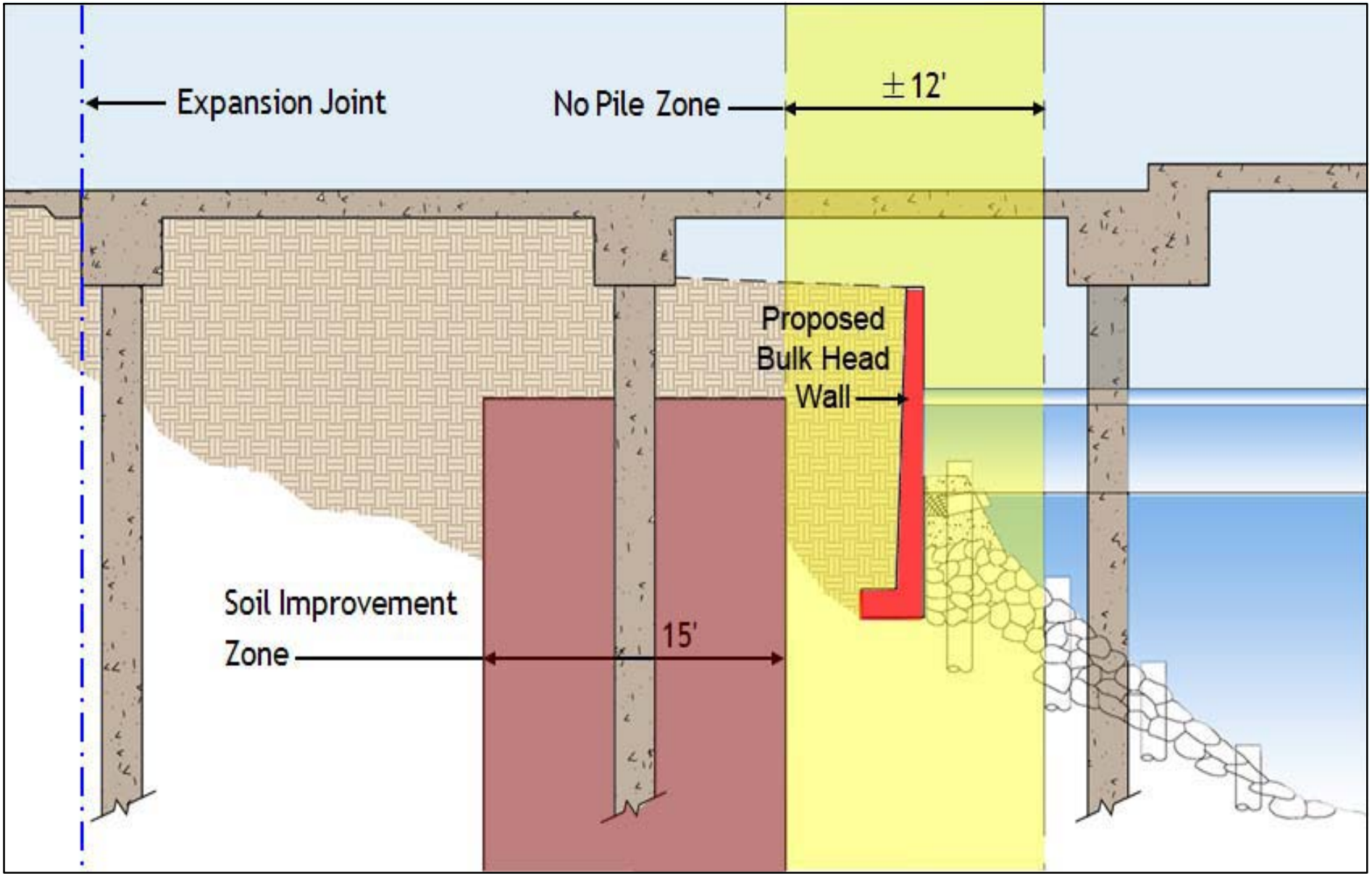
Figure 1-10a
Proposed Bulkhead Wall Design
Wilmington Waterfront Development Project



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SOURCE: Sasaki(2008)

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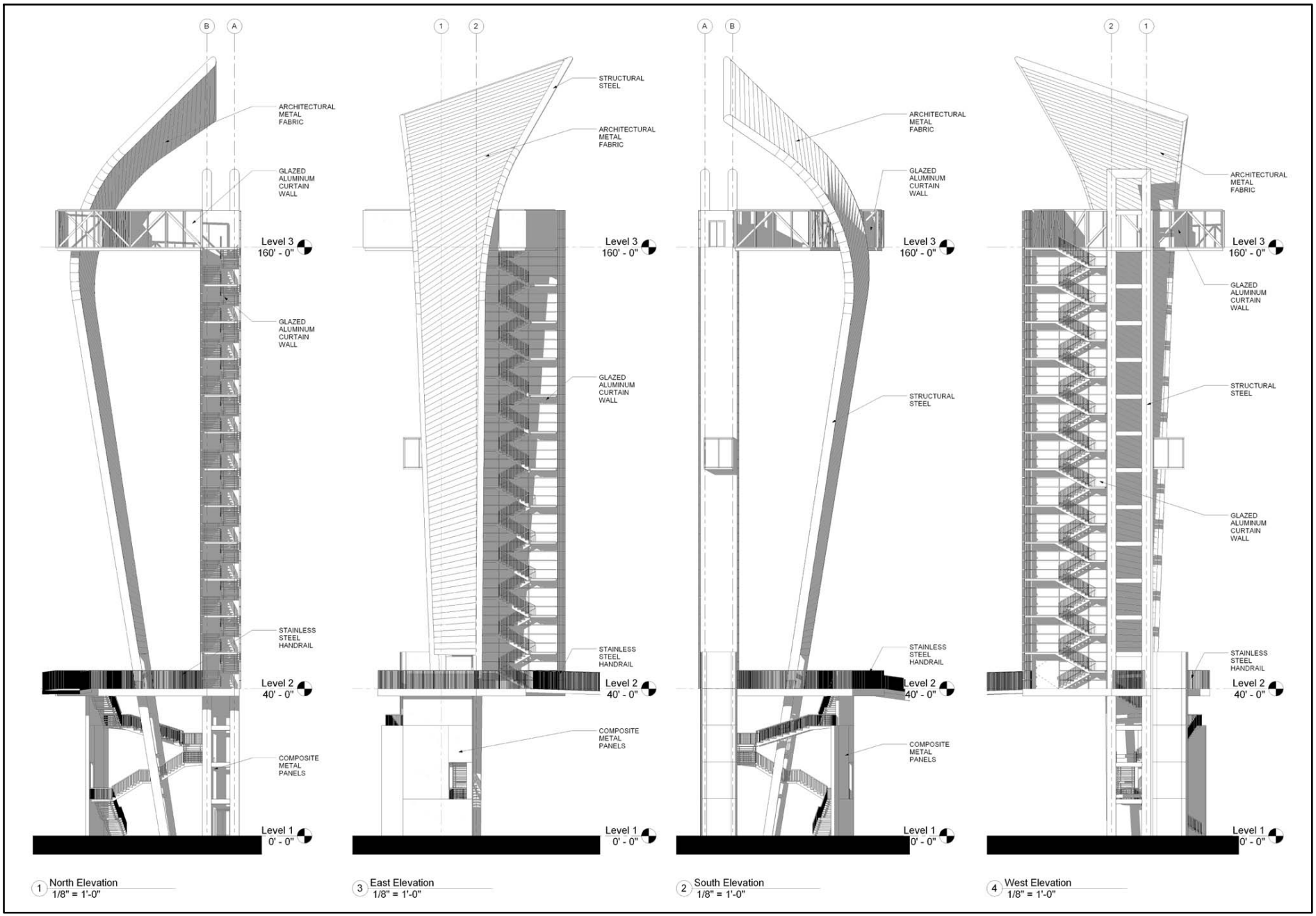
Figure 1-10b
Proposed Bulk Head Wall Cross-Section
Wilmington Waterfront Development Project



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SOURCE: Sasaki(2008)

Figure 1-11
Conceptal Design of the Proposed Observation Tower
Wilmington Waterfront Development Project

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bbls tank, and six other structures, totaling 18,500 square feet. Figure 1-7 illustrates all parcels that would be acquired in the Avalon Development District and Avalon Waterfront District.

LADWP would have an opportunity to rebuild similar tanks with similar capacities at an offsite location as yet to be determined. One potentially feasible site would be the Olympic Tank Farm site 1.5 miles northeast of the proposed Project site on the southeastern corner of Alameda and Robidoux Streets. Figure 1-12 shows the Olympic Tank Farm site in relation to the proposed project. The Olympic Tank Farm is characterized by nine existing liquid bulk storage tanks. As illustrated in the figure, the land is void of natural vegetation. The two areas large enough to accommodate the Marine Tank Farm storage tanks have previously supported storage tanks.

Table 1-3. Parcels Located in the Avalon Waterfront District to be Acquired or Dedicated for Use of the Land Bridge and Structures to be Removed

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

			building			
14	North edge of Slip 5 Southeast portion of 7440-009-911	Unknown / 1,800	National Polytechnic College of Science welding pier	Relocation is not planned	No	Waterfront Promenade

Note: Potential historic resources are discussed in Chapter 3.4, "Cultural Resources," of the Draft EIR.

Source: LAHD 2008

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

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

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

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SOURCE: ESRI USA Imagery (2006)

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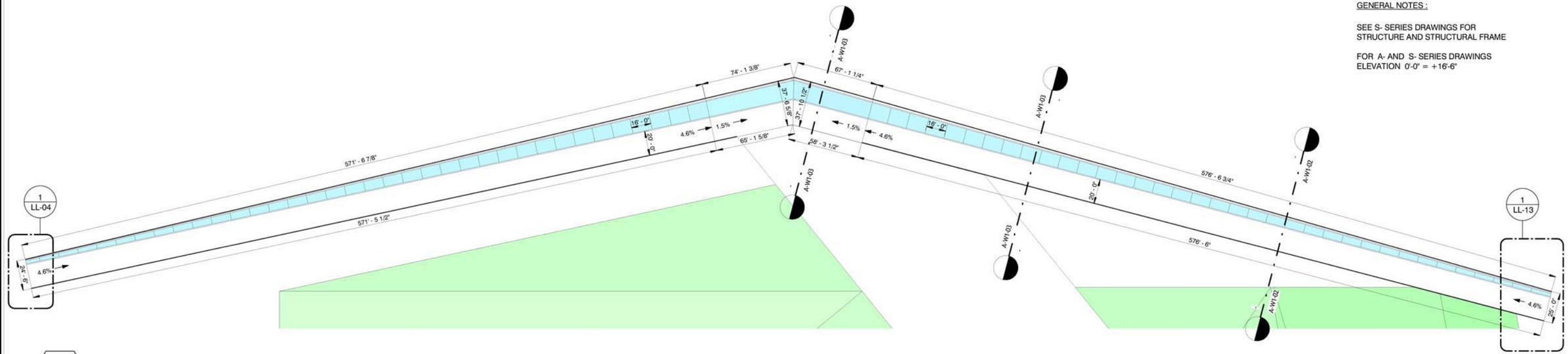
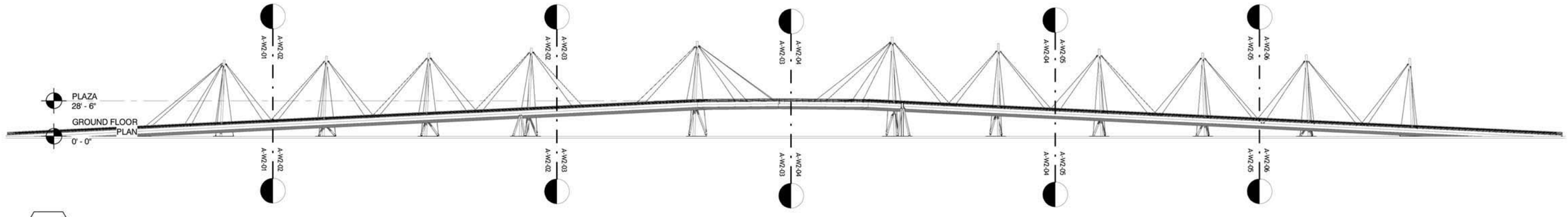
Figure 1-12
Aerial View of Olympic Tank Farm
Wilmington Waterfront Development Project



2 WATER BRIDGE - OVERALL PLAN

1" = 40'-0"



1 WATER BRIDGE - OVERALL EAST ELEVATION

1" = 40'-0"

N

40% PRELIMINARY DESIGN 4-25-08

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SOURCE: Sasaki (2008)

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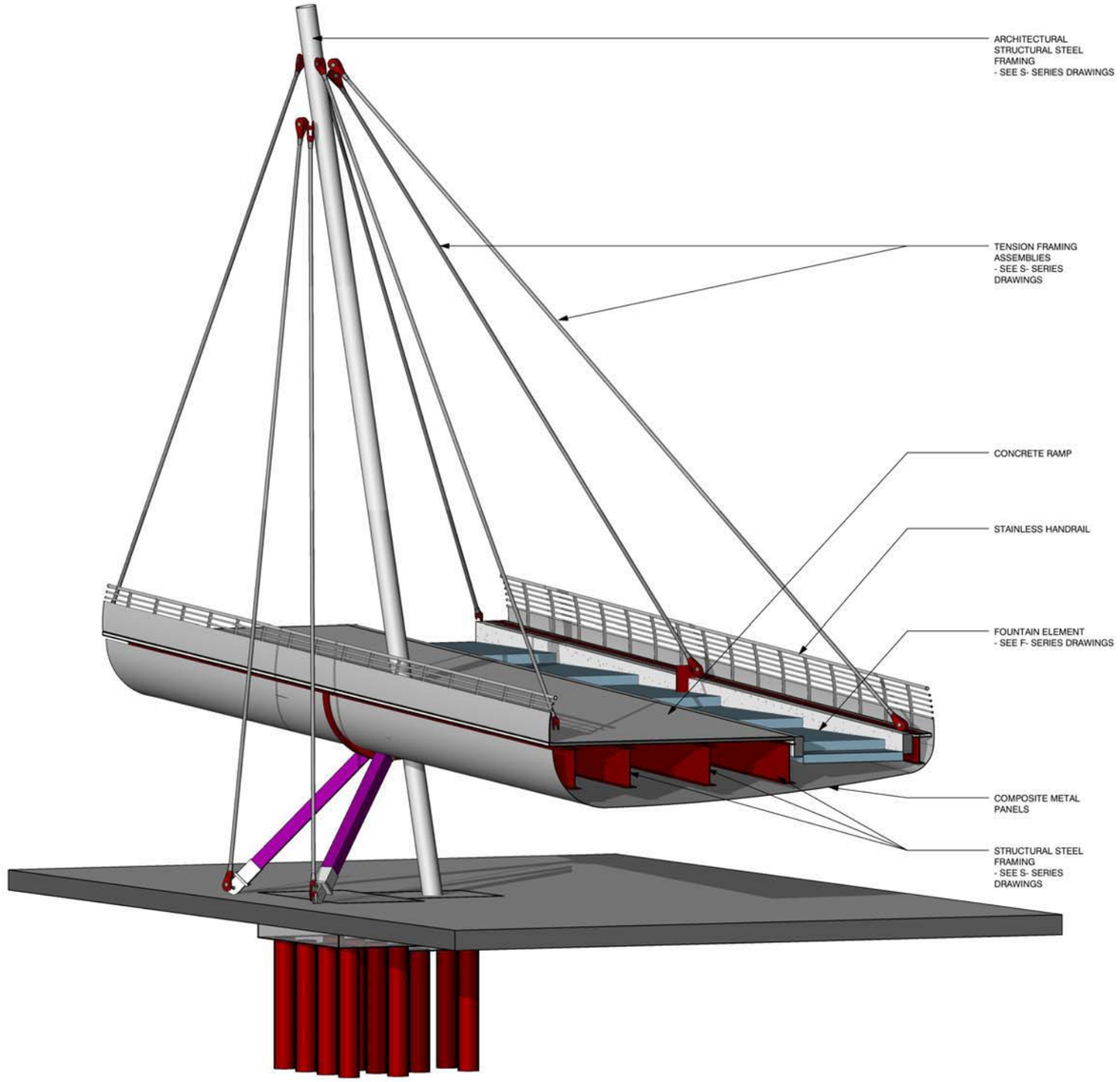
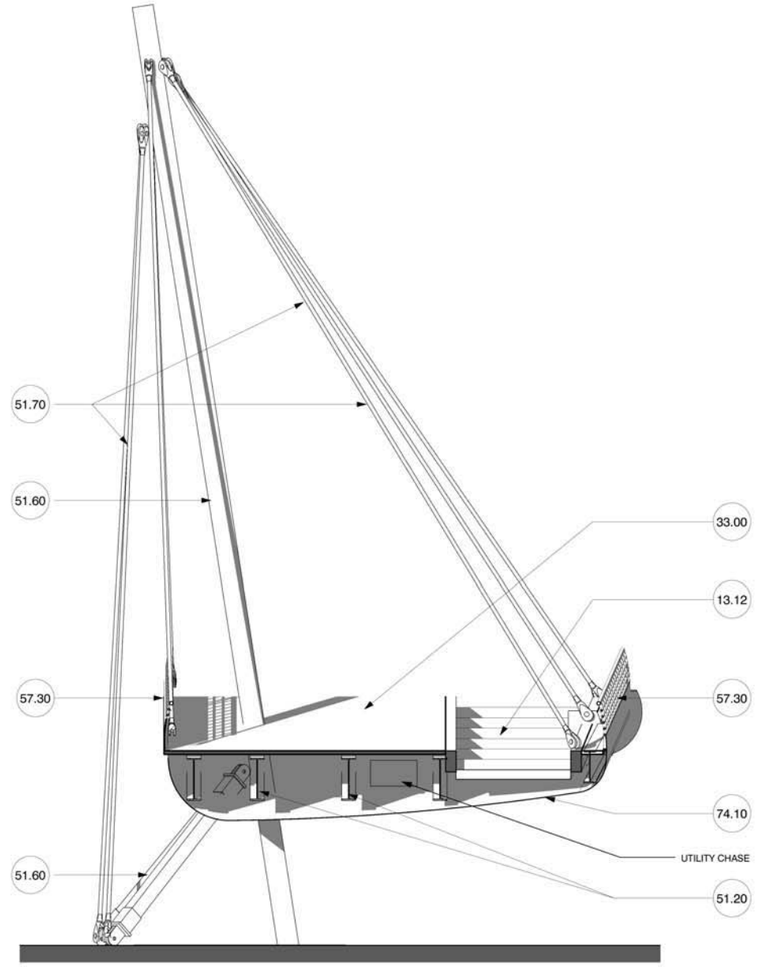
Figure 1-13
Proposed Pedestrian "Water" Bridge Plan and Elevation
Wilmington Waterfront Development Project



2 3D WATERBRIDGE TYPICAL SECTION



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

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SOURCE: Sasaki (2008)

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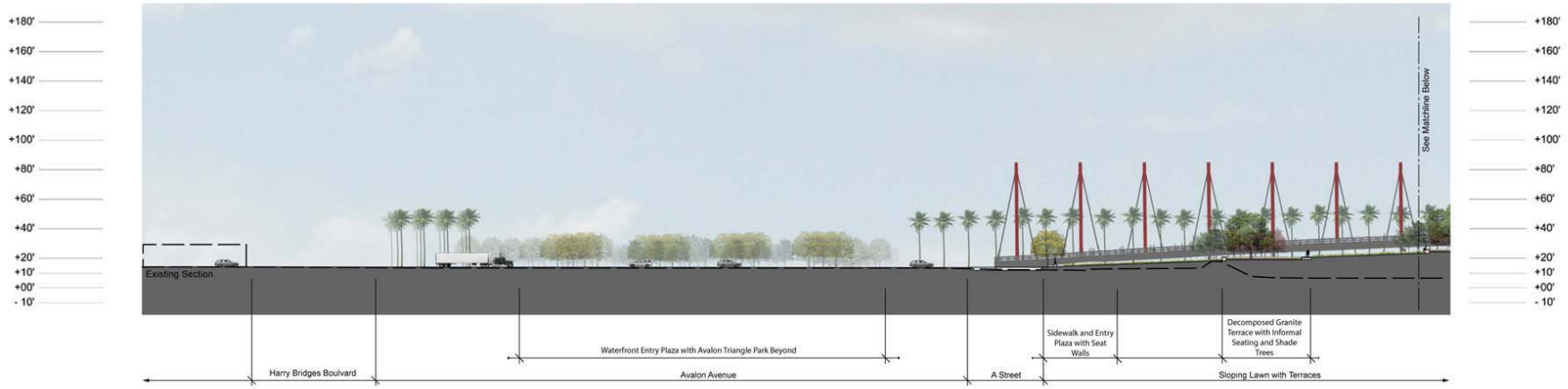
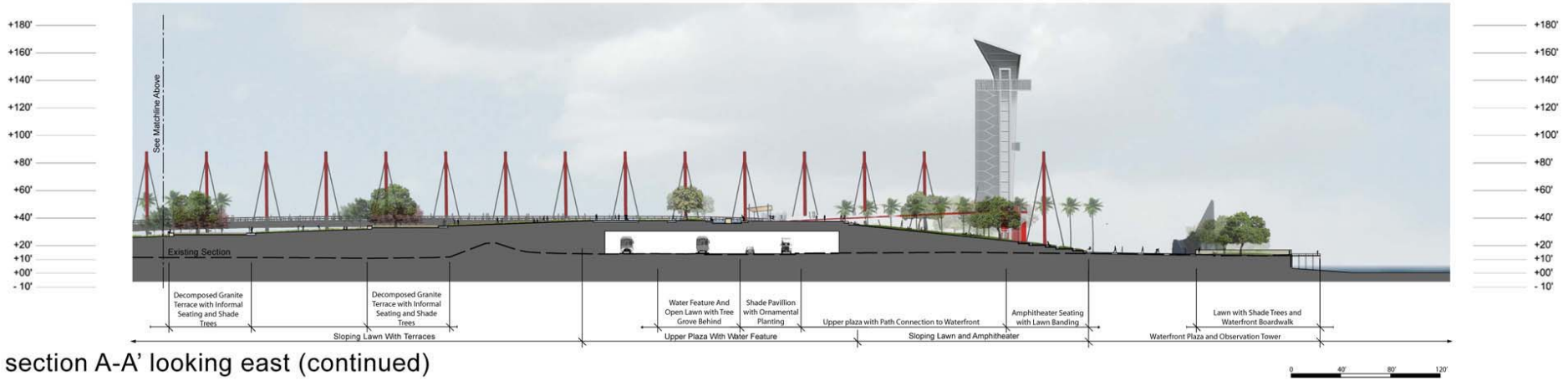
Figure 1-14
Pedestrian "Water" Bridge Section
Wilmington Waterfront Development Project



section A-A' looking east



section A-A' looking east (continued)

SOURCE: Sasaki(2008)

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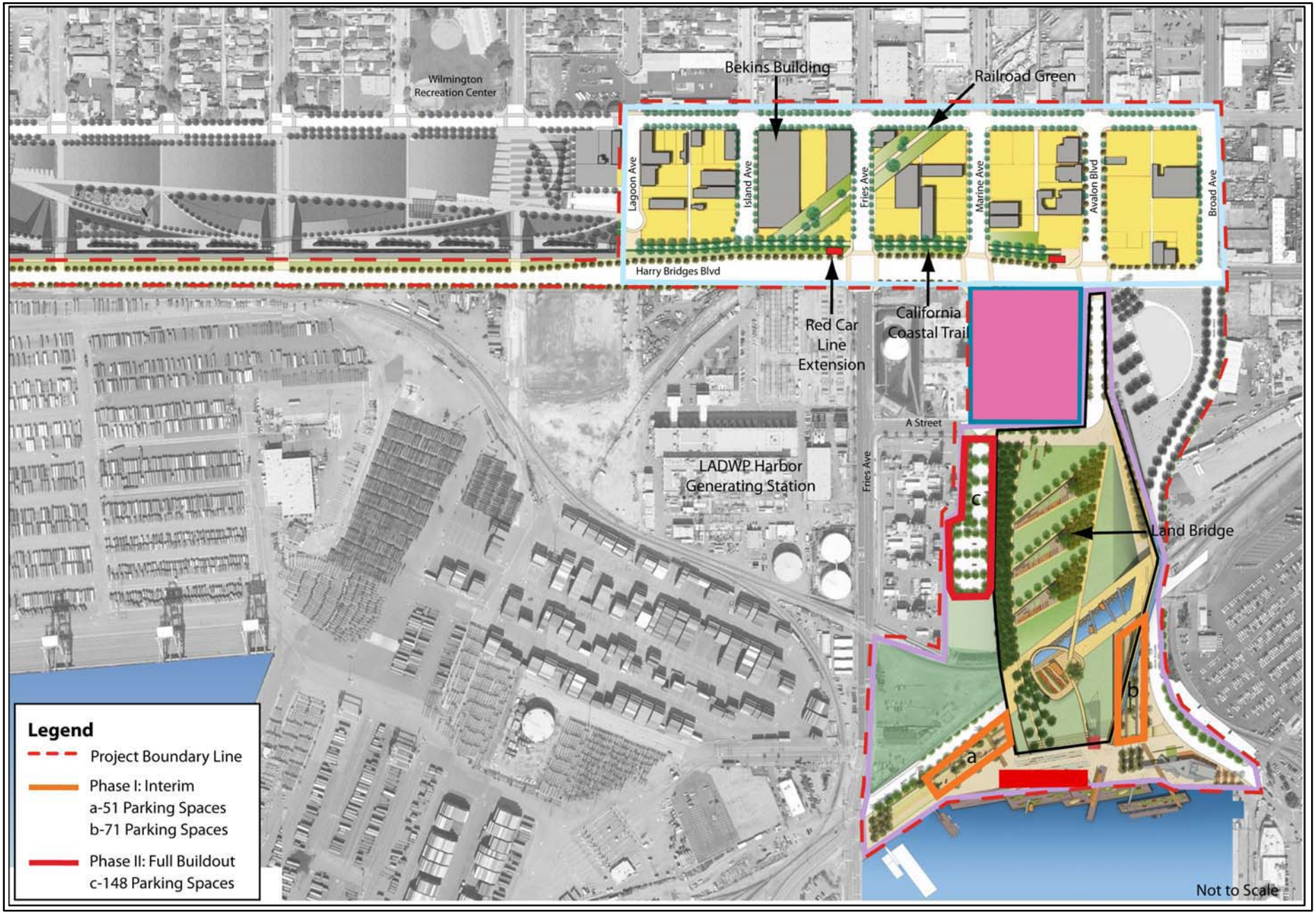
Figure 1-15a
Proposed Land Bridge and Tunnel Section
Wilmington Waterfront Development Project



SOURCE: Sasaki (2008)

ICF Jones & Stokes
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Figure 1-15b
Proposed Parking Areas
Wilmington Waterfront Development Project

1.4.3.2.3 Surface Parking

To accommodate the new restaurant/visitor-serving retail and recreational vehicular traffic, three surface parking areas would be constructed for a total of 98,000 square feet of paved area (see Figure 1-15b). One area would provide 51 spaces accessible from Fries Avenue; the second would provide 71 spaces north of Banning's Landing under the pedestrian water bridge, accessible from the newly realigned Broad Avenue. Both of these surface areas would be constructed during Phase I. The third would provide 148 spaces west of the Land Bridge, on the existing LADWP Marine Tank site, and would be accessible from A Street. The third area would be constructed during Phase II: Full Buildout after the LADWP oil tanks were demolished and the LADWP Marine Tank Farm site had undergone remediation for any potential soil or groundwater contamination.

1.4.3.2.4 Traffic Improvements

Vehicular circulation around the Avalon Waterfront District would undergo modifications to improve traffic flows and pedestrian access to the waterfront. To increase the amount of land available at the waterfront, Water Street would be moved north and realigned from its present east–west configuration to run alongside the Pacific Harbor Line railroad tracks, south of the LADWP Marine Tank Farm, in a diagonal northeast–southwest direction (see Figure 1-16). Additionally, with the downgrade and vacation of Avalon Boulevard south of A Street (as described in Section 2.6.1 of the Draft EIR), Broad Avenue would replace Avalon Boulevard as the main access street for automobile traffic on the east side of the proposed project site and continue through to the waterfront, providing vehicular access to the waterfront promenade and Banning's Landing Community Center. As part of the proposed Project, a passenger drop-off roundabout would be constructed east adjacent to the community center. Table 1-3 above lists parcels in the Avalon Waterfront District that would be acquired to realign Avalon Boulevard and Broad Avenue.

1.4.3.3 Waterfront Red Car Line and the California Coastal Trail

The proposed Project would extend the historic Waterfront Red Car Line and multi-use pedestrian/bicycle CCT to connect to the nearby San Pedro Community. Under the proposed Project, this third development area would form the southern edge of the district along Harry Bridges Boulevard. The extension of the Waterfront Red Car Line/CCT would begin at the intersection of Swinford Street and Harbor Boulevard, proceed along Front Street, onto John S. Gibson Boulevard, and then onto Harry Bridges Boulevard where it would terminate at the intersection with Avalon Boulevard. Because specific alignment information is not yet available, the Waterfront Red Car Line was evaluated at the program level. Additional environmental analysis may be needed at later time once the specific alignment is

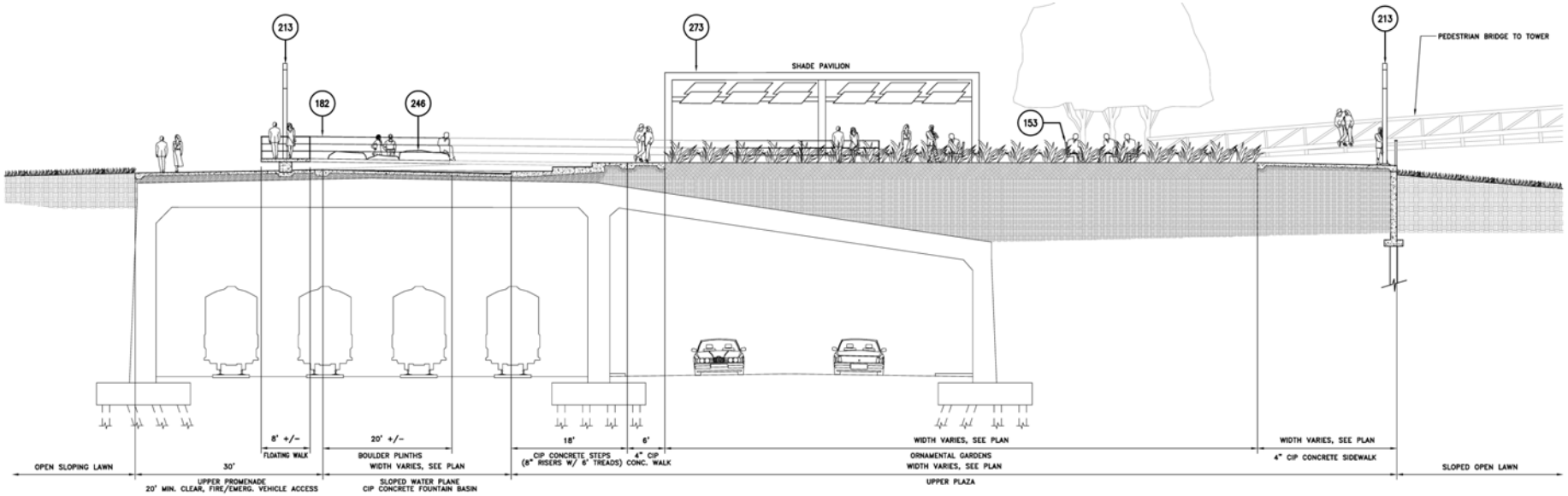
finalized. Figures 1-17 and 1-18 show typical sections of the California Coastal Trail at John S. Gibson Boulevard, Front Street, and C Street, with the nearby Waterfront Red Car line.

1.4.3.4 Port of Los Angeles Plan, Wilmington–Harbor City Community Plan, and Port Master Plan Amendments

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

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

This EIR addresses the potential effects of the administrative boundary changes and land use designation and zone changes on the environment. No physical changes (e.g., grading, construction, etc.) are proposed to the Avalon Triangle Park site. See Figure 1-19 for an illustration of the existing Port Plan and Wilmington–Harbor City



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

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SOURCE: Sasaki(2008)

Figure 1-16
Cross-section of Realigned Water Street (Proposed) and the Pacific Harbor Rail Line
Wilmington Waterfront Development Project

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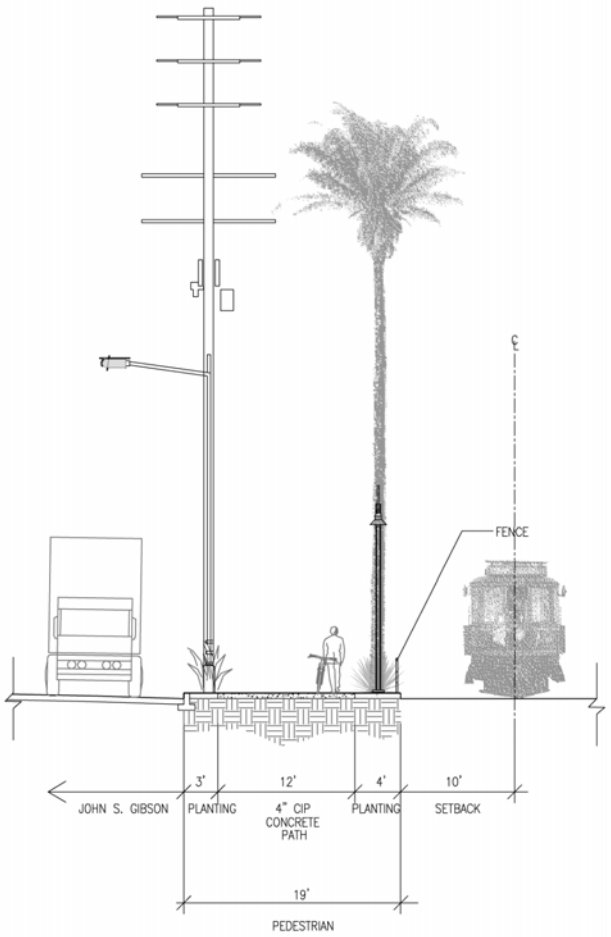
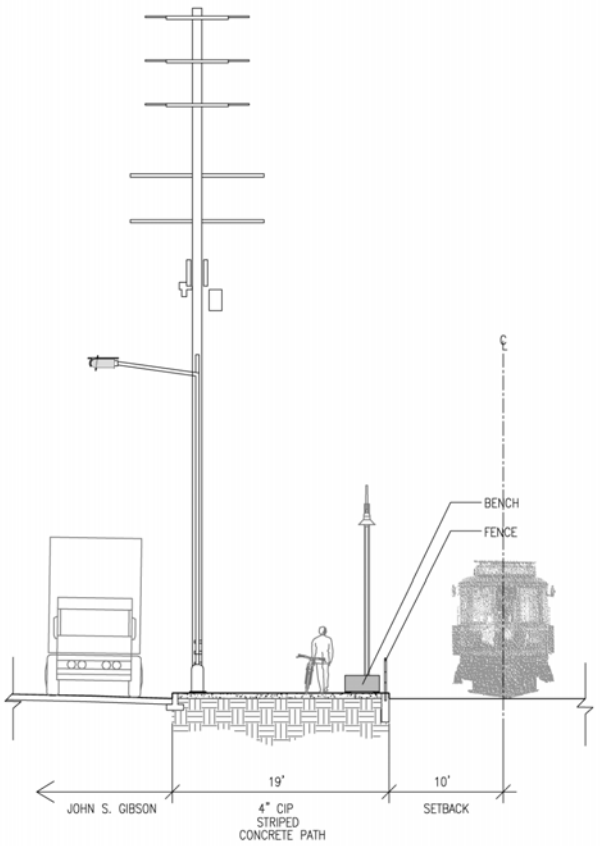


1LS-02 / LS-02 SECTION - JOHN S. GIBSON BLVD: TREE UNIT
SCALE 1"=1/8'



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

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SOURCE: Sasaki(2008)

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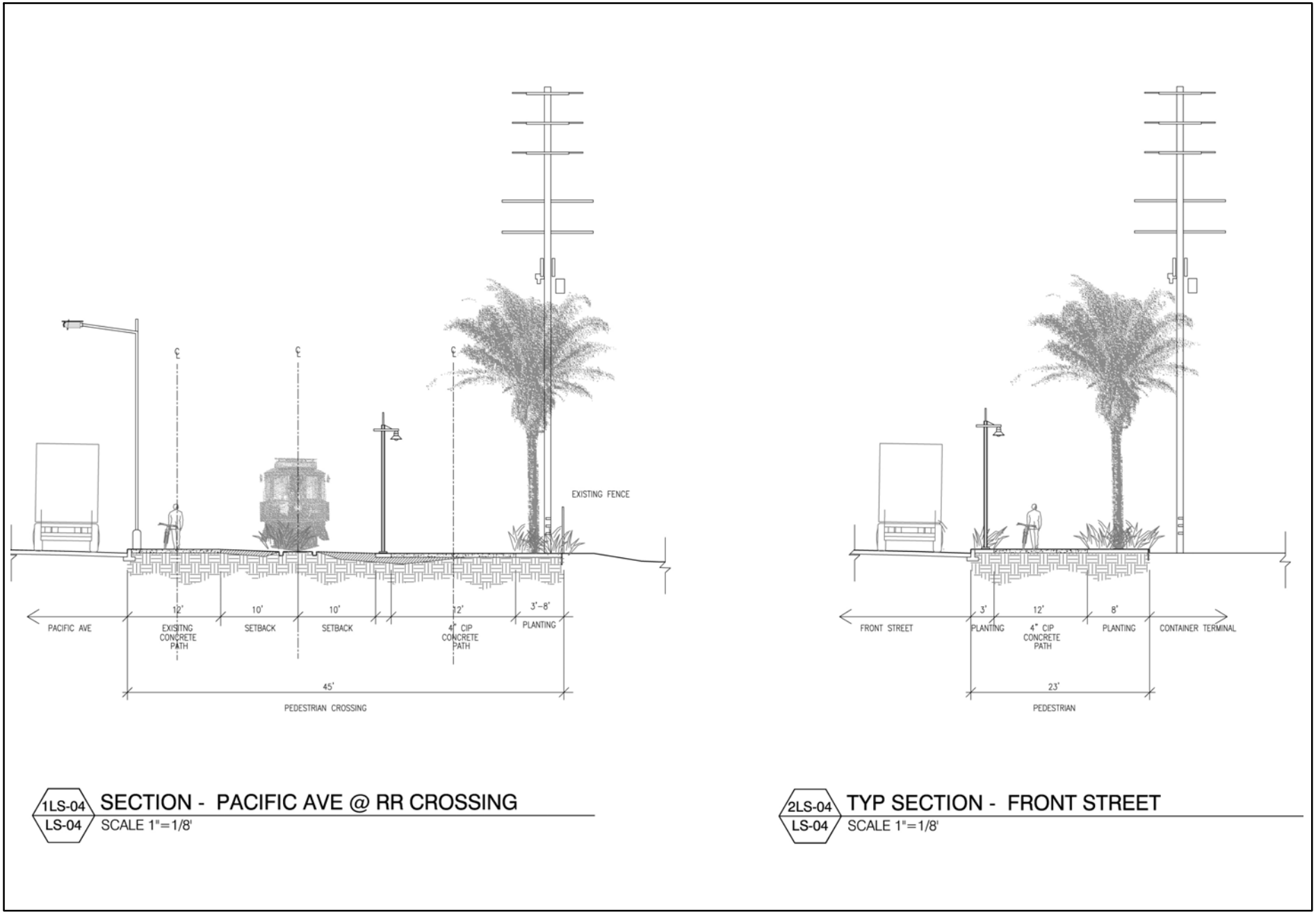
Figure 1-17
Proposed California Coastal Trail Section: John S. Gibson
Wilmington Waterfront Development Project



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SOURCE: Sasaki(2008)

Figure 1-18
Proposed California Coastal Trail Section: Pacific Avenue and Front Street
Wilmington Waterfront Development Project

ICF Jones & Stokes
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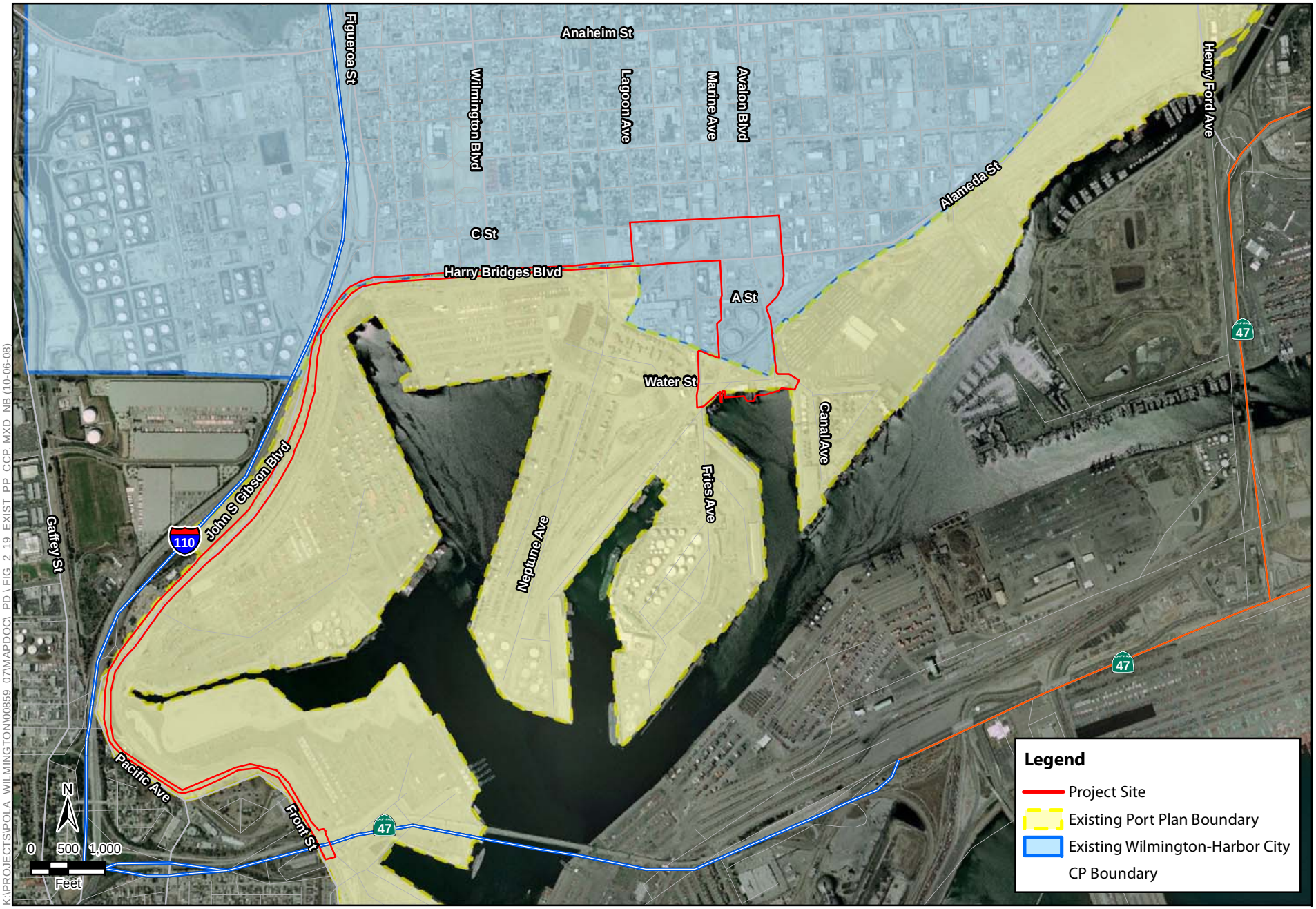

K:\PROJECTS\POLA_WILMINGTON\00859_07\MAPDOC_PD_FIG_2_19_EXIST_PP_CCP.MXD NB (10-06-08)

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

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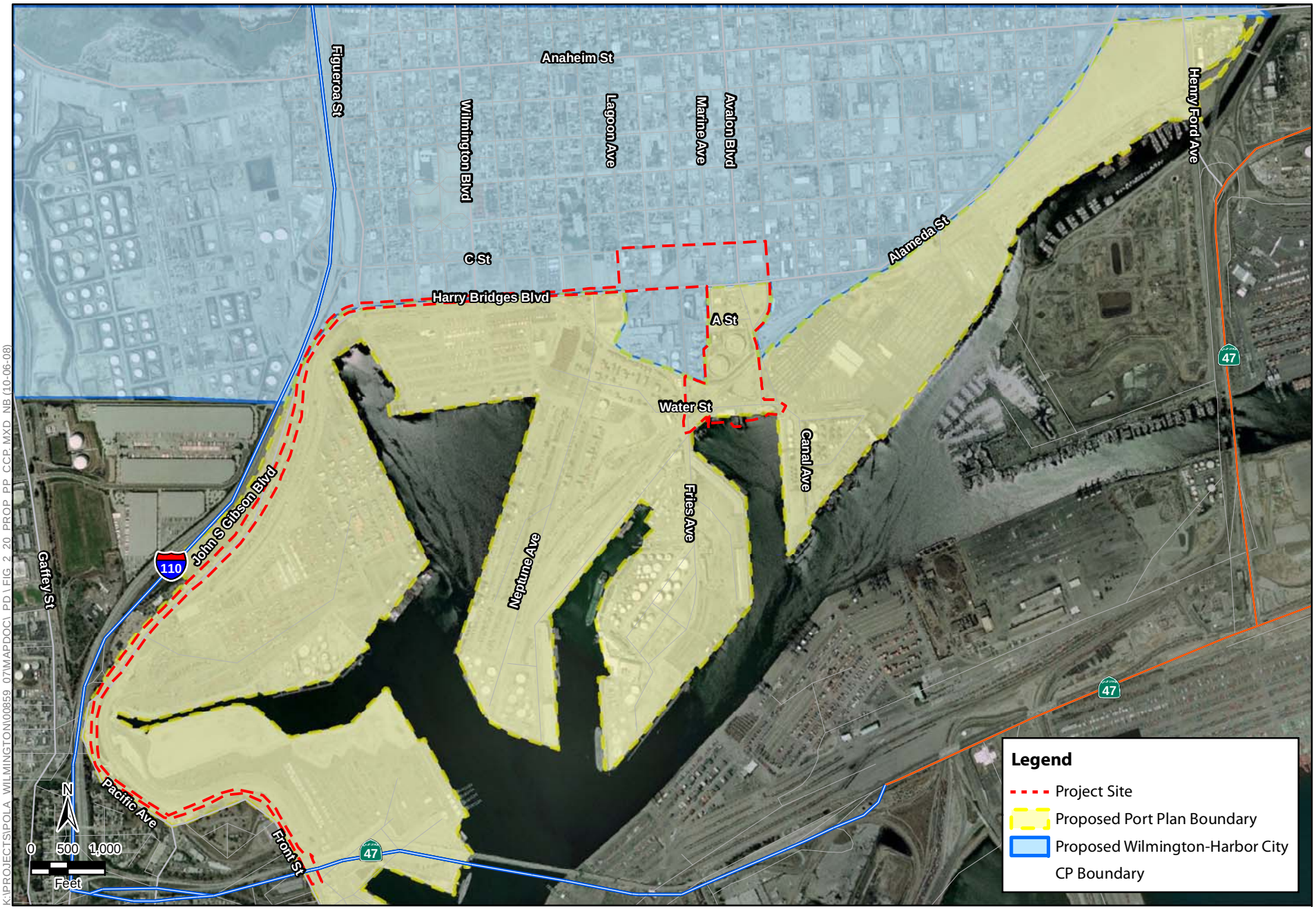
Figure 1-19
Port Plan and Wilmington-Harbor City Community Plan Existing Boundaries
Wilmington Waterfront Development Project



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

Figure 1-20
Port Plan and Wilmington-Harbor City Proposed Boundaries
Wilmington Waterfront Development Project

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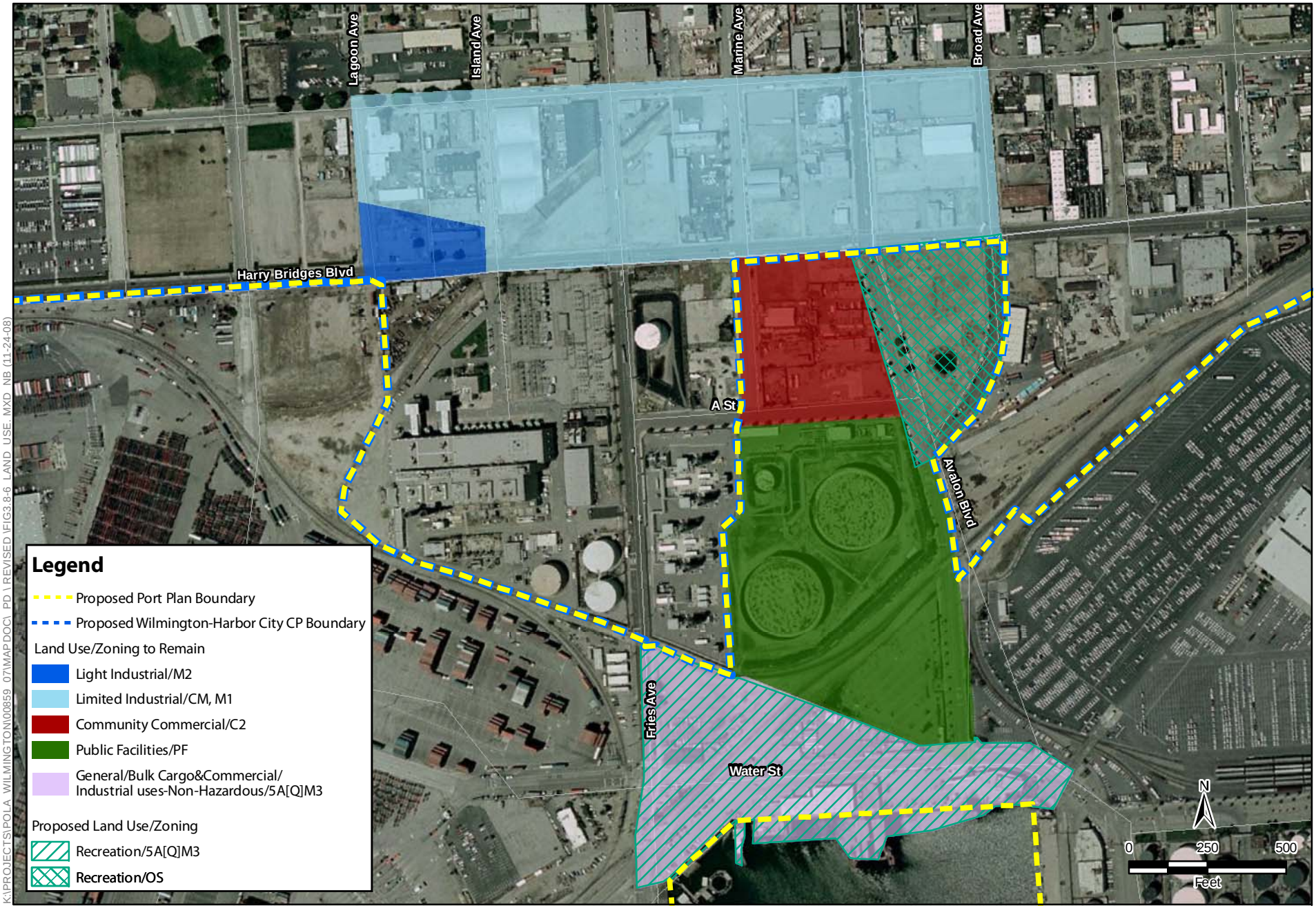
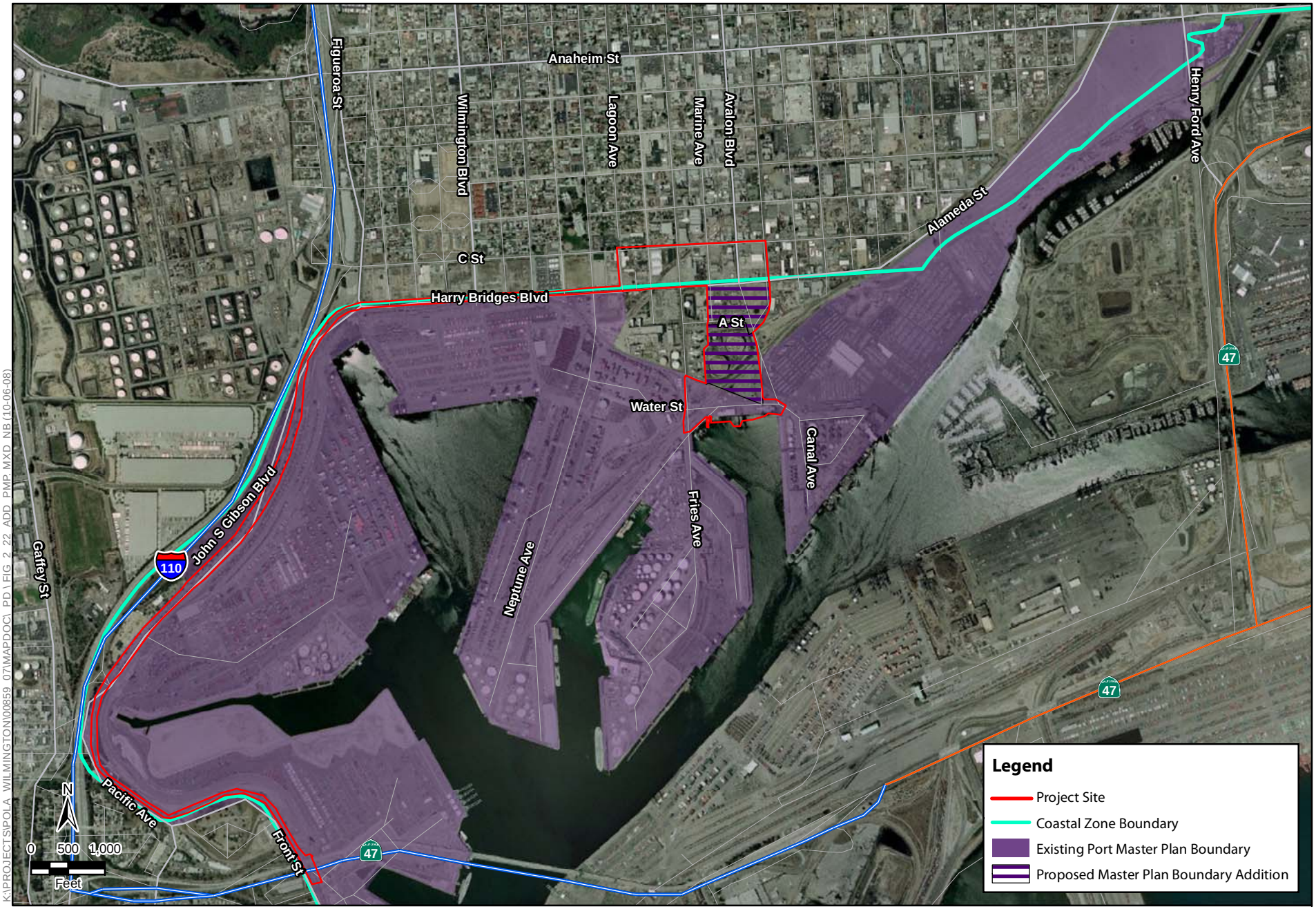


SOURCE: ESRI USA Imagery (2006), Wilmington-Harbor Community Plan (2006), Port of Los Angeles (2008)

Figure 1-21
Proposed Project Wilmington-Harbor City CP and Port Plan Land Use/Zoning Change
Wilmington Waterfront Development Project



K:\PROJECTS\POLA_WILMINGTON\00859_07\MAPDOC_PD\FIG_2_22_ADD_PMP.MXD NB (10-06-08)

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

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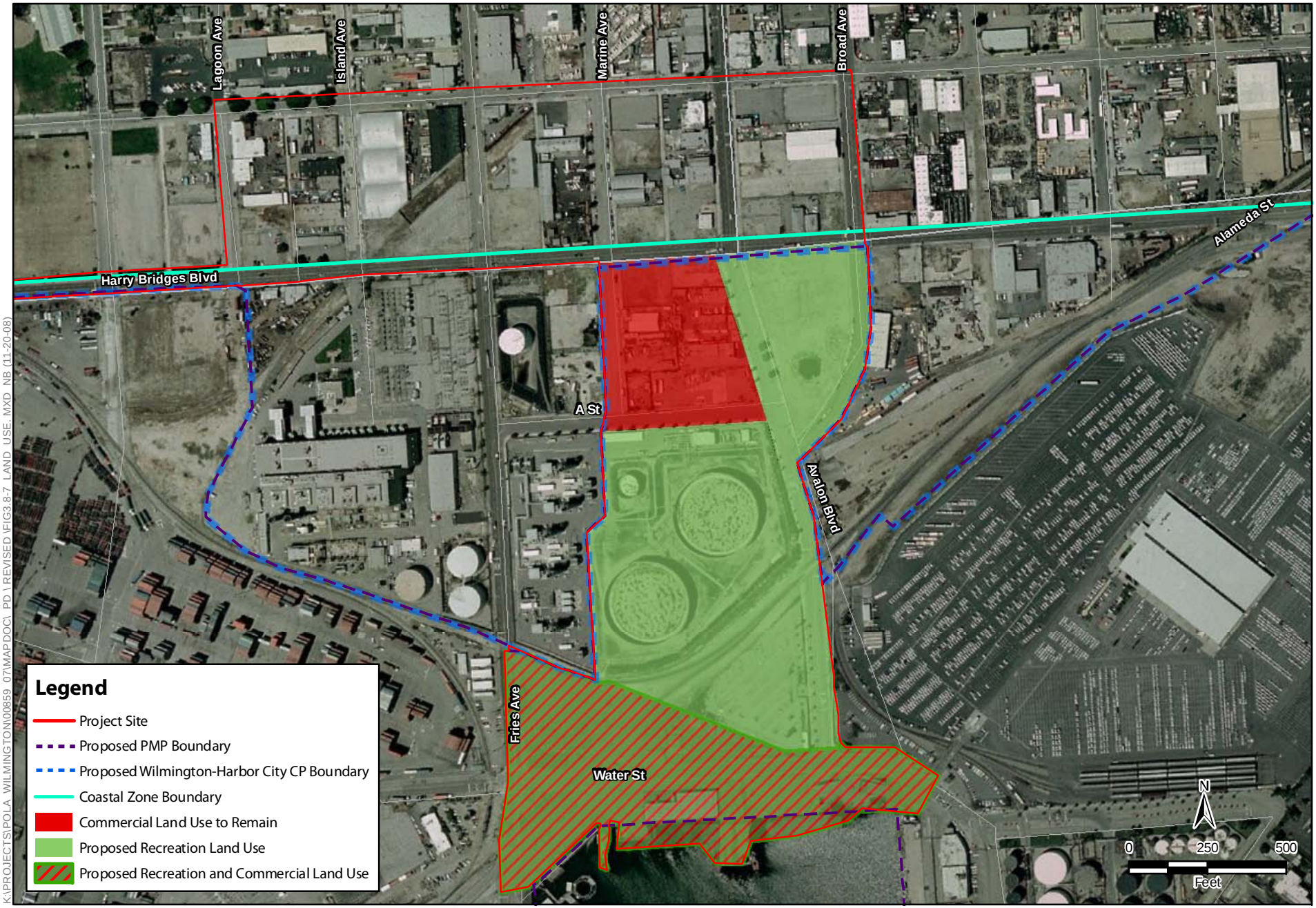
Figure 1-22
Proposed Boundary Adjustment to Port Master Plan
Wilmington Waterfront Development Project



K:\PROJECTS\POLA_WILMINGTON\00859_07\MAPDOC_PD_\REVISED\FIG3.8-7_LAND_USE_MXD_NB (11-20-08)

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

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Figure 1-23
Proposed Port Master Plan Land Use Designations
Wilmington Waterfront Development Project

Community Plan boundaries and Figure 1-20 for an illustration of the proposed adjustment to the Port Plan and Wilmington–Harbor City boundaries. Figure 1-21 shows the change in land uses and zoning to the Avalon Triangle Park site and the Avalon Waterfront District. Figures 1-22 and 1-23 show the proposed boundary adjustment to the PMP and the proposed land use additions under PMP, respectively.

1.4.4 Project Sustainability and Design Features

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

- Use recycled water from the existing 24-inch recycled water main under Harry Bridges Boulevard for all landscaping and water feature purposes to decrease the proposed Project's use of potable water.
- Include drought-tolerant plants and shade trees in the planting palette.
- Increase permeable surfaces and improve stormwater runoff quality by installing bioswales and permeable pavement at the surface parking locations to reduce stormwater runoff and provide natural filtration of pollutants.
- Install approximately 20,000 square feet of solar panels on the shade pavilions on the Land Bridge and waterfront piers with a goal of achieving up to 12.5% of the proposed Project's energy needs.
- Provide incentives for green incubator technologies and businesses to locate within the 150,000 square feet of proposed light and limited industrial areas within the Avalon Development District.
- Require LEED™ certification for all new buildings as feasible by implementing and ensuring consistency with the LAHD's Green Building Policy, Leadership in Energy and Environmental Design (LEED) Certification (minimum Silver), which is required for all new development over 7,500 square feet.
- Follow LAHD sustainable engineering design guidelines in the siting and design of new development.
- Employ LAHD sustainability measures during construction and operation and use recycled and locally derived materials for proposed project construction, while achieving recycling goals for construction and demolition debris.
- Implement energy efficient design features to help ensure energy needs are minimized to the extent feasible during construction and operation of the

proposed Project (as specified in Section 3.2, "Air Quality," and 3.12, "Utilities," in the Draft EIR).

- Implement water quality and conservation design features to help ensure water quality impacts are minimized during construction at the water's edge and in the water and operationally through the use of construction BMPs and bioswales (as specified in Chapter 3.14, "Water Quality, Sediments, and Oceanography," of the Draft EIR). Additionally, the proposed Project's use of potable water would be reduced through the use of reclaimed water for irrigation, water features, and flushing toilets and urinals in newly constructed buildings (as specified in Section 3.12 "Utilities," of the Draft EIR).
- Implement noise design features**.** Site commercial uses at the waterfront (i.e. 12,000 square feet of restaurant/visitor-serving retail) more than 100 feet from the heavily used San Pedro Branch Line and TraPac ICTF lead (as specified in Section 3.9, "Noise," of the Draft EIR).
- Implement aesthetic design features. Public art, consistent with the Wilmington Waterfront Development Program Public Art Master Plan, would be integrated into the proposed project area and would include up to two major sculptural pieces. Views of the waterfront and Wilmington community would be created through the construction of the elevated park, pedestrian bridge, and Observation Tower. The proposed Project would also implement the Wilmington Waterfront Development Program Lighting Design Guidelines to improve efficiency and reduce glare (as specified in Section 3.1, "Aesthetics," of the Draft EIR).
- Implement pedestrian access and public docking design features**.** Pedestrian access to the waterfront and throughout the proposed project site would be improved through the extension of the California Coastal Trail and Waterfront Red Car Line, pedestrian water bridge, elevated park/land bridge, and waterfront promenade. Additionally, the proposed Project would create more public docking opportunities and improve waterside access to the Wilmington Waterfront. A water taxi service stop could also be accommodated.

1.5 Proposed Project Impact Analysis

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

Generally the following elements of the proposed Project were analyzed programmatically:

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

All other proposed project elements (including the Multi-Modal CCT along Harry Bridges Boulevard) were analyzed at a project level within the Draft EIR. Table 1-4 identifies the proposed project components and the respective level of analysis provided in the draft EIR (i.e., program or project level).

Table 1-4. Level of Analysis of each Element of the Proposed Project

Elements	*Proposed Project Phase I (2009–2015)*	*Proposed Project Phase II (Full Buildout 2015–2020)*	*Programmatic or Project-level Analysis*
AVALON DEVELOPMENT DISTRICT			
Light Industrial Development	Maximum of 75,000 sf of light industrial development around Avalon Boulevard, in the industrial area between Lagoon and Broad Avenues, north of Harry Bridges Boulevard and south of C Street; school and police trailer to remain	Potentially develop an additional 75,000 sf of light industrial development	Program
Retail/Commercial Development	58,000 sf of retail/commercial development south of Harry Bridges Boulevard along Avalon Boulevard	N/A	Project
Acquisition of Private Property	Dockside Ship & Machine Repair	N/A	Project
Waterfront Red Car Museum	Adaptive reuse of the 14,500-sf building located on Bekins Storage Property as Waterfront Red Car Museum consistent with the Secretary of the Interior's *Guidelines for Rehabilitating*	N/A	Project

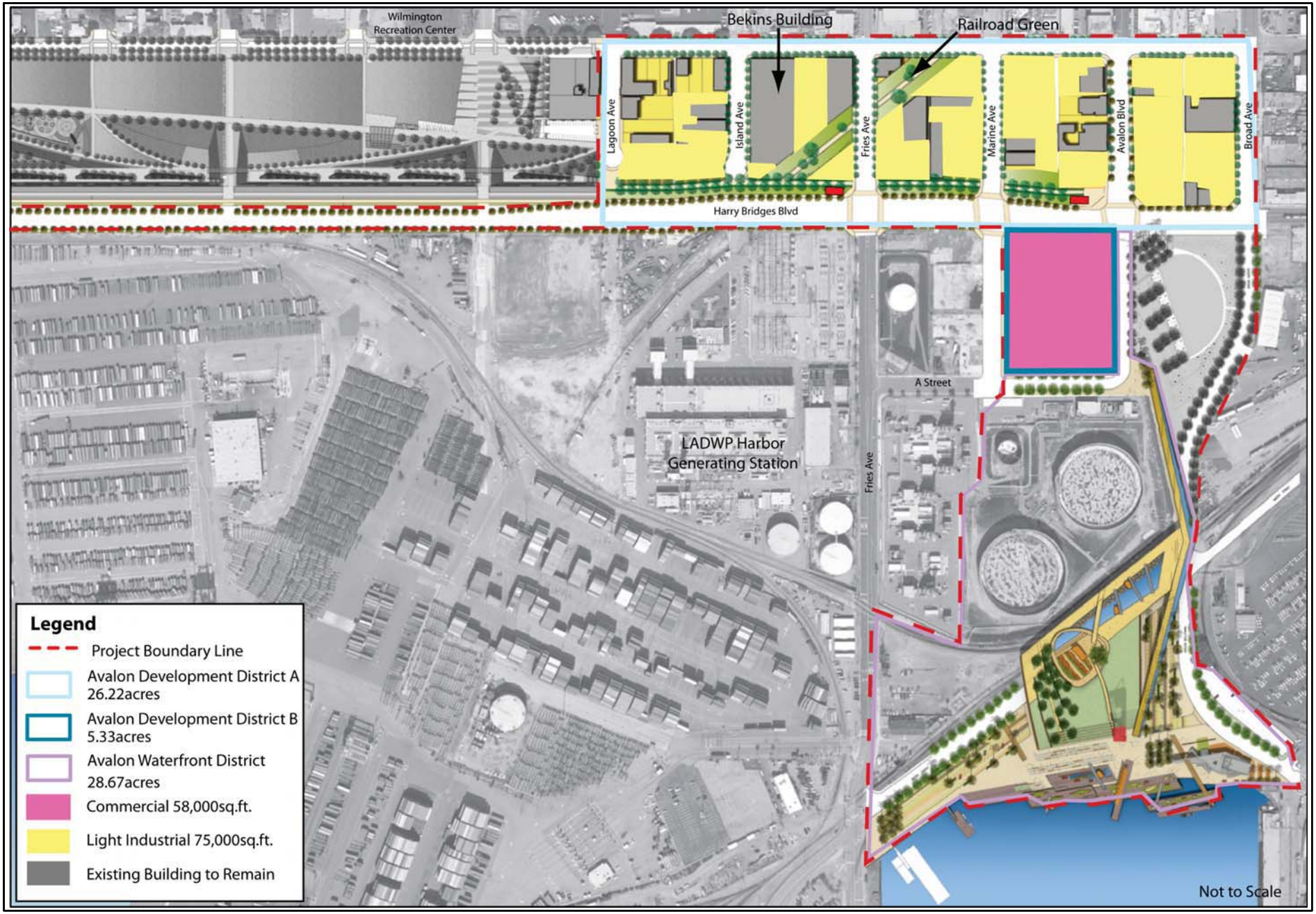
Elements	*Proposed Project Phase I (2009–2015)*	*Proposed Project Phase II (Full Buildout 2015–2020)*	*Programmatic or Project-level Analysis*
	Historic Buildings		
Railroad Green	Approximately 1-acre passive recreation park crossing diagonally from Harry Bridges Boulevard (at Island Avenue) to C Street (east of Fries Avenue)	N/A	Project
Vacating Avalon Boulevard	Vacation of Avalon Boulevard south of A Street	N/A	Project
Realignment of Broad Avenue	Realignment of Broad Avenue to continue to the waterfront	N/A	Project
Streetscape Improvements	Streetscape and pedestrian enhancements to improve aesthetics and connectivity throughout the Avalon Development District	Streetscape and pedestrian enhancements to improve aesthetics and connectivity throughout the Avalon Development District	Project
Demolition			
Demolish Dockside Ship & Machine Repair Structures and Unknown Underutilized Adjacent Structure	Demolish all structures	N/A	Project
Relocation			
Potential Relocation of Dockside Ship & Repair Structures to 141 and 211 North Marine Avenue	N/A	N/A	Program
AVALON WATERFRONT DISTRICT			
Waterfront Promenade & Replacing Existing Bulkhead	Waterfront promenade with landscaping which includes 43,220 sf of new viewing piers (1,155 concrete pilings, 24 inches in diameter), replacement of approximately 17,880 sf of existing piers (478 concrete piles), and two floating docks measuring 5,870 sf for transient boats	N/A	Project
Land Bridge (total 10 acres)	Land Bridge extending from the waterfront to the LADWP tanks over the existing rail lines and the realigned Water Street	Completion of remaining section of Land Bridge to total 10 acres; sloped open lawn, ornamental gardens, and terraces with decomposed granite would landscape this portion of the Land Bridge	Project

Elements	*Proposed Project Phase I (2009–2015)*	*Proposed Project Phase II (Full Buildout 2015–2020)*	*Programmatic or Project-level Analysis*
Pedestrian Water Bridge	Pedestrian "Water" Bridge from Entry Plaza to the waterfront promenade and Observation Tower	N/A	Project
Entry Plaza	1-acre Entry Plaza located at the southeast corner of Harry Bridges and Avalon Boulevards adjacent to Avalon Triangle Park	N/A	Project
Observation Tower	200-foot-tall Observation Tower with a 2,144-sf footprint and a pedestrian walkway	N/A	Project
Restaurant Development	N/A	12,000 sf of restaurant development at the waterfront	Project
Realignment of Water Street	Realign Water Street	N/A	Project
Landscaping Improvements	Landscaping improvements to the existing National Polytechnic University parking lot and area surroundings	N/A	Project
Passenger Drop	Passenger drop-off east of Banning's Landing Community Center along Broad Avenue		Project
Demolition			
Demolish Catalina Freight	Demolish entire building	N/A	Project
Demolish National Polytechnic College of Science Hyperbaric Chamber Building	Demolish entire building	N/A	Project
Demolish National Polytechnic College of Science Welding Pier	Demolish entire building	N/A	Project
LADWP Marine Tank Site	Acquisition and demolition of all tanks and associated infrastructure	N/A	Project
Relocation			
Relocation of LADWP bulk storage tank capacity to Olympic Tank Site	After the LADWP tanks are demolished a potential feasible relocation of the reduction of bulk storage capacity due to the demolition of the LADWP tanks is the Olympic Tank Site	N/A	Program
Parking			
Fries Avenue	51 spaces off of Fries Avenue	N/A	Project
North of Banning's	71 spaces north of Banning's	N/A	Project

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

1.6 Proposed Project Phasing and Demolition and Construction Plan

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



SOURCE: Sasaki (2008)

Figure 1-24
Interim Phase
Wilmington Waterfront Development Project

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1.6.1 Phase I: Interim Plan (2009–2015)

The elements or actions that would be constructed and operated under Phase I: Interim Plan are described below and illustrated in Figure 1-24.

1.6.1.1 Avalon Development District (Areas A and B)

1.6.1.1.1 Area A

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

1.6.1.1.2 Area B

- Demolition of Dockside Machine & Ship Repair and other structures listed in Table ES-2 of the Draft EIR, followed by development of up to 58,000 square feet of commercial uses, south of Harry Bridges Boulevard between Avalon Boulevard and Marine Avenue and the realignment of Avalon Boulevard
- Vacation of Avalon Boulevard south of A Street, realignment and continuation of Broad Avenue to the waterfront, and realignment of Water Street to provide more waterfront area for the promenade and pedestrian open space
- Development of pedestrian-oriented features such as parks, plazas, sidewalk enhancements and landscaping, a water bridge, and a 200-foot-tall Observation Tower with an associated walkway
- Development of a waterfront promenade, new viewing piers (43,220 square feet) and replacement viewing piers (17,880 square feet), and two small floating docks for visiting vessels (for a total of 5,870 square feet)
- Initiation of the development of a 10-acre elevated park space on an expansive Land Bridge over active railroad lines and the proposed realigned Water Street
- Construction of the 1-acre Entry Plaza located at the southeast corner of Harry Bridges and Avalon Boulevards at the entrance to the pedestrian water bridge

- Construction of two off-street surface parking areas at the waterfront promenade (71 and 51 spaces, respectively)
- Construction of a passenger drop-off east of Banning's Landing Community Center
- Demolition of the Catalina Freight structures (30,860 square feet), National Polytechnic College of Science Hyperbaric Chamber Building (2,370 square feet), and associated Welding Pier (1,800 square feet)
- Dedication of the LADWP Marine Tank site north of Water Street and south of A Street between Fries Avenue and Avalon Boulevard for park and recreation use (initiated in 2011)
- Demolition and removal of the existing LADWP Marine Tank Farm 450,000 bbls liquid bulk storage tanks (58,965 square feet each), the 30,000 bbls tank, and the associated LADWP structures (6 structures totaling 18,500 square feet), followed by soil and groundwater remediation as necessary

1.6.2 Phase II: Full Buildout (2015–2020)

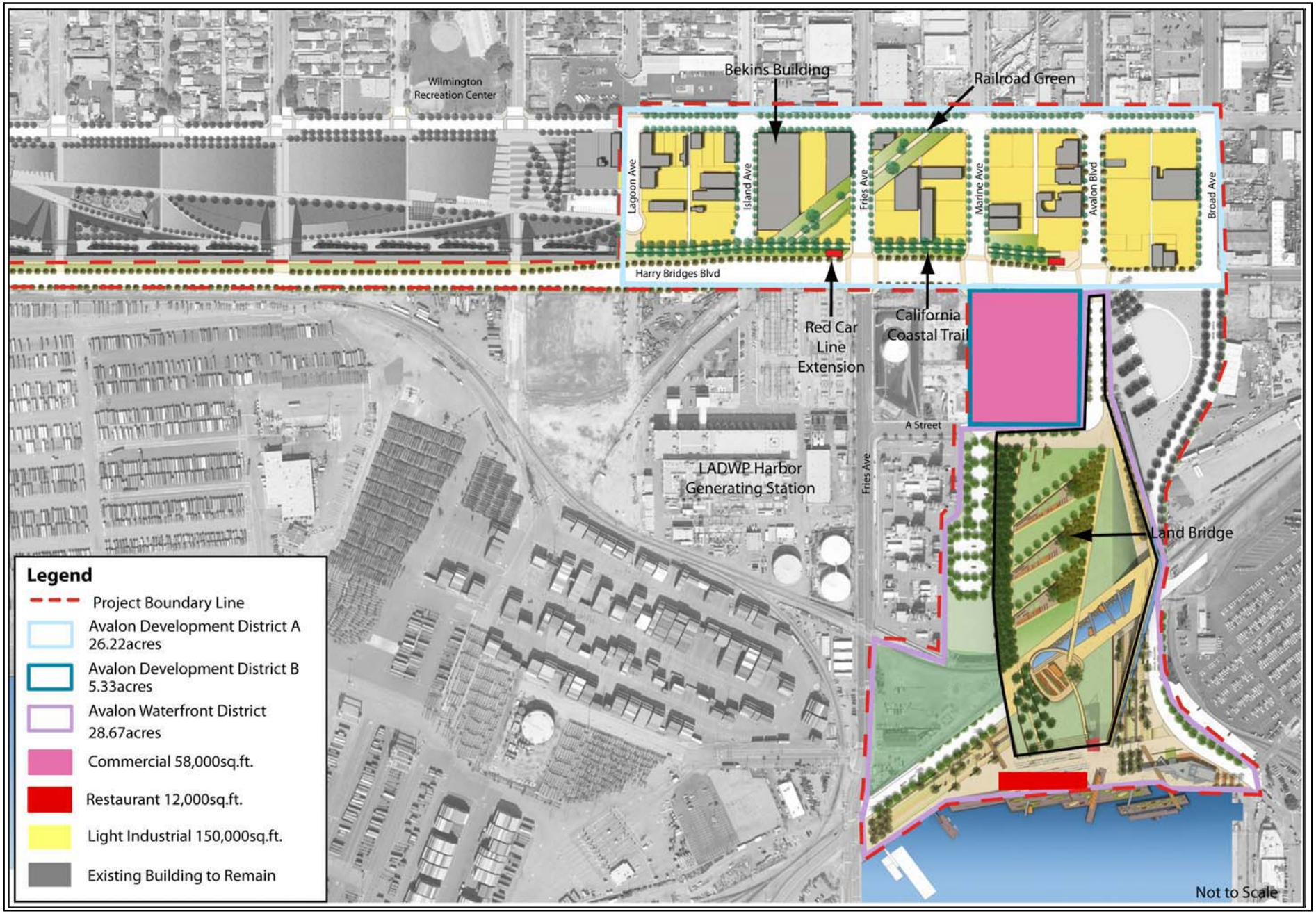
The elements or actions, which would be constructed and operated under Phase II: Full Buildout, are described below and illustrated in Figure 1-25.

1.6.2.1 Avalon Development District (Area A)

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

1.6.2.2 Avalon Waterfront District

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



SOURCE: Sasaki (2008)

Figure 1-25
Full Build Out
Wilmington Waterfront Development Project

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1.6.2.3 Waterfront Red Car Line and Multi-Modal California Coastal Trail

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

1.7 Port Environmental Policy

LAHD is committed to managing resources and conducting Port developments and operations in an environmentally and fiscally responsible manner. LAHD strives to improve the quality of life and minimize the impacts of its development and operations on the environment and surrounding communities. This is done through the continuous improvement of its environmental performance and the implementation of pollution-prevention measures, in a feasible and cost-effective manner that is consistent with the overall mission and goals of LAHD and with those of its customers and the community.

To ensure that this policy is successfully implemented, LAHD will develop and maintain an Environmental Management Program that will:

- ensure that environmental policy is communicated to LAHD staff, its customers, and the community;
- ensure compliance with all applicable environmental laws and regulations;
- ensure that environmental considerations include feasible and cost-effective options for exceeding applicable regulatory requirements;
- define and establish environmental objectives, targets, and best management practices (BMPs), and monitor performance;
- ensure LAHD maintains a Customer Outreach Program to address common environmental issues; and
- fulfill the responsibilities of each generation as trustee of the environment for succeeding generations through environmental awareness and communication with employees, customers, regulatory agencies, and neighboring communities.

LAHD is committed to the spirit and intent of this policy and the laws, rules, and regulations, which give it foundation.

1.7.1 Clean Air Action Plan

On November 26, 2006, the LAHD Board of Harbor Commissioners, in conjunction with the Port of Long Beach Harbor Commissioners, approved the San Pedro Bay Ports Clean Air Action Plan (CAAP), a comprehensive strategy to cut air pollution

and reduce health risks from Port-related air emissions. Through the CAAP, the San Pedro Bay Ports have established uniform air quality standards for the San Pedro Bay. To attain such standards, the San Pedro Bay Ports will leverage a number of implementation mechanisms including, but not limited to, lease requirements, tariff changes, CEQA mitigation, and incentives. Specific strategies to significantly reduce the health risks posed by air pollution from Port-related sources include:

- aggressive milestones with measurable goals for air quality improvements;
- specific standards for individual source categories;
- recommendations to eliminate emissions of ultrafine particulates;
- technology advancement programs to reduce greenhouse gases; and
- public participation processes with environmental organizations and the business communities

The CAAP is expected to eliminate more than 47% of diesel particulate matter (PM) emissions, 45% of smog-forming NO_X emissions, and 52% of SO_X from Port-related sources within the next 5 years.

LAHD has had a Clean Air Program (CAP) in place since 2001 and began monitoring and measuring air quality in surrounding communities in 2004. Through the 2001 Air Emissions Inventory, LAHD has been able to identify emission sources and relative contributions to develop effective emissions-reduction strategies. The CAP has included progressive programs such as Alternative Maritime Power (AMP), diesel oxidation catalysts (DOCs) in yard equipment, alternative fuel testing, and the Vessel Speed Reduction Program (VSRP).

In 2004, LAHD developed a plan to reduce air emissions through a number of near-term measures. The measures were focused primarily on decreasing not only NO_X but also PM and SO_X. In August 2004, a policy shift occurred, and Mayor James K. Hahn established the No Net Increase Task Force to develop a plan that would achieve the goal of No Net Increase (NNI) in air emissions at the Port of Los Angeles relative to 2001 levels. The NNI plan identified 68 measures to be applied over the next 25 years that would reduce PM and NO_X emissions to the baseline year of 2001. The 68 measures included near-term measures; local, state, and federal regulatory efforts; technological innovations; and longer-term measures that are still in development.

In 2006, in response to a new Mayor and Board of Harbor Commissioners, the Ports of Los Angeles and Long Beach and in conjunction with the Air Quality Management District (AQMD), California Air Resources Board (CARB), and USEPA began work on the CAAP. The goal of the CAAP was to expand upon existing emissions reductions strategies and to develop new ones. The Draft CAAP was released as a draft plan for public review on June 28, 2006, and was approved at a joint meeting of the Los Angeles and Long Beach Boards of Harbor Commissioners on November 26, 2006. The CAAP focuses primarily on reducing diesel particulate matter (DPM), along with NO_X and SO_X, with two main goals: (1) to reduce Port-

related air emissions in the interest of public health, and (2) to disconnect cargo growth from emissions increases. The CAAP includes project-specific measures (such as AMP and new yard equipment) implemented mainly through the CEQA/NEPA process and included in new leases at both ports, and Port-wide measures (such as a truck program and measures for rail and tugs) implemented through tariffs, Memorandums of Understanding (MOUs), and direct Port programs. The EIR analysis assumes compliance with the CAAP. Proposed Project-specific mitigation measures applied to reduce air emissions and public health impacts are consistent with, and in some cases exceed, the emission-reduction strategies of the CAAP.

1.7.2 Port of Los Angeles Leasing Policy

On February 1, 2006, the Board of Harbor Commissioners approved a comprehensive Leasing Policy for the Port of Los Angeles that not only establishes a formalized, transparent process for tenant selection but also includes environmental requirements as a provision in Port leases.

Specific emission-reducing provisions contained in the Leasing Policy are:

- Compliance with VSRPs
- Use of clean AMP or cold-ironing technology, plugging into shoreside electric power while at dock, where appropriate
- Use of low-sulfur fuel in main and auxiliary engines while sailing within the boundaries of the South Coast Air Basin
- Use of clean, low-emission trucks within terminal facilities

1.7.3 Aesthetic Mitigation Projects

For years 2003 through 2007, LAHD deposited $4 million per year into a community aesthetic mitigation account to mitigate the aesthetic impacts of Port operations on the neighboring communities of San Pedro and Wilmington. All projects funded under this program must comply with all applicable laws, rules, and regulations; be Port-related projects on Port land; or be projects not on Port land that have a demonstrable nexus or connection to the environmental, aesthetic, and/or public health impacts of the Port's operations and facilities. Proposed projects to receive funding will fall within the following categories and will be prioritized as follows:

- open space and parks;
- landscaping and beautification; or
- educational, arts, and athletic facilities.

Proposed projects funded under this program are to be divided as evenly as possible between the San Pedro and Wilmington communities. Proposed projects will:

- mitigate existing or future impacts of Port operations on surrounding communities,
- be consistent with the State Tidelands Trust and the public trust doctrine,
- be consistent with the Los Angeles City Charter,
- be consistent with the California Coastal Act, and
- be consistent with any other applicable laws and regulations.

1.7.4 Environmental Management System

In December 2003, LAHD was selected by the EPA, the American Association of Port Authorities, and the Global Environment and Technology Foundation to participate in the Port Environmental Management System Assistance Project. One of only 11 U.S. ports to be selected, the Port of Los Angeles is the first California seaport to incorporate the program into its operations.

An Environmental Management System (EMS) is a set of processes and practices that enable an organization to reduce environmental impacts and increase operational efficiency. Participating ports are selected on the basis of existing environmental programs, diverse maritime facilities, and management resources. An EMS weaves environmental decision making into the fabric of an organization's overall business practices, with a goal of systematically improving environmental performance. An EMS follows the "Plan-Do-Check-Act" model of continual improvement. LAHD has implemented the EMS within its Construction and Maintenance Division facilities, with the goal of expanding the EMS to additional functions over the course of the next several years.

1.7.4.1 Water Resources Action Plan

LAHD is in the processing of implementing the Water Resources Action Plan (WRAP) in cooperation with the Port of Long Beach. Comments on the draft 2009 WRAP were due on May 22, 2009. A number of individuals and organizations provided comments. Comments were generally supportive of the WRAP and included recommendations for additional prevention measures. Most of the control measures included in the WRAP address the source of pollutants, rather than the specific pollutants themselves, since a given measure is likely to be effective for more than one pollutant.

Four basic types of sources are addressed by the WRAP's control measures:

- **Land Use Discharges:** Land-based uses such as cargo and passenger terminals; industrial facilities; roads and rail lines; and shops, restaurants, fishing piers, beaches, and marinas. These uses include cargo handling areas; maintenance and fueling areas; various landscaping and area maintenance activities; roads, parking lots, and other public access areas; construction sites; railroad facilities; commercial fishery facilities; auto repair/dismantling businesses; and visitor-serving areas such as restaurants and boat launches.
- **On-Water Discharges:** Cargo and passenger vessels, harborcraft, fishing vessels, and in-water structures.
- **Sediments:** Contaminated sediments, which serve as a repository for and a potential source of contaminants into the water.
- **Watershed Discharges**: Inputs of stormwater and wastewater originating outside the harbors (and beyond the jurisdiction of the Ports), and conveyed into the harbors by the Dominguez Channel, the Los Angeles River, and storm drains.

1.7.5 Port Community Advisory Committee

The Port Community Advisory Committee (PCAC) was established in 2001 as a standing committee of the Los Angeles Board of Harbor Commissioners. The purposes of the PCAC are to:

- assess the impacts of Port developments on the harbor area communities and recommend suitable mitigation measures to the Los Angeles Board of Harbor Commissioners for such impacts;
- review past, present, and future environmental documents in an open public process and make recommendations to the Los Angeles Board of Harbor Commissioners to ensure that impacts to the communities are appropriately mitigated in accordance with federal and California law; and
- provide a public forum and make recommendations to the Los Angeles Board of Harbor Commissioners to assist the Port in taking a leadership role in creating balanced communities in Wilmington, Harbor City, and San Pedro so that the quality of life is maintained and enhanced by the presence of the Port.

The role of the PCAC in LAHD environmental documents is described in Appendix B of the Draft EIR.

1.8 Changes to the Draft EIR

This section of the Final EIR discusses general changes and modifications that have been made to the Draft EIR. Actual changes to the text, organized by Draft EIR sections, can be found in Chapter 3, "Modifications to the Draft EIR," of this Final EIR. The changes are primarily editorial in nature and have been made for the

purpose of correcting and clarifying information contained within the Draft EIR based on comments received from the public.

Changes noted in Chapter 3 are identified by text strikeout (deletions) and underline (additions). The changes are referenced in Chapter 2 of this Final EIR, "Response to Comments," where applicable. The Project Description is presented in its entirety above, incorporating the editorial changes noted in the responses to comments and other minor corrections.

The changes and clarifications presented in Chapter 3 were reviewed to determine whether or not they warranted recirculation of the Draft EIR prior to certification of the EIR according to CEQA Guidelines and Statutes. The changes would not result in any new significant environmental impacts or a substantial increase in the severity of an existing environmental effect.

In response to public comments, changes and clarifications have been made in the following sections of the Draft EIR:

- Executive Summary
- Chapter 1 Introduction
- Chapter 2 Project Description
- Section 3.1 Aesthetics
- Section 3.2 Air Quality
- Section 3.3 Biological Resources
- Section 3.7 Hazards and Hazardous Materials
- Section 3.8 Land Use and Planning
- Section 3.9 Noise
- Section 3.11 Transportation and Circulation—Ground and Marine
- Section 3.12 Utilities
- Chapter 4 Cumulative Effects

Appendix G Risk Analysis of LADWP Marine Tank Farm

Additionally, the following appendices were added to the Final EIR to support the EIR analysis:

- Appendix L *Caulerpa Control Protocol* (Version 4.0, February 25, 2008)
- Appendix M Location of Fish Sampling Stations for Port-wide Biological Baseline Study (To be published)
- Appendix N Location of Abandoned and Plugged Wells
- Appendix O Project Water Supply Assessment

The changes are consistent with the findings contained in the environmental impact categories in Chapter 3 of the Draft EIR, Environmental Analysis, as amended. There would be no new or increased significant effects on the environment due to the changes, and no new alternatives have been identified that would reduce significant effects of the proposed Project. Therefore, recirculation of the Draft EIR is unnecessary, and the EIR can be certified without additional public review, consistent with PRC Section 21092.1 and CEQA Guidelines Section 15088.5.