2

PROJECT DESCRIPTION

2.1 Introduction and Project Overview

The proposed San Pedro Waterfront Project is located in the Port of Los Angeles (Port), adjacent to the San Pedro Community of the City of Los Angeles. The Los Angeles Harbor Department (LAHD) administers development within the Port and overall Port operations. This draft EIS/EIR assesses specific development projects and associated infrastructure improvements from the Vincent Thomas Bridge to Inner Cabrillo Beach, within LAHD property. The proposed Project involves development of a variety of land uses within the proposed project area, including public waterfront and open space areas, commercial development, transportation and parking facilities, the creation of new water areas, and expansion of cruise ship facilities and operations. Each of these is described in further detail in this chapter.

2.2 Existing Conditions

2.2.1 Regional Context

The Port is located at the southernmost portion of the City of Los Angeles (City) and is composed of 43 miles of waterfront and 7,500 acres of land and water, with approximately 300 commercial berths. The Port is adjacent to the community of San Pedro to the west, the Wilmington community to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south. Figure 2-1 shows the regional location of the proposed project area.

The Port is an area of mixed uses, supporting various maritime-themed activities. The Port operations are predominantly centered on shipping activities, including containerized, break-bulk, dry-bulk, liquid-bulk, auto, and intermodal rail shipping. In addition to the large shipping industry at the Port, there is also a cruise ship industry and a commercial fishing fleet. The Port also accommodates boat repair yards, and provides slips for approximately 3,950 recreational vessels, 150 commercial fishing boats, 35 miscellaneous small service crafts, and 15 charter

vessels that handle sport fishing and harbor cruises. The Port has retail shops and restaurants, which are primarily along the west side of the Main Channel. It also has recreation, community, and cultural facilities, such as a public swimming beach, Cabrillo Beach Youth Camp, the Cabrillo Marine Aquarium, and the Los Angeles Maritime Museum.

2.2.2 Project Setting

The project area comprises approximately 400 acres along the western boundary of the Port, adjacent to the community of San Pedro. The proposed project boundaries generally encompass the land and water areas between Los Angeles Harbor's Main Channel to the east and Harbor Boulevard to the west, and from Vincent Thomas Bridge southward toward Inner Cabrillo Beach. Figure 2-2 shows the local vicinity of the proposed project area.

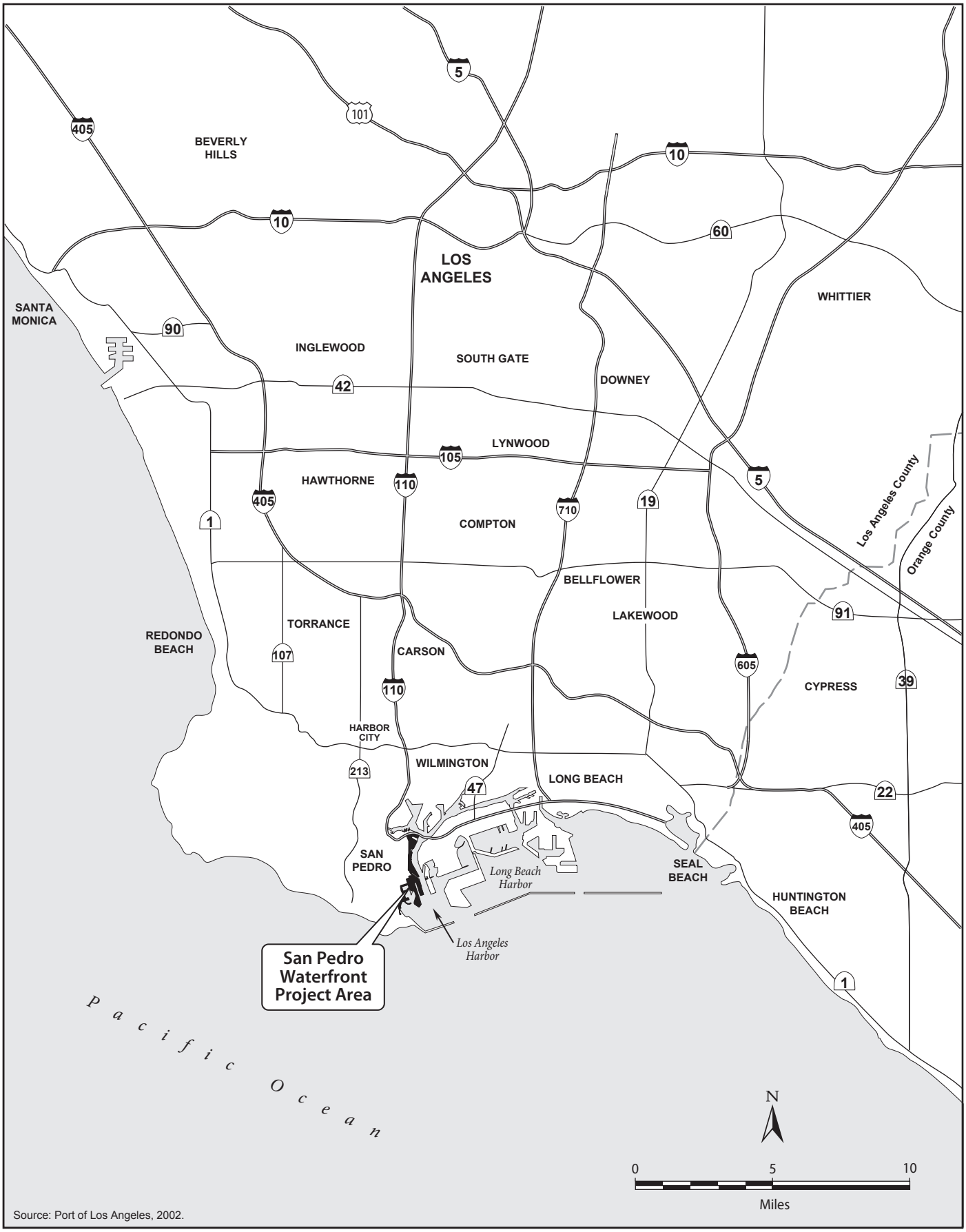
2.2.3 Project Site and Surrounding Uses

The proposed project site contains a variety of natural and developed land uses between the Vincent Thomas Bridge and Inner Cabrillo Beach that are characteristic of current and former Port-related activities. Figure 2-3 shows the existing conditions of the project site and surrounding area.

In the northernmost portion of the project site at Berth 96 is Catalina Express, a ferry company that serves customers traveling to Catalina Island off the coast of California. Catalina Express operates four to six vessels ranging from 95 to 145 feet in length; it runs four daily trips to Catalina and nine trips per day on Saturday and Sunday. Island Express Helicopters, Inc. provides aerial tours and shuttles visitors between the Port and Catalina Island. It is located landside of Berth 93E. Just south of Catalina Express is the S.S. Lane Victory at Berth 94.

Berths 87–93 are currently used by the World Cruise Center (Cruise Center), which has been active at the Port for over 40 years. In 2002, the Port renovated Berth 93 at the Cruise Center to update the cruise terminal building to meet current cruise port standards for security features and to handle the current class of cruise vessels. As a result of this multi-million-dollar renovation and the thriving cruise industry, the Cruise Center is now one of the busiest cruise passenger centers on the West Coast. The Cruise Center currently operates out of two existing terminals (Berths 91–92 Terminal and Berth 93 Terminal), with two permanent berths (91–92 and 93) and occasional use of a temporary third berth at Berth 87. Currently, the Berth 87–89 backland area is used by the Port Police for cargo inspection of supply trucks servicing the Cruise Center. Cargo-handling operations occurred at Berths 87–90 until August 2006.

Adjacent to the Cruise Center along Harbor Boulevard near Swinford Street are the new fanfare fountains and water features, which were part of the Waterfront Gateway Development project that was approved in 2005. In summer 2008, construction of



Source: Port of Los Angeles, 2002.

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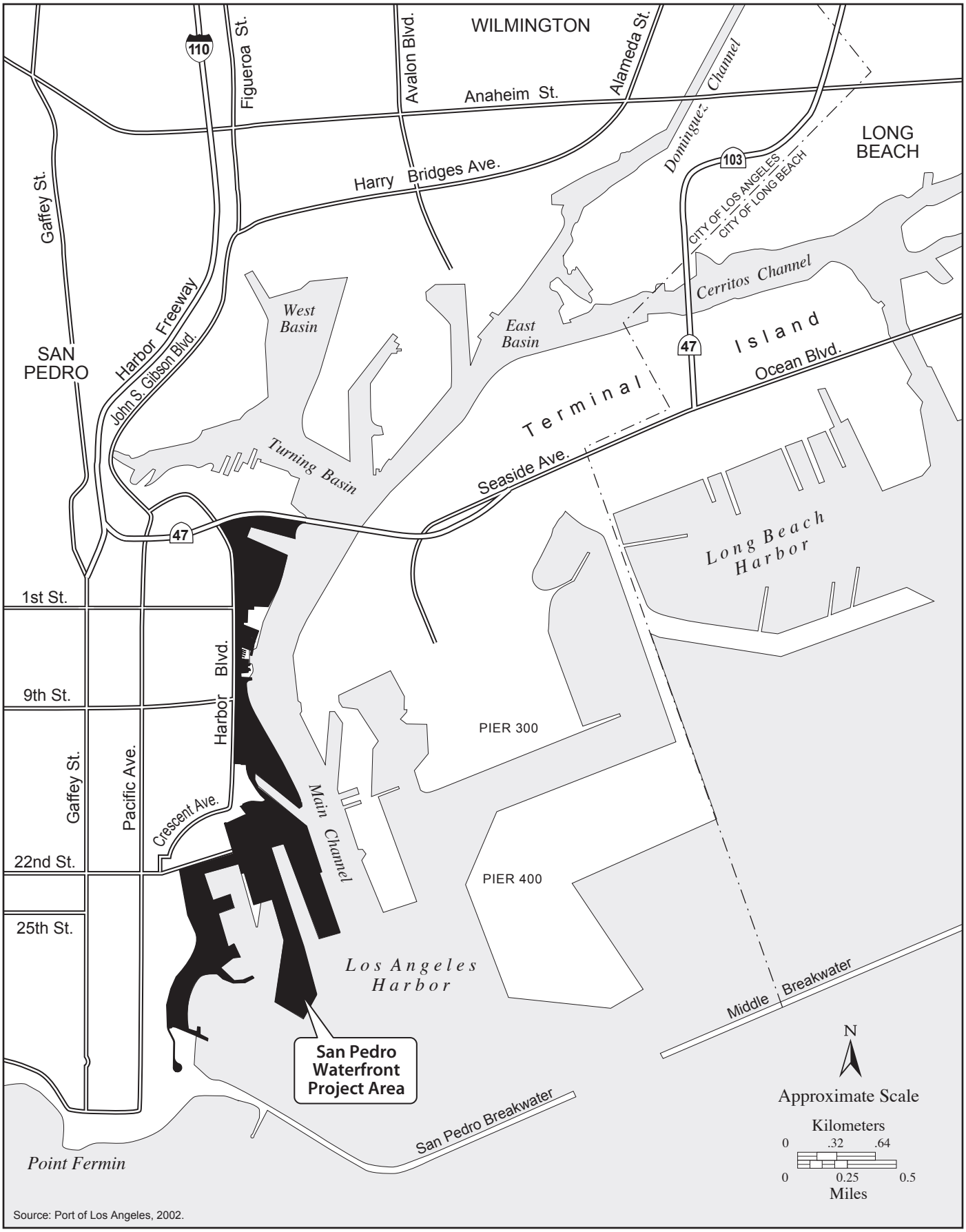
Figure 2-1
San Pedro Waterfront—Regional Location



Source: Port of Los Angeles, 2002.

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Figure 2-2
San Pedro Waterfront—Project Vicinity

Aerial photo: AirPhoto USA, 2006.

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Figure 2-3
San Pedro Waterfront—Existing Conditions

these fountains was completed featuring two main fountains that measure 250 feet long and 100 feet wide (3/4 of an acre). Both fountains are synchronized to music and lights to create water shows for viewers.

Just north of the two main fountains and across Swinford Street is a reflection pool and south of the main fountains on the Harbor Boulevard Parkway Promenade is the splash fountain at 2nd Street. At this location, visitors can interact in jets that stream out of the pavement.

A Caltrans parking lot is located outside of the Port boundary/jurisdiction on North Beacon Street near the intersection of Harbor Boulevard and Swinford Street. This lot provides approximately 300 surface parking spaces used for park-and-ride activities and it may also be used by a variety of businesses within the area.

South of the Cruise Center are a variety of land and water uses. Anchored by the Los Angeles Maritime Museum, other existing land and water uses within the proposed project area between 3rd and 6th Streets are tug vessel services (Crowley Marine Services, Inc.), Fire Station #112, the temporary location for the Ralph J. Scott Fireboat, the Los Angeles Maritime Institute's TopSail Program, the Los Angeles Maritime Museum, the Port dock with four Port Police boats, two survey boats, the Angelena II (Port-owned vessel), and John S. Gibson Jr. Park, both located along the east side of Harbor Boulevard between 5th and 6th Streets.

One of the main attractions of the proposed project area is Ports O'Call, located between the harbor's Main Channel and Sampson Way from Berths 75 to 83. Ports O'Call is a faux New England fishing village that was established in 1963. This approximately 10-acre commercial/retail complex contains approximately 150,000 square feet of restaurant and retail space, and is used as a staging area for various annual festivals, including the Lobster Festival and the Tall Ship Festival. In addition to commercial retail and restaurant uses, existing uses within the Ports O'Call area include sport fishing at Berth 79, helicopter site seeing operations, marina, and harbor cruise operations at Berths 79 and 77.

At the southern end of Ports O'Call is the Jankovich fueling station at Berth 74. This facility currently contains six aboveground storage tanks, including a 100,000-gallon fixed-roof tank within an approximately 2,500-square-foot diked area that is used to store diesel fuel. The other five tanks are located within a separate diked area, and include four 25,000-gallon fixed-roof tanks that are used to store diesel fuel and one 15,000-gallon tank used to store gasoline.

Steep bluffs provide a natural physical edge between portions of the San Pedro community and the Ports O'Call site. Railroad lines extend through the project area from the Westway Terminal, past Ports O'Call within the S.P. Railyard, both along the east side of Harbor Boulevard, and under the Vincent Thomas Bridge at the northern end of the project area.

Just south of Ports O'Call, in the Southern Pacific Slip (S.P. Slip), is an active commercial fishing fleet. For over 100 years, the Port has been a premier location for commercial fishing. The commercial fishing industry in Los Angeles Harbor saw its

peak in the 1940s during World War II but declined substantially after the depletion of the sardine and mackerel populations. Today, although smaller than it once was, the commercial fishing fleet at the Port is intact, providing fresh fish to both U.S. and Asian markets. The Municipal Fish Market at Berth 72, and adjacent to the S.P. Slip, is associated with these fishing operations.

Westway Terminal is currently located within the proposed project area at Berths 70–71, on Signal Street. It has a total area of approximately 14.3 acres and includes liquid bulk storage tanks, associated pipelines and infrastructure, and the Westway/Pan-American Oil Company Pump House, which has been determined to be eligible for the National Register of Historic Places. In 1996, GATX sold the facility to Westway Terminal Company. In 2000, the former Pennzoil site, along the northern boundary of the Westway site, was acquired by Westway and made a part of the terminal. The Westway Terminal has 134 tanks with a total capacity of 25,206,000 gallons. It is served by rail, truck, and ship and typically handles the following commodities: amines, acids, alcohols, caustic soda, solvents, vegetable oils, lubricant base, fuel additives, glycols, ketones, acetates, and phthalates. Some of these commodities are considered flammable and combustible. Caustic soda materials are also considered corrosive and can be classified as toxic by inhalation and irritants to the skin and eyes. Under the Port's Risk Management Plan (RMP), the Westway Terminal currently is considered a hazardous cargo facility. The facility is consistent with the provisions of the same as it does not create hazardous footprints that overlap high-density populations. Westway Terminal will vacate the project area in 2009 under an existing agreement. As part of the proposed Project, LAHD would demolish the remaining site infrastructure (tanks, walls, utilities, etc.). Subsequent remediation work under the oversight of the RWQCB would follow. Just south of the Westway Terminal are the Port of Los Angeles Pilot Station and Warehouse No. 1. Warehouse No. 1 is listed on the National Register of Historic Places, and is currently used by LAHD and the Crescent Warehouse Company for warehouse storage and periodically for filming.

The recreational area from 22nd Street Landing to Via Cabrillo Marina contains restaurants, a sport fishing landing, marinas, maritime-related shops and offices, a hotel, and yacht clubs. The area provides marina berths for various sizes of private pleasure craft. A 16-acre park and associated parking areas have been approved for a portion of the area north of 22nd Street under the Waterfront Enhancements Project (LAHD 2006); construction is expected to be completed in October 2009.

Cabrillo Way Marina Phase I, which consists of 13 acres of land and 41 acres of water, underwent a major renovation approximately 20 years ago and opened in 1986. A second phase of improvements within the West Channel/Cabrillo Beach Recreational Complex is presently under development and will provide a unified continuous waterfront within the West Channel Development Area. This new portion of the Cabrillo Way Marina was the subject of an EIR approved in November 2003 (LAHD 2003; SCH #98041086). This project covers approximately 80 acres of land and water and includes demolition of existing marina facilities and replacement with new, modern floating dock systems. An addendum to the EIR was prepared in April 2008 due to minor project changes, and construction is expected to be completed in June 2011.

Beyond the Cabrillo Way Marina at the end of Miner Street are the existing Fire Station #110 and the former San Pedro Boat Works. Also, Berths 45–50 are currently used by Pasha for break/bulk operations. Operations in this location are expected to cease in December 2008. The existing Berths 45–47 are used on occasion by visiting cruise ships and other large wharf vessels, such as the visiting U.S. Navy vessels on Armed Forces Day.

Several existing warehouses are currently operating in this area, including Stevedoring Services of America's fruit warehouse at Berths 54–55, Crescent Warehouse Company's warehouses at Berths 57–60, and Warehouses Nos. 1, 6, 9, and 10.

Beyond Via Cabrillo Marina, extending to the south along the east side of Shoshonean Drive, are the Cabrillo Beach Youth Camp and the Salinas de San Pedro Saltwater Marsh.

At the terminus of the proposed project area is Inner Cabrillo Beach, which is a public recreation area used for swimming and other beach activities, operated pursuant to agreements with the Los Angeles Department of Recreation and Parks. This area also features a public boat launch and the Cabrillo Marine Aquarium. The aquarium is used for educational purposes and frequently hosts large school groups.

The Port of Los Angeles Waterfront Red Car Line (Waterfront Red Car Line), a restored excursion trolley system, opened in July of 2003 and currently extends along a 1.5-mile route adjacent to Harbor Boulevard through portions of the project area. There are four stations. The line starts at a station at Harbor Boulevard/Swinford Street adjacent to the Cruise Center in the north, and ends at 22nd/Miner Streets in the south, where the existing Waterfront Red Car Maintenance Facility is located. The existing line is a single track with a short passing siding located immediately north of the 6th Street station. A direct suspension overhead contact system provides 600 volts DC for trolley operations. The Waterfront Red Car operates from 10 a.m. to 6 p.m. Fridays through Mondays, coinciding with the normal days for ships to call at the Cruise Center, as well as on extra days when cruise ships are in port outside of the Friday through Monday schedule, and during special events. Present operations provide scheduled service on 20-minute headways in each direction throughout the day, with two cars operating over the line during normal operations.

2.2.4 Historic Use of Project Site

The San Pedro Waterfront area has been involved in Port operations since the mid-1800s. Historic topographic maps of San Pedro from the middle and late nineteenth century show that prior to modern development, the Los Angeles Harbor was a low-lying coastal marsh called Wilmington Lagoon or San Pedro Creek (Schell et al. 2003).

Early commercial development of the Port was dominated by two enterprising figures. Local entrepreneurs and economic boosters Phineas Banning and Augustus

W. Timms capitalized upon the Port. In 1852, Augustus Timms bought the old Sepulveda Landing located at the base of the bluff where 15th Street meets Beacon Street today and proceeded to modernize this landing to compete with Phineas Banning, who was hauling freight and passengers to Los Angeles from the Hide House site. Timms improved the wharf, and built a corral, warehouse, and other structures at his landing, which resulted in the area receiving the name "Timms Point." Similarly, Banning constructed new docks to capitalize on the increasing trade coming in and out of Los Angeles.

As maritime industry and the transportation infrastructure grew, so did the city. Several events set the stage for the economic, social, and physical development of the area, determining the present form of the area between the Vincent Thomas Bridge and the Federal Breakwater. These events included the construction of the Federal Breakwater from 1899 to 1912; investment by the municipal and federal governments; the arrival of the Pacific Electric (PE) Trolley in 1904; long range planning by the federal Harbor Lines Board; and the annexation of San Pedro by the City of Los Angeles in 1909. The 1920s saw an important milestone in the Port's history. During this decade, the Port of Los Angeles surpassed San Francisco as the busiest port on the West Coast.

The lumber, petroleum, boat building, and commercial fishing industries became the economic heart of the modernizing Port, bringing jobs and residents to the area. Much of the area currently occupied by the San Pedro Waterfront project areas was used for lumber importing and storage. Lumber yards dominated the areas currently occupied by the World Cruise Center and Ports O'Call from the turn of the century until the early 1960s, when the current uses replaced the lumber yards. Commercial fishing was also present in the vicinity of what is currently Ports O'Call with the Municipal Fish Market and the commercial fishing fleet in the S.P. Slip. The Municipal Fish Market eventually moved across the slip to its current location, but the commercial fishing fleet remains in the S.P. Slip. Warehouse No. 1 was developed in 1915, and the surrounding areas in the vicinity of 22nd Street were dominated by industrial warehouse complexes. Many of the warehouses remain in this area, but many of those north of 22nd Street have been removed. The Municipal Ferry Terminal (currently the Maritime Museum) operated beginning in the 1940s and brought recreationists to Brighton Beach on Rattlesnake Island, which is now Terminal Island.

The PE Railway, also known as the Red Car system, was a mass transit system in southern California using streetcars, light rail, and buses established by railroad and real estate tycoon Henry Huntington in 1901. The PE was extended to San Pedro from downtown Los Angeles via the Dominguez Line in the early 1900s. At one time, the line entered the Southern Pacific Bascule Bridge over the mouth of the West Ship Turning Basin. The bridge was becoming an impediment to ship traffic, which led to PE San Pedro commuter trains and Harbor Belt Line freight trains having to use PE's more roundabout, curvy line into San Pedro around the edge of the West Basin. At 1st Street, there was a sizeable PE mechanical department yard that was used for car storage and maintenance. The PE passenger station in San Pedro was located at 6th Street and Harbor Boulevard (originally Front Street). Tracks in 6th Street were used by local PE streetcar lines serving San Pedro. These streetcar lines

were abandoned by 1938, a casualty of the depression and the competing bus lines of the San Pedro Transportation Company.

Landfill and landside facility construction along the Main Channel altered the shape of the land and water. The shallow marshes were either dredged or filled, the sandbar was filled and expanded to become an industrial center, and much of the bluffs were either leveled or separated from the water by extensive landfill. The construction of berthing and marinas drastically changed the water's edge.

The recent evolution of the present Port was the container shipping revolution that began in the 1960s. As containerization became the dominant mode of maritime-based commerce, it brought to the Port further physical transformations. The new containerization system also had a significant impact on the social environment of San Pedro. Until the 1960s, the labor force consisted primarily of jobs directly associated with Port activities on the wharves. Cargo loading was previously labor intensive, as pieces of cargo, drums, boxes, bags, or crates were loaded individually into ships. This community-based local workforce provided supportive linkages between the Port and the community, and served as the primary economic base for San Pedro, particularly in the commercial areas of Beacon Street, 6th Street, and Pacific Avenue. Containerization reduced the number of direct jobs on the wharves by providing standard-sized, sealable, steel boxes, typically 20 or 40 feet long and designed to be placed on special trailers and transported to and from the Port by trucks or by rail. In addition, globalization led to increased international participation in the shipping industry at the Port. While direct jobs decreased, jobs have been created in many port-related industries, such as freight-forwarding services, and the Port continues to play an important role in the economy of southern California, accounting for more than 1 out of every 27 jobs in the region. These jobs, however, are spread throughout the Los Angeles region and are not as concentrated in San Pedro as they were prior to containerization.

Because the waterfront land area between the Vincent Thomas Bridge and the Federal Breakwater did not have sufficient backland to support container operations, the land use was not reconfigured. This area became available to support break-bulk cargo operations and a variety of maritime-related uses that still exist today, including cruise ship terminals, museums, marinas, a public beach and boat launch, a fishing fleet harbor in the S.P. Slip, warehouse operations, and commercial enterprises primarily concentrated in Ports O'Call.

2.2.5 Existing Cruise Ship Operations

The existing Cruise Center includes two permanent berthing locations at Berths 91–92 and Slip 93 (Berths 93A–93B), and on occasion, a temporary third berthing location at Berth 87. Slip 93 can accommodate a vessel up to 1,000 feet in length. Berths 91–92 can accommodate a vessel in excess of 1,150 feet in length. Berth 87 can handle a vessel up to 1,000 feet in length.

The water depth at berth at the Cruise Center is 37 feet, which provides the necessary draft (depth of the ship's hull beneath the waterline) to meet the existing and future needs of all modern cruise ships within the worldwide market.

Adjacent to Slip 93 is the Vincent Thomas Bridge with an air draft (i.e., the distance between the water and the underside of the bridge) at mid-span of 185 feet. The Main Channel Turning Basin is located north of the Vincent Thomas Bridge. The turning basin is used to turn a vessel so that it is heading down-channel when berthed. The newest cruise ships generally require an air draft of more than 200 feet. Several vessels in the current fleet that call at the Cruise Center cannot pass under the bridge and are therefore required to turn around in the Outer Harbor and back down the Main Channel on arrival (so they can head down the channel and directly out to sea on departure). Backing down the Main Channel is not a preferable maneuver due to safety and maneuverability concerns, specifically as the pilots and ships' officers need to be on the ship's bridge wings on both sides of the vessel while proceeding down the channel. In addition, a third ship officer is required to be stationed on the aft of the ship in constant communication with the captain and pilot. Under standard procedures, the pilot and ship's officers are in the center of the ship's bridge, which affords unobstructed forward views.

The Main Channel is approximately 1,000 feet wide and 1.2 miles long from the harbor entrance at Reservation Point to Slip 93. The area for maneuvering immediately adjacent to the cruise ship berths provides limited space for turning into the slip due to the existing berthing space for container ships across the Main Channel at the Evergreen container terminal and the intrusion into the slip by the S.S. Lane Victory.

Two dedicated cruise terminals support Berths 91–92 and Slip 93. Terminal 93 is a 231,390-square-foot, 2-story structure capable of progressive debarkation and simultaneous check-in. Terminal 91–92 is 46,750 square feet and is not capable of providing two-way operations, progressive debarkation, and simultaneous check-in. In 2006, LAHD erected an approximately 72,000-square-foot temporary fabric building to handle baggage at Berth 90 to support passenger operations at Terminal 91–92.

The terminals are operated by Pacific Cruise Ship Terminals through a contract with LAHD. Immediately adjacent to the cruise ship terminals are 2,560 secured at-grade parking spaces operated by Parking Concepts, Inc. through a contract with LAHD.

Since 1990, the number of ship calls has ranged from a high of 438 in 1993 to a low of 230 in 2004. In recent years, 17 different cruise lines have called at the Port in a given year. The majority of the calls are made by Royal Caribbean Cruise Line, Norwegian Cruise Line, and Princess Cruise Line. Other lines calling include Disney Cruise Line, Celebrity Cruises, Holland America, Cunard, Carnival, Crystal Cruises, Regent Seven Seas, Oceana, P&O Cruises, Hapag Lloyd, Saga, Seabourne, Silverseas, and Fred Olson (Chase pers. comm.). For the 2006 cruise period, the Port accommodated 28 separate cruise vessels from 15 cruise brands with a total of approximately 1,150,000 revenue passengers on 258 sailings. The average number of passengers per ship was 2,235. Data from Port on-cruise ship passenger volumes

between 1999 and 2006 suggest a 13.7% growth rate with no additional cruise calls. Cruise ship size increased by approximately 25% over the same time period.

Royal Caribbean Cruise Line remained the primary operator from the Port, responsible for over 64% of all cruise passenger throughputs (730,866 revenue passengers on 154 sailings). Vessels operated under several brands controlled by Carnival Corporation were the second largest market participants in terms of total passengers carried, with approximately 274,000 revenue passengers on 61 sailings (i.e., 24% of total passengers). Norwegian Cruise Line is third with 112,000 revenue passengers on 24 sailings (9.8% of total passengers). The remaining 18 cruises are on 8 brands with approximately 24,000 revenue passengers. (Bermello Ajamil & Partners 2006)

When the larger cruise ships are in Port, services of approximately 50 longshore personnel, 75 ground support personnel, 30 security guards, 20 Federal Inspection Services personnel, and 10 terminal management personnel are required per ship. The cruise operations include luggage and stores handling by longshoremen as well as passenger embarkation and disembarkation via passenger terminals. For international ship and international passenger arrivals, existing cruise operations require Federal Inspection Services personnel.

Cruise sailings from the Port follow typical weekend North American vacation patterns. The Port is a leading homeport for the Mexican Riviera and Mexican Baja. In addition, it is also the primary U.S. West Coast homeport for the Hawaiian cruise sector. In 2006, Friday and Monday departures had approximately 52% of departures (26% for each day) due to the dominance of the Mexican Baja sailings. Saturday and Sunday departures were at 21% and 18%, respectively. Tuesday, Wednesday, and Thursday accounted for 9% of the departures (averaging 3% each day). (Bermello Ajamil & Partners 2006)

Most ships arrive in the Port around 6:00 a.m. and depart by 6:00 p.m. The luggage and ships' stores are loaded and unloaded by longshore personnel. Passengers arrive by bus (20–25 passengers per bus), taxi, shuttle, or personal vehicle, or they are dropped off by a personal vehicle. The peak time for passenger disembarking activity is between 9:00 a.m. and 11:00 a.m., and passenger embarking activity occurs between 11:00 a.m. and 2:00 p.m. Parking is on site, next to the passenger terminal, and additional parking is located near the Catalina Express Terminal. The frequency of three ships berthing in the Port simultaneously is low and only occurred eight times in 2007 (once each in January, April, May, and December, and twice in February and September). (Chase pers. comm.)

A 2006 statistical review of cruise traffic to the Port reveals that the peak traffic occurs between October and April with a marked decrease in the summer months as vessels move to other home ports to serve destinations such as Alaska, Northern Europe, and the Mediterranean. In December 2006, the Port experienced the highest passenger volumes with approximately 66,000 cruise passengers and 33 cruise calls. In 2006, there were 167 days with no ships, 148 days with one ship, 41 days with two ships, and 8 days with three ships. On average, the Port has 22 ships per month and three ships in port simultaneously for 4 days a year. In 2006, average daily passenger

throughput was 1,588 passengers, while the maximum throughput was 14,540 passengers. (Bermello Ajamil & Partners 2006) Levels of activity at the Cruise Center during the CEQA baseline year (2006) are summarized in Table 2-1.

Table 2-1. Existing (2006) Throughput Table

Cruise Operations and Vehicle Generation	*2006 Activity (CEQA Baseline)*
Annual cruise ship calls	258
Cruise ship calls (monthly average)	22
Annual cruise passengers**	1,150,548
Passengers/ ship (annual average)	2,235
Maximum daily passenger throughput	14,540
Cars parking	1,840
Cars drop-off	1,064
Taxis	2,287
Buses	66
Total vehicles	5,257
Notes: *Includes one non-permanent occasional-use berth at Berth 87 **Passenger quantity counts every time a passenger embarks and disembarks a cruise vessel	

2.3 Project Purpose

LAHD operates the Port under legal mandates under the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601) and the California Coastal Act (PRC Div 20 S30700 et seq.). The Port is one of only five locations in the state identified in the California Coastal Act for the purposes of international maritime commerce (PRC Div 20 S30700 and S30701). These mandates identify the Port and its facilities as a primary economic/coastal resource of the state and an essential element of the national maritime industry for promotion of commerce, navigation, fisheries, and harbor operations. According to the Port of Los Angeles Tidelands Trust, Port-related activities should be water dependent and should give highest priority to navigation, shipping, and necessary support and access facilities to accommodate the demands of foreign and domestic waterborne commerce.

One purpose of the proposed Project is to redevelop the San Pedro Waterfront area for increased public access and to provide connections between the waterfront area and the San Pedro Community. In addition to reserving tideland properties for water- and maritime-dependent uses identified above, the State Lands Commission and the Public Trust Doctrine place a responsibility on the Port that emphasizes public access. Throughout history, the community of San Pedro and the Port have been closely linked and mutually interdependent. However, the physical connection between downtown San Pedro and the waterfront is lacking due to a number of visual and physical barriers that currently inhibit access to the water's edge.

Downtown San Pedro and Ports O'Call are currently not performing to their potential, due in part to the weak and non-reinforcing connections with one another. There are isolated areas of successful visitor-oriented commercial enterprises along the waterfront, interspersed with abandoned, vacant, or underutilized sites. Existing landmarks along the waterfront are isolated from one another, with little physical and visual connection between them (i.e., S.S. Lane Victory, Los Angeles Maritime Museum, Ralph J. Scott Fireboat, S.P. Slip, Warehouse No. 1, etc.). Existing open space along the waterfront is fragmented and disconnected from the rest of San Pedro, and there is a general lack of usable open space for the San Pedro community and visitors to the waterfront.

Additionally, the cruise industry within the Port of Los Angeles is projecting not only a growth in passenger volume over the next 10 to 20 years, but also a growth in the size of ships that regularly call on the Port (Chase pers. comm.). The landside infrastructure (i.e., gangways, terminal size, and space for ship services) needed to serve these new, larger ships is not available at the existing Cruise Center and is required in order for the Port to accommodate demands in the cruise industry. The current Princess Class cruise ships are the largest that currently call at the Port and measure over 900 feet long and require 1,000 feet of berth space. The next line of ships that are expected to call on the Port within about 3 years is known as the Voyager class (Royal Caribbean), which will be over 1,050 feet long and 210 feet high, with capacities exceeding 3,500 passengers, and will require a 1,150-foot berth. The Freedom class ships are even longer (over 1,150 feet) and require a 1,250-foot berth. Although one of these larger ships can be handled at Berths 91-92, they are beyond the size the existing terminal was designed for. In addition, other vessels, such as container ships, that berth along the main channel have increased in size since the construction of the cruise terminal in the Inner Harbor.

In addition, the Port's existing available cruise berths will not meet future cruise berth occupancy demand. Currently, there are two passenger terminals and three berths (the third berth is used on a limited basis due to the lack of terminal space). Projections indicate that a third full-time berth and terminal is needed now, and a fourth berth and terminal will be needed in the 2010–2012 timeframe (Bermello Ajamil & Partners 2006).

In order to meet future projections, the Port will need terminal space that can accommodate four cruise vessels, capable of handling two ships requiring 1,250-foot berths (plus two shorter vessels) simultaneously. Without the new terminals and berths, the Port's ability to handle additional business will be limited. Additionally, due to height conflicts with the Vincent Thomas Bridge, and because backing down the Main Channel is not a preferable maneuver due to safety and maneuverability concerns, placing two berths capable of handling the larger, higher air draft vessels in the Outer Harbor would be preferred.

The overall purposes of the proposed Project are to increase public access to the waterfront, allow additional visitor-serving commercial development within the Port, respond to increased demand in the cruise industry, and improve vehicular access to and within the waterfront area. The proposed Project seeks to achieve these goals by improving existing infrastructure and providing new infrastructure facilities, providing waterfront linkages and pedestrian enhancements, providing increased development and

redevelopment opportunities, and providing berthing opportunities for increased cruise ship capacity.

2.3.1 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 Port. The CEQA project objectives are described below.

1. Enhance and revitalize the existing San Pedro Waterfront area, improve existing pedestrian corridors along the waterfront, increase waterfront access from upland areas, and create more open space, through:
   - providing public access to the San Pedro Waterfront and new open spaces, including parks and other landscape amenities linked to the promenade;
   - creating a continuous waterfront promenade throughout the project area allowing the public access to the water's edge;
   - enhancing key linkages between downtown San Pedro and the waterfront, including the creation of a downtown harbor and promenade that will become the focal point for vessel activity and draw visitors to downtown San Pedro;
   - creating and expanding the waterfront promenade as part of the California Coastal Trail to connect the community and region to the waterfront;
   - providing for a variety of waterfront uses, including berthing for visiting vessels, harbor service craft and tugboats, as well as other recreational, commercial, and port-related waterfront uses;
   - providing for enhanced visitor-serving commercial opportunities within Ports O'Call, complementary to those found in downtown San Pedro, as well as a potential conference center; and
   - creating a permanent berth for existing Port customers' helicopters.
2. Expand cruise ship facilities and related parking to capture a significant share of anticipated West Coast growth in the cruise demand, through:
   - creating space for berthing up to four cruise vessels,
   - creating space for berthing of two Freedom class or equivalent vessels simultaneously, and
   - enhancing cruise ship navigation down the Main Channel.
3. Improve vehicular access to and within the waterfront area.
4. Demonstrate LAHD's commitment to sustainability by reflecting the Port's Sustainability Program policies and goals in the project design, construction, and implementation.

2.3.2 NEPA Purpose and Need

NEPA review is required prior to the USACE's consideration of standard individual permit applications under Section 10 of the RHA, Section 404 of the CWA, and Section 103 of the MPRSA for transport of dredged material and offshore ocean disposal at EPA-approved sites. In addition to NEPA review, the USACE evaluates proposals for their compliance with the Section 404(b)(1) Guidelines (40 CFR 230). This analysis requires identifying the basic purpose and the overall purpose of the proposed Project, which are important for establishing a reasonable range of alternatives to evaluate. The basic purpose of the proposed Project is to improve waterfront accessibility and use. The following are the overall purposes of the proposed Project:

1. Implement modifications to the existing San Pedro Waterfront along the west side of the harbor's Main Channel to improve its accessibility and use without impeding the public's right to free navigation; these modifications would include increasing the open water area approximately 7 acres to provide a variety of waterfront uses such as berthing for visiting tall ships and other vessels, such as tugboats and other recreational, commercial, and port-related uses.
2. Use and increase the value of deep water berths to accommodate existing and projected growth in the cruise ship industry in the Port of Los Angeles.

The need for the proposed project under NEPA is to provide in-water and water-side facilities to accommodate growth in the cruise industry, to provide additional space for water-dependent marine facilities, and to increase public access to the water. The cruise industry is projected to grow in passenger volume over the next 10 to 20 years with an increase in the size of the ships that regularly call on the Port (see Section 2.3 above). The infrastructure needed to serve these new, larger ships is not currently available and is required for the Port to accommodate demands in the cruise industry. There is also a need to provide additional marine facilities for service craft, such as tug boats. And finally, there is a need to increase public access to the waterfront from both the landside, through creation of the promenade and various visitor-serving recreational opportunities, and from the waterside, in providing mooring locations for visitor-serving watercraft and temporary mooring for vessels using the landside facilities.

2.4 Proposed Project

2.4.1 Project Summary

2.4.1.1 General Project Overview

The proposed Project involves a variety of land uses within the project area, including public waterfront and open space areas, commercial development,

transportation and parking facilities, and expanded cruise ship facilities and operations. Each of these is described in further detail in this section.

2.4.1.2 Project History

LAHD began formally planning for the San Pedro Waterfront in 2001. Since that time, a number of planning reports and policies have been produced by a number of organizations. The various organizations, planning reports, and policies that were developed are outlined below.

2.4.1.2.1 Waterfront Access Taskforce for the Community and Harbor

In 2001, the Waterfront Access Taskforce for the Community and Harbor (WATCH) was formed to involve the public and assist with long-term planning for the waterfront. The primary goal of the taskforce was to develop a plan that would increase public access to the waterfront and provide stronger linkages between Port properties and surrounding communities. WATCH produced the *2002 Promenade and Downtown San Pedro Interface Project: Final Report,* which proposed a continuous grand promenade from the Vincent Thomas Bridge to the Federal Breakwater. This grand promenade was meant to provide economic revitalization of San Pedro complemented by improved physical connections and public spaces.

2.4.1.2.2 Urban Land Institute

The Urban Land Institute Advisory Services Panel (ULI) was commissioned to investigate how the many plans for the San Pedro Waterfront and the downtown could be unified into a framework for the development of the waterfront and the downtown. ULI produced a report entitled *2002 San Pedro, California: A Redevelopment Plan for the Downtown and Waterfront*. The ULI report endorsed the concept of a grand promenade and further recommended supporting actions and projects that were necessary to realize long-term success, including commercial development and supporting maritime-related activities to maintain a working port.

2.4.1.2.3 San Pedro Coordinated Framework Plan

After the ULI report was released, the San Pedro Coordinated Plan Subcommittee of the PCAC was tasked with developing a consensus for a coordinated waterfront plan for San Pedro. The committee released the San Pedro Coordinated Framework Plan (Framework Plan), which was presented to LAHD in 2003. The primary objective of this plan was to unify previous planning principles and guidelines, primarily the WATCH and ULI reports, into a coordinated planning framework. The Framework Plan focused on providing public access and linkages between the downtown and the waterfront, creating different types of opportunities for open spaces along the waterfront, and allowing for the development of various mixes of uses along the

waterfront. The plan also recommended a continuous open space system linked by the promenade and specifically addressed public open space to ensure that the waterfront is planned holistically.

2.4.1.2.4 San Pedro Waterfront and Promenade from Bridge to Breakwater Master Development Plan

In 2003, LAHD hired EE&K/Gafcon to develop the San Pedro Waterfront and Promenade from Bridge to Breakwater Master Development Plan (Master Plan). This Master Plan represented a significant development and refinement of the basic concepts specified in the WATCH and ULI reports and the Framework Plan. The vision of this Master Plan was to transform the San Pedro Waterfront into a cultural and recreational venue for the community and a unique regional destination featuring the working port. It was designed to create a mix of uses at the waterfront to be integrated with the authentic small-town scale of San Pedro and create opportunities for distinctive pedestrian-oriented districts, with physical and visual access to the water throughout.

LAHD started the public planning process on October 25, 2003, hosting over nine public planning workshops and open houses throughout San Pedro. Each workshop attracted over 150 participants and several attracted over 300 participants. Each workshop included public participation and solicited input that was used to develop the future plan.

LAHD staff previewed the content of each planning workshop with the Waterfront Steering Committee, a group of citizens selected to help shepherd the development of the waterfront plan. The Waterfront Steering Committee included representatives from the following: the Mayor's Office, the Council Office, the Community Redevelopment Agency's Community Advisory Committee, the PCAC's San Pedro Coordinated Plan Subcommittee, Harbor-Watts Economic Development Corporation, and the Downtown Waterfront Task Force.

On September 29, 2004, a concept plan was presented to the Los Angeles Board of Harbor Commissioners, who directed staff to move forward with the environmental review process. For the following year, LAHD attended meetings of the PCAC's San Pedro Coordinated Plan Subcommittee, the San Pedro neighborhood councils, and a working group containing members of those organizations to create a project description for the proposed Project and project alternatives. On June 4, 2005, LAHD, the San Pedro neighborhood councils, and PCAC sponsored a community workshop at the Sheraton Hotel in San Pedro to provide an opportunity for public comment on the project alternatives crafted by the working group. Approximately 100 community members attended.

In September of 2005, LAHD in conjunction with the USACE initiated the EIS/EIR for the From Bridge to Breakwater: Master Development Plan for the San Pedro Waterfront and Promenade Project by releasing a NOI/NOP. Subsequently, three scoping meetings were held in September and October 2005 to further define and accept input on the scope of the EIS/EIR. Approximately 500 people attended the

meetings. Following the scoping meetings for this project, LAHD reviewed the 125 written scoping comments and revised their design for the waterfront.

As a result of this outreach, some core issues were identified. In particular, the Master Plan included over 1.7 million square feet of new commercial development and three hotels, a level of density that was controversial and not supported by market studies. Because there was significant public interest in advancing the public improvements as soon as possible, and there were numerous alternatives that had individual elements supported by a wide majority of the community, the Port developed a new proposed project that emphasized public enhancements, incorporated common elements from various alternatives, removed the hotels, and reduced the level of development.

2.4.1.2.5 Harbor Boulevard Seamless Study

The Port, CRA, City Planning, the mayor's office, and Council District 15 have collaborated on the development of a seamless integration of access and urban design along Harbor Boulevard between the San Pedro waterfront development and the community of San Pedro.

The project area for the Seamless Study included Harbor Boulevard from Swinford Street south to 13th Street. The study focused on (1) identifying key pedestrian and vehicular access points between downtown and the waterfront, (2) addressing building densities and massing as it related to both sides of Harbor Boulevard, (3) preserving viewsheds of the Main Channel and waterfront, particularly with regard to the proposed cruise terminal parking structure, and (4) identifying key aesthetic elements for the Harbor Boulevard streetscape.

Multiple aspects of urban planning and design were examined to promote a seamless integration of the waterfront and the community of San Pedro. This work includes:

- a design charrette to identify issues related to the creation of a seamless interface;
- compatibility analysis of design guidelines for the San Pedro waterfront and downtown San Pedro;
- landscape, hardscape, signage, and lighting treatment recommendations along both sides of Harbor Boulevard;
- pedestrian access along Harbor Boulevard between the waterfront and downtown San Pedro;
- viewshed analysis findings relative to the proposed cruise terminal parking structures;
- design considerations for the proposed cruise terminal parking structure; and
- potential joint development opportunities between the Port and CRA west of Harbor Boulevard that would include potential parking opportunities to serve San Pedro waterfront visitors.

Because the study was being developed during the design of the San Pedro Waterfront Project, many of the concepts were immediately incorporated into the project design. For example, the proposed project description includes pedestrian and vehicular access points to the waterfront along Harbor Boulevard, the proposed cruise terminal parking structures at the Inner Harbor cruise terminal were oriented diagonally to preserve view corridors and to reduce the massing along Harbor Boulevard, and streetscape treatments for Harbor Boulevard were incorporated into the design. Since the locations of the proposed joint development projects and the extension of the Red Car line into downtown San Pedro are located westerly of Harbor Boulevard and outside the project boundaries, they are not elements of the proposed project description.

2.4.1.2.6 San Pedro Waterfront Project

In December 2006, LAHD in conjunction with the USACE initiated the EIS/EIR for the San Pedro Waterfront Project by releasing a supplemental NOI/NOP. This project redefined the proposed project described in the September 2005 NOI/NOP to respond to community scoping comments. The start of this document implemented the collaborative approach to the preparation of EIRs that was implemented by the Board of Harbor Commissioners. One scoping meeting was held on January 23, 2007, to further define and accept input on the scope of the EIS/EIR. This meeting was followed by nearly 40 meetings with stakeholders to better define their concerns. Based on the public comments received and stakeholder outreach conducted in June–August 2007, LAHD has further refined the proposed Project and has developed several alternatives including an additional alternative that had no cruise terminal in the Outer Harbor.

As a result of this scoping in 2007, the project and alternatives were changed with a combination of elements carried forward from previous alternatives and addition of new elements. These changes included:

- Catalina Express would be relocated to the S.S. Lane Victory site as recommended.
- The S.S. Lane Victory would be relocated to the North Harbor rather than the Downtown Harbor.
- A six-acre public park, but not a community building, would be provided at Kaiser Point. Public use of the proposed cruise terminal building for community meetings or events will be considered in the design process.
- The open space near Bloch field would be extended as recommended.
- Creating and maintaining San Pedro Park at the 22nd Street site as recommended.
- Project Alternatives 1, 3, 4, and 5 are limited to three cruise berths, and Alternatives 4 and 5 keep all cruise berths in the Inner Harbor.
- Development is limited to less than 2.0 million square feet under all alternatives.

- The proposed Project is limited to 375,000 square feet of development in Ports O'Call with park space and parking structures located along the bluff.
- A number of cultural educational facilities are included in the proposed Project and alternatives (i.e., LAMI, Ralph J. Scott Fireboat Museum, Waterfront Red Car Museum, Cabrillo Beach Youth Camp, Salinas de San Pedro Salt Marsh, Los Angeles Maritime Museum, John S. Gibson Jr. Park, and Warehouse No. 1);
- Pedestrian and bike connections would be provided throughout the project area at the following intersections along Harbor Boulevard: Swinford, O'Farrell, 1st, 3rd, 5th, 6th, 7th, and 13th Streets, and at 13th Street across the bluff and Waterfront Red Car tracks.
- Habitat restoration would occur within the salt marsh, and more limited improvements would occur at 22nd Street Park.
- The Waterfront Red Car Line would be extended to Cabrillo Beach as recommended.
- While creating regional transportation systems is out of the scope of this project, the Port is working with the MTA, LAX, and others to provide connections to regional transit opportunities.

See Section 2.5.2 for additional details regarding alternatives that have been eliminated from consideration.

2.4.2 Project Elements

The proposed Project elements align along three distinct categories:

- Promenade, Harbors, and Open Space;
- New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants, including development of the new cruise terminals; and
- Transportation Improvements.

The detailed project elements within each of these larger categories of land uses are described herein. Figure 2-4 shows an overview of the elements included in the proposed Project. Table 2-2 provides a summary of proposed project elements.

2.4.2.1 Promenade, Harbors, and Open Space

The proposed Project includes the development of three new harbors, as well as new public open spaces that consist of promenade areas, plazas, parks, and landscape and hardscape areas. The key components for each of these elements are described in greater detail below.

Table 2-2. Elements of Proposed Project

Elements	*Existing Conditions (CEQA Baseline)*	*Proposed Project*
HARBORS, PROMENADE, AND OPEN SPACE		
Waterfront Promenade	Exists in Cabrillo Marina Phase I only; existing waterfront uses vary, including marina slips along the Ports O' Call waterfront, SP Slip, Westway Terminal, City Dock No. 1 with warehouses, youth camp, and salt marsh	30-foot-wide multi-use path and boardwalk with landscaping, seating, lighting, railing, and pedestrian signage, implementing the California Coastal Trail; marina slips in Ports O' Call to be replaced at Cabrillo Way Marina; mudflat habitat shaded by deck plaza; "working" promenade to be developed along SP Slip; around City Dock No. 1 near Warehouse No. 1, in the Outer Harbor; would be elevated along the youth camp and the salt marsh
North Harbor	Berths 87–90 (former Omni Terminal), used as occasional 3rd cruise berth	5.0-acre water cut to accommodate tugboats, visiting historic and naval vessels, and S.S. Lane Victory
Downtown Harbor	Currently occupied by LAMI, Port vessels, TopSail, Crowley tugboats, surface parking, and landscaping	1.50-acre water cut with modifications to Berth 86 to accommodate LAMI, Port vessels, other visiting ships; demolish temporary TopSail facility, surface parking, and landscaping
7th Street Harbor	Porte-cochere and parking area for Acapulco Restaurant	0.32-acre water cut for visiting vessels
7th Street Pier	Porte-cochere and parking area for Acapulco Restaurant	Public dock for short-term berthing of visiting vessels; demolish part of Acapulco parking and floating dock; 12 slips replaced in Cabrillo Way Marina
Town Square	Currently occupied by parking for Maritime Museum and TopSail	0.79-acre public plaza with decorative surface and promenade,; demolition of part of 6th Street, sidewalks, and surface parking
Downtown Civic Fountain	Parking and circulation area near Maritime Museum	Interactive water feature in Town Square area
John S. Gibson Jr. Park	Existing memorial park	Hardscape, landscaping, lighting, and interpretive improvements
Pedestrian and Waterfront Access Linkages	Existing pedestrian waterfront access only at Ports O'Call and near Maritime Museum (not formalized)	Pedestrian crossing across Harbor Boulevard/Sampson Way; pedestrian bridge at 13th Street (land bridge using Waterfront Red Car Maintenance Facility); pedestrian and waterfront access at Swinford, O'Farrell, 1st, 3rd, 5th, 6th, and 7th Streets; vehicular access at 1st, 3rd, 5th, 6th, 7th, and 13th Streets
Fishermen's Park	Existing underutilized commercial structures in Ports O'Call	3 acres within Ports O' Call
Outer Harbor Park	Existing Omni Terminal	6-acre open space park with landscaping, hardscape, lighting, and benches; 60 parking spaces
San Pedro Park	Underutilized vacant land, existing Waterfront Red Car Maintenance Facility; Warehouses No. 9 and 10; temporary special-event overflow parking	18 acre "central park" with landscaping and hardscape areas (expansion of approved 22nd Street Park under the Waterfront Enhancements Project); 500 parking spaces
Reuse of Warehouses Nos. 9 and 10	Existing warehousing operations for Crescent Warehouse	Reuse for low-intensity community-serving commercial or educational uses that would complement the recreational uses of San Pedro Park; approximately 200 spaces would be provided around the buildings for the reuse of the Warehouses
NEW DEVELOPMENT, REDEVELOPMENT, CULTURAL ATTRACTIONS, AND MODIFICATIONS TO EXISTING TENANTS		
CRUISE SHIP FACILITIES		
Berths and Terminal Facilities		
Cruise Berths	Two Inner Harbor permanent berths and one occasional Inner Harbor 3rd berth Berth 93—1,000 linear feet Berths 91–92—1,000 linear feet Berths 87–90—1,000 linear feet	Two Inner Harbor with no construction; two Outer Harbor with new catwalk at Berths 45–47 and wharf extension at Berths 49–50 Berth 93—1,000 linear feet Berths 91–92—1,250 linear feet Berths 45–47—1,250 linear feet Berths 49–50—1,250 linear feet
Inner Harbor Terminals	Two existing terminals serving two permanent and one occasional-use Inner Harbor berths at Berths 87—93	No change to Inner Harbor Terminals
Outer Harbor Terminal	Existing Omni Terminal	Two 100,000-square-foot terminals serving two berths
Parking for Cruise Ships		
Inner Harbor Parking (Berths 91–93)	Existing cruise ship surface parking (2,560 spaces)	4,600 spaces in two new 4-level structures (dedicated to Catalina and Inner and Outer Cruise Terminals) covering a 9.1-acre footprint and surface parking
Outer Harbor Parking	Existing Omni Terminal	400 surface parking spaces (dedicated to non-passengers)
Catalina Express Parking	Approximately 1,000 spaces under Vincent Thomas Bridge, shared with World Cruise Center	700 surface spaces under Vincent Thomas Bridge and 300 surface spaces shared with Inner Harbor Cruise Terminal

Elements	*Existing Conditions (CEQA Baseline)*	*Proposed Project*
PORTS O'CALL REDEVELOPMENT		
Development	Existing 150,000 square feet of commercial use and restaurants, surface parking	Redevelop 150,000 square feet of existing development and add 150,000 square feet of new development; new 75,000-square-foot conference center (total of 375,000 square feet of development)
Parking	Existing Ports O' Call surface parking; SP Railyard at bluffs	Berths 78–83: 400 surface (dedicated to Ports O' Call and Downtown Harbor) Bluff Site: 1,652 spaces in four new 4-level structures dedicated to Ports O' Call Berths 73–77: 330 existing surface spaces dedicated to Ports O' Call 22nd Street & Sampson Way: 256 new surface spaces dedicated to Ports O' Call
Southern Pacific Railyard Demolition	Railyard at bluff site adjacent to Ports O'Call between 6th Street and SP Slip used for storage of rail cars (primarily for Westway Terminal operations)	Removal of rail tracks for bluff parking
Waterfront Red Car Maintenance Facility (and Museum)	Maintenance facility currently exists near the intersection of Miner and 22nd Streets	17,600-square-foot maintenance facility to be developed at 13th Street within SP Railyard bluff site; Waterfront Red Car Museum would be located outside of the project area
Ralph J. Scott Fireboat Display	Fireboat is currently stored on land adjacent to Fire Station No. 112 at Berth 87	10,000-square-foot multi-level display south of Fire Station No. 112
Westway Terminal Demolition	14.3-acre liquid bulk terminal at Berth 70–71	Demolition of existing facilities (except historic Westway/Pan-American Oil Company Pump House) following closure by February 2009; future redevelopment for institutional/research and development use
Tugboats	Existing tugboat operations by Crowley and Millennium; Crowley Building located near Fire Station No. 112; Crowley tugboats located at Berth 86; Millennium tugboats at Berth 195; offices at 300 E. Water Street	Lease renewals and construction of two 10,000-square-foot buildings around the North Harbor; tugboat fleets to be located in the North Harbor
Los Angeles Maritime Institute	Existing operations out of temporary trailer near Berth 86	Lease renewal and reuse of existing Crowley Tugboat Building
S.S. Lane Victory	Existing location at Berth 94 with temporary trailer for administrative activities	Relocation from Berth 94 to North Harbor; new building up to 10,000 square feet with lease renewal
Jankovich & Son Fueling Station	Marine oil service station and storage facility in at Berth 74; 8 aboveground tanks hold ultra-low-sulfur diesel, biodiesel, gasoline, and kerosene; lease ends in 2007	Jankovich fueling station operations would cease June 2012, and the site would be decommissioned
New Berth 240 Fueling Station	Vacant site, formerly part of Southwest Marine, used by several ship building companies since 1918	A new fueling station would be developed at Berth 240, including waterside wharf and dock construction, as well as operation pursuant to a 20-year lease; operational by June 2012
Mike's Main Channel Fueling Station	Existing operations in Ports O'Call near SP Slip entrance; currently on a month-to-month lease	Continued operation at existing location
Catalina Express/Island Express	Current operations at Berth 96; required to relocate as a result of displacement under the China Shipping Project to Berth 95 (temporary location)	Relocation from Berth 96 or Berth 95 to Berth 94 in existing S.S. Lane Victory location on a permanent basis; relocate 8,500-gallon fueling dock; build 8,800 square feet of floating docks to accommodate 8–10 vessels; Island Express Helicopters to remain in place at Berth 95
TRANSPORTATION IMPROVEMENTS		
Sampson Way Expansion	Currently a two-lane roadway from 6th Street through Ports O'Call extending to 22nd Street near the Municipal Fish Market	Expansion to two lanes each direction from 7th Street, with curve near Municipal Fish Market to meet with 22nd Street; Waterfront Red Car tracks along east side of Sampson Way between 7th and 13th Streets, and switched to west side of Sampson Way between 13th and 22nd Streets
7th Street/ Sampson Way Intersection Improvements	Currently the intersection at 7th Street is a three-way intersection, with no access from Harbor Boulevard	Enhanced four-way intersection with modification of 6th Street connection, eliminating access to Sampson Way from Harbor Boulevard at 6th Street
Harbor Boulevard	Currently two lanes in each direction from Swinford Street to 22nd Street	Harbor Boulevard would remain at existing capacity with two lanes in each direction; landscaping improvements on west side of Harbor Boulevard south of 7th Street, and in the median starting at Swinford Street south to 22nd Street; Waterfront Red Car along east side of Harbor to Sampson Way
Surface Parking adjacent to Acapulco	Existing Sampson Way and circulation area	New 152-space surface parking lot adjacent to Acapulco Restaurant to serve 7th Street Harbor, Downtown Harbor, Town Square, and Acapulco Restaurant uses
Waterfront Red Car Extension	Waterfront Red Car extends from Swinford Street to 22nd Street along the east side of Harbor Boulevard, through the existing SP Railyard to the maintenance facility	Waterfront Red Car Extension to Cabrillo Beach, Outer Harbor, and City Dock No.1

2.4.2.1.1 Waterfront Access Design Considerations and Linkages for Pedestrians, Bicycles, and Watercraft

One of the key features of the proposed Project is to provide enhanced public access to the waterfront. Pedestrian and bicycle access to the San Pedro Waterfront is an important element that has been discussed in many forums in recent years. These nonvehicular access principles were incorporated to maximize the opportunity to access the waterfront in numerous locations by foot or bicycle. These principles are contained in the proposed Project and all alternatives.

The proposed Project and alternatives incorporate the following principles:

1. A continuous promenade. The promenade primarily would be along the water's edge except in areas where loading vessels or other maritime activity would make pedestrian access unsafe. This EIR includes specific segments of the promenade not already permitted or constructed as shown in Figures 2-4 and 2-5.
2. A continuous bike path through the proposed project area as shown in Figure 2-6A.
3. Connections to the California Coastal Trail as shown in Figure 2-6A.
4. A connection to the L.A. Harbor View Trail, west of Harbor Boulevard at Swinford Street as shown in Figures 2-6A and 2-6B.
5. Enticing and attractive connections from downtown San Pedro and residential areas to provide pedestrian access over the bluff and downtown to the waterfront.
6. Signage and hardscape treatment that clearly identifies pedestrian crossings and pedestrian access to the waterfront and downtown San Pedro.
7. Elimination of physical barriers to the waterfront, such as fences required for freight rail activity.
8. Design the Waterfront Red Car system with easy street-level boarding access by pedestrians, as opposed to high boarding platforms.
9. Maintenance of the water views, especially at street connections.

The Los Angeles Harbor Area California Coastal Trail Access Analysis (May 2005) report identifies existing portions of the California Coastal Trail, areas that need improvement, and missing links. It is the intent of the proposed Project to ensure that waterfront developments are designed to create linkage points to sections of the trail that lead outside the Port. The development of the San Pedro waterfront, which creates an appealing destination for bikers, hikers, and walkers, would serve as a catalyst for the Coastal Conservancy to undertake the development of those portions of the trail that are outside the port area.

The proposed Project and alternatives would provide a number of opportunities for trail development and linkages (see Figure 2-6A and B [referenced above]).

- **Waterfront promenade.** The promenade would serve as the California Coastal Trail along the waterfront (Figure 2-6A and B). This project includes sections of the waterfront promenade that provide linkages to promenade and parkway areas that were already permitted in the Waterfront Gateway Development Project, Waterfront Enhancements Project, and Cabrillo Way Marina Project (Figure 2-5). With the completion of the segments proposed in this document, the promenade would be continuous along the entire length of the proposed project area.

- **Coastal Trail.** Connections to the Coastal Trail would be provided through the following improvements:

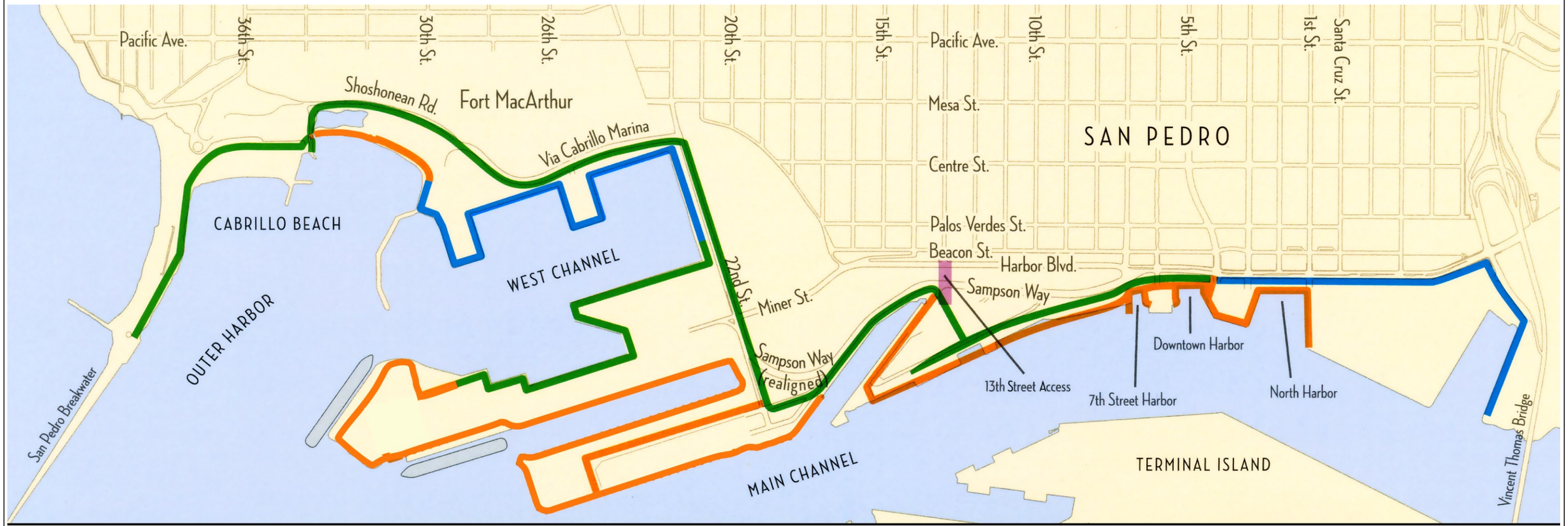
  - Improvements on the west side of Harbor Boulevard at Swinford Street, which were approved as part of the Waterfront Enhancements Project (LAHD 2006) provide an opportunity to connect to the L.A. Harbor View Trail, which reaches all the way to Western Avenue through a series of green spaces through Peck Park to Leland Park. The trail also extends from Bandini Canyon down to the existing walkway alongside the Harbor Boulevard ramp at Swinford Street. Improvements to this parcel were included in the Waterfront Enhancement Project but have not yet been constructed. In addition, a joint project between the Community Redevelopment Agency (CRA) and the Port at the site of the Caltrans Park and Ride is another project that creates an opportunity to enhance the connection to the L.A. Harbor View Trail.

  - LAHD is extending the California Coastal Trail to Wilmington along Front Street, John S. Gibson Boulevard, and Harry Bridges Boulevard to Avalon Boulevard. Connections to Wilmington and its open spaces will be analyzed in the Wilmington Waterfront EIR.

  - Pedestrian walkways, viewing areas, and picnic areas constructed along the Cabrillo Beach fishing pier and along Inner Cabrillo Beach as part of the Waterfront Enhancements Project will connect to the Lower Coastal Trail of the California Coastal Trail.

- **Upland connections.** The proposed Project and alternatives would provide upland connections through the following improvements:

  - **Crosswalks and pedestrian connections.** In accordance with the Harbor Boulevard Seam Study (SMWM 2008), connections would be provided at Swinford, O'Farrell, 1st, 3rd, 5th, 6th, and 7th Streets, 13th Street (pedestrian bridge), and 22nd Street. Vehicular access to the waterfront would also be provided at 1st, 3rd, 5th, 6th, and 7th Streets. To strengthen pedestrian access at these locations, destination landmarks and uses are recommended to be developed. These would serve as pedestrian gathering places and gateways to the waterfront. The proposed North Harbor would serve as a destination accessed from the 1st Street pedestrian connection, while the Downtown and 7th Street Harbors would serve as destinations directly accessed from the 5th, 6th, and 7th Street pedestrian connections. The 13th Street pedestrian connection would provide access to Ports O'Call.



Source: Port of Los Angeles, 8-26-08.

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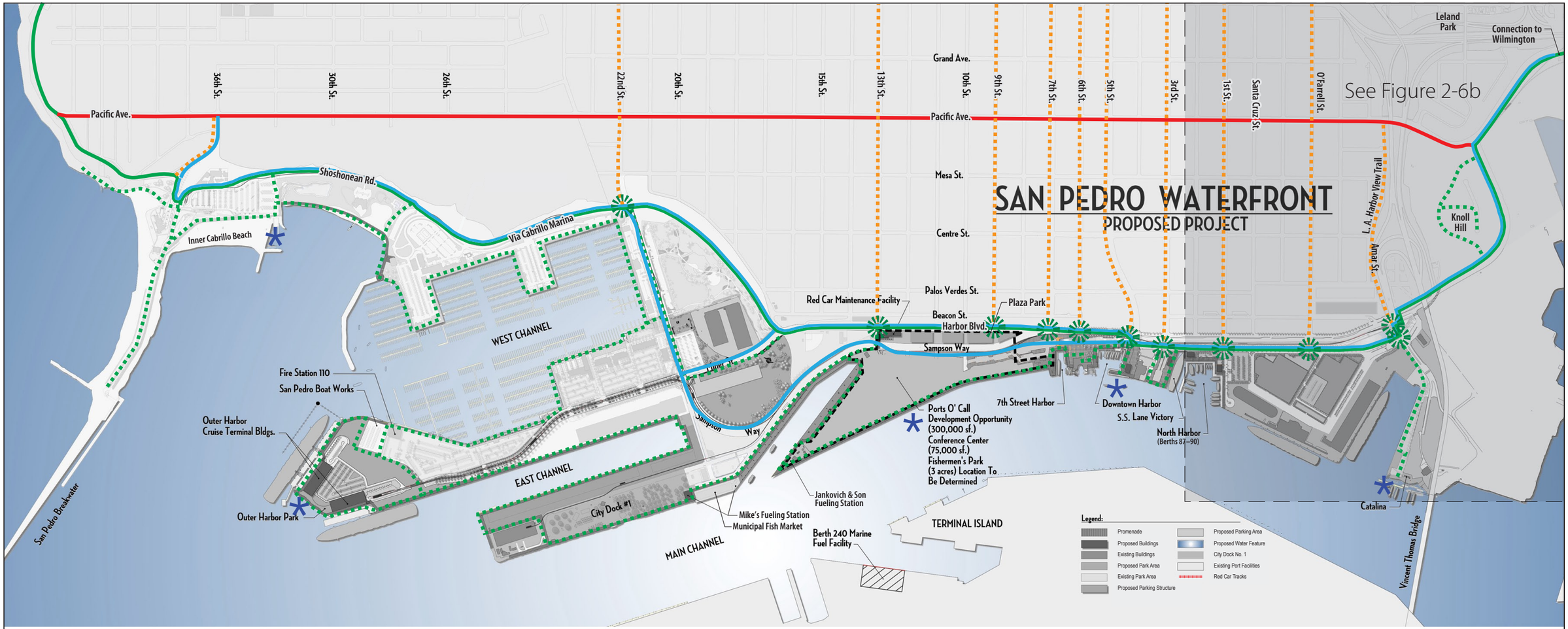
Figure 2-5
San Pedro Waterfront—Completed, Pending, and Proposed Promenade



Legend

- Upper Coastal Trail - Coastal Conservancy
- L.A. Harbor Coastal Trail *
- L.A. Harbor Coastal Trail Spurs *
- L.A. Harbor Bike Path
- Possible Trail Connectors
- Water Taxi Stops *
- Port Connector Nodes to Upper Coastal Trail

* *Conceptual, subject to final design.*

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Feet

Source: Port of Los Angeles, 9-4-08.

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Figure 2-6a
San Pedro Waterfront—Harbor Coastal Trail Connections

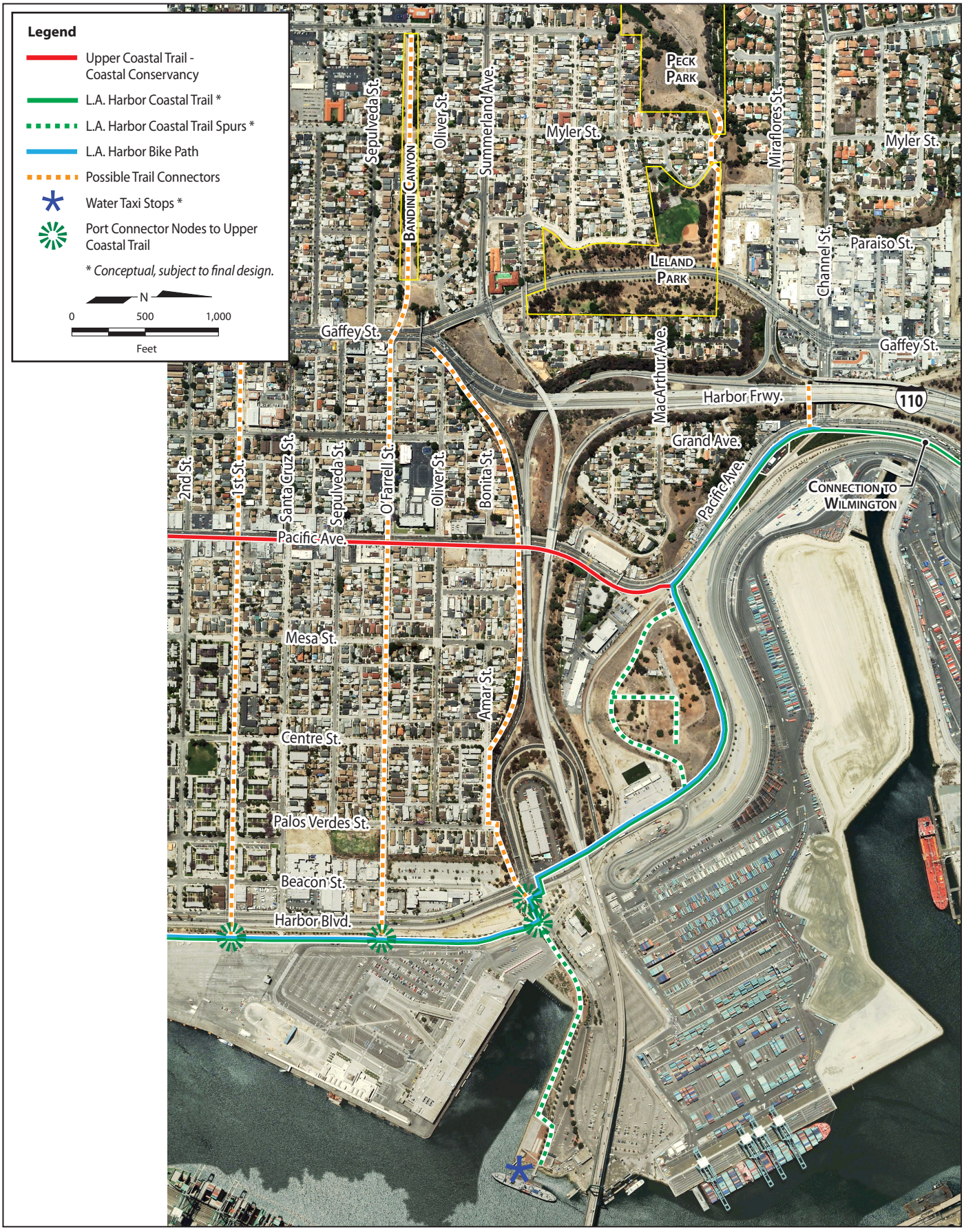

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Figure 2-6b
San Pedro Waterfront—Harbor Coastal Trail Connections

- **Plaza Park.** The current grade differential between the waterfront and downtown San Pedro south of 7th Street creates a barrier for pedestrians to access the waterfront below the bluff. Plaza Park has a staircase down to Harbor Boulevard, however, the current park is not very inviting. The China Shipping Container Terminal Project includes a mitigation measure for the Port to reconstruct Plaza Park. The proposed Project would be designed to enhance access from the park to the waterfront.

- **Access to Ports O'Call from 9th to 13th Street.** Buildings or parking structures constructed west of Ports O'Call under the bluff would have rooftops designed for pedestrian access (while still accommodating solar panels), viewing areas, and walkways to entice pedestrians to venture down staircases to the waterfront and Ports O'Call. A Waterfront Red Car maintenance area will be provided below the bluff along the existing rail track area. The proposed Project would include a new pedestrian bridge at 13th Street spanning Harbor Boulevard and Sampson Way. Figure 2-7 shows a more detailed view of the bridge. The pedestrian bridge would include an overlook and be constructed over the proposed Waterfront Red Car Maintenance Facility at the bluff to provide access to Ports O'Call. Future development opportunities below the bluff would also be guided by these principles.

- **Waterside Access.** The Marina area in front of Ports O'Call would include slips for transient boat access to promote usage by visitors from other areas who arrive by boat. In addition, this area would also provide the optimum location for connections to a water taxi service (Figure 2-6A) to allow people to travel from one attraction to another (e.g., from Outer Harbor Park to Ports O'Call) or from one waterfront development to another (e.g., Long Beach to San Pedro) without using their automobiles.

2.4.2.1.2 Waterfront Promenade

The proposed Project would feature a continuous promenade measuring approximately 30 feet wide along the waterfront extending throughout the entire project area. The promenade would tie in to promenade elements that are already in place or are being constructed (Figure 2-5). At the northern end of the project area, the proposed waterfront promenade would complement the existing improvements that were completed as part of the Waterfront Gateway Project, which included the cruise ship promenade, Gateway Plaza and Fanfare Fountains, and Harbor Boulevard Parkway from Swinford to 5th Street. In the West Channel area, the proposed waterfront promenade would connect to the promenade that was approved as part of the Cabrillo Way Marina Project in November 2003 (pending construction), which would extend from the 22nd Street Landing area, along the water's edge through the proposed marina area, toward the end of Kaiser Point. The proposed waterfront promenade would also connect to the promenade approved as part of the Waterfront Enhancements Project in 2006 (pending construction), which provides for a promenade extending from 5th Street (at the terminus of the Waterfront Gateway Harbor Boulevard Parkway) through Ports O'Call as a "paseo" on the landside of the Ports O'Call commercial buildings, around the S.P. Slip, west on 22nd Street, and to

Cabrillo Beach and the federal breakwater via Shoshonean Road and Via Cabrillo Marina.

The promenade would generally include a boardwalk, railing, lighting, pedestrian signage, landscaping, and seating. The promenade components would further develop the California Coastal Trail along the San Pedro Waterfront (Figure 2-6), providing signage and linking open spaces and points of interest. The promenade would run along the edges of the proposed new harbors. The development of the waterfront promenade is anticipated to attract hundreds more visitors to the waterfront on a daily basis, with higher visitation on fair-weather weekends. Figures 2-4 and 2-5 depict the location of the proposed promenade.

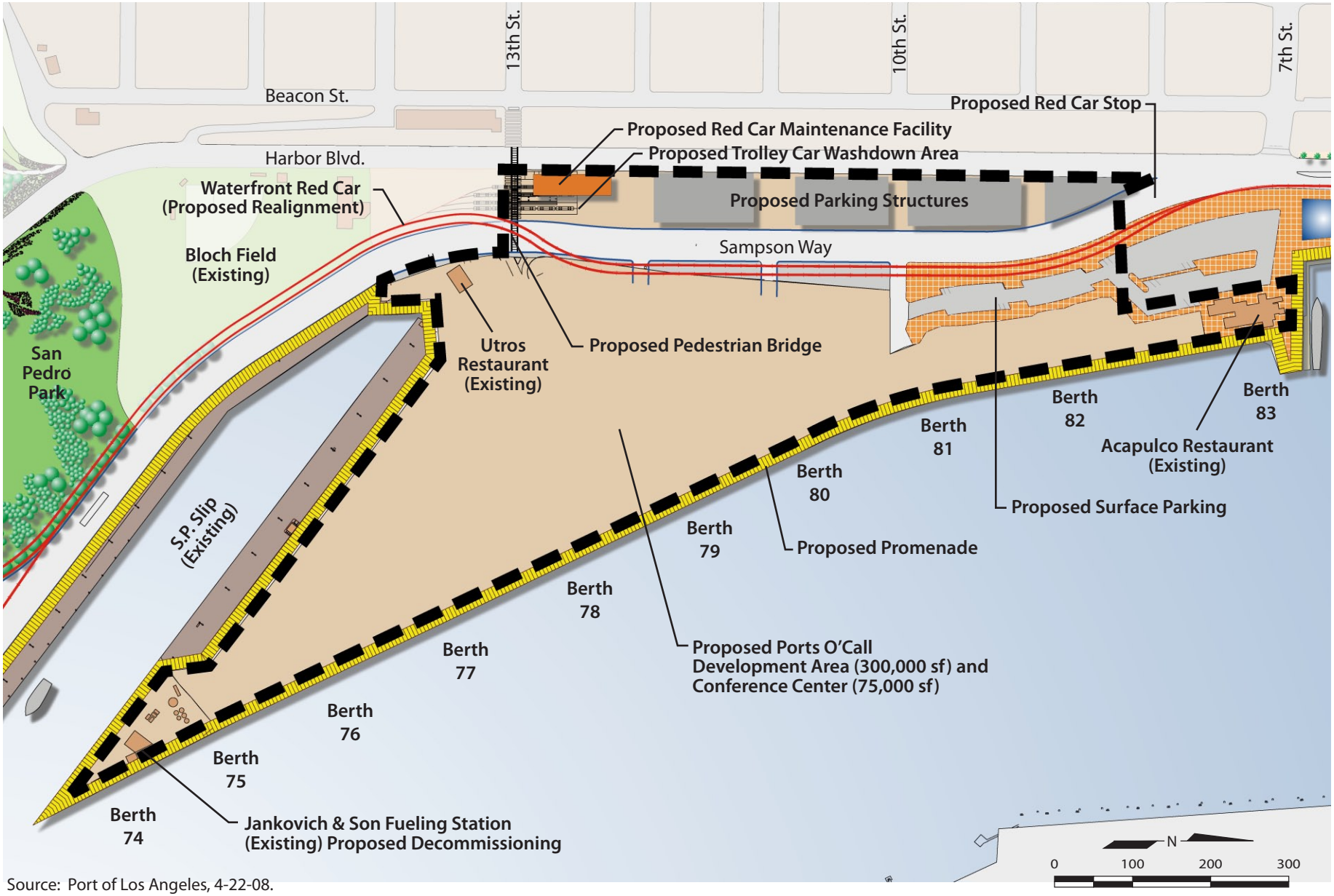
The promenade would entail construction of approximately 58,900 square feet of new wharf structures and approximately 14,300 square feet of floating docks, and would require the installation of approximately 419 piles to support the new promenade and docks. Prior to construction of the new promenade, approximately 36,400 square feet of existing wharf decks, and approximately 53,500 square feet of existing floating docks, would be demolished. The existing floating docks, including 126 marina slips, would be removed and would be replaced as part of construction of the Cabrillo Way Marina Phase II (Cabrillo Way Marina) Project. However, the new promenade and docks would facilitate existing water uses (i.e., sport fishing, harbor tours, etc), and add new transient boating opportunities. See Section 2.4.2.2.2, "Ports O'Call Redevelopment," for further information and a detailed plan of proposed development within Ports O'Call.

An existing mudflat and wood bulkhead would be replaced with a new sheet pile bulkhead (approximately 150 linear feet), and installation of approximately 32 piles and construction of a new 10,500-square-foot deck as part of the promenade. Impacts to the mudflat would be mitigated as part of the proposed Project at Salinas de San Pedro Salt Marsh.

The promenade would continue around the northern side of S.P. Slip, lining the slip as a "working promenade" featuring the operating commercial fishing fleet activities. The promenade in this location would be constructed off the water's edge to provide space for the commercial fishing activities and storage of fishing equipment and nets. The promenade would be constructed across the existing Jankovich fueling station site upon decommissioning of the site.

The promenade would extend to the south toward City Dock No. 1, along the edge of the Main Channel providing access to Warehouse No. 1. The promenade would, to the maximum extent feasible, be integrated into the future land and water uses at City Dock No. 1, which is programmatically addressed as institutional uses, with no specific proposal at this time. The promenade in this area would entail construction of approximately 66,000 square feet of new structures over the water, supported by the installation of approximately 224 new piles.

The promenade would extend along both sides of the East Channel and continue to the proposed Outer Harbor Park and Cruise Terminals. The future alignment of the promenade would extend along the waterfront from the terminus of the proposed



Source: Port of Los Angeles, 4-22-08.
Conceptual, subject to final design.

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Figure 2-7
San Pedro Waterfront—Ports O'Call and S.P. Slip

promenade approved as part of the Cabrillo Way Marina Project (see Figures 2-4 and 2-5 for location of Cabrillo Way Marina Project promenade as approved, and integration of proposed waterfront promenade), across the San Pedro Boatworks site (but could be built around the site pending contaminant remediation) to the proposed Outer Harbor Park and terminal area. The Cabrillo Way Marina Project was approved by LAHD in November 2003, and is independent of the proposed Project. An addendum to the EIR was prepared in April 2008 due to minor project changes, and construction is expected to be completed in June 2011. An existing waterfront promenade currently extends along the water's edge around the Watchorn Basin past Cabrillo Way Marina Phase I.

The proposed Project includes extension of the promenade from the Cabrillo Way Marina along the waterside of the existing Cabrillo Beach Youth Camp and the Salinas de San Pedro salt marsh. This section of the promenade would be constructed on approximately100 pilings approximately 18 to 19 feet above the mean higher high water (MHHW) mark, and would be approximately 1,500 linear feet. The promenade in this area would also include construction of a new wharf structure (approximately 31,500 square feet). The promenade would span the 25-foot-long opening of the salt marsh and cover approximately 750 square feet. Figure 2-8 shows a more detailed plan of the waterfront promenade along the Cabrillo Beach Youth Camp and Salinas de San Pedro salt marsh area.

2.4.2.1.3 New Harbor Water Cuts

The proposed Project includes the development of three new harbors: the North Harbor, Downtown Harbor, and 7th Street Harbor. The construction of the new harbors would require excavation and dredging to create the approximately 7 acres of new surface water as summarized in Table 2-3 below.

Table 2-3. Summary of Proposed Harbor Water Cuts

	Water Area Created (+4.8MLLW[1])		*Volume of Excavation/ Dredging (Cubic Yards)*
Project Element	*Square Feet*	*Acres*	
North Harbor	217,800	5.0	442,000
Downtown Harbor	65,300	1.5	137,000
7th Street Harbor	14,000	0.32	26,000
Total	**297,100**	**6.82**	**605,000**

[1] Mean Lower Low Water (MLLW): A tidal datum. The average of the lower low water height of each tidal day observed over the National Tidal Datum Epoch.

North Harbor

The North Harbor would include a 5.0-acre water cut located at Berths 87–90 that would accommodate the Crowley and Millennium tugboats (approximately 12 vessels) and the historic naval ship, the S.S. Lane Victory (to be relocated from Berth 94). Additional details about the tugboats and the S.S. Lane Victory are provided in Sections 2.4.2.2.7 and 2.4.2.2.9, respectively, and are shown on Figure 2-9 along with the North Harbor features described below.

The harbor cut would extend from the existing water's edge to approximately 50 feet east of the Harbor Boulevard parkway improvements. Construction of the North Harbor would displace the temporary cruise ship berth at Berths 87–90 that is occasionally used. Construction of the North Harbor would involve:

- removal of the existing bulkhead and wharf structure (approximately 700 linear feet; 34,800 square feet),
- excavation and dredging of approximately 442,000 cubic yards,
- installation of perimeter sheet pile bulkheads (approximately 1,600 feet),
- installation of approximately 140 piles,
- construction of new floating docks (approximately 25,200 square feet),
- installation of rock slope protection (approximately 45,000 square feet) below the high tide line, and
- removal/abandonment of an existing 18-inch diameter fuel surge line that belongs to the U.S. Navy in order to create the North Harbor and parking structures for the cruise terminals.

Downtown Harbor

The Downtown Harbor would include a 1.50-acre water cut to accommodate the Los Angeles Maritime Institute's TopSail Youth Program vessels, Port vessels, and other visiting ships. Figure 2-10 shows a plan for the Downtown Harbor project elements (also shown in this figure are the 7th Street Harbor, 7th Street Pier, Town Square, and Downtown Civic Fountain, each discussed in more detail below). Harbor vessels that are expected to be docked in the Downtown Harbor include approximately two survey boats, the Angelena II, and approximately four to five Port Police boats. The TopSail Youth Program vessels consist of four tall-ship sailing vessels that would be berthed in the Downtown Harbor, including the 70-foot-long topsail schooner *Swift of Ipswich*, the 136-foot-long gaff-topsail schooner *Bill of Rights*, and the 90-foot-long Twin Brigantines *Irving Johnson* and *Exy Johnson*. The Los Angeles Maritime Institute (LAMI) requires two 120-foot-long berths, and one 95-foot-long berth, as well as space for visiting tall ships. Additional details about LAMI's operations are provided in Section 2.4.2.2.8 below. The remaining docks would be for public/visiting vessels.

The water cut would move the existing water's edge approximately 160 feet to the west of the existing Main Channel. The existing wharf at Berth 86 would be

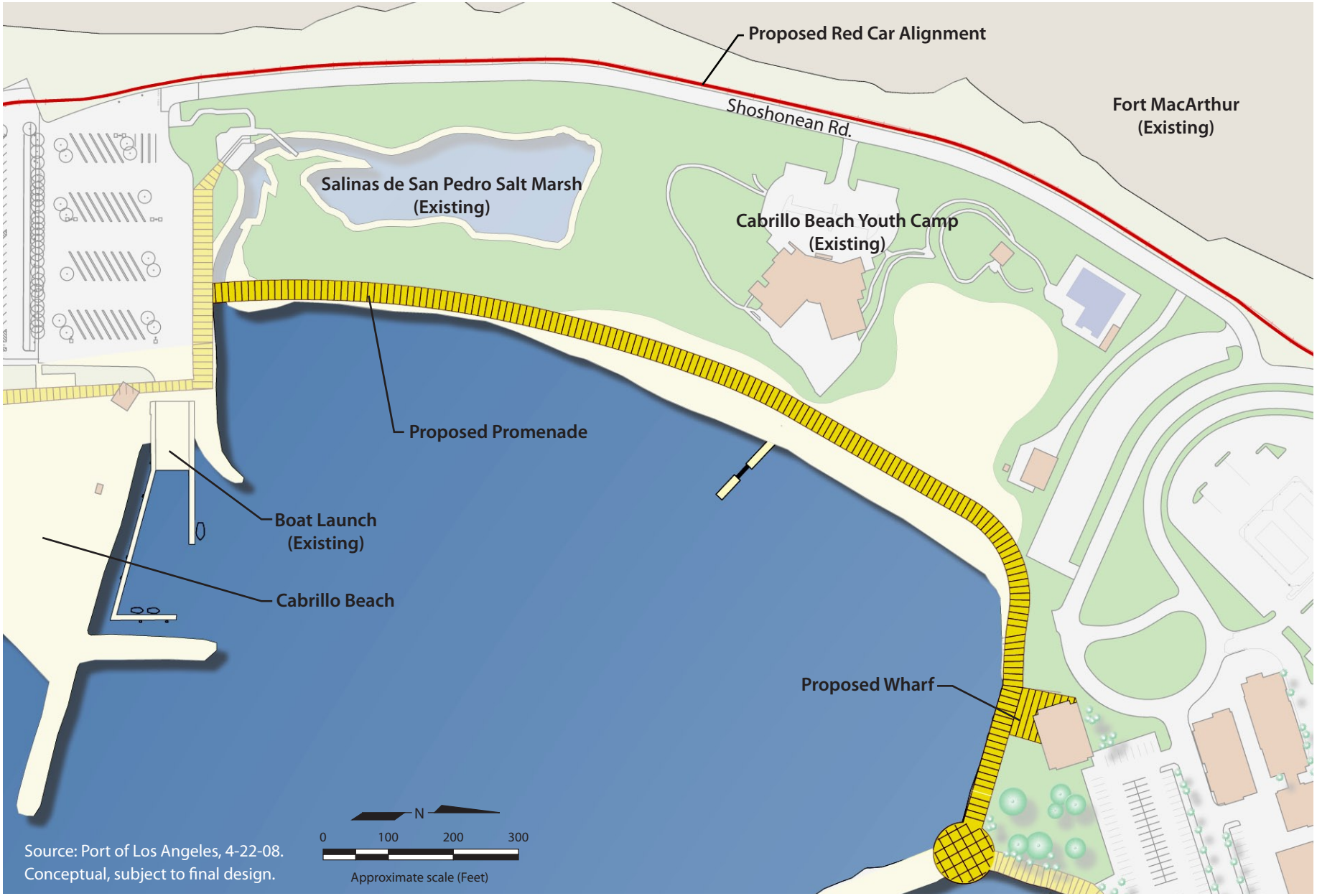

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Figure 2-8
San Pedro Waterfront—Salt Marsh and Cabrillo Beach Youth Camp Area

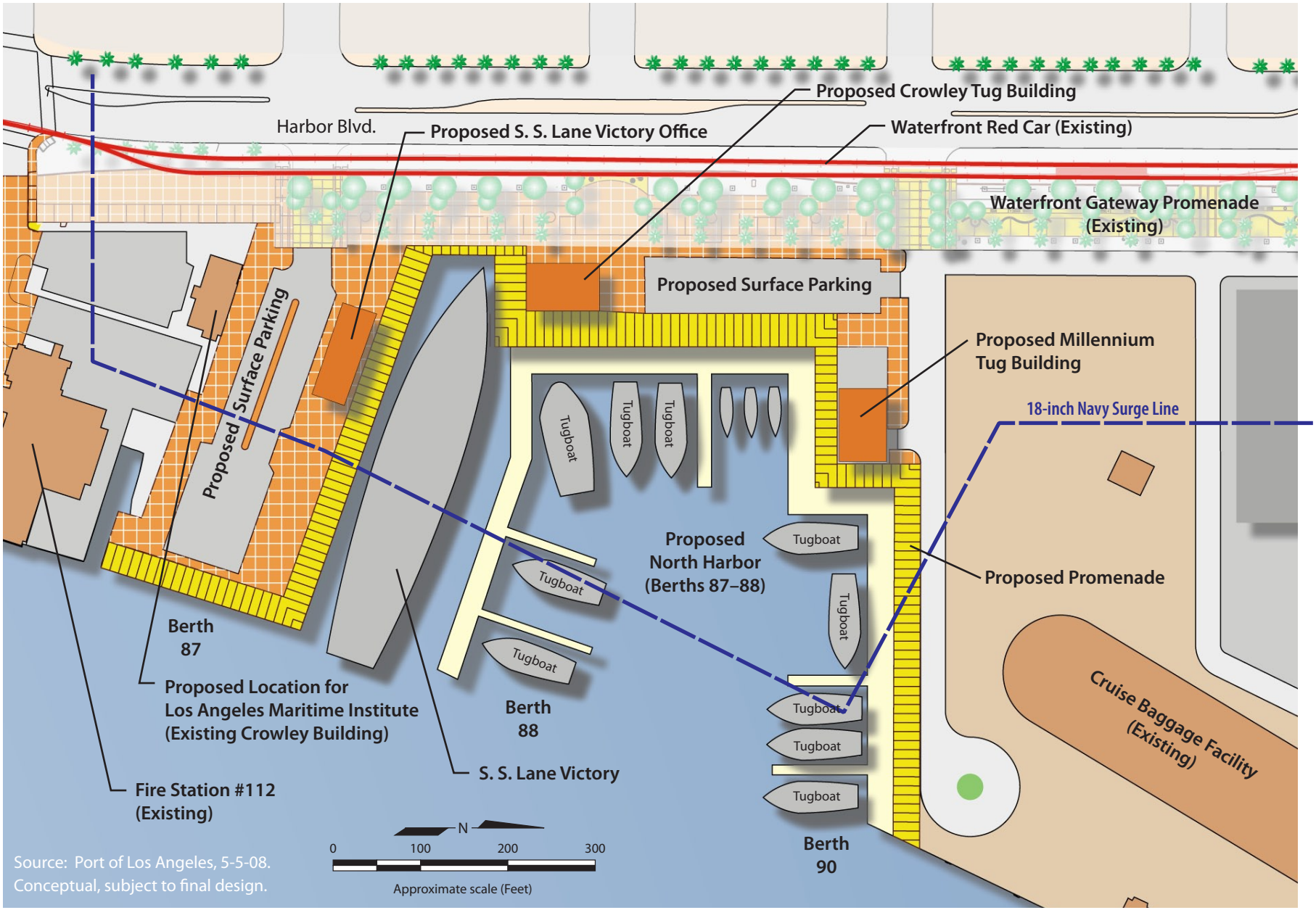

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Figure 2-9
San Pedro Waterfront—North Harbor

modified to provide access to the new harbor. Relocation of the existing uses in this area—including the temporary facility for the TopSail Youth Program at Berth 87 and surface parking—would be required.

Construction of the Downtown Harbor would involve:

- removal of existing docks (approximately 1,600 square feet),
- excavation and dredging of approximately 137,000 cubic yards,
- installation of perimeter sheet pile bulkheads (approximately 770 linear feet),
- installation of approximately 35 piles,
- construction of a new plaza wharf deck (approximately 7,800 square feet),
- construction of new floating docks (approximately 27,100 square feet), and
- installation of rock slope protection (approximately 17,000 square feet) below the high tide line.

7th Street Harbor

The 7th Street Harbor would include a 0.32-acre water cut for visiting public/vessels near the Los Angeles Maritime Museum. This harbor would share docking space with the Downtown Harbor and would provide additional berthing opportunities for visiting tall ships that call at the Port approximately every 2 years. The new harbor would feature the 7th Street Pier (described below). Figure 2-10 (referenced above) shows a more detailed plan for the 7th Street Harbor project elements (also shown in this figure are the Downtown Harbor, Town Square, Downtown Civic Fountain, and 7th Street Pier).

Construction of the 7th Street Harbor would involve:

- removal of a portion of the existing bulkhead (approximately 140 linear feet),
- removal of existing docks (approximately 2,400 square feet),
- excavation and dredging of approximately 26,000 cubic yards,
- installation of perimeter sheet pile bulkheads (approximately 430 linear feet),
- installation of 26 piles,
- construction of new floating docks (approximately 9,500 square feet), and
- installation of rock slope protection (approximately 8,000 square feet) below the high tide line.

2.4.2.1.4 7th Street Pier

The 7th Street Pier would be the public dock for short-term berthing of visiting vessels and would be located within the 7th Street Harbor, adjacent to the Los

Angeles Maritime Museum. Figure 2-10 (referenced above) shows a more detailed plan for the 7th Street Pier project element (also shown in this figure are the Downtown Harbor, 7th Street Harbor, Town Square, and Downtown Civic Fountain).

Construction would involve demolition of the porte cochere at the existing Acapulco Restaurant, removal of existing surface parking (21 spaces), which would be replaced in a new surface lot to the west of the Acapulco Restaurant, and demolition of approximately 12 marina slips and a portion of the floating dock (4,000 square feet). Existing marina slips would be replaced as part of the Cabrillo Way Marina Project.

The construction of the pier would involve demolition of approximately 5,400 square feet of existing floating docks and construction of approximately 5,800 square feet of structures for the new pier, to be supported by the installation of 52 piles.

2.4.2.1.5 Town Square

The Town Square would comprise approximately 0.79 acre in front of the existing Los Angeles Maritime Museum (historic San Pedro Municipal Ferry Building) at the foot of 6th Street. This area would incorporate a portion of the downtown promenade and approximately 3 parking spaces for disabled visitors to meet Americans with Disabilities Act (ADA) requirements for the Los Angeles Maritime Museum. Vehicular access would be permitted on a limited basis as needed. The finish materials would be decorative stone pavers with similar paving materials for the roadway and parking. The Town Square is anticipated to accommodate approximately 170 people for formal seating engagements.

Demolition of the existing street (6th Street), sidewalks, and surface parking would be required. Relocation of the existing Waterfront Red Car Line alignment would also be required to remove the Red Car line from this area and realign both tracks to extend along the east side of Harbor Boulevard adjacent to John S. Gibson Jr. Park. Figure 2-10 (referenced above) shows a more detailed plan for the Town Square project element (also shown in this figure are the Downtown Harbor, 7th Street Harbor, 7th Street Pier, and Downtown Civic Fountain).

2.4.2.1.6 Downtown Civic Fountain

The Downtown Civic Fountain would be adjacent to the Town Square. The water feature would be designed to complement the civic setting of the adjacent San Pedro City Hall Building, Maritime Museum, and the Town Square.

2.4.2.1.7 John S. Gibson Jr. Park

John S. Gibson Jr. Park is an existing 1.61-acre park located south of the 5th Street green. The proposed Project would maintain the existing memorials at the park and enhance their surroundings to highlight their historical and cultural significance with

improved hardscape, landscaping, lighting, and interpretive signage elements. The proposed improvements would be designed to enhance pedestrian access to and throughout John S. Gibson Jr. Park and the memorials, and to position the park as an integral element in the Downtown Harbor district. Figure 2-10 shows a more detailed plan of John S. Gibson Jr. Park within the proposed Downtown Harbor district.

2.4.2.1.8 Fishermen's Park

The proposed Fishermen's Park would encompass approximately 3 acres within Ports O'Call and would be designed as an integral feature of the commercial development proposed for Ports O'Call under this project (described below under Section 2.4.2.2.2). Fishermen's Park would be designed to accommodate Ports O'Call visitors, encourage harbor viewing, allow for picnicking, and host special events. It would incorporate landscaping, hardscape, outdoor furniture, lighting, a water feature, and an amphitheater with lawn seating for 500 people. Parking for Fishermen's Park would be shared with the Ports O'Call commercial development. The precise location of the proposed park within Ports O'Call is currently unspecified as it will be integrated into a larger development plan for the redevelopment of the entire Ports O'Call area.

2.4.2.1.9 Outer Harbor Park

The proposed Outer Harbor Park would encompass approximately 6 acres at the Outer Harbor and would be designed as an integral feature and complementary to the secure operations of the proposed Outer Harbor Cruise Terminals (described below under Section 2.4.2.2.1). Figure 2-11 shows a plan of the proposed Outer Harbor Park within the Outer Harbor Cruise Terminal area. The Outer Harbor Park would be designed to maximize harbor views, facilitate public access to the water's edge, encourage special events, and segregate park visitors from the secure areas of the proposed Outer Harbor Terminals consistent with the security plan required to operate the Outer Harbor Cruise Terminals. The Outer Harbor Park would incorporate landscaping, hardscape, lighting, signage, and outdoor furniture.

The Outer Harbor Park would provide 60 parking spaces and incorporate access to the proposed Waterfront Red Car Line stop proposed as part of the Waterfront Red Car Line extension to the Outer Harbor.

2.4.2.1.10 San Pedro Park

The proposed San Pedro Park would encompass 18 acres located north of 22nd Street, south of Crescent Avenue, and west of Sampson Way. The proposed San Pedro Park would be designed to expand on and complement the 16-acre 22nd Street Landing Park that was previously approved under the Waterfront Enhancements Project. Figure 2-12 shows a more detailed plan for San Pedro Park.

San Pedro Park would be designed to foster waterfront gatherings, host special civic and cultural events, encourage recreation, and allow for children's play areas. The San Pedro Park would also be designed to include an informal amphitheater for harbor viewing and hosting waterfront events and concerts with lawn seating for approximately 3,000 people. The park would include botanical and culturally themed gardens, an overlook for harbor viewing, a sculpture garden, public art, water features, promenades, children's play areas, picnic areas, and an expansive lawn to host special events, including movies/theater/performances in the park. Landscaping, hardscape, lighting, signage, and outdoor furniture would be incorporated into the park.

San Pedro Park would provide 500 parking spaces, partially overlaying the GATX Annex site, and would incorporate access to the proposed Waterfront Red Car Line stop at 22nd and Miner Streets proposed as part of the Waterfront Red Car Line realignment associated with the Sampson Way improvements proposed under this project.

2.4.2.1.11 Reuse of Warehouses Nos. 9 and 10

Warehouses Nos. 9 and 10 and associated backland area would be adapted for low-intensity community-serving commercial or educational reuse that would be incorporated as an integral element of, San Pedro Park. Figure 2-12 shows the location of Warehouses Nos. 9 and 10 within the proposed San Pedro Park. Warehouse No. 9 is 70,000 square feet, and Warehouse No. 10 is 87,500 square feet, for a total of 157,500 square feet.

2.4.2.2 New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants

The proposed Project includes new development and/or redevelopment opportunities for commercial- and maritime-related uses, development of new cultural attractions, relocation and/or renewal of existing tenant leases, expansion of the cruise ship facilities, and provision of associated parking facilities. Each of the proposed project components is described in additional detail below.

2.4.2.2.1 Cruise Ship Facilities

Berths and Terminal Facilities

The proposed Project would include upgrading Berths 45–47 for use as a cruise ship berth in the Outer Harbor to accommodate the berthing of a Freedom Class (1,150 feet-long requiring a 1,250 foot-long berth) or equivalent vessel. These berths would replace the cruise ship berth occasionally used at Berths 87–90 that would be displaced by construction of the North Harbor water cut. The proposed Project also would include the construction of a new cruise ship berth at Berths 49–50 in the

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Figure 2-11
San Pedro Waterfront—Outer Harbor Cruise Terminals and Berths, Outer Harbor Park

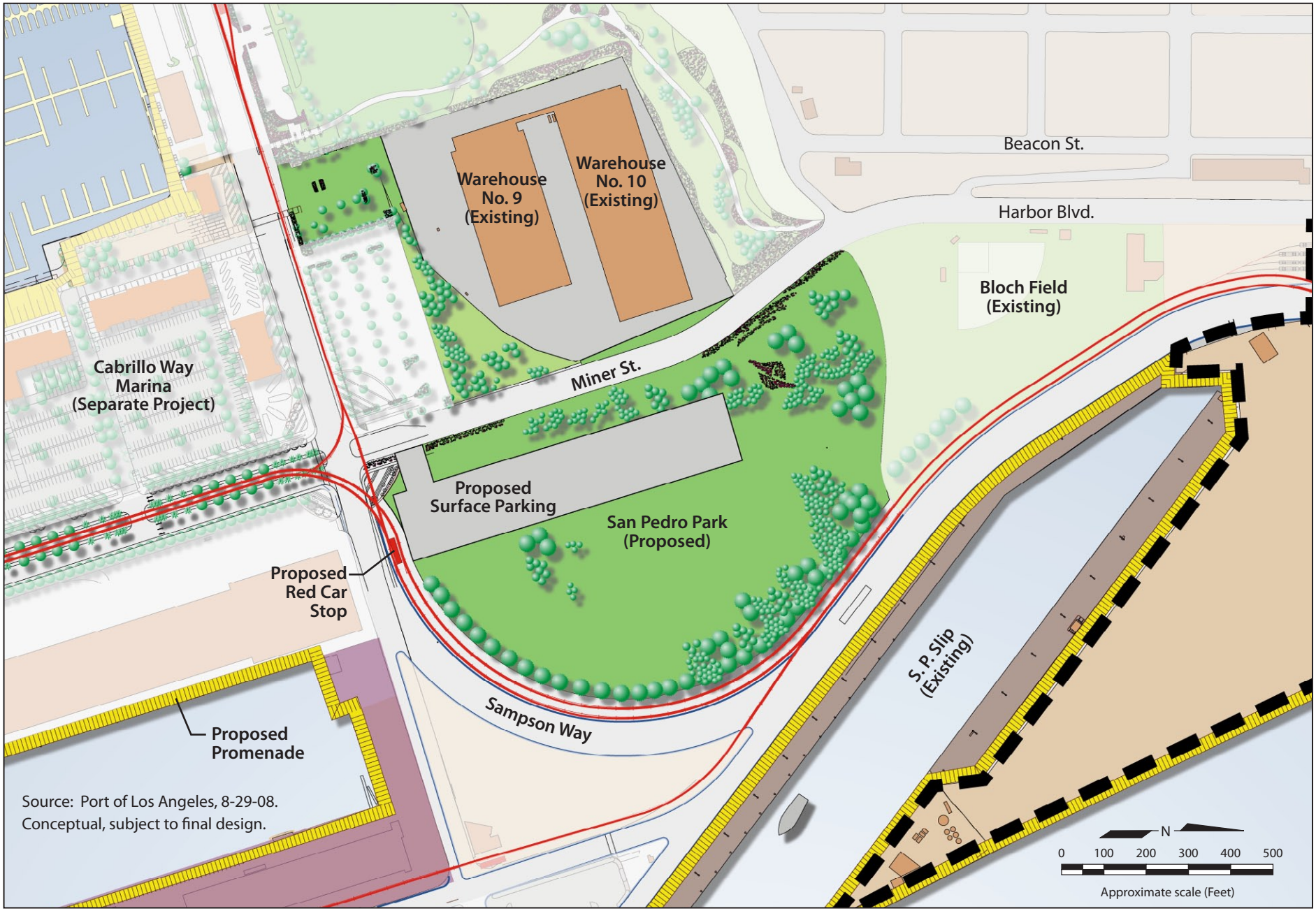

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Figure 2-12
San Pedro Waterfront—San Pedro Park

Outer Harbor that would accommodate a second Freedom Class or equivalent vessel. Figure 2-11 shows a more detailed plan for the Outer Harbor berths and cruise terminals (also shown is the Outer Harbor Park discussed above in Section 2.4.2.1.9).

The proposed Project would include construction of two new, 2-story terminals that would total up to 200,000 square feet (approximately 100,000 square feet each) in the Outer Harbor. The terminals would be designed to be able to accommodate the simultaneous berthing of two Freedom Class or equivalent cruise vessels at Berths 45–47 and Berths 49–50, while satisfying the security requirements essential to operate a cruise terminal. The Outer Harbor Cruise Terminals would be designed to attain LEED-Gold status consistent with the Port of Los Angeles Green Building Policy. The Outer Harbor Cruise Terminals would be designed to accommodate public access from the proposed Waterfront Red Car Line extension to the Outer Harbor. The Outer Harbor Cruise Terminals would incorporate the proposed Outer Harbor Park as an integral feature that would be complementary to the secure operations of the Outer Harbor Cruise Terminals (See Section 2.4.2.1.9 above); park visitors would be separated from the secure areas of the cruise terminals.

Proposed waterside work includes adding mooring and breasting dolphins (pilings). The upgrade of Berths 45–47 would involve demolition of approximately 1,900 square feet of existing floating docks. New construction would include installation of approximately 288 piles and construction of an approximately 40,100-square-foot marine structure with approximately 2,200 square feet of new floating docks. Floating security barriers would be deployed at Berths 45–47 to maintain an approximately 75-foot secure perimeter around the proposed cruise vessel berth and to maintain unimpeded access to the West Channel marinas (shown on Figure 2-4). This barrier would consist of buoys anchored to the bottom of the Outer Harbor, but would not create a barrier for fish or marine mammals beneath the surface of the water. Final approval of the barrier by the U.S. Coast Guard (USCG) would be subject to a security plan for the terminal and berth that would be prepared and submitted for review during a future design phase. The USCG has indicated a willingness to work with the LAHD to ensure that adequate access is maintained into and out of the marinas in the West Channel while providing appropriate security for proposed cruise ships at Berths 45–47.

The proposed new berth at Berths 49–50 would include installation of a 200-foot wharf extension of approximately 220 piles and construction of an approximately 51,900-square-foot marine structure.

Cruise Ship Operations

Cruise operations are projected to increase over time as cruise ships become larger, and more demand is anticipated for cruise vacations in the future. Levels of activity at the Cruise Center during the CEQA baseline year (2006) are compared to the proposed Project and summarized in Table 2-4. Cruise terminal operational projections were provided by Bermello Ajamil & Partners (2006) in the 2006 Port of Los Angeles Cruise Study, and the background on the existing cruise operations as well as the project purpose are discussed in Sections 2.2.5 and 2.3, respectively.

Modeling of the activity at the proposed project site shows that cruise terminal operations would reach their maximum demand at year 2037.

Table 2-4. Project Throughput (Cruise Operations)

Project Element	*CEQA Baseline (2006)*	*Proposed Project*	
		2015	*2037*
Annual cruise ship calls	258	275	287
Cruise ship calls (monthly average)	22	23	24
Number of Inner Harbor berths	3*	2	2
Number of Outer Harbor berths	0	2	2
Total number of cruise ship berths	3	4	4
Annual cruise passengers**	1,150,548	1,440,946	2,257,335
Passengers/ ship (annual average)	2,235	2,620	3,934
Maximum daily passenger throughput	14,540	20,959	31,472
Cars parking	1,840	2,875	4,317
Cars drop-off	1,064	1,663	2,497
Taxis	2,287	3,574	5,367
Buses	66	104	156
Total vehicles	5,257	8,216	12,337
Notes: *Non-permanent occasional-use berth at Berth 87 **Passenger quantity counts every time a passenger embarks and disembarks a cruise vessel			

Ship calls are projected to increase from 258 ship calls in 2006, to 275 ship calls by 2015 (project build out), and up to 287 ship calls by 2037 (end of planning horizon). Cruise ship calls would increase from 22 per month on average in 2006, to 23 per month on average by 2015, and 24 per month on average by 2037. Peak monthly ship calls are projected to increase from 36 per month in 2006, to 38 by 2015, and 40 by 2037.

Passenger throughput is anticipated to increase over the project horizon from 1,150,548 passengers in 2006, to 1,440,946 passengers per year by 2015 (project build out), and up to 2,257,335 passengers per year by 2037 (end of planning horizon for cruise terminals). This is due to a combination of the number of cruise ship calls increasing, combined with an anticipated increase in the size of the ships. Ship capacities could reach up to 4,500 passengers per ship beyond 2015 through the remainder of the planning horizon, with annual average passengers per ship increasing from 2,235 in 2006, to 2,620 in 2015, and 3,934 by 2037.

As discussed above under Section 2.2.5 “Existing Cruise Ship Operations,” cruise traffic to the Port is seasonal and peaks between October and April, with a marked

decrease in the summer months. There are occasions when there would be no cruise ships in Port on certain days, and other occasions when all four berths would be occupied simultaneously. In 2006, the Cruise Center accommodated its highest monthly passenger count of 66,765 passengers during a peak month in December, and experienced its lowest monthly passenger count of approximately 20,000 in August. Peak monthly passengers are projected to increase to 262,080 in 2015 and 419,328 by 2037. Similarly, the low monthly passenger counts would increase to 87,360 by 2015 and 139,776 by 2037. The maximum daily throughput in 2006 was 14,540 passengers, which is projected to increase to 20,959 passengers by 2015 and 31,472 passengers by 2037.

Ships are anticipated to stay in the Port for approximately 12 hours per call. Weekends will remain the key days for the operations of cruise ships, and it is anticipated that by 2020 four ships per day will call on the Port on Mondays, Fridays, Saturdays, and Sundays. Midweek, cruise ship calls to the Port will be inconsistent and difficult to project. (Chase pers. comm.)

Parking for Cruise Ships

The proposed upgrades to Berths 45–47, the construction of a new cruise berth and terminal facility at Berths 49–50 in the Outer Harbor, and projected increase in ship calls and passengers at Berths 91–93 would require additional parking facilities. The parking for the combined cruise ship facilities would be located in the Inner Harbor and Outer Harbor. Each of the parking areas is described below.

Inner Harbor Parking (Berths 91–93)

Berths 91–93 would provide a total of approximately 4,600 parking spaces, inclusive of the 1,500 existing surface spaces, in a combination of surface and structured parking areas. Two proposed multi-tiered parking structures would be developed at the existing Cruise Center and would be 4-level structures. In accordance with the Harbor Boulevard Seam Study (SMWM 2008), visual issues were examined specifically relating to the proposed cruise terminal parking structures.

A diagonal pairing concept was recommended as the preferred parking structure footprint. Two separate structures, parallel to the existing cruise terminal at Berth 93 but offset from Harbor Boulevard at a 45° angle, were recommended as the preferred development option. Additionally, each floor of the structures was incrementally stepped back from Harbor Boulevard, reducing the structures' vertical massing envelope along Harbor Boulevard, starting at 2 levels (22 feet high) adjacent to Harbor Boulevard, increasing to 3 levels (32 feet high), and ultimately to 4 levels (42 feet high) closest to the Main Channel.

The proposed parking structures would cover a footprint of approximately 9.1 acres within the project site. The footprint and massing of the proposed parking structures preserve view corridors at O'Farrell, Santa Cruz, and 1st Streets while meeting the parking requirements for the cruise terminals. In addition to location and massing, façade treatments were also examined utilizing various materials including

landscaped "green walls" and lighting. Roof treatments were also considered addressing potential landscaping and solar power opportunities.

The existing ramps at the Berths 91–93 terminal would be demolished and removed. All cruise passengers for Berths 45–47 and Berths 49–50 would be shuttled to the Outer Harbor from the proposed parking structures at Berths 91–93.

The larger (3,500 passengers) and longer (1,150 feet) ships calling at the Outer Harbor would require between 35 and 40 parking shuttles per ship and each shuttle would accommodate approximately 25 passengers plus luggage. Shuttle busses would be equipped with compressed natural gas (CNG) fuel technology to minimize air quality impacts. The round trip from the Inner Harbor parking area would be approximately 6 miles, and the shuttles would make two round trips per hour. The peak time for the shuttles is expected to be between 9:00 a.m. and 3:00 p.m. The shuttles would likely be in operation for 8 to 9 hours per day, depending on the ship operations and length of ship call. Cruise terminal traffic between terminals (i.e., shuttles) would be on Harbor Boulevard but otherwise would be internal to the Project.

Outer Harbor Parking (Berths 45–50)

Approximately 400 non-passenger surface parking spaces would be dedicated to cruise facilities in the Outer Harbor area (see Figure 2-11). These spaces would be for longshoremen, terminal operators, administrative staff, Customs and Border Patrol personnel, as well as Port Police. As discussed above, the passenger parking for the Outer Harbor Cruise Terminals would be provided in the Inner Harbor, and passengers would be shuttled to the Outer Harbor Cruise Terminals.

2.4.2.2.2 Ports O'Call Redevelopment

Development

The proposed Project would provide opportunities for upgrading the existing site through redevelopment, as well as new commercial development, within Ports O'Call. Ports O'Call currently contains approximately 150,000 square feet of commercial, retail, and restaurant uses, and is proposed to increase to up to 375,000 square feet of commercial, retail, restaurant, and conference space. Figure 2-7 (referenced in Section 2.4.2.1.7) shows a concept plan for the Ports O'Call development area.

The proposed Project would allow for the redevelopment of approximately 150,000 square feet of existing development and would provide for 150,000 square feet of new development within the Ports O'Call. For the purposes of the environmental impact analysis it was assumed that approximately 125,000 square feet would be developed for restaurant uses, and approximately 175,000 square feet would be developed for commercial uses.

Ports O'Call would also include a new conference center measuring up to 75,000 square feet, of which approximately 37,500 square feet would be available for congregation or meeting space. The conference space is anticipated to accommodate up to 1,000 attendees at any one time, with an average of 300 people per event. Assumptions used in the analysis in this EIS/EIR include an estimated four events per year that have a maximum capacity of 1,000 people; approximately five daytime events per month are anticipated to accommodate 300 people; and approximately 15 weekend and evening events per month are anticipated to accommodate 100 people.

To successfully redevelop Ports O'Call, LAHD plans to partner with a master developer in order to redevelop the entire area homogeneously. The redevelopment of Ports O'Call would be constructed in a series of two phases over a period of approximately 5–10 years (see Section 2.4.4 and Table 2-5 for detailed construction phasing). Some of the existing businesses would be retained. This phasing schedule was developed for the purpose of the environmental analysis, and would be subject to change based on existing property entitlements, financing details, and developer response to a request for proposal.

Located on the northern portion of Ports O'Call are Acapulco Mexican Restaurant, Fisherman's Seafood Restaurant, Simon's Banquet Center, the Asian Village, which consists of several fast-food establishments, and the Crusty Crab Restaurant. San Pedro Marina, which has approximately 85 recreational vessel slips, is located along these restaurants.

Other establishments operating in the Ports O'Call include Café International, a restaurant; LA Harbor Sportfishing, a sport fishing and harbor cruise landing; and San Pedro Fish Markets, which operates a retail and wholesale facility for fish and seafood products, with fast-food sales and a restaurant and banquet room. On the south side of Ports O'Call are approximately 30 retail shops, sight-seeing and dinner cruise operations, helicopter tour operations, boat charters, and the Ports O'Call Restaurant, which has outdoor seating, as well as several banquet rooms.

Parking

The redevelopment and additional development at Ports O'Call would require an increase in parking spaces. Parking would be provided at a number of locations within the Port and near Ports O'Call. Parking would no longer be free along the waterfront. The following parking areas would be restricted for cruise ship passengers and would be dedicated to Ports O'Call:

- approximately 400 surface spaces at Berths 78–83 (would also be shared with the Downtown Harbor area),
- approximately 1,652 spaces in four 4-level structures that would be constructed at the bluff site located at the existing S.P. Railyard (height of the structures would be at or near the top of the bluffs with vehicular access to the top parking levels from Harbor Boulevard),
- approximately 330 existing surface spaces at Berths 73–77, and

- approximately 256 spaces at a new surface parking lot proposed at 22nd Street and Sampson Way.

The proposed Project would improve access between Ports O'Call and the Waterfront Red Car Line by providing Waterfront Red Car Line stops at 7th and 13th Streets to encourage the sharing of waterfront parking resources and to reduce vehicle trips.

2.4.2.2.3 Southern Pacific Railyard Demolition

The S.P. Railyard currently comprises approximately 7 acres between 7th Street and the S.P. Slip, at the bottom of the bluff east of Harbor Boulevard. The proposed Project would include the removal of the S.P. Railyard at the bluff site, providing opportunities for the proposed bluff site parking (discussed above).

2.4.2.2.4 Waterfront Red Car Maintenance Facility

The proposed Waterfront Red Car Maintenance Facility would be approximately 17,600 square feet and would be located at the existing S.P. Railyard south of 7th Street near the proposed 13th Street pedestrian bridge and the proposed bluff parking structures (see Figure 2-7). An approximately 20,000-square-foot exterior service yard adjacent to the building would be required as a wash down area for trolley cars. The storage tracks currently located at this site would be relocated to the new Pier A yard (as described within the TraPac Project EIS/EIR), with two active tracks to remain within the railyard area near the bluff in San Pedro for the Waterfront Red Car to access the proposed maintenance facility. Upon completion of the new facility, the existing temporary Waterfront Red Car Maintenance Facility at 22nd and Miner Streets would be removed.

2.4.2.2.5 Ralph J. Scott Fireboat Museum

The Ralph J. Scott Fireboat is temporarily housed on land adjacent to Fire Station No. 112 at Berth 87. The proposed new museum would comprise an approximately 10,000-square-foot site within a multilevel display structure that would be approximately 50 feet high. The proposed structure would be built on the south side of existing Fire Station No. 112 and would be incorporated into the existing pile-supported plaza in the Downtown Harbor area. Portions of the existing plaza structure may be removed to construct the museum's pile-supported foundation. The museum would cover and protect the vessel from the weather. Displays of historical events and artifacts involving the Ralph J. Scott would be included within the structure. Figure 2-10 depicts the proposed museum within the Downtown Harbor area.

Table 2-5. Proposed Demolition and Construction Phasing Schedule

Project Element	*Construction Start*	*Construction End*	*2009*	*2010*	*2011*	*2012*	*2013*	*2014*
Westway Demolition	Aug. 2009	Aug. 2010						
Downtown Harbor								
Harbor Cuts/7th Street Pier/ Promenade	June 2009	Dec. 2010						
Town Square/Downtown Civic Fountain	Aug. 2010	Dec. 2012						
Ralph J. Scott Display	Oct. 2010	Oct. 2012						
Maritime Building—Crowley	Oct. 2010	Oct. 2012						
Maritime Building—LAMI	Oct. 2010	Oct. 2012						
Harbor/Sampson Realignment to 22nd Street	Aug. 2010	Feb. 2012						
Red Car Realignment to 22nd Street	Aug. 2010	Feb. 2012						
Outer Harbor Cruise Terminal (Outer Harbor Park, promenade, & parking facilities)	Dec. 2010	Dec. 2012						
Waterfront Promenade								
Ports O'Call Promenade—Phase I[a]	June 2009	June 2010						
Ports O' Call Promenade—Phase II[b]	Dec. 2010	June 2012						
Ports O'Call Promenade—Phase III[c]	July 2013	July 2014						
City Dock #1 Promenade	Nov. 2010	Nov. 2012						
Salinas de San Pedro Promenade	Jan. 2013	June 2014						
Red Car Maintenance Facility	Jan. 2010	Jan. 2011						
Red Car Rail Line Extensions								
Red Car Extension to Cabrillo Beach	Dec. 2010	May 2013						
Red Car to Outer Harbor Terminal	Dec. 2010	Dec. 2011						
Red Car to City Dock No. 1	Dec. 2012	Dec. 2014						
San Pedro Park	Dec. 2010	Dec. 2012						
Ports O'Call Development								
Demo POC (w/o POC Restaurant)	Jan. 2009	June 2009						
Construct Phase I (w/o POC Restaurant)	June 2010	June 2012						
Construct Phase II Area	Dec. 2010	Dec. 2012						
Demo POC Restaurant	Jan. 2013	June 2013						
Construct Phase III (POC Restaurant Area)	July 2013	July 2014						
North Harbor								
Harbor Cut/Waterfront Promenade	Dec. 2012	Dec. 2014						
Maritime Building—Crowley and Millenium	Dec. 2012	Dec. 2014						
Maritime Building—S.S. Lane Victory	Dec. 2012	Dec. 2014						

Notes:
[a] - Phase I of the POC Promenade involves construction of the promenade between Berths 74-78, inclusive of the San Pedro Fish Market lease area
[b] - Phase II of the POC Promenade involves construction of the promenade between Berths 78 and 83, and assumes voluntary acquisition negotiations with existing subleases and relocation of marina slips to Cabrillo Way Marina project prior to construction
[c] - Phase III of the POC Promenade involves construction of the promenade in the area currently occupied by Ports O'Call Restaurant, and assumes voluntary acquisition negotiations and relocation prior to construction

2.4.2.2.6 Demolition of Westway Terminal Facilities

The proposed Project includes the demolition of the Westway Terminal at Berth 70–71, which has historically operated as a liquid bulk terminal company, handling and storing a variety of petroleum chemical commodities. The Westway Terminal has 134 tanks, each containing between 12,012 and 1,470,000 gallons of bulk liquid chemicals. Its total capacity is 25,206,000 gallons. The terminal is served by rail, truck, and ship. Materials are typically received by waterborne vessels and rail cars, and depart the facilities by rail car and trucks. The terminal typically handles the following commodities: amines, acids, alcohols, caustic soda, solvents, vegetable oils, lubricant base, fuel additives, glycols, ketones, acetates, and phthalates. Some of these commodities are flammable and combustible. Caustic soda materials are also considered corrosive and can be classified as toxic by inhalation and irritants to the skin and eyes. Since the Westway Terminal currently handles and stores hazardous materials, it has an existing hazardous footprint per the Port's RMP. However, currently there are no existing vulnerable resources as defined by the RMP within the vicinity of the existing hazardous footprint of the Westway Terminal. Therefore, the terminal is currently consistent with the policies of the RMP.

Westway Terminal operations will cease no later than February 2009. Upon closure of the facility, LAHD would demolish the Westway Terminal facilities (i.e., liquid bulk tanks, pipelines, and infrastructure) within the 14.3-acre terminal at Berths 70–71, with the exception of one office building (Westway/Pan-American Oil Company Pump House), which has been determined to be eligible for listing as a historic resource. Westway Terminal currently uses the S.P. Railyard, which is proposed for removal under this Project (see Section 2.4.2.2.3 above).

No specific development plans or tenants have been identified for reuse or redevelopment of this site. This EIS/EIR evaluates the future uses of the site as institutional/research and development use at a programmatic level, with detailed plans to be evaluated under a separate environmental review process. While no detailed plans are currently available, LAHD has publicly identified City Dock No. 1 for a potential site to house marine research activities, which may include marine research laboratories, government laboratories and support activities for at-sea programs, and research and development park and business incubator for emerging marine environmental companies and educational support facilities for students engaged in marine science studies. Until a defined location for the cruise terminals is determined, the LAHD has held off on advancing the marine institute.

Approximately 10,886 feet of rail line that extends from the Westway Terminal to Swinford Street would be abandoned in place as a separate action. LAHD is in the process of obtaining a permit for the abandonment of this portion of the rail line from the United States Surface Transportation Board (STB) per the CFR 40 1105, which is the regulation governing railroad abandonment. The rail line is primarily used by the Westway Terminal, which has agreed to cease operations as described above, and Crescent Warehouse Company, which is on a 30-day revocable lease. The rail line would be abandoned in place except at the S.P. Railyard and areas where it might interfere with the realignment of Sampson Way. In this case, the line would be removed and salvaged for scrap or sent to an approved upland facility if there is

contamination. There are no other existing or potential heavy industrial rail users. However, some portions of the line will be dedicated for future use by the Waterfront Red Car Line to transport passengers along the waterfront.

2.4.2.2.7 Tugboats

The proposed Project includes lease renewals and the construction of two new 10,000-square-foot buildings around the North Harbor for both Crowley and Dispatching of tugs varies from day to day, and the impacts associated with tugboat operations are or will be accounted for in the respective projects that utilize tugboats.

2.4.2.2.8 Los Angeles Maritime Institute

The proposed Project would include a new lease and the reuse of the Crowley Building (a 2-story building totaling 3,530 square feet with an outdoor carport totaling 500 square feet) in the Downtown Harbor area for LAMI, including an interim relocation of their existing office trailers to Berth 87 until the existing Crowley Building becomes available to allow construction of the Downtown Harbor water cut. LAMI requires two 120-foot-long berths, and one 95-foot-long berth, as well as space for visiting tall ships and temporary berthing for their current fourth vessel.

LAMI is a training facility that operates the TopSail Youth Program, which offers an education and adventure experience aboard a large sailing vessel. The program consists of a series of one-day sailings in and around the Los Angeles/Long Beach Harbors, as well as multi-day trips beyond the harbor waters. LAMI provides classroom sessions prior to hands-on experience on a working sailing ship. The facility provides space for a maintenance shop and work area, small boat construction and repair, laboratory and classroom space, meeting areas, and administrative offices.

LAMI's fleet consists of four ships, including the 70-foot-long topsail schooner *Swift of Ipswich*, the 136-foot-long gaff-topsail schooner *Bill of Rights*, and the 90-foot-long Twin Brigantines *Irving Johnson* and *Exy Johnson*. The TopSail Youth Program has provided as many as 5,000 youth-sailing days to schools and youth organizations. The ships sail with a crew of mariners/educators/mentors. LAMI has a full-time staff of four, including two administrative personnel and two captains, as well as a large number of volunteers. No changes to existing operations are anticipated under the proposed Project.

2.4.2.2.9 S.S. Lane Victory

The proposed Project involves relocation of the S.S. Lane Victory from Berth 94 to the North Harbor water cut. The S.S. Lane Victory is designated as a National Historic Landmark, and is one of the few remaining World War II cargo vessels that carried the materials of war to the Armed Forces in World War II, Korea, and

Vietnam. Owned and operated by the Merchant Marine Veterans of WW II, the S.S. Lane Victory is a 455-foot-long floating Maritime Museum ship that makes approximately six summer cruises to Catalina Island. The S.S. Lane Victory is normally opened to the general public every day from 9:00 a.m. to 3:00 p.m. except when the ship is closed due to maintenance, security, travel away from its normal berth, or private charter.

As part of the proposed Project, a new building (up to 10,000 square feet) would be constructed in the North Harbor area to support the S.S. Lane Victory visitors' center, and the lease would be renewed for this operation. No changes to the operations are anticipated as part of the proposed Project. Figure 2-9 illustrates the relocated S.S Lane Victory and its associated visitors' center.

2.4.2.2.10 Jankovich & Son Fueling Station Decommissioning

The existing lease for the Jankovich fueling station at Berth 74 expired in 2007, and is on holdover, which is a month-to-month lease term. This fueling station currently services tugboats, cruise ships, Port Police, U.S. Coast Guard, California Department of Fish and Game, and Los Angeles Fire Department vessels, and other shipping operations within the harbor, including alternative fuels in accordance with the CAAP. Jankovich also engages in barging activities from this site. The operations at the Jankovich fueling station would cease on or about June 2012, and the site would be decommissioned, including removal of the tanks and other facilities. Remediation of the site would occur, if necessary, under the oversight of the RWQCB. The proposed waterfront promenade would be constructed after decommissioning of the Jankovich fueling station.

2.4.2.2.11 New Berth 240 Fueling Station

As part of the proposed Project, a new fueling station would be developed at Berth 240 on Terminal Island. Figure 2-13 shows a conceptual layout for the proposed facilities. The impacts associated with development of a new fueling station on the site, including the proposed waterside wharf and dock constructions, as well as operation pursuant to a 20-year lease, are assessed in this EIS/EIR. The proposed improvements that would occur under the proposed Project at Berth 240 include new storage tanks, new equipment and infrastructure, and spill control dikes that will meet UL 142 specifications for aboveground tanks. The mix of products and tank sizes include:

- one 120,000-gallon ultra-low-sulfur diesel tank,
- one 50,400-gallon biodiesel tank, and
- one 6,000-gallon gas tank.

Waterside construction would include the development of approximately 6,400 square feet of new floating docks, to be supported by 46 new piles. Construction is

expected to commence in January 2011, and the facility would be operational by June 2012.

2.4.2.2.12 Berth 72 Fueling Station

Mike's Main Channel (Mike's) fueling station, located at Berth 72 near the Municipal Fish Market, would continue operating in its existing location near the Municipal Fish Market. This fueling station primarily sells fuel and alternative fuels (in accordance with the CAAP) to commercial fishing boats and commercial trucks that service adjacent facilities. This facility currently has five aboveground storage tanks, with capacities ranging from 500 to 200,000 gallons. Mike's fueling station currently handles and stores hazardous materials (defined by the Port as materials with flashpoints below 140 degrees [F]) and, therefore, has an existing hazardous footprint per the Port's RMP. Section 3.7, "Hazards and Hazardous Materials," discusses the impacts on vulnerable resources from this facility. Because the proposed waterfront promenade would extend past this facility, and due to the existing hazards associated with Mike's fueling station, this facility would cease to handle hazardous materials with flashpoints below 140 degrees prior to the operation of the proposed waterfront promenade.

2.4.2.2.13 Catalina Express

The proposed Project would include the permanent relocation of the Catalina Express Terminal berthing facilities from Berths 95–96 to the existing location of the S.S. Lane Victory at Berth 94. The Catalina Express Terminal is required to relocate as a result of the proposed China Shipping Project. Under a separate environmental review process for the China Shipping Project, Catalina Express would relocate from Berth 96 to Berth 95 just north of the S.S. Lane Victory and would construct floating docks (Port of Los Angeles 2008:2-23). Should the relocation from Berths 95–96 not occur prior to the proposed Project, this EIS/EIR assesses the impacts of relocation of the Catalina wharves and docks from Berth 96. Landside improvements would not change under the two scenarios.

As part of the proposed Project, Catalina Express would construct new floating docks at Berth 94 in the existing location of the S.S. Lane Victory. To construct the new berthing facilities at Berth 94, the existing wharf at Berth 94 would be modified to accommodate simultaneous berthing of up to three Catalina Express vessels of varying sizes (100 to 150 feet in length). These modifications would consist of the installation of approximately 46 concrete piles and approximately 8,800 square feet of new floating docks. The improvements proposed for Berth 94 would be in addition to the accommodation of three "spare"/"waiting" Catalina Express vessels at the Berth 95 berthing facilities constructed under a separate project.

Other unused Catalina Express vessels may be docked at Berth 93D, where additional floating docks would be installed. Existing parking facilities at Berth 95 would be used. Operations at the Catalina Terminal would be housed in trailers or the existing

Source: Adapted from DMJM Harris 2007.
Conceptual, subject to final design.

1. Tug and barge fueling area—300 linear feet (approx. 2 berths)
2. Small vessel fueling area and lay berth—270 linear feet (relocated floating docks)
3. New product tank farm (3 fuel tanks)
4. Offshore supply lay down area

N

0 200 400

Feet

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Figure 2-13
San Pedro Waterfront—Berth 240 Fueling Station Improvements

Pavilion Building, which would require upgrades, including a second story. Wharf upgrades at Berth 93D and Berth 95 to accommodate the relocation would be minor.

Island Express Helicopters would remain in its current location. Parking for the Catalina Express would include 700 surface lot spaces under the Vincent Thomas Bridge and 300 parking spaces in the proposed parking structures for the Inner Harbor Cruise Terminals (see Section 2.4.2.2.1). The Catalina Express Terminal's aboveground fuel dock with 8,500 gallons of #2 diesel would also be relocated to the new site.

2.4.2.3 Transportation Improvements

The proposed Project would involve a series of transportation improvements, including expansion of existing roadways; intersection, landscape, and parking improvements; extension of the Waterfront Red Car Line; and water taxi berthing opportunities. Each of these components is described in detail below.

2.4.2.3.1 Expansion and Realignment of Sampson Way

Sampson Way would be expanded to two lanes in each direction and curve near the Municipal Fish Market to meet with 22nd Street in its westward alignment east of Miner Street. As shown on Figures 2-7 and 2-12, the Waterfront Red Car Line would be side-running along the east side of the expanded and realigned Sampson Way between 7th Street and 13th Street, and switch to the west side of Sampson Way between 13th Street and 22nd Street (the proposed Waterfront Red Car extension is discussed below under Section 2.4.2.3.5). Sampson Way would be accessed from 7th Street, as described below under Section 2.4.2.3.2.

2.4.2.3.2 7th Street/Sampson Way Intersection Improvements

The proposed Project would include an enhanced four-way intersection at Sampson Way and 7th Street to provide improved access to and along the waterfront. There would also be a modification of the 6th Street connection to Sampson Way, eliminating access to Sampson Way from Harbor Boulevard via 6th Street.

2.4.2.3.3 Harbor Boulevard

Harbor Boulevard would remain in place at its current capacity with two lanes in each direction. Landscaping and hardscape improvements are proposed along the east side and west side of Harbor Boulevard south of 7th Street, as well as in the median of Harbor Boulevard starting at the Swinford Street intersection, and would extend south to 22nd Street. The Waterfront Red Car Line would run along its existing alignment on the east side of the existing Harbor Boulevard right-of-way between 5th and 7th Streets, and would turn onto Sampson Way at 7th Street.

The study also addresses unifying streetscape treatments for both sides of Harbor Boulevard to enhance the interface. A review of the waterfront design guidelines, CRA's Pacific Corridor Design Standards and Guidelines, and the city of Los Angeles Planning Department's Community Design Overlay for commercial buildings in downtown San Pedro found consistency that would further enhance the interface. Streetscape recommendations for Harbor Boulevard include use of acorn street lighting consistent with the downtown, pedestrian crossing pavement treatments for the seven Harbor Boulevard intersections, a unifying landscape treatment along both edges of Harbor Boulevard, signage, and consideration of a wider sidewalk minimum along the west side of Harbor Boulevard.

2.4.2.3.4 Surface Parking adjacent to Acapulco Restaurant and the Downtown Harbor

A surface parking lot would be constructed adjacent to Acapulco Restaurant to provide approximately 152 spaces for the restaurant and the existing and future Downtown Harbor uses, including staff parking for the Los Angeles Maritime Museum. Access to this parking lot would be provided by the future realignment of Sampson Way. Access into this parking lot from 7th Street would be prohibited.

2.4.2.3.5 Waterfront Red Car Realignment and Extension

The Waterfront Red Car Line would be extended from its existing terminus near the intersection of Harbor Boulevard and Miner Street and 22nd Street to City Dock No. 1 (adjacent to Warehouse No. 1), to the Outer Harbor along Miner Street, and to Cabrillo Beach along Shoshonean Road. Figure 2-3 shows the existing Waterfront Red Car alignment, and Figure 2-4 shows the proposed realignment and extensions.

The Waterfront Red Car Line would operate along a side-running alignment for most of the proposed extensions. However, the Waterfront Red Car Line would be relocated to the median of Miner Street (south of 22nd Street to the proposed Outer Harbor Cruise Terminals and Outer Harbor Park).

The following Waterfront Red Car Line right-of-ways are further detailed as follows:

- **Harbor Boulevard—between 5th Street and 7th Street.** The Waterfront Red Car right-of-way would be relocated within the existing Harbor Boulevard street right-of-way, or stay in existing alignment, would be a single-track 16-foot-wide right-of-way, and would be side-running both along the east side of Harbor Boulevard.
- **Waterfront Red Car Extension to Cabrillo Beach—Via Cabrillo Marina.** The right-of-way for the Waterfront Red Car extension to Cabrillo Beach along Via Cabrillo Marina would primarily be a single-track, 16-foot-wide right-of-way located adjacent to the western edge of Via Cabrillo Marina, outside of the traveled roadway. The existing sidewalk along the western edge of Via Cabrillo Marina would be displaced by the Waterfront Red Car right-of-way; however,

the sidewalk along the eastern edge of Via Cabrillo Marina would remain. Passing siding tracks would be strategically placed along the extension, and the Waterfront Red Car right-of-way would be widened to 34 feet to include these sidings.

- **Waterfront Red Car Extension to Cabrillo Beach—Shoshonean Road.** The right-of-way for the Waterfront Red Car extension to Cabrillo Beach would be a single-track, 16-foot-wide right-of-way located adjacent to the western edge of Shoshonean Road, outside of the traveled roadway. The existing sidewalk would be relocated to the eastern edge of Shoshonean Road; however, the width of the relocated sidewalk would be approximately 5 feet. Shoshonean Road would be approximately 26 feet wide. The right-of-way for the Waterfront Red Car Line would transition to a single-track, at-grade, street-running right-of-way within the existing Cabrillo Beach parking area that would be adjacent to the northern curb of Shoshonean Road (i.e., adjacent to the Cabrillo Marine Aquarium).

2.4.2.3.6 Water Taxi Connection Opportunities

The proposed waterfront improvements would provide a number of opportunities for connections to water taxi service to promote visitation to the project area from other areas within the harbor (e.g., from Outer Harbor Park to Ports O'Call) or from one waterfront development to another (e.g., Long Beach to San Pedro) without using their automobiles. Figure 2-6A shows the opportunity sites for water taxi service.

2.4.2.4 Sustainable Design Project Features

The San Pedro Waterfront Project is intended to showcase the Port's commitment to sustainability. The following project features are consistent with the Port's sustainability program and policies:

- Recycled water would be used for landscaping and water features.
- Drought-tolerant plants and shade trees would be included in the planting palette.
- Consistent with the Port's Green Building Policy, Leadership in Energy and Environmental Design (LEED) Certification (minimum Silver) is required for all new development over 7,500 square feet, including the cruise terminal, Ports O'Call development, office buildings, museums, etc.
- Sustainable engineering design guidelines would be followed in the siting and design of new development.
- Sustainable construction guidelines would be followed for construction of the project.
- Solar power would be incorporated into all new development to the maximum extent feasible. Within the proposed project area, photovoltaic panels would be integrated onto the roof of the existing cruise terminal building at Berth 93, at the

proposed Inner Harbor parking structures, and at the Ports O'Call parking structures along the bluff.

- Pedestrian and bike connections would be maintained throughout the proposed project area.
- Project maintenance would be done using reclaimed water.

2.4.2.5 Dredge, Fill, and Ocean Disposal Activities

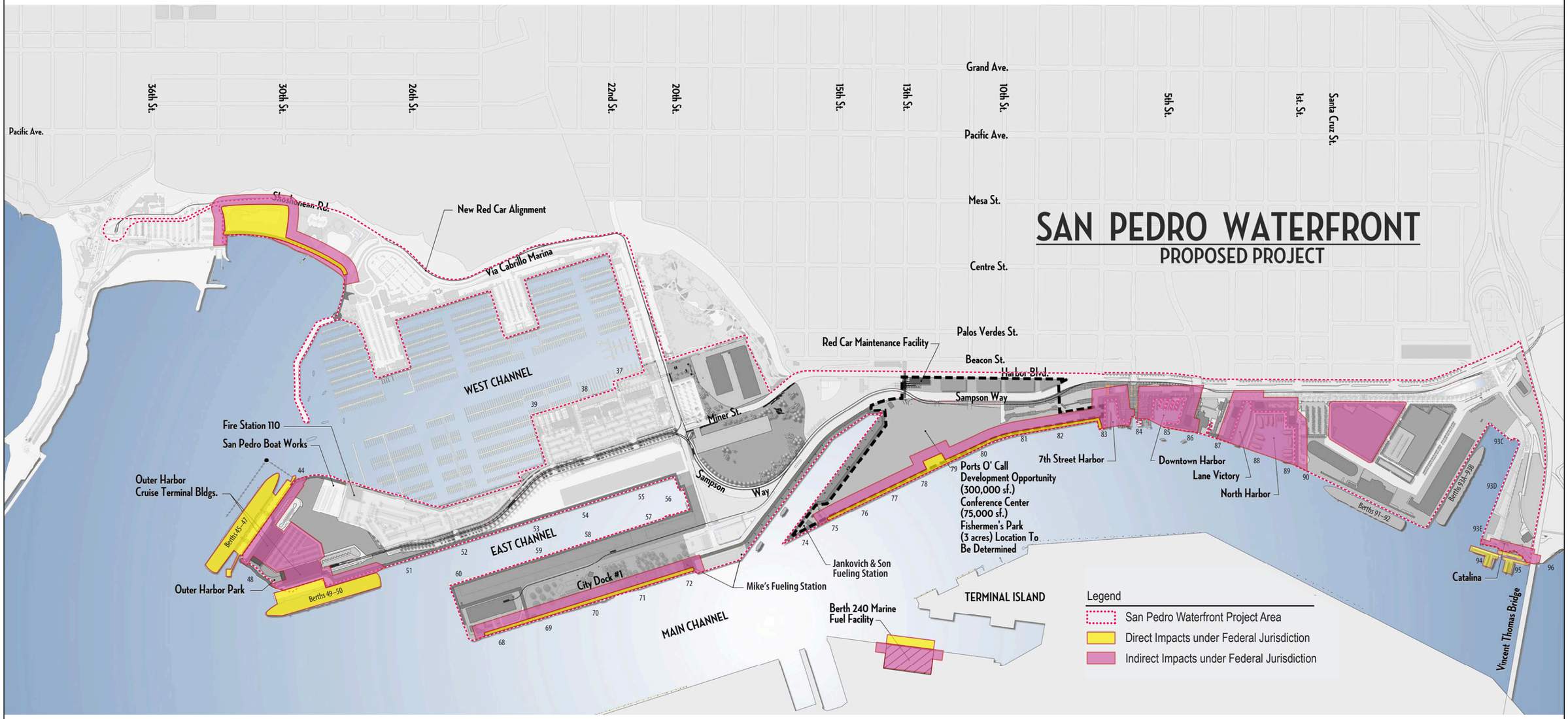
In total, the proposed new harbors would create approximately 7 acres of new water. Due to the creation of the new harbors, the proposed Project is anticipated to create approximately 605,000 cubic yards of dredge and excavated material. Table 2-3 (previously referenced above in Section 2.4.2.1.2) details the proposed new harbor dredge and excavation activities, which would require USACE Section 404 CWA, Section 10 RHA, and Section 103 MPRSA permits.

In 2005, the EPA redesignated two sites for limited disposal of suitable (nontoxic) dredge material off the Los Angeles/Orange County shoreline, identified as LA-2 and LA-3, respectively. Disposal of clean dredge material is planned for LA-2 and/or LA-3 offshore disposal, with upland disposal of contaminated sediments, should they be present. Upland disposal may be placed at the Anchorage Road site within the Port. Should other approved in-harbor disposal sites become available, they would also be considered.

2.4.3 Federal Scope of Analysis

Because federal jurisdiction for the proposed Project is limited to waters of the United States, not all of the elements described above are within the USACE scope of analysis, and the scope of the federal review of the proposed Project is different from the scope of the CEQA review (see Section 1.4). The federal scope of analysis consists of all harbor cuts and dredging activities as well as removal of existing, and construction of new, bulkheads, wharves, pilings, piers, rock slope protection, floating docks, and promenades that are in or cover waters of the United States. Additionally, as stated in Section 1.4, the USACE is considering indirect impacts within 100 feet of proposed waterside construction activities. This includes waterfront-adjacent areas temporarily impacted by access, storage, and staging to complete the in-water/over-water activities. The federal scope of analysis does not include most of the demolition and construction of buildings, parking facilities, or transportation improvements; nor does it include lease renewals. However, the federal scope of analysis extends to waterside and landside construction and operations of cruise facilities in the Outer Harbor and associated parking, since the proposed Outer Harbor Cruise Ship Terminals would not be built and operating in the absence of in-water/over-water construction, which requires federal authorization. Figure 2-14 identifies the direct and indirect impact areas within the USACE's scope of analysis for the proposed Project. However, as discussed in Chapter 4, the scope of analysis for cumulative impacts can extend beyond these direct and indirect areas,

SAN PEDRO WATERFRONT
PROPOSED PROJECT



Note: The cumulative impact analysis extends beyond the delineated direct and indirect impact areas under federal jurisdiction for some issues, such as air quality and traffic.

Source: Port of Los Angeles, 9-4-08.

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Figure 2-14
San Pedro Waterfront—USACE Jurisdictional Project Elements

depending on the resource or issue of concern (e.g., air quality, traffic). Any transport of nontoxic dredged material for the purpose of ocean disposal (LA-2, LA-3) would also be subject to federal permitting requirements.

2.4.4 Project Phasing and Demolition and Construction Plan

While construction would not all occur simultaneously, build out of the proposed Project would occur generally within two phases over a 5-year period between 2009 and 2014. Figures 2-15 and 2-16 show the proposed phasing plans, and Table 2-5 shows the estimated construction schedule for each component of the proposed Project. This phasing was developed for the purpose of the environmental analysis and would be subject to change based on financing and developer response to a Request for Proposals.

Phase I would generally occur between 2009 and 2013 (see Figure 2-15). Construction would start with the demolition of Westway Terminal facilities in August 2009, or soon thereafter. The construction of the Downtown Harbor, including the harbor cuts, 7th Street Pier, and the waterfront promenade within this area would occur between June 2009 and December 2010. The remainder of the Downtown Harbor facilities would start construction in the latter half of 2010 and would last approximately two years. The improvements to Harbor Boulevard and Sampson Way would be constructed between August 2010 and February 2012 and would include the Waterfront Red Car realignment to 22nd Street. The extension of the Waterfront Red Car Line to the Outer Harbor would be constructed between December 2010 and December 2011, and the Waterfront Red Car Line extension to Inner Cabrillo Beach would be constructed between December 2010 and May 2013. The Outer Harbor Cruise Terminals, including the Outer Harbor Park and parking facilities, would begin construction in December 2010 and would take approximately two years to complete. Phase I of the Ports O'Call Promenade (Berths 75–77) would be constructed between June 2009 and June 2010. Phase II of the Ports O'Call Promenade (Berths 78–83) would start in December 2010 and end in June 2012. Marina slips would be replaced at Cabrillo Way Marina project prior to construction. The City Dock No. 1 Promenade would be constructed after 2012 following environmental remediation in the area. San Pedro Park would also be included in Phase I and would start construction in December 2010 and would take approximately two years to complete.

Phase II of construction would generally occur between 2012 and 2014, with some overlap with Phase I project elements (see Figure 2-16). The North Harbor would be constructed following the opening of the Outer Harbor Cruise Terminals to avoid disruption to the existing Inner Harbor Cruise Terminal at Berths 87–90. Phase II would begin with construction of the North Harbor and the waterfront promenade in this area from December 2012 through December 2014. The construction of the new facilities for Crowley and Millennium tugs, as well as the new facility for the S.S. Lane Victory, would start in December 2012 and would take approximately two years to complete. Extension of the Waterfront Red Car Line to City Dock No. 1

would be constructed between December 2012 and December 2014. Phase III of the Ports O'Call Promenade in the area currently occupied by Ports O'Call restaurants would be constructed between July 2013 and July 2014, and assumes voluntary acquisition negotiations and relocation prior to construction. The Salinas de San Pedro Promenade along the salt marsh and the Cabrillo Beach Youth Camp would start construction in January 2013 and would end in June 2014.

Within this overall schedule, construction activities would be phased so as to minimize disruption to existing operations, which would continue to operate during the entire construction period, and to surrounding operations.

2.5 Alternatives

2.5.1 Alternatives Evaluated in this EIS/EIR

This document presents a reasonable range of alternatives pursuant to CEQA and NEPA. LAHD defines a reasonable range of alternatives in light of its legal mandates under the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601), the California Coastal Act (PRC Div 20 S30700 et seq.), and LAHD's leasing policy (LAHD 2006). The Port is one of only five locations in the state identified in the California Coastal Act for the purposes of international maritime commerce (PRC Div 20 S30700 and S30701). These mandates identify the Port and its facilities as a primary economic/coastal resource of the state and an essential element of the national maritime industry for promotion of commerce, navigation, fisheries, and operations of a harbor. Activities should be water dependent and give highest priority to navigation, shipping, and necessary support and access facilities to accommodate the demands of foreign and domestic waterborne commerce.

Seven alternatives—including the proposed Project, the No-Project Alternative, and the No-Federal-Action Alternative, and four alternative development scenarios—were considered during preparation of this draft EIS/EIR. Each of the four alternative development scenarios meets most of the project objectives and has been carried forward for detailed analysis in Chapter 3, "Environmental Analysis." This section presents a description of these seven alternatives and provides a summary of other alternatives considered but eliminated from further discussion, including the rationale for eliminating the eight other alternatives from detailed analysis. Table 2-6 provides a summary comparison of each of the six alternatives in relation to the proposed Project. Levels of cruise terminal and berthing activity for the project area are compared for each alternative and summarized in Table 2-7. Cruise terminal operational projections were provided by Bermello Ajamil & Partners. Table 2-8 below details the proposed new harbor dredge and excavation activities for the alternatives in comparison to the proposed Project that would require USACE Section 404 CWA, Section 10 RHA, and Section 103 MPRSA permits (Alternatives 5 and 6, which are the No Federal Action and No Project Alternatives, respectively, would not require federal authorization). Chapter 6, "Comparison of Alternatives," includes a more detailed comparison of all alternatives. Because this is a joint

Elements	*Existing Conditions (CEQA Baseline)*	*Proposed Project*	*Alternative 1*	*Alternative 2*	*Alternative 3 (Reduced Project)*	*Alternative 4*	*Alternative 5 (No-Federal-Action Alternative)—NEPA Baseline*	*Alternative 6 (No-Project Alternative)*
PROMENADE, HARBORS, AND OPEN SPACE								
Waterfront Promenade	Exists in Cabrillo Marina Phase I only; existing waterfront uses vary, including marina slips along the POC waterfront, SP Slip, Westway Terminal, City Dock No. 1 with warehouses, youth camp, and salt marsh	30-foot-wide multi-use path and boardwalk with landscaping, seating, lighting, railing, and pedestrian signage, implementing the California Coastal Trail; marina slips in POC to be replaced at Cabrillo Way Marina; mudflat habitat shaded by deck plaza; "working" promenade to be developed along SP Slip; around City Dock No. 1 near Warehouse No. 1, in the Outer Harbor; would be elevated along the youth camp and the salt marsh	Same as proposed Project	Same as proposed Project, with the exception of the area near the youth camp and salt marsh where the promenade would extend along the east side of Shoshonean Way, rather than along the waterfront	Same as proposed Project	Same as proposed Project	No promenade over water at North Harbor, Downtown Harbor, 7th Street Harbor, 7th Street Pier, Ports O' Call, or City Dock No. 1; no change to mudflat at Berth 78; no demolition of marinas in Ports O'Call area. The promenade along the youth camp and salt marsh would extend along the east side of Shoshonean Way, rather than along the waterfront (as in Alternative 2)	No new promenade areas would be created; promenade would be created at Cabrillo Beach, along Shoshonean Drive, within Ports O'Call as the "Paseo" on the landside, and the Federal Breakwater (as approved under Waterfront Enhancements Project); no change to mudflat at Berth 78; no demolition of marinas in Ports O'Call area
North Harbor	Currently occupied by Berths 87–90 (former Omni Terminal), currently used as occasional 3rd cruise berth	5.0-acre water cut to accommodate tugboats, visiting historic and naval vessels, and S.S. Lane Victory	Same as proposed Project	Same as proposed Project	Same as proposed Project	This project element is not included in Alternative No. 4; current use as a cruise berth would continue	This project element is not included in Alternative No. 5; current use as a cruise berth would continue	No development of North Harbor; current use as a cruise berth would continue
Downtown Harbor	Currently occupied by LAMI, Port vessels, TopSail, Crowley tugboats, surface parking, and landscaping	1.50-acre water cut with modifications to Berth 86 to accommodate LAMI, Port vessels, other visiting ships; demolish temporary TopSail facility, surface parking, and landscaping	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	This project element is not included in Alternative No. 5; current use by LAMI, Port vessels, TopSail, surface parking, and landscaping will continue; Town Square will be developed as approved in the Waterfront Enhancements Project	No development of Downtown Harbor; current use by LAMI, Port vessels, TopSail, surface parking, and landscaping would continue; Town Square would be developed as approved in the Waterfront Enhancements Project
7th Street Harbor	Porte-cochere and parking area for Acapulco Restaurant	0.32-acre water cut for visiting vessels	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	This project element is not included in Alternative No. 5; current use as Porte-cochere and parking area for Acapulco Restaurant would continue	No development of 7th Street Harbor; current use as porte-cochere and parking area for Acapulco Restaurant would continue
7th Street Pier	Porte-cochere and parking area for Acapulco Restaurant	Public dock for short-term berthing of visiting vessels; demolish part of Acapulco parking and floating dock; 12 slips replaced in Cabrillo Way Marina	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	This project element is not included in Alternative No. 5; current use as Porte-cochere and parking area for Acapulco Restaurant would continue	No development of 7th Street Pier; current use as porte-cochere and parking area for Acapulco Restaurant would continue
Town Square	Currently occupied by parking for Maritime Museum and TopSail	0.79-acre public plaza with decorative surface and promenade; demolish part of 6th Street, sidewalks, and surface parking	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Town Square would be developed as approved in the Waterfront Enhancements Project
Downtown Civic Fountain	Parking and circulation area near Maritime Museum	Water feature in Town Square area	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No development of Downtown Water Feature; continued use as parking and circulation area near Maritime Museum

Elements	*Existing Conditions (CEQA Baseline)*	*Proposed Project*	*Alternative 1*	*Alternative 2*	*Alternative 3 (Reduced Project)*	*Alternative 4*	*Alternative 5 (No-Federal-Action Alternative)—NEPA Baseline*	*Alternative 6 (No-Project Alternative)*
John S. Gibson Jr. Park	Existing memorial park	Hardscape, landscaping, lighting, and interpretive improvements	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No improvements to existing John S. Gibson Jr. Park
Pedestrian and Waterfront Access Linkages	Existing pedestrian waterfront access only at Ports O'Call and near Maritime Museum (not formalized)	Pedestrian crossing across Harbor Boulevard and Sampson Way; pedestrian bridge at 13th Street (land bridge using proposed Waterfront Red Car Maintenance Facility); pedestrian and waterfront access at Swinford, O'Farrell, 1st, 3rd, 5th, 6th, and 7th Streets; vehicular access at 1st, 3rd, 5th, 6th, 7th, and 13th Streets	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No improvements to pedestrian and waterfront linkages
Fishermen's Park	Existing underutilized commercial structures in Ports O'Call	3 acres within POC	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No development of Fishermen's Park in Ports O'Call
Outer Harbor Park	Existing Omni Terminal	6-acre open space park with landscaping, hardscape, lighting, and benches; 60 parking spaces	Same as proposed Project	6-acre park to be constructed on top of Outer Harbor Cruise Terminal parking structure	Same as proposed Project	Same as proposed Project	Same as proposed Project	No development of Outer Harbor Park
San Pedro Park	Underutilized vacant land, existing Waterfront Red Car Maintenance Facility; Warehouses No. 9 and 10; temporary special event overflow parking	18 acre "central park" with landscaping and hardscape areas (expansion of approved 22nd Street Park under the Waterfront Enhancements Project); 500 parking spaces	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No development of San Pedro Park
Reuse of Warehouses Nos. 9 and 10	Existing warehousing operations for Crescent Warehouse	Reuse for low-intensity community-serving commercial or educational uses that would complement the recreational uses of San Pedro Park; approximately 200 spaces would be provided around the buildings for the reuse of the Warehouses.	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Warehouse operations would continue into the foreseeable future; may be vacated in the future with no reuse

Elements	*Existing Conditions (CEQA Baseline)*	*Proposed Project*	*Alternative 1*	*Alternative 2*	*Alternative 3 (Reduced Project)*	*Alternative 4*	*Alternative 5 (No-Federal-Action Alternative)—NEPA Baseline*	*Alternative 6 (No-Project Alternative)*
NEW DEVELOPMENT, REDEVELOPMENT, CULTURAL ATTRACTIONS, AND MODIFICATIONS TO EXISTING TENANTS								
CRUISE SHIP FACILITIES								
Berths and Terminal Facilities								
Cruise Berths	Two Inner Harbor permanent berths and one occasional Inner Harbor 3rd berth Berth 93—1,000 linear feet Berths 91–92—1,000 linear feet Berths 87–90—1,000 linear feet	Two Inner Harbor with no construction; two Outer Harbor with new catwalk at Berths 45–47; and wharf extension at Berths 49–50 Berth 93—1,000 linear feet Berths 91–92—1,250 linear feet Berths 45–47—1,250 linear feet Berths 49–50—1,250 linear feet	Two Inner Harbor; one Outer Harbor Berth 93—1,000 linear feet Berths 91–92—1,250 linear feet Berths 45–47—1,250 linear feet	Same as proposed Project Berth 93—1,000 linear feet Berths 91–92—1,250 linear feet Berths 45–47—1,250 linear feet Berths 49–50—1,250 linear feet	Two Inner Harbor; one Outer Harbor Berth 93—1,000 linear feet Berths 91–92—1,250 linear feet Berths 45–47—1,250 linear feet	Three Inner Harbor; no Outer Harbor berths Berth 93—1,000 linear feet Berths 91–92—1,000 linear feet Berths 87–90—1,000 linear feet	Three Inner Harbor berths remain (no new wharf work); no Outer Harbor berths; Berth 46 would continue as a lay berth Berth 93—1,000 linear feet Berths 91–92—1,000 linear feet Berths 87–90—1,000 linear feet	Three Inner Harbor berths remain; no Outer Harbor berths; Berth 46 would continue as a lay berth Berth 93—1,000 linear feet Berth 91–92—1,000 linear feet Berths 87-90—1,000 linear feet
Inner Harbor Terminals	Two existing terminals serving two permanent and one occasional-use Inner Harbor berths at Berths 87—93	No change to Inner Harbor Terminals	Demolish Berth 91 Terminal; build 200,000-square-foot terminal to serve Berths 91–92	Same as proposed Project	Same as proposed Project	Demolish Berth 91 Terminal; rebuild 200,000-square-foot terminal to serve Berths 91 and 87	Demolish Berth 91 Terminal; rebuild 200,000-square-foot terminal to serve Berths 91 and 87	Existing baggage handling facility could act as terminal for existing Berth 87
Outer Harbor Terminal	Existing Omni Terminal	Two new 100,000-square-foot terminals serving two berths	New 100,000-square-foot terminal serving one berth	Same as proposed Project	New 100,000-square-foot terminal serving one berth	No Outer Harbor Terminal	This project element is not included in Alternative No. 5; existing Omni Terminal would remain operational	No development of Outer Harbor Terminal; existing Omni Terminal would remain operational
Parking for Cruise Ships								
Inner Harbor Parking (Berths 91–93)	Existing cruise surface parking	4,600 spaces located in two new 4-level structures (dedicated to Catalina and Inner and Outer Cruise Terminals) covering a 9.1-acre footprint and at surface parking areas at the Cruise Center	3,325 spaces locate in two new 3-level structures covering 9.1-acre footprint and at surface parking areas at the Cruise Center	3,100 spaces located in two new 3-level structures covering 9.1-acre footprint and at surface parking areas at the Cruise Center	3,325 spaces located in two new 3-level structures covering 9.1-acre footprint and at surface parking areas at the Cruise Center	3,525 spaces located in one new 4-level structure covering a 4.3-acre footprint and at surface parking areas at the Cruise Center	3,525 spaces located in one new 3-level structure covering 4.3-acre footprint and at surface parking areas at the Cruise Center	No new parking structures would be developed; existing surface parking would remain
Outer Harbor Parking	Existing Omni Terminal	400 surface parking spaces (dedicated to non-passengers)	200 surface parking spaces (dedicated to non-passengers)	1,500 spaces in new 2-level structure; 6-acre Outer Harbor Park to be located on top of parking structure	200 surface parking spaces (dedicated to non-passengers)	Surface parking to support 6-acre Outer Harbor park only (approximately 60 spaces)	Surface parking to support 6-acre Outer Harbor park only (approximately 60 spaces)	No parking would be provided since no Outer Harbor Park would be constructed
Catalina Express Parking	Approximately 1,000 spaces under Vincent Thomas Bridge, shared with World Cruise Center	700 surface spaces under Vincent Thomas Bridge and 300 surface spaces shared with Inner Harbor Cruise Terminal	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Shared parking with existing cruise facilities would continue

Elements	*Existing Conditions (CEQA Baseline)*	*Proposed Project*	*Alternative 1*	*Alternative 2*	*Alternative 3 (Reduced Project)*	*Alternative 4*	*Alternative 5 (No-Federal-Action Alternative)—NEPA Baseline*	*Alternative 6 (No-Project Alternative)*
PORTS O'CALL REDEVELOPMENT								
Ports O'Call Development	Existing 150,000 square feet of commercial use and restaurants, surface parking	Redevelop 150,000 square feet of existing development and add 150,000 square feet of new development; new 75,000-square-foot conference center (total of 375,000 square feet of development)	Same as proposed Project	Same as proposed Project	Demolish and rebuild 40,000 square feet of the existing 150,000 square feet of visitor-serving commercial development at Ports O'Call and add 37,500 square feet of new development (total of 187,500 square feet of development)	Same as proposed Project	Same as proposed Project	No new development or redevelopment in Ports O'Call
Ports O'Call Parking	Existing POC surface parking; SP Railyard at bluffs	Berths 78–83: 400 surface (dedicated to POC and Downtown Harbor) Bluff Site: 1,652 spaces in four new 4-level structures dedicated to POC Berths 73–77: 330 existing surface spaces dedicated to POC 22nd Street & Sampson Way: 256 new surface spaces dedicated to POC	Same as proposed Project	Same as proposed Project	Existing parking accommodates all POC and Downtown Harbor; no new surface or structure parking to be provided	Same as proposed Project	Same as proposed Project	No new parking in Ports O'Call; displaced parking that would occur under the Waterfront Enhancements Project for the "Paseo" would be provided at proposed lot at 22nd Street/Sampson Way
Southern Pacific Railyard Demolition	Railyard at bluff site adjacent to Ports O'Call between 6th Street and SP Slip used for storage of rail cars (primarily for Westway Terminal operations)	Removal of rail tracks for bluff parking	Same as proposed Project	Same as proposed Project	Removal of rail tracks; no bluff parking structures provided.	Same as proposed Project	Same as proposed Project	SP Railyard would remain in place; no storage of rail cars or use by Westway after Westway vacates in 2009
Waterfront Red Car Maintenance Facility (and Museum)	Maintenance facility currently exists near the intersection of Miner and 22nd Streets	17,600-square-foot maintenance facility to be developed at 13th Street within SP Railyard bluff site; Waterfront Red Car Museum would be located outside of the project area	Waterfront Red Car Museum and maintenance facility would be located within Warehouse No. 1	Same as proposed Project	Maintenance facility would be same as proposed Project; museum would be developed in SP Railyard near 7th Street	Maintenance facility would be same as proposed Project; museum would be developed in SP Railyard near 7th Street	Same as proposed Project	No new maintenance facility; existing Waterfront Red Car Maintenance Facility would remain at Miner Street/22nd Street
Ralph J. Scott Fireboat Museum	Fireboat is currently stored on land adjacent to Fire Station No. 112 at Berth 87	10,000-square-foot multi-level display south of Fire Station No. 112	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Fireboat would remain in temporary location on land adjacent to Fire Station No. 112 at Berth 87	Fireboat would remain in temporary location on land adjacent to Fire Station No. 112 at Berth 87
Westway Terminal Demolition	14.3-acre liquid bulk terminal at Berths 70–71	Demolition of existing facilities (except historic Westway/Pan-American Oil Company Pump House) following closure by February 2009; future redevelopment for institutional/research and development use	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Demolition of existing facilities following closure by February 2009

Elements	*Existing Conditions (CEQA Baseline)*	*Proposed Project*	*Alternative 1*	*Alternative 2*	*Alternative 3 (Reduced Project)*	*Alternative 4*	*Alternative 5 (No-Federal-Action Alternative)—NEPA Baseline*	*Alternative 6 (No-Project Alternative)*
Tugboats	Existing tugboat operations by Crowley and Millennium; Crowley Building located near Fire Station No. 112; Crowley tugboats located at Berth 86; Millennium tugboats at Berth 195; offices at 300 E. Water Street	Lease renewals and construction of two 10,000-square-foot buildings around the North Harbor; tugboat fleets to be located in the North Harbor	Same as proposed Project	Same as proposed Project	Same as proposed Project	Crowley and Millennium tugboat operations would be relocated to the Westway Terminal at Berths 70–71, and offices would reuse Westway building and/or expand existing building and/or construct new office building	Crowley and Millennium tugboat operations would be relocated to the Westway Terminal at Berths 70–71, and offices would reuse Westway building and/or expand existing building and/or construct new office building	Existing tugboat operations remain in their respective locations with no waterside improvements
Los Angeles Maritime Institute	Existing operations out of temporary trailer near Berth 86	Lease renewal and reuse of existing Crowley Tugboat Building	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Lease renewal and existing operations out of TopSail temporary building	Lease renewal and existing operations out of TopSail temporary building
S.S. Lane Victory	Existing location at Berth 94 with temporary trailer for administrative activities	Relocation from Berth 94 to North Harbor; new building up to10,000-square feet and lease renewal	Same as proposed Project	Same as proposed Project	Same as proposed Project	Relocate from Berth 94 to Ports O' Call	Remain in existing location at Berth 94	Remains in existing location at Berth 94
Jankovich & Son Fueling Station	Existing marine oil serve station and storage facility in Ports O'Call at Berth 74; eight aboveground tanks hold ultra-low-sulfur diesel, biodiesel, gasoline, and kerosene; lease expires in 2007	Jankovich & Son fueling station operations would cease June 2012, and the site would be decommissioned	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Jankovich fueling station would continue in existing location on hold-over; no lease renewal or upgrades	Jankovich fueling station would continue in existing location on hold-over; no lease renewal or upgrades
New Berth 240 Fueling Station	Vacant site, formerly part of Southwest Marine, used by several ship building companies since 1918	A new fueling station would be developed at Berth 240, including waterside wharf and dock construction, as well as operation pursuant to a 20-year lease; operational by June 2012	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No development of new fueling station at Berth 240	No development of new fueling station at Berth 240
Mike's Main Channel Fueling Station	Existing operations in Ports O'Call near SP Slip entrance; currently on a month-to-month lease	Continued operation at existing location	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No lease renewal/hold-over
Catalina Express/Island Express	Current operations at Berth 96; required to relocate as a result of displacement under the China Shipping Project to Berth 95 (temporary location)	Relocation from Berth 96 or Berth 95 to Berth 94 in existing S.S. Lane Victory location on a permanent basis; relocate 8,500-gallon fueling dock; build 8,800 square feet of floating docks to accommodate 8–10 vessels; Island Express Helicopters to remain in place at Berth 95	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Remain in place at Berth 95 following the temporary move per China Shipping agreement	Remain in place at Berth 95 following the temporary move per China Shipping agreement

Elements	*Existing Conditions (CEQA Baseline)*	*Proposed Project*	*Alternative 1*	*Alternative 2*	*Alternative 3 (Reduced Project)*	*Alternative 4*	*Alternative 5 (No-Federal-Action Alternative)—NEPA Baseline*	*Alternative 6 (No-Project Alternative)*
TRANSPORTATION IMPROVEMENTS								
Sampson Way Expansion	Currently a two-lane roadway from 6th Street through Ports O'Call extending to 22nd Street near the Municipal Fish Market	Expansion to two lanes each direction from 7th Street, with curve near Municipal Fish Market to meet with 22nd Street; Waterfront Red Car tracks along east side of Sampson Way between 7th and 13th Streets, and switched to west side of Sampson Way between 13th and 22nd Streets	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No expansion of Sampson Way; would remain one lane in each direction between 6th and 22nd Streets with no improvements
7th Street/ Sampson Way Intersection Improvements	Currently the intersection at 7th Street is a three-way intersection, with no access from Harbor Boulevard	Enhanced four-way intersection with modification of 6th Street connection, eliminating access to Sampson Way from Harbor Boulevard at 6th Street	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No construction of 7th Street/Sampson Way improvements; access to Sampson Way from Harbor Boulevard would remain at 6th Street
Harbor Boulevard	Currently two lanes in each direction from Swinford Street to 22nd Street	Harbor Boulevard would remain at existing capacity with two lanes in each direction; landscaping improvements on east side of Harbor Boulevard south of 7th Street, and in the median starting at the Swinford Street intersection south to 22nd Street; Waterfront Red Car along east side of Harbor to Sampson Way	Harbor Boulevard reduced at Sampson Way to one lane southbound, with a roundabout to prevent northbound traffic along Harbor Boulevard at 13th Street and roadway extending Crescent Avenue to Sampson Way; landscaping improvements on east side of Harbor Boulevard south of 7th Street, and in the median starting at the Swinford intersection south to 22nd Street	Harbor Boulevard reduced at Sampson Way to one lane southbound, with a roundabout to prevent northbound traffic along Harbor Boulevard at 13th Street and roadway extending Crescent Avenue to Sampson Way; landscaping improvements on east side of Harbor Boulevard south of 7th Street, and in the median starting at the Swinford Street intersection south to 22nd Street	Harbor Boulevard reduced to one lane each way south of 7th Street with greenbelt along the east side of Harbor Boulevard; no Crescent Avenue/Sampson Way connection; landscaping improvements in the median starting at the Swinford Street intersection south to 22nd Street	Same as proposed Project	Same as proposed Project	Harbor Boulevard would remain at existing capacity with no other improvements
Surface Parking Adjacent to Acapulco	Existing Sampson Way and circulation area	New 152-space surface parking lot adjacent to Acapulco Restaurant to serve 7th Street Harbor, Downtown Harbor, Town Square, and Acapulco restaurant uses	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	No new parking lot would be constructed
Waterfront Red Car Extension	Waterfront Red Car currently extends from Swinford to 22nd Street along the east side of Harbor Boulevard, through the existing SP Railyard to the maintenance facility	Waterfront Red Car Extension to Cabrillo Beach, Outer Harbor, and City Dock No.1	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project	Waterfront Red Car would not be extended

Table 2-7. Alternatives Comparison of Cruise Ship Operations

Project Elements	*CEQA Baseline* 2006	*Proposed Project* 2015	*Proposed Project* 2037	*Alternative 1* 2015	*Alternative 1* 2037	*Alternative 2* 2015	*Alternative 2* 2037	*Alternative 3* 2015	*Alternative 3* 2037	*Alternative 4* 2015	*Alternative 4* 2037	*Alternative 5 (No-Federal-Action Alternative—NEPA Baseline)* 2015	*Alternative 5 (No-Federal-Action Alternative—NEPA Baseline)* 2037	*Alternative 6* 2015	*Alternative 6* 2037
CRUISE SHIP CHARACTERISTICS															
Cruise ship calls (annual)	258	275	287	275	275	275	287	275	275	275	275	275	275	275	275
Cruise passengers (annual)[a]	1,150,548	1,440,946	2,257,335	1,440,946	2,163,703	1,440,946	2,257,335	1,440,946	2,163,703	1,374,982	1,814,976	1,374,982	1,814,976	1,374,982	1,814,976
Passengers/ ship (annual average)	2,235	2,620	3,934	2,620	3,934	2,620	3,934	2,620	3,934	2,500	3,300	2,500	3,300	2,500	3,300
Cruise ship calls (monthly average)	22	23	24	23	23	23	24	23	23	23	23	23	23	23	23
Peak monthly calls	36	38	40	38	38	38	40	38	38	38	38	38	38	38	38
PASSENGER THROUGHPUT															
Peak month passengers[b]	138,066	262,080	419,328	160,680	257,088	262,080	419,328	191,880	307,008	173,160	277,056	160,680	257,088	160,680	257,088
Low month passengers[c]	46,022	87,360	139,776	53,560	85,696	87,360	139,776	63,960	102,336	57,720	92,352	53,560	85,696	53,560	85,696
Maximum daily passenger throughput[d]	14,540	20,959	31,472	15,720	23,604	20,959	31,472	15,720	23,604	15,000	19,800	15,000	19,800	15,000	19,800
NUMBER OF BERTHS															
Inner Harbor Berths	3[e]	2	2	2[f]	2[f]	2	2	2	2	3[g]	3[g]	3[g]	3[g]	3[g]	3[g]
Outer Harbor Berths	0	2	2	1	1	2	2	1	1	0	0	0	0	0	0
Inner Harbor Vessel Sizes															
Berth 93	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Berths 91–92	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150
Berths 87–90	1,000									1,000	1,000	1,000	1,000	1,000	1,000
Outer Harbor Vessel Sizes															
Berths 45–47	N/A	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	N/A	N/A	N/A	N/A	N/A	N/A
Berths 49–50	N/A	1,150	1,150	N/A	N/A	1,150	1,150	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
MAXIMUM DAILY TRAFFIC															
Cars parking	1,840	2,875	4,317	2,156	3,238	2,875	4,317	2,156	3,238	2,058	2,716	2,058	2,716	2,058	2,716
Cars drop-off	1,064	1,663	2,497	1,247	1,873	1,663	2,497	1,247	1,873	1,190	1,571	1,190	1,571	1,190	1,571
Taxis	2,287	3,574	5,367	2,681	4,025	3,574	5,367	2,681	4,025	2,558	3,376	2,558	3,376	2,558	3,376
Buses	66	104	156	78	117	104	156	78	117	74	98	74	98	74	98
Total vehicles	5,257	8,216	12,337	6,162	9,253	8,216	12,337	6,162	9,253	5,880	7,761	5,880	7,761	5,880	7,761
PARKING DEMAND															
Average yearly demand	1,466	1,633	2,539	1,633	2,435	1,633	2,539	1,633	2,435	1,559	2,048	1,559	2,048	1,559	2,048
Peak month	1,910	2,144	3,422	2,144	3,275	2,144	3,422	2,144	3,275	2,041	2,730	2,041	2,730	2,041	2,730
Peak day	1,840	2,875	4,317	2,156	3,238	2,875	4,317	2,156	3,238	2,058	2,716	2,058	2,716	2,058	2,716

Notes:
[a] Passenger quantity counts every time a passenger embarks and disembarks a cruise vessel
[b] The peak month for the port is January when it receives14% of its annual traffic
[c] The low months are in June, July, and August when the port receives 4% of its annual traffic each month
[d] Maximum daily passengers are governed by the berth capacity and the projected ship size
[e] Nonpermanent occasional-use berth at Berth 87
[f] Berth 87 is 540 feet long and not useable for a cruise berth
[g] New berth is 1,000 feet long

EIS/EIR, each of the alternatives, including the proposed Project, is analyzed at an equal level of detail.

Table 2-8. Proposed Harbor Water Cuts Requiring USACE Section 404 CWA, Section 10 RHA, and Section 103 MPRSA Permits

Project Element	*Proposed Project*	*Alternatives*[1]			
		Alternative 1	*Alternative 2*	*Alternative 3*	*Alternative 4*
NORTH HARBOR					
Water cut area created[2]	217,800 sf	Same as proposed Project	Same as proposed Project	Same as proposed Project	0
Total cut volume	442,000 cy				0
DOWNTOWN HARBOR					
Water cut area created[2]	65,300 sf	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project
Cut volume	137,000 cy				
7TH STREET HARBOR					
Water cut area created[2]	14,000 sf	Same as proposed Project	Same as proposed Project	Same as proposed Project	Same as proposed Project
Cut volume	26,000 cy				
SUMMARY					
Total water cut area created[2]	297,100 sf 6.82 ac	Same as proposed Project	Same as proposed Project	Same as proposed Project	79,300 sf 1.82 ac
Total cut volume	605,000 cy				163,000 cy

Notes:
[1]No proposed project elements requiring a USACE permit are included in Alternatives 5 and 6.
[2]Water cut area is measured at +4.8 MLLW.
sf = square feet
cy = cubic yards
ac = acres

2.5.1.1 Alternative 1—Alternative Development Scenario 1

Alternative 1 is an alternative development scenario that reduces the number of cruise berths compared to the proposed Project (two in the Inner Harbor and one in the Outer Harbor), changes the location of the Waterfront Red Car Museum and Maintenance Facility to occupy Warehouse No. 1, reduces Harbor Boulevard at 7th Street/Sampson Way to one lane southbound, provides a roundabout to prevent northbound traffic along Harbor Boulevard at 13th Street, constructs a two-way roadway extending Crescent Street from Miner Street to Sampson Way, and makes other minor modifications. The majority of the proposed project elements are the same under this alternative as the proposed Project. Figure 2-17 shows the Alternative 1 development scenario.

For the similar elements, each feature is noted and the reader can refer back to the description under the proposed Project. For the elements that differ, the differences are described in this section. The discussion of this alternative's project elements is organized in the same order as the description of the proposed Project: harbors, promenade, and open space; new development and existing tenants; and transportation improvements.

2.5.1.1.1 Promenade, Harbors, and Open Space

None of the harbors, promenade, and open space project elements would change under Alternative 1, as compared to the proposed Project. Although configured differently, the Outer Harbor Park would be 6 acres in both this alternative and the proposed Project.

2.5.1.1.2 New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants

The following new development and existing tenants project elements would change under Alternative 1, as compared to the proposed Project:

- Cruise Ship Facilities
  - Berths and Terminal Facilities. Alternative 1 would reduce the number of cruise berths in the Inner Harbor from existing conditions. With construction of the North Harbor, the remaining berth length in the Inner Harbor would be too short to accommodate Freedom, Voyager, or Princess Class ships, or any of the other anticipated cruise ship calls at this berth. In 2008, the smallest ship anticipated to call at the Cruise Center is 550 feet long. The next smallest ship is 680 feet long, which is anticipated to call only four times over the same 3-year period. All other cruise ships are much larger and approach 1,000 feet in length. Therefore, under this alternative a third cruise berth in the Inner Harbor to accommodate the projected larger vessels at the Port is not feasible.
    - The existing terminal at Berths 91–92 would be demolished and a new 200,000-square-foot terminal would be developed to serve Berths 91–92.
    - Alternative 1 also includes one new Freedom Class or equivalent cruise berth in the Outer Harbor at Berths 45–47 (a reduction by one berth as compared to the proposed Project). Additionally, an approximately 100,000-square-foot terminal would be constructed in the Outer Harbor (reduced from 200,000 square feet as compared to the proposed Project). The Outer Harbor Cruise Terminal would incorporate the proposed Outer Harbor Park as an integral feature that would be complementary to the secure operations of the Outer Harbor Cruise Terminal, similar to the description under the proposed Project in Section 2.4.2.1.9.

Source: Port of Los Angeles, 9-4-08.

Graphics ... 01074.07 (9-7-08) tm

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Figure 2-17
San Pedro Waterfront—Alternative 1

- Parking for Cruise Ships. The Inner Harbor parking at Berths 91–93 would consist of 3,325 spaces (reduced from 4,600 spaces). These spaces would be located in two new 3-level (approximately 32-foot-high) structures (reduced from 4 levels as compared to the proposed Project), and at surface parking areas at the Cruise Center. The footprint and configuration of the structures would be the same as described under the proposed Project, but would only stair-step back from Harbor Boulevard at levels 2 and 3. The Outer Harbor parking would consist of 200 surface parking spaces dedicated to non-passenger uses for the Outer Harbor cruise activities (reduced from 400 surface spaces compared to the proposed Project).

- **Waterfront Red Car Museum and Maintenance Facility.** Both the Waterfront Red Car Museum and Waterfront Red Car Maintenance Facility would be located in Warehouse No. 1 in Alternative 1, as opposed to the museum being located outside of the project area and the maintenance facility at the 13th Street bluff site in the project area.

The following new development and existing tenants project elements for Alternative 1 are the same as those described for the proposed Project:

- LAMI,
- tugboats,
- S.S. Lane Victory,
- Jankovich fueling station,
- new Berth 240 fueling station,
- Mike's fueling station,
- S.P. Railyard demolition,
- Ralph J. Scott Fireboat Museum,
- Westway Terminal demolition,
- Catalina Express, and
- all of the Ports O'Call redevelopment and parking project elements.

2.5.1.1.3 Transportation Improvements

The following transportation improvements project elements would change under Alternative 1, as compared to the proposed Project:

- **Harbor Boulevard.** Harbor Boulevard would be reduced at 7th Street/Sampson Way to one lane southbound. A roundabout will be constructed at 13th Street to prevent northbound traffic along Harbor Boulevard (See Figure 2-18; detailed design to be provided at a future design phase). An at-grade roadway with one lane in each direction would be constructed extending Crescent Street between Miner Street and Sampson Way.

The following transportation improvements project elements for Alternative 1 are the same as those described for the proposed Project:

- Sampson Way expansion;
- 7th Street/Sampson Way intersection improvements;
- landscaping and hardscaping improvements both along the east side of Harbor Boulevard and in the median starting at the Swinford Street intersection, south to 22nd Street;
- surface parking adjacent to Acapulco Restaurant; and
- Waterfront Red Car Line realignment and extension.

2.5.1.2 Alternative 2—Alternative Development Scenario 2

Alternative 2 is an alternative development scenario that has a similar cruise terminal configuration as the proposed Project, but locates the parking for the Outer Harbor Terminals at the Outer Harbor instead of shuttling passengers from the Inner Harbor. Additionally, this alternative reduces Harbor Boulevard at Sampson Way to one lane southbound, provides a roundabout to prevent northbound traffic along Harbor Boulevard at 13th Street, and constructs a two-way roadway extending Crescent Street from Miner Street to Sampson Way (similar to Alternative 1). Figure 2-19 shows a proposed concept plan for this alternative.

The majority of the project elements are the same under this alternative as the proposed Project. For the similar elements, each feature is noted and the reader can refer back to the description under the proposed Project. For the elements that differ, the differences are described in this section.

2.5.1.2.1 Promenade, Harbors, and Open Space

The following harbors, promenade, and open space project elements would change under Alternative 2, as compared to the proposed Project:

- **Salt Marsh/Cabrillo Beach Youth Camp Promenade.** Under Alternative 2, the waterfront promenade would extend along Shoshonean Road behind the Cabrillo Beach Youth Camp and Salinas de San Pedro Salt Marsh, rather than along the waterside of these areas. The proposed promenade would be 30 feet wide along the east side of the roadway, and would extend along Via Cabrillo Marina to meet up with the existing promenade at the Cabrillo Way Marina. Figure 2-20 shows a conceptual plan for location of the waterfront promenade behind the Cabrillo Beach Youth Camp and Salinas de San Pedro Salt Marsh.

The following harbors, promenade, and open space project elements for Alternative 2 are the same as those described for the proposed Project:

Source: Port of Los Angeles, 9-4-08.

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Figure 2-18
Harbor Boulevard Roundabout

Source: Port of Los Angeles, 9-4-08.

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Figure 2-19
San Pedro Waterfront—Alternative 2

Source: Port of Los Angeles, 1-08.

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Figure 2-20
San Pedro Waterfront—Alternative 2-Salt Marsh Promenade

- North Harbor,
- Downtown Harbor,
- 7th Street Harbor,
- downtown civic fountain,
- John S. Gibson Jr. Park,
- Town Square,
- 7th Street Pier,
- waterfront promenade (except modified alignment at the salt marsh and the Cabrillo Beach Youth Camp, discussed above)
- Fishermen's Park,
- Outer Harbor Park (to be located on top of the parking structure for the Outer Harbor Cruise Terminals),
- San Pedro Park,
- Warehouses Nos. 9 and 10, and
- pedestrian and waterfront access linkages.

2.5.1.2.2 New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants

The following new development and existing tenants project elements would change under Alternative 2, as compared to the proposed Project:

- **Parking for Cruise Ships.** The Inner Harbor parking at Berths 91–93 would consist of 3,100 spaces (reduced from 4,600 spaces). These spaces would be located in two new 3-level (approximately 32-foot-high) structures (reduced from 4 levels as compared to the proposed Project), and at surface parking areas at the Cruise Center. The footprint and configuration of the structures would be the same as described under the proposed Project, but would only stair-step back from Harbor Boulevard at levels 2 and 3. Additionally, Outer Harbor parking would consist of 1,500 new parking spaces in a 2-level (approximately 22-foot-high) structure. Four hundred of these parking spaces would be dedicated to non-passenger, cruise facility personnel such as longshoremen, terminal operators, administrative staff, Customs and Border Patrol personnel, and Port Police, as described for the proposed Project. The 6-acre Outer Harbor Park would be located on top of the parking structure and at ground level to provide waterfront access, separate from the cruise facilities.

The following new development and existing tenants project elements for Alternative 2 are the same as those described for the proposed Project:

- S.P. Railyard demolition,

- Ralph J. Scott Fireboat Museum,
- Westway Terminal demolition,
- Catalina Express,
- all of the Ports O'Call redevelopment and parking project elements,
- Waterfront Red Car Maintenance Facility location at 13th Street bluff site,
- tugboats,
- LAMI,
- S.S. Lane Victory,
- Jankovich fueling station,
- new Berth 240 fueling station,
- Mike's fueling station, and
- cruise ship berths and terminal facilities (two Inner Harbor and two Outer Harbor berths with two new 100,000-square-foot terminals in the Outer Harbor).

2.5.1.2.3 Transportation Improvements

The following transportation improvements project elements would change under Alternative 2, as compared to the proposed Project:

- **Harbor Boulevard.** Harbor Boulevard would be reduced at Sampson Way to one lane southbound, and a roundabout would be constructed at 13th Street to prevent northbound traffic along Harbor Boulevard (See Figure 2-18). A two-way at-grade roadway would extend Crescent Street from Miner Street to Sampson Way (similar to Alternative 1).

The following transportation improvements project elements for Alternative 2 are the same as those described for the proposed Project:

- Sampson Way expansion;
- 7th Street/Sampson Way intersection improvements;
- landscaping improvements on the east and west sides of Harbor Boulevard and in the median starting at the Swinford Street intersection, south to 22nd Street;
- surface parking adjacent to Acapulco Restaurant; and
- Waterfront Red Car Line realignment and extension to Outer Harbor, City Dock No. 1 (adjacent to Warehouse No. 1), and Cabrillo Beach.

2.5.1.3 Alternative 3—Alternative Development Scenario 3 (Reduced Project)

As with Alternative 1, Alternative 3 is an alternative development scenario that provides a similar cruise ship berth and parking configuration as Alternative 1, a reduction in development in Ports O'Call, and reduction of Harbor Boulevard to one lane in each direction south of 7th Street with a greenbelt in the median, and no roadway extending Crescent Street between Miner Street and Sampson Way. Figure 2-21 shows a proposed concept plan for this alternative.

For the elements that are similar to those for the proposed Project, each feature is noted and the reader can refer back to the description under the proposed Project. For the elements that differ, the differences are described in this section.

2.5.1.3.1 Promenade, Harbors, and Open Space

None of the harbors, promenade, and open space project elements would change under Alternative 3, as compared to the proposed Project. Although configured differently, the Outer Harbor Park would be 6 acres in both this alternative and the proposed Project.

2.5.1.3.2 New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants

The following new development and existing tenants project elements would change under Alternative 3, as compared to the proposed Project:

- **Cruise Ship Berths.** Only one new Freedom Class or equivalent cruise berth would be located in the Outer Harbor at Berths 45–47 (a reduction by one berth as compared to the proposed Project). Additionally, an approximately 100,000-square-foot terminal would be constructed in the Outer Harbor (reduced from 200,000 square feet as compared to the proposed Project). The Outer Harbor Cruise Terminal would incorporate the proposed Outer Harbor Park as an integral feature that is complementary to the secure operations of the Outer Harbor Cruise Terminal, similar to the description under Alternative 1 in Section 2.5.1.1.2.
- **Parking for Cruise Ships.** The Inner Harbor parking at Berths 91–93 would consist of 3,325 spaces (reduced from 4,600 spaces). These spaces would be located in two new 3-level (approximately 32-foot-high) structures (reduced from 4 levels as compared to the proposed Project), and at surface parking areas at the Cruise Center. The footprint and configuration of the structures would be the same as described under the proposed Project, but would only stair-step back from Harbor Boulevard at levels 2 and 3. Additionally, Outer Harbor parking would consist of 200 surface parking spaces that would be dedicated to non-passenger uses (similar to Alternative 1).

- **Ports O'Call Redevelopment.** Alternative 3 would include the demolition and redevelopment of a portion of the visitor-serving commercial development in Ports O'Call . Of the 150,000 original square feet, 40,000 would be redeveloped (reduced from 150,000 square feet as compared to the proposed Project). Alternative 3 would not include a 75,000-square-foot conference center. Therefore, total development for Alternative 3 at Ports O'Call would be 187,500 square feet (reduced from 375,000 square feet under the proposed Project).
- **Ports O'Call Parking.** The existing surface parking located at Berths 78–83 and 73–77 would accommodate all Ports O'Call and Downtown Harbor parking demand. Additionally, the existing parking located at 22nd Street/Sampson Way would also accommodate Ports O'Call and Downtown Harbor parking demand. Alternative 3 does not include parking structures at the bluff site.
- **Waterfront Red Car Museum.** Alternative 3 would locate the Red Car Museum in the S.P. Railyard south of 7th Street/Sampson Way and east of Harbor Boulevard, separate from the proposed Waterfront Red Car Maintenance Facility, which would be located at 13th Street within the S.P. Railyard.

The following new development and existing tenants project elements for Alternative 3 are the same as those described for the proposed Project:

- S.P. Railyard demolition,
- Ralph J. Scott Fireboat Museum,
- Westway Terminal demolition,
- Catalina Express,
- Waterfront Red Car Maintenance Facility location at 13th Street bluff site,
- tugboats,
- LAMI,
- S.S. Lane Victory,
- Jankovich fueling station,
- new Berth 240 fueling station,
- Mike's fueling station, and
- Inner Harbor cruise ship berths and terminal facilities (two Inner Harbor berths).

2.5.1.3.3 Transportation Improvements

The following transportation improvements project elements would change under Alternative 3, as compared to the proposed Project:

- **Harbor Boulevard.** Harbor Boulevard would be reduced to one lane in each direction south of 7th Street with a greenbelt created from the two lanes in each direction that were eliminated.

SAN PEDRO WATERFRONT
PROJECT ALTERNATIVE - 3

36th St.
30th St.
26th St.
22nd St.
20th St.
15th St.
13th St.
10th St.
5th St.
1st St.
Santa Cruz St.
Grand Ave.
Pacific Ave.
Mesa St.
Centre St.
SAN PEDRO
Palos Verdes St.
Beacon St.
Harbor Blvd.
Sampson Way
Miner St.
Shoshonean Rd.
Via Cabrillo Marina
Salinas de San Pedro Salt Marsh (Existing)
Cabrillo Beach Youth Camp (Existing)
New Red Car Alignment
Inner Cabrillo Beach
WEST CHANNEL
EAST CHANNEL
MAIN CHANNEL
Proposed Cabrillo Way Marina (Separate Project)
Fire Station 110
San Pedro Boat Works
Outer Harbor Cruise Terminal Bldg.
Outer Harbor Park
Berths 45–47
Berths 49–50
Berths 51–53
Berths 54–57
Berths 58–60
Berths 68–72
Berths 73–74
Berths 75–76
Berths 77–78
Berths 79–80
Berths 81–83
Berths 84–87
Berths 88–90
Berths 91–92
Berths 93A–93B
93C
93D
93E
94
95
96
22nd Street Park
San Pedro Park (Proposed)
Warehouses No. 9 and 10 (Existing)
Red Car Maintenance Facility
Surface Parking (Proposed)
Former SP Railyard
Pedestrian Crossing at 13th Street
7th Street Pier (Proposed)
7th Street Harbor
Ports O' Call Development Opportunity (187,500 sf.)
Fishermen's Park (3 acres) Location To Be Determined
SP Slip (Existing)
Jankovich & Son Fueling Station
Mike's Fueling Station
Municipal Fish Market
Westway Terminal (to be demolished)
City Dock #1
Warehouse #1 (Existing)
Berth 240 Marine Fuel Facility
TERMINAL ISLAND
Red Car Museum
Town Square (Proposed)
John S. Gibson Jr. Park (Existing)
Ralph J. Scott Fireboat Display
LAMI
Inner Harbor Parking Structures (Proposed)
Caltrans Lot (existing)
Downtown Harbor
Lane Victory
North Harbor
Baggage Handling Facility
World Cruise Center (Existing)
Berth 91-92 Terminal
Berth 93 Terminal
Catalina
Vincent Thomas Bridge

Legend:

- Promenade
- Proposed Buildings
- Existing Buildings
- Proposed Park Area
- Existing Park Area
- Proposed Parking Structure
- Proposed Parking Area
- Proposed Water Feature
- City Dock No. 1
- Existing Port Facilities
- Red Car Tracks

N

0 500 1,000 1,500 2,000

Feet

Source: Port of Los Angeles, 9-4-08.

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Figure 2-21
San Pedro Waterfront—Alternative 3 (Reduced Project)

The following transportation improvements project elements for Alternative 3 are the same as those described for the proposed Project:

- Sampson Way expansion;
- 7th Street/Sampson Way intersection improvements;
- landscaping improvements on both sides of Harbor Boulevard and in the median starting at the Swinford Street intersection, south to 22nd Street;
- surface parking adjacent to Acapulco Restaurant; and
- Waterfront Red Car Line extension to Cabrillo Beach, Outer Harbor, and City Dock No. 1 (adjacent to Warehouse No. 1).

2.5.1.4 Alternative 4—Alternative Development Scenario 4

Alternative 4 is an alternative development scenario that would eliminate the proposed North Harbor and modify the location of the associated uses that would have been moved to the North Harbor (i.e., tugboats, S.S. Lane Victory). Alternative 4 would also eliminate the Outer Harbor Cruise Terminals. Figure 2-22 shows a proposed concept plan for this alternative.

For the similar elements, each feature is noted and the reader can refer back to the description under the proposed Project. For the elements that differ, the differences are described in this section.

2.5.1.4.1 Promenade, Harbors, and Open Space

The following harbors, promenade, and open space project elements would change under Alternative 4, as compared to the proposed Project:

- **North Harbor.** There would be no North Harbor element under this alternative.

The following harbors, promenade, and open space project elements are the same under Alternative 4 as those described for the proposed Project:

- Downtown Harbor,
- 7th Street Harbor,
- Downtown Civic Fountain,
- John S. Gibson Jr. Park,
- Town Square,
- 7th Street Pier,
- waterfront promenade,
- Fishermen's Park,

- Outer Harbor Park,
- San Pedro Park,
- Warehouses Nos. 9 and 10, and
- pedestrian and waterfront access linkages.

2.5.1.4.2 New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants

The following new development and existing tenants project elements would change under Alternative 4, as compared to the proposed Project:

- **Cruise Ship Berths.** Alternative 4 would keep the three existing cruise ship berths in the Inner Harbor and the existing terminal. The existing terminal at Berth 91 would be demolished, and a new 200,000-square-foot terminal to serve Berths 91 and 87 would be developed. Berths 87–92 could accommodate one Freedom Class vessel (1,250-foot-long berth) or one Voyager Class vessel (1,150-foot-long berth), along with one Princess Class vessel simultaneously, and Berth 93 could accommodate one Princess Class vessel (1,000-foot-long berth). Additionally, no new cruise ship berth would be located in the Outer Harbor. Therefore, Alternative 4 would be a reduction of two berths in the Outer Harbor, as compared to the proposed Project.
- **Parking for Cruise Ships.** The Inner Harbor parking would be located at Berths 91–93 and would consist of 3,525 spaces (reduced from 4,600 spaces). These spaces would be located in one new 3-level parking structure covering 4.3 acres (reduction of one 4.8-acre parking structure compared to the proposed Project). Size, footprint, and design would be the same as the northernmost structure planned for the proposed Project, however, there would be no fourth level. Parking needs would be met by spaces provided in the structure and surface parking areas at the Cruise Center. The structure and surface parking would be dedicated to the Catalina Express Terminal and the Inner Harbor Cruise Terminals. No Outer Harbor Cruise Terminal parking would be included in Alternative 4.
- **Outer Harbor Parking.** Approximately 60 surface parking spaces would be added to support the 6-acre Outer Harbor Park. No cruise terminal parking would be provided.
- **Tugboats.** The Crowley and Millennium tugboat operations would be relocated to Berths 70–71 (at the existing Westway Terminal site) since the North Harbor would not be developed as part of Alternative 4. The existing building at Westway Terminal would be converted for office uses for the tugboat operations, and an additional building or expansion of the existing building may be required for the tugboat operations at this location.
- **Los Angeles Maritime Institute.** LAMI would be relocated in the interim to Berth 87 to allow construction of the Downtown Harbor water cut. LAMI would

SAN PEDRO WATERFRONT
PROJECT ALTERNATIVE - 4

Source: Port of Los Angeles, 9-4-08.

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Figure 2-22
San Pedro Waterfront—Alternative 4

be moved to the Crowley Building after Crowley tugboat operations are relocated to Berths 70–71.

- **S.S. Lane Victory.** The S.S. Lane Victory would be relocated to Ports O'Call rather than relocated to the North Harbor since this alternative does not include the development of the North Harbor.
- **Waterfront Red Car Museum.** The Waterfront Red Car Museum would be located at 13th Street at the bluff site, combined with the Waterfront Red Car Maintenance Facility.

The following new development and existing tenants project elements for Alternative 4 are the same as those described for the proposed Project:

- S.P. Railyard demolition,
- Ralph J. Scott Fireboat Museum,
- Westway Terminal demolition,
- Catalina Express,
- Jankovich fueling station,
- new Berth 240 fueling station,
- Mike's fueling station,
- all of the Ports O'Call redevelopment and parking project elements, and
- Waterfront Red Car Maintenance Facility location at 13th Street bluff site.

2.5.1.4.3 Transportation Improvements

All of the proposed transportation improvements project elements for Alternative 4 are the same as those described for the proposed Project.

2.5.1.5 Alternative 5—No-Federal-Action Alternative

The No-Federal-Action Alternative eliminates all of the project elements that would require a federal permit or other substantial federal interest such as property or funding. As described above, the federal project consists of all harbor cuts and dredging activities; removal of existing, and construction of new, bulkheads, wharves, pilings, piers, rock slope protection, floating docks, and promenades that cover waters of the United States; and ocean disposal of dredge material. Landside construction activities within 100 feet of the shoreline necessary to complete the in-water activities, as well as the Outer Harbor Cruise Terminals and associated parking, which directly depend on authorization of in-water activities at the Outer Harbor, would be within the USACE's regulatory purview. Under this alternative, the existing supertanker berth at Berth 45–47 could continue to be used on occasion by

visiting cruise ships and other large vessels, as occurs under existing conditions. Figure 2-23 shows a proposed concept plan for this alternative.

Where the project elements under this alternative are the same as those for the proposed Project, the components are noted, and the reader can refer back to the description under the proposed Project. For the elements that differ, the differences are described in this section.

2.5.1.5.1 Promenade, Harbors, and Open Space

None of the following project elements would be constructed under Alternative 5 because they would require the involvement of the USACE for federal permitting purposes:

- North Harbor,
- Downtown Harbor,
- 7th Street Harbor,
- 7th Street Pier, and
- waterfront promenade constructed over water (i.e., Ports O'Call, City Dock No. 1, and the salt marsh/Cabrillo Beach Waterfront Youth Camp promenade—the promenade in the vicinity of the salt marsh/Cabrillo Beach Waterfront Youth Camp would be constructed along Shoshonean Road as described in Alternative 2, and would not require a federal permit.

The following harbors, promenade, and open space project elements are the same under Alternative 5 as those described for the proposed Project:

- Downtown Civic Fountain,
- John S. Gibson Jr. Park,
- Town Square,
- S.P. Slip (working promenade),
- Fishermen's Park,
- Outer Harbor Park,
- San Pedro Park,
- Warehouses Nos. 9 and 10, and
- pedestrian and waterfront access linkages.

Source: Port of Los Angeles, 9-4-08.

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Figure 2-23
San Pedro Waterfront—Alternative 5
No-Federal-Action Alternative

2.5.1.5.2 New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants

The following new development and existing tenants project elements would change under Alternative 5, as compared to the proposed Project:

- **Cruise Ship Berths.** The three existing cruise berths in the Inner Harbor at the existing terminal would remain. None of the wharf work proposed under the proposed Project or the other alternatives would occur for Alternative 5. The existing terminal at Berth 91 would be demolished, and a new 200,000-square-foot terminal would be developed to serve Berths 91 and 87. Alternative 5 does not include new cruise ship berths or upgrading the existing berths in the Outer Harbor. Therefore, Alternative 5 is a reduction of two berths in the Outer Harbor when compared to the proposed Project.
- **Parking for Cruise Ships.** The Inner Harbor parking would be located at Berths 91–93 and would consist of 3,525 spaces (reduced from 4,600 spaces). These spaces would be located in one new 3-level parking structure covering 4.3 acres (reduction of one 4.8-acre structure compared to the proposed Project). The footprint, siting, and design would be identical to Alternative 4 and the same as the northernmost structure planned for the proposed Project, however, there would be no fourth level. Parking needs would be met by spaces provided in the structure and surface parking areas at the Cruise Center. This parking would be dedicated to the Catalina Express Terminal and the Inner Harbor Cruise Terminals (similar to Alternative 3). This alternative would not include Outer Harbor parking for cruise ship purposes.
- **Outer Harbor Parking.** Similar to Alternative 4, this alternative would provide approximately 60 surface parking spaces to support the 6-acre Outer Harbor Park.
- **Catalina Express.** Under a separate environmental review process for the China Shipping Project, Catalina Express would relocate from Berth 96 to Berth 95 just north of the S.S. Lane Victory and would construct floating docks. Under Alternative 5, Catalina Express would remain in this location north of the S.S. Lane Victory and would not relocate to a permanent location at the S.S. Lane Victory site at Berth 95.
- **Tugboats.** The Crowley and Millennium tugboat operations would be relocated to Berths 70–71 (at the existing Westway Terminal site) since the North Harbor would not be developed as part of Alternative 5. The existing building at Westway Terminal would be converted for office uses for the tugboat operations, and an additional building or expansion of the existing building may be required for the tugboat operations at this location. No in-water work that required a permit from the USACE would be necessary.
- **Los Angeles Maritime Institute.** Under Alternative 5, LAMI would remain in its existing location; the institute would not be relocated to the renovated Crowley Building.
- **S.S. Lane Victory.** Since Alternative 5 does not include the development of the North Harbor, the S.S. Lane Victory would remain at Berth 94.

- **Jankovich Fueling Station.** The Jankovich fueling station operations would continue on a hold-over lease in their existing location in Ports O'Call. The promenade would be constructed on the west side of the existing Jankovich leasehold.
- **Fishermen's Park.** This park cannot be constructed in the vicinity of Jankovich fueling station should the fueling station remain in operation at its current location.
- **Berth 240 Fueling Station.** The development of a new fueling station at Berth 240 would not occur under this alternative.
- **Ralph J. Scott Fireboat Museum.** The Ralph J. Scott would remain in its original proposed location in the Downtown Harbor near the Fireman's Plaza. Alternative 5 would not include any of the harbor cuts in the Downtown Harbor area.

The following new development and existing tenants project elements are the same under Alternative 5 as those described for the proposed Project:

- S.P. Railyard demolition,
- Westway Terminal demolition,
- All of the Ports O'Call redevelopment and parking project elements,
- Waterfront Red Car Museum and Maintenance Facility location at 13th Street bluff site, and
- Mike's fueling station.

2.5.1.5.3 Transportation Improvements

All of the transportation improvements' project elements for Alternative 5 are the same as those described for the proposed Project.

2.5.1.6 Alternative 6—No-Project Alternative

Pursuant to CEQA Guidelines Section 15126.6(e)(3)(A), an EIR must address a no-project alternative. This no-project analysis must discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved. Because the proposed Project is a development project, Section 15126.6(e)(3)(B) of the State CEQA Guidelines is directly applicable to the project:

> If the project is…a development project on an identifiable property, the "no project" alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects that would occur if the project is approved. If disapproval of the project under

> consideration would result in predictable actions by others, such as the proposal of some other project, this "no project" consequence should be discussed. In certain instances, the "no project" alternative means "no build" wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.

In accordance with the State CEQA Guidelines, the no-project alternative analysis includes a discussion of the no-build alternative, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and site zoning, as consistent with available infrastructure and community services.

Alternative 6 describes what would reasonably be expected to occur on the site if no LAHD or federal action would occur. In this case, Alternative 6 involves no build of any of the proposed Project facilities and continued operations of the existing uses within the project area, but acknowledges some forecasted growth in the existing cruise operations at the Inner Harbor cruise berths and terminals, and construction and operation of the existing entitled projects within the proposed project area (i.e., Waterfront Enhancement Project, Cabrillo Way Marina, China Shipping, demolition of Westway Terminal). Any other growth or development in accordance with the General Plan, Port Master Plan, or Port of Los Angeles Strategic Plan would be too speculative to assume in this process.

Under this alternative, LAHD would not issue any permits or discretionary approvals, and would not take further action to construct or permit the construction of any portion of the proposed Project. The USACE would not issue any permits or discretionary approvals for dredge or fill actions, transport or ocean disposal of dredged material, or construction of wharves, and there would be no significance determinations under NEPA. This alternative would not allow implementation of the proposed Project or other physical improvements associated with the proposed Project. Under this alternative, no construction impacts would occur. No environmental controls beyond those imposed by local, state, and federal regulatory agencies would be implemented. Figure 2-24 shows a proposed concept plan for this alternative.

The following related projects and reasonably foreseeable actions would occur even if the proposed Project is not approved:

- The Town Square project elements would be constructed as described in the approved Waterfront Enhancements Project (LAHD 2006).
- Warehouses Nos. 9 and 10 would remain vacant after Crescent Warehouse operations vacate the premises, as planned under a separate project.
- The cruise ship facilities would continue to operate with three berths in the Inner Harbor. The cruise operations would be brought under CAAP compliance as leases renew.

- Catalina Express would relocate to Berth 95 as a result of the approved China Shipping Project, which displaces Catalina Express from Berth 96.
- Catalina Express would continue to share parking with the existing cruise ship parking lots.
- The Ralph J. Scott Fireboat would remain in its existing location.
- Jankovich fueling station would continue operations in its current location in Ports O'Call on a hold-over lease.
- Mike's fueling station would continue operations in its existing location.
- The 22nd Street/Miner Street lot would be constructed as described in the approved Waterfront Enhancements Project.
- Demolition of Westway Terminal would occur under a separate action under the oversight of the Department of Toxic Substances Control.
- Harbor Boulevard and Sampson Way would remain in their existing configurations.
- Landscaping improvements would not occur along the west side of Harbor Boulevard.
- The Waterfront Red Car Line would continue to operate along its existing alignment with no expansion.

2.5.2 Alternatives Considered and Withdrawn

This section presents three alternatives/options considered but eliminated from further discussion and includes the rationale for the decision to eliminate the alternatives from detailed analysis. Alternatives considered but eliminated include the following:

1. Cruise Ship Berthing Alternatives;
    a. Cruise Ship Berth at Berths 66–67 (South of Warehouse No. 1),
    b. Alternative Cruise Ship Berth at Berths 69–72 (Adjacent to Warehouse No. 1), and
    c. Alternative Cruise Ship Berth at Berths 75–79 (Ports O'Call).

2.5.2.1 Alternative Cruise Ship Berthing Locations

A number of locations for cruise ship berths were identified during plan development, through comments received during EIS/EIR public scoping, and in meetings with project stakeholders. These locations were identified to accommodate anticipated increases in cruise business and to accommodate the larger cruise ships that would be serving the Port. Locations were screened based on a combination of operational/navigational and economic factors (Table 2-9; Figures 2-25 through 2-

Table 2-9. Screening Criteria for Alternative Cruise Berth Locations

Site Evaluation Criteria	*Berths 45-47 Outer Harbor*	*Berths 49-50 Outer Harbor*	*Berths 66-67 Warehouse 1 Site*	*Berths 70-72 Westway Site*	*Berths 78-82 Ports O'Call*	*Berths 87-89 Inner Harbor*	*Berths 90-92 Inner Harbor*	*Berth 93 Inner Harbor*
INFRASTRUCTURE								
Freedom Class Vessel (1,250 foot long berth) Accommodated	Yes	Yes	Yes	Yes	Yes	No	Yes	No
Required wharf improvements to accommodate Freedom Class Vessel	Construction of **200 LF** of new wharf	Construction of **500 LF** of new wharf plus **750 LF** reconstruction of existing wharf	Construction of a **1,250 LF** of new wharf with landfill	Construction of **1,250 LF** of new wharf	Construction of **1,250 LF** of new wharf	None	New mooring bollards only	None
Cost Estimate for wharf Cost Estimate for Dredging Cost Estimate for Dike	$5,700,000 $0 $0	$15,750,000 $0 $0	$26,250,000 $13,800,000 $8,600,000	$26,250,000 $103,500,000[1] $3,000,000	$26,250,000 $45,000,000 $3,000,000	$0 $0 $0	$1,000,000 $0 $0	$0 $0 $0
Total Wharf Cost Estimate	**$5,700,000**	**$15,750,000**	**$48,650,000**	**$132,750,000**	**$74,250,000**	**$0**	**$1,000,000**	**$0**
NAVIGATION								
Increased risk to Main Channel Navigation	No	No	Yes[2]	Yes[2]	Yes[2`]	N/A[3]	Yes	N/A[3]
Impacts to other Navigational Facilities/Recreational Activities	Yes[4]	No	No	No	Yes	No	No	No
Air draft constraints for ships over 185 feet tall from Vincent Thomas Bridge	No	No	No	No	No	N/A[3]	Yes[5]	N/A[3]
OPERATIONS								
Requires shuttle service between Inner Harbor cruise parking facilities and proposed Freedom Class cruise berth				Yes	Yes	Yes	Yes	No	No	No
Potential to share Cruise Terminal facilities with adjacent cruise berths				Yes	Yes	No	No	No	Yes	Yes	Yes
Schedule for Implementation (years)				2.5	2.5	4-6	8-10	10-12	In use	In use	In use

Notes:

[1] Westway Contamination Clean up is not included in cost estimate (approx. cost is $30 million)

[2] Proximity of berth to the Main Channel entrance along with a relatively sharp approach angle produces an increased navigation risk. Higher winds compared to Berths 90-93.

[3] Freedom Class Vessel cannot be accommodated at this location

[4] Existing Marina entrance of approximately 500' will be temporarily reduced to 200' because of the required 300' security zone for all docking cruise ships. While berthed at B. 45-47, the cruise ship will have a 75' fixed floating security barrier allowing clear entrance (500') to the Marina.

[5] Cruise ship must back in/out along Main Channel

Source: Port of Los Angeles, 9-4-08.

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Figure 2-24
San Pedro Waterfront—Alternative 6
No-Project Alternative

30), possible environmental considerations, and whether the location might impede meeting project objectives. Of the seven alternative locations/configurations identified, four locations were carried forward for consideration in this document (see Section 2.5.1 above) and three ultimately were eliminated for the reasons discussed below. Some of these alternatives were suggested to avoid the need for one or more of the Outer Harbor cruise ship berths at Berths 45–47 and Berths 49–50 identified in the proposed Project and project Alternatives 1, 2, and 3 (see Section 2.5.1 above). As the analysis will show, although large cruise ships could be berthed at some of these alternative locations, there would be greater navigation risk as compared to the Outer Harbor locations. Because the existing cruise terminal has navigational issues, alternatives that replicate existing conditions or increase navigational risk were eliminated; alternatives were retained that improved upon navigational issues.

These berths are proposed to accommodate anticipated growth in cruise passengers and would be designed to accommodate the Freedom class vessel size that would handle a portion of this business. The existing Inner Harbor cruise berths can currently accommodate one Freedom class or Voyager class vessel at Berths 90–92, and two Princess class vessels at Berths 93 and 87, but not without challenges to navigation as the size of container ships transiting and berthing along the Main Channel increases. For an understanding of existing cruise operations and capacity, please refer to the discussion in Section 2.2.5, Table 2-1.

2.5.2.1.1 Alternative Cruise Ship Berth at Berths 66–67 (South of Warehouse No. 1)

This alternative would involve development of a cruise ship berth at Berths 66–67 on a landfill or floating dock system south of Warehouse No. 1 and Port of Los Angeles Pilot Station (see Figures 2-25. This facility would be developed in lieu of the cruise berth and terminal at Berths 45–46 as presented under the proposed Project and Alternatives 1, 2, and 3. The terminal facilities would occupy the existing Warehouse No. 1. This cruise berth location was identified as a study option in the 2005 NOP/NOI. As part of the USACE's Channel Deepening Project, a navigation study was completed which included an analysis of placing a berth at Berths 66-67 and the Outer Harbor Berths 45-47 and 49-50 (Los Angeles Harbor Department 2007).

After further study, this alternative was eliminated from consideration for the following reasons:

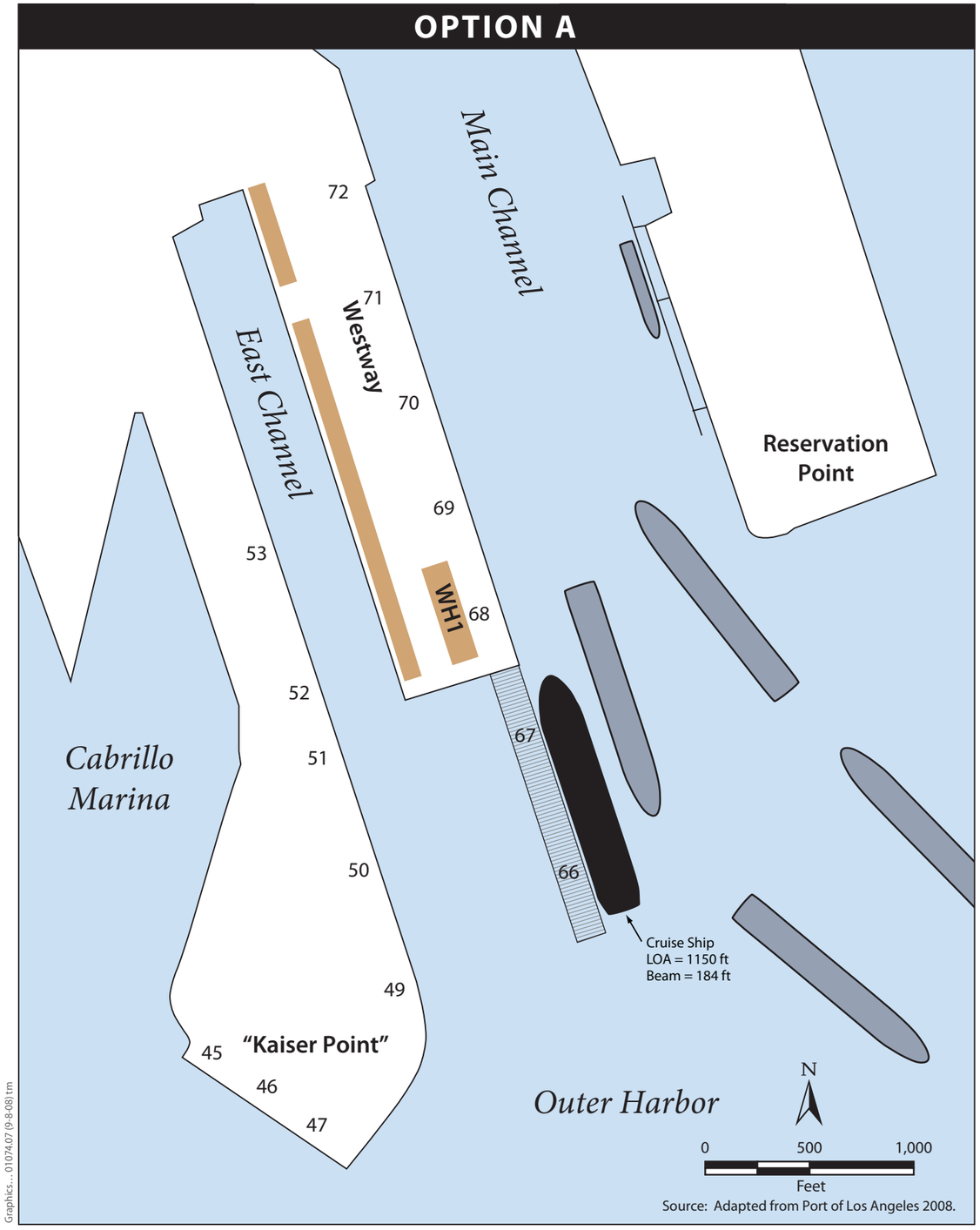
- **Cost.** Placement of a cruise ship terminal at this location would require construction of a new wharf structure, landfill, and dike at a cost of approximately $48.6 million. This cost is two to four times the cost of wharf construction/modification at locations with existing wharf structures (i.e., Berths 45–47, Berths 49–50). Dredging would be required at this location. The Port of Los Angeles Pilot Station would need to be relocated, and major renovations of Warehouse No. 1 would be required to make it an operational cruise passenger terminal.

- **Navigation Issues.** The proximity of Berths 66–67 to the Main Channel entrance, along with a relatively sharp approach angle and frequent strong winds at this location (part of "hurricane gulch") in the harbor, creates an increased risk to navigation for both the vessels transiting the Main Channel and a berthed cruise ship at this location. Specifically, vessels entering and leaving the main channel entrance get pushed sideways ("crabbing") when there are high winds, making them more difficult to control. Two-way vessel traffic is currently possible at the entrance of the Main Channel, depending on the size of vessels and weather conditions. The entrance should be kept free from constraints as much as possible to provide for the safest navigation. With a cruise ship docked at these berths, the safe passing zone would be reduced south of the pilot station. A cruise ship at this location would also obstruct views of range markers used by Port Pilots for navigation (Port of Los Angeles 2007). These issues can be partially addressed by moving the fill and wharf to the far west of the site (see Figure 2-25). Even with this change, the cruise berth would remain in an unprotected mooring location and would be at risk of being struck by other vessels.
- **Access.** Site access and internal circulation is poor; onsite parking and drop-off parking would be more difficult than other Outer Harbor locations due to restricted circulation within the site.
- **Environmental Considerations.** A new wharf at this site would contribute to increased short-term impacts due to dredging and long-term impacts due to landfill construction, possible vehicular traffic congestion due to narrow landside site access, and potential loss of integrity of a historic national landmark if structural changes were needed to adapt Warehouse No. 1 for use as a cruise terminal building. While this document does not find a significant visual impact from berthing cruise ships at the Outer Harbor, it should be noted that some community members consider views of a cruise ship at berth at Berths 45–46 as negative. Having a terminal at Berths 66–67 would place the cruise ship at a further distance from viewing locations in the community than the Outer Harbor Cruise Terminals.

When all these issues are taken into consideration, this alternative was eliminated from further discussion.

2.5.2.1.2 Alternative Cruise Ship Berth at Berths 68–71 (Adjacent to Warehouse No. 1)

This alternative would involve development of a cruise ship berth and terminal between Berths 68–71 adjacent to Warehouse No. 1. This facility would be developed in lieu of the cruise berth and terminal at Berths 45–46 as presented under the proposed Project and Alternatives 1, 2, and 3. The terminal facilities would occupy the existing Warehouse No. 1 or a new terminal would be developed elsewhere on backland adjacent to Berths 68–71. Two options in this location were considered: along the Main Channel at Berths 68–70 (see Figure 2-26 and 2-27) and within a water cut at Berths 70–72 (see Figure 2-27).



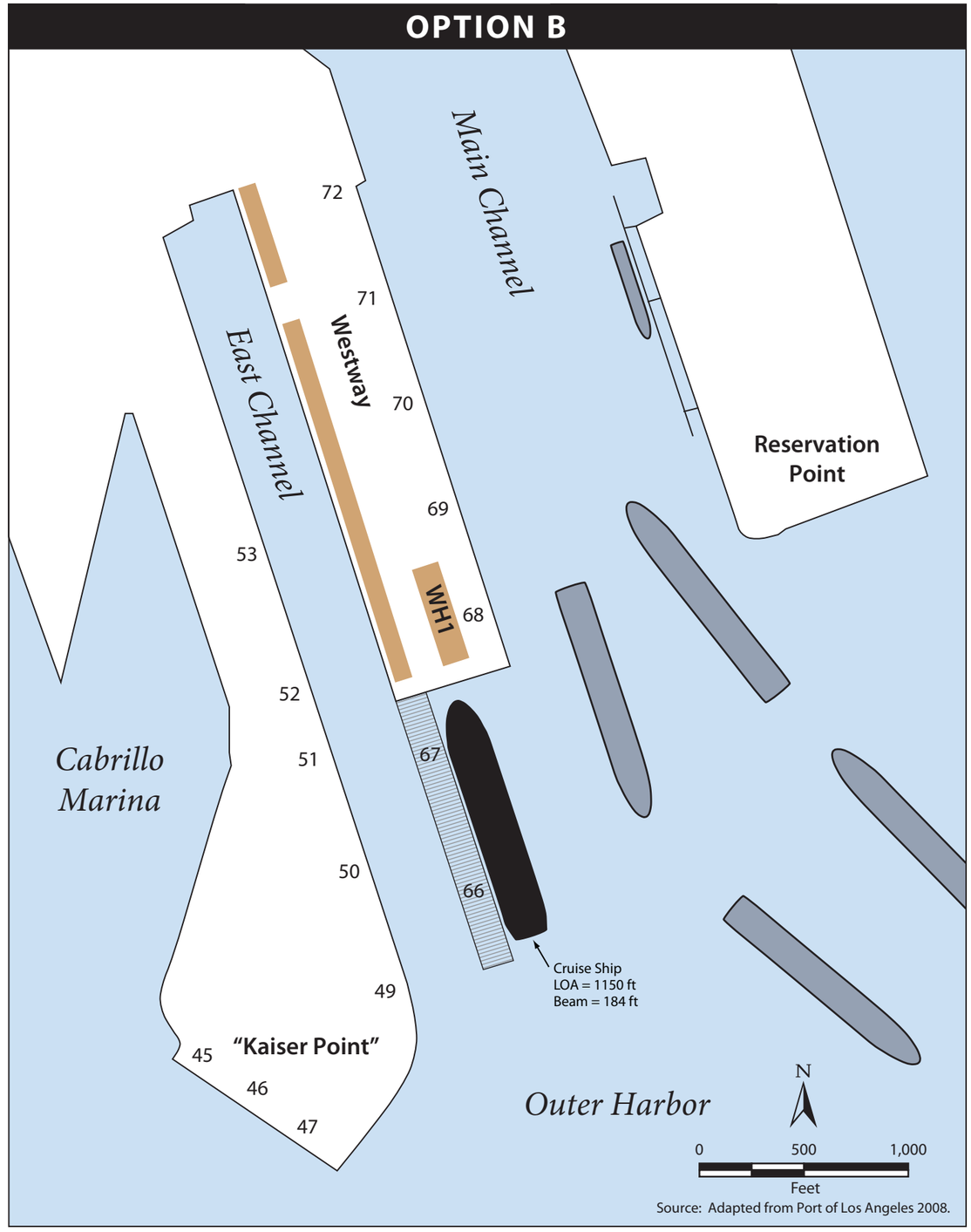


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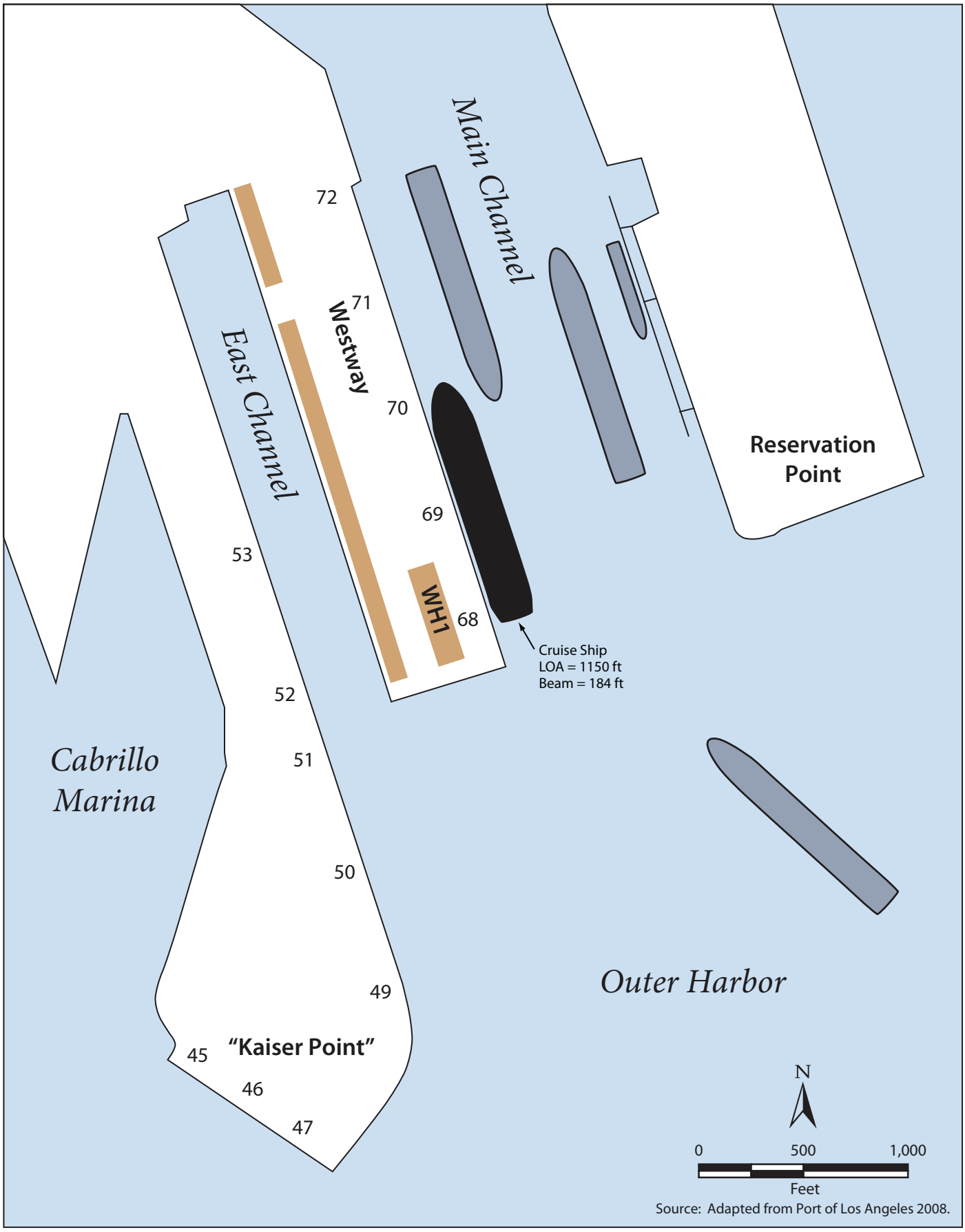
Figure 2-25
Alternative Cruise Ship Berth at Berths 66–67



Source: Adapted from Port of Los Angeles 2008.

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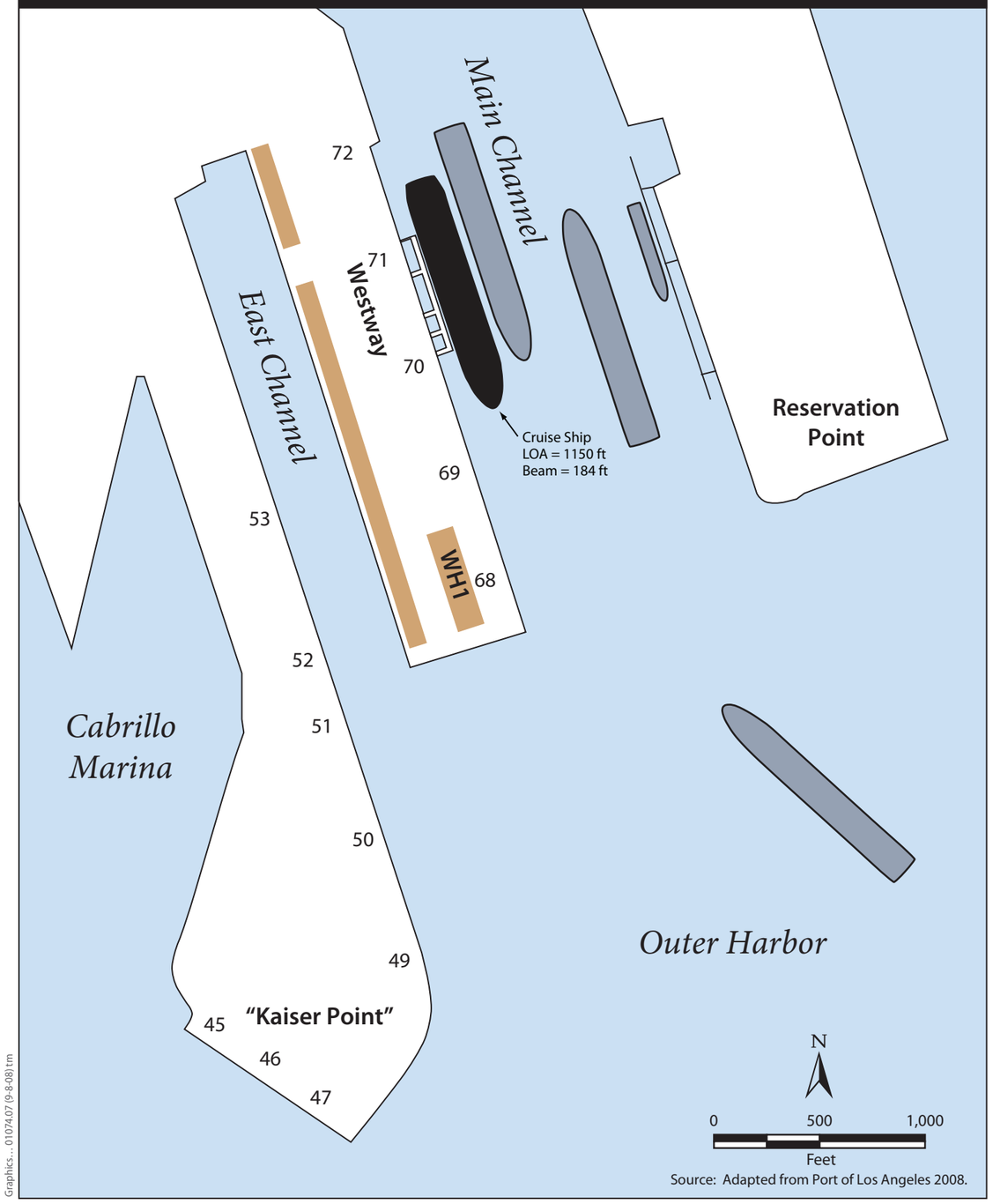
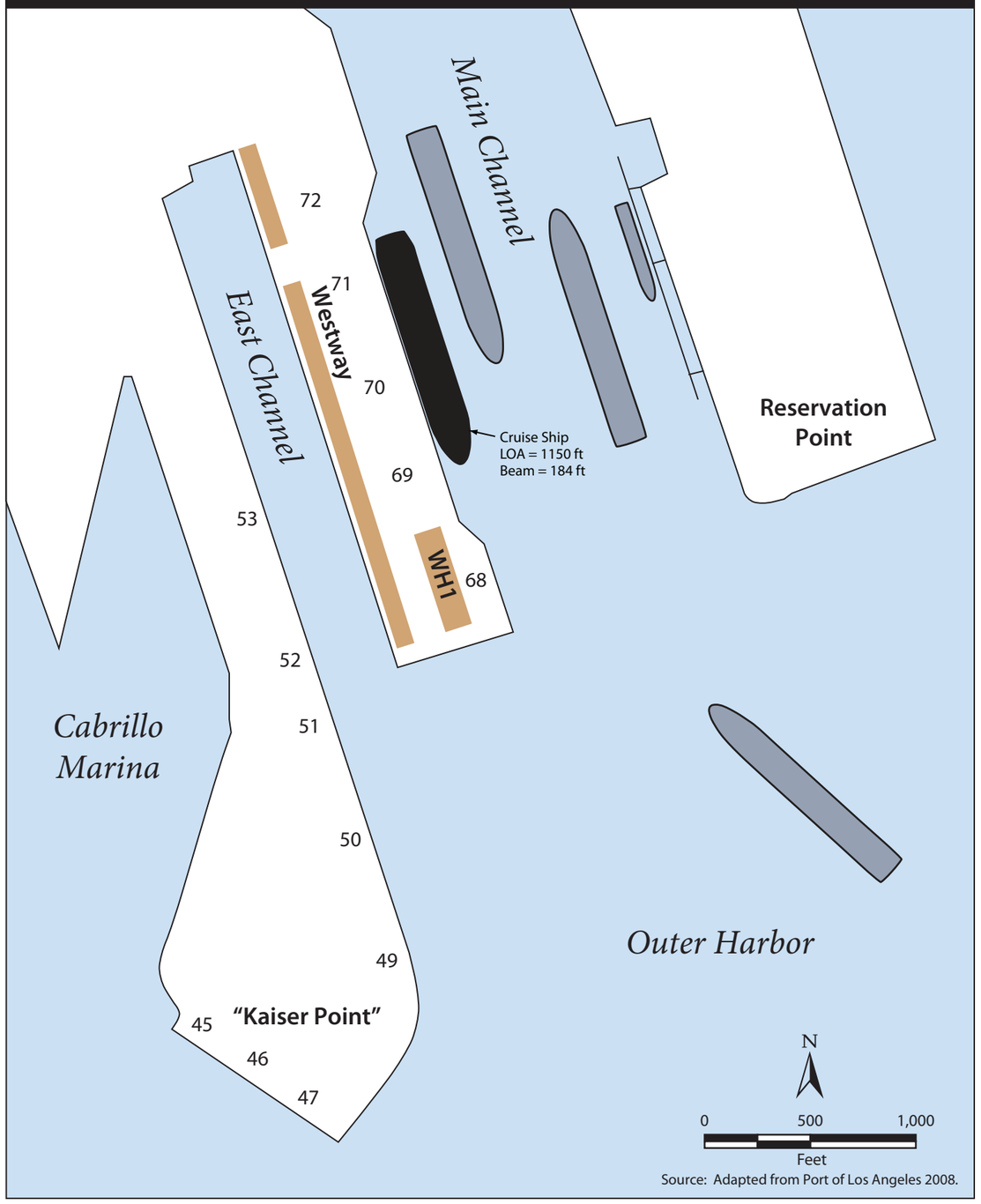
Figure 2-26
Alternative Cruise Ship Berth and Marina Complex at Berths 68–71 (Warehouse 1 Area)

OPTION A



Source: Adapted from Port of Los Angeles 2008.

OPTION B



Source: Adapted from Port of Los Angeles 2008.

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Figure 2-27
Alternative Cruise Ship Berth at Berths 68–71
(Warehouse 1 Area with Land Cut)

After further study, these alternatives were eliminated from consideration for the following reasons:

Option A: Along the Main Channel at Berths 68–71.

- **Navigation Issues.** Similar to the reasons discussed for the alternative described above, a cruise ship docked at the entrance to the Main Channel would create an increased risk to navigation to both the cruise ship and other vessels transiting the Main Channel. The docked cruise ship would decrease the safe passing zone within the Main Channel and create a choke point, constraining navigation within the Main Channel and around the entrance/exit. Safe navigation at this location is also exacerbated by the existing approach angle of the Main Channel. Ships currently have to turn and swing wide at this location, which is immediately adjacent to the Berths 68–71 area. This area of the Main Channel should be kept as free and clear as possible for the safest navigation conditions.

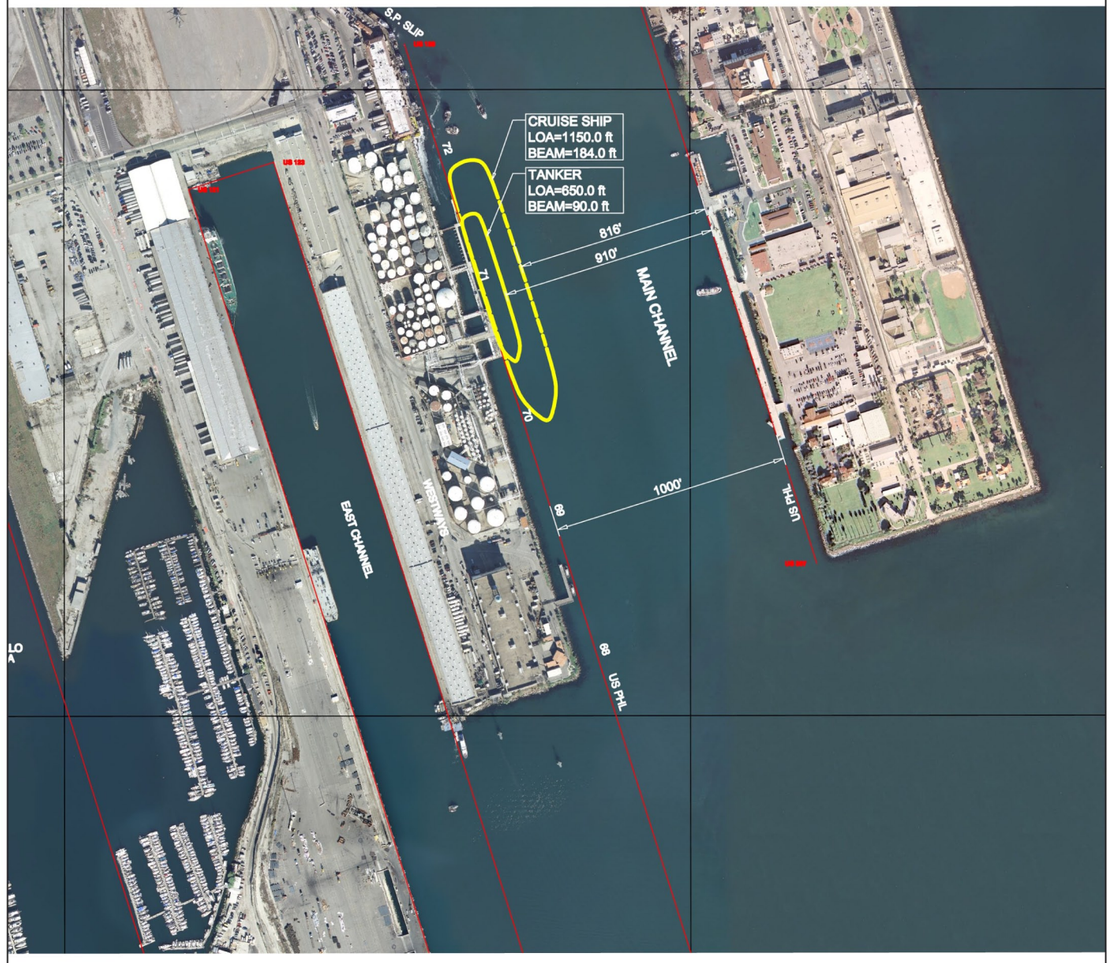
  While Westway tankers have frequently occupied Berth 70 in the past, it should be noted that these ships were much smaller than the Freedom Class cruise vessels. The typical beam (width) of the liquid bulk tankers was approximately 90 feet, whereas the Freedom Class vessels are 184 feet wide and would extend much farther out into the channel (see Figure 2-28).

When all these issues are taken into consideration, this alternative was eliminated from further discussion.

Option B: Recess the cruise terminal wharf by creating a water cut at Berths 70–72.

- **Navigation Issues.** Navigational issues can be partially addressed by creating a water cut and recessing the berth. See Figure 2-28. Even with this change, the cruise ship berthed at this location remains in an unprotected location and poses a risk to navigation.
- **Schedule Delays.** Excavation and the subsequent remediation, treatment, and disposal of substantial quantities of contaminated ground water would add a significant delay to the schedule to construct a new cruise terminal. Processing clean up approvals through appropriate regulatory agencies and subsequent remediation could take 4 to 6 years. Development of a cruise terminal would take 8 to 10 years.
- **Cost.** Reuse of the Westway site would require extensive soil and groundwater remediation. In negotiating Westway's departure, LAHD accepted the responsibilities of remediation. All financing estimates have been based on encapsulating the sediments on site for future reuse. A water cut would add significant additional costs to remediate the Westway site because it would eliminate a potentially lower cost option of onsite treatment of soil and pumping of groundwater (which takes longer), and would require that more soil be hauled to a landfill.
- **Access and Space Constraints.** The water cut created for berthing the cruise ship would constrain vehicular site access and reduce the area available for a

OPTION A



N

0 500 1,000

Feet

Source: Adapted from Port of Los Angeles 2008.

OPTION B

N

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Feet

Source: Adapted from Port of Los Angeles 2008.

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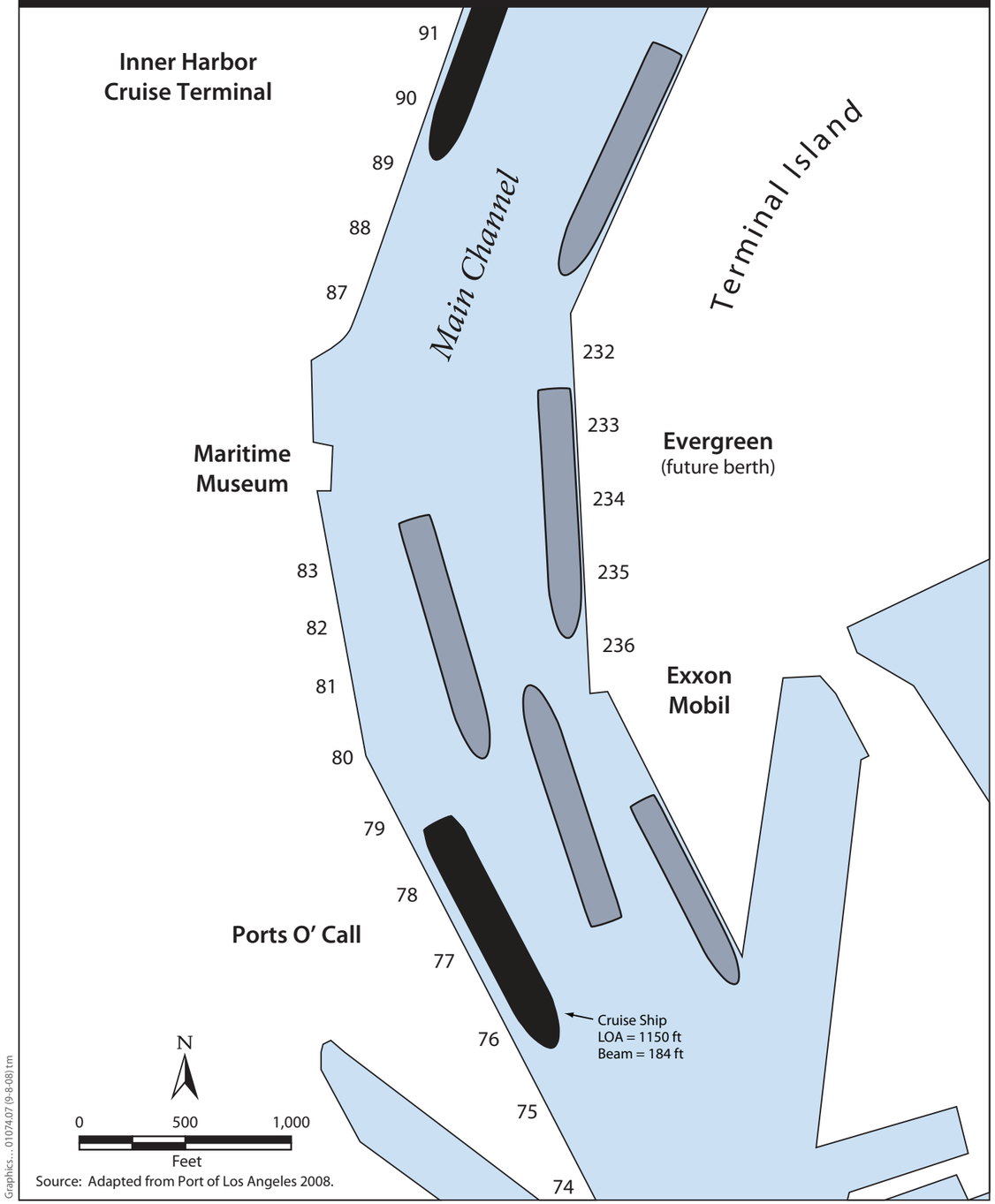
Figure 2-28
Aerial of Alternative Cruise Ship Berth at Berths 68–71
(Warehouse 1 Area with Land Cut)

OPTION A



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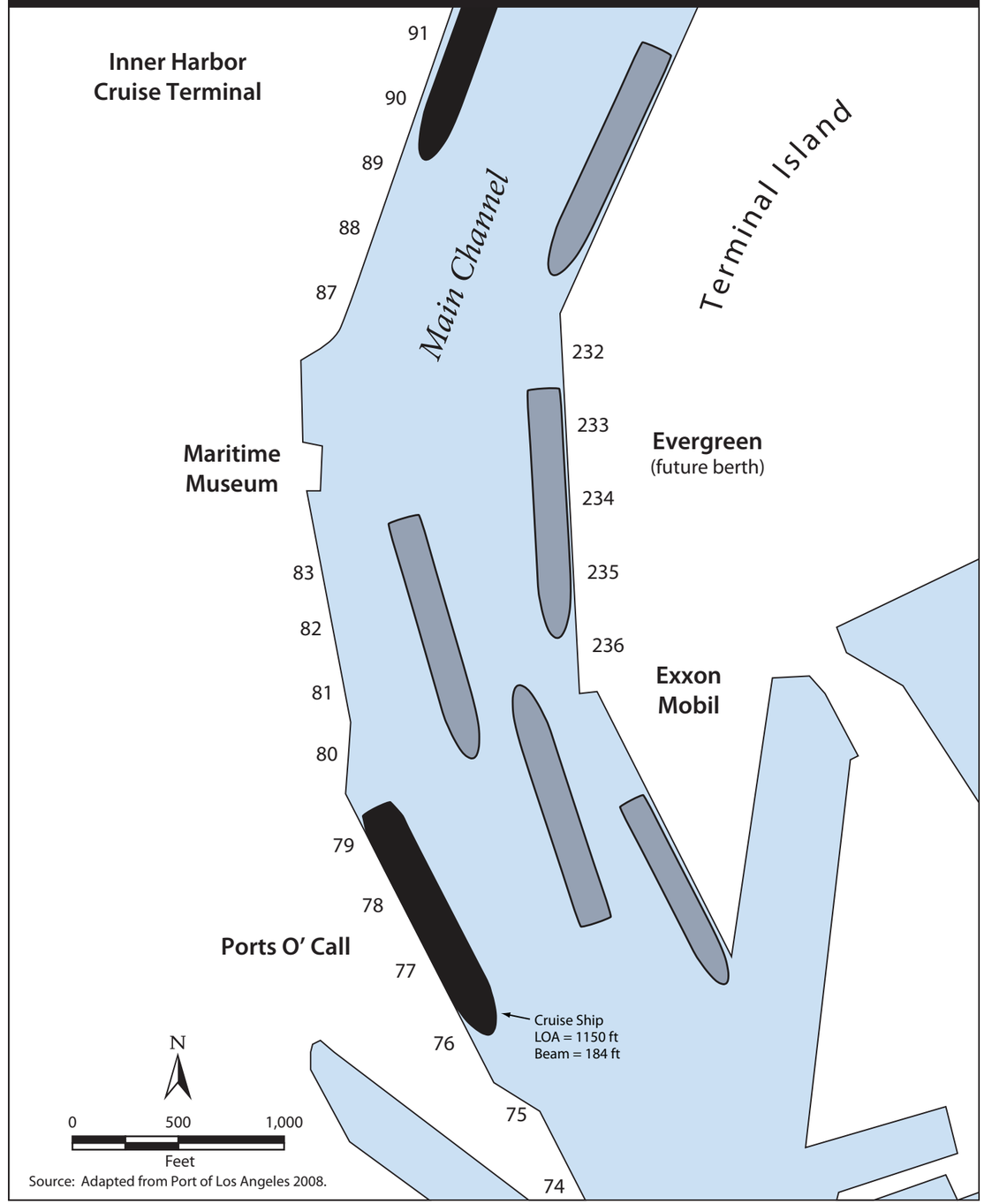

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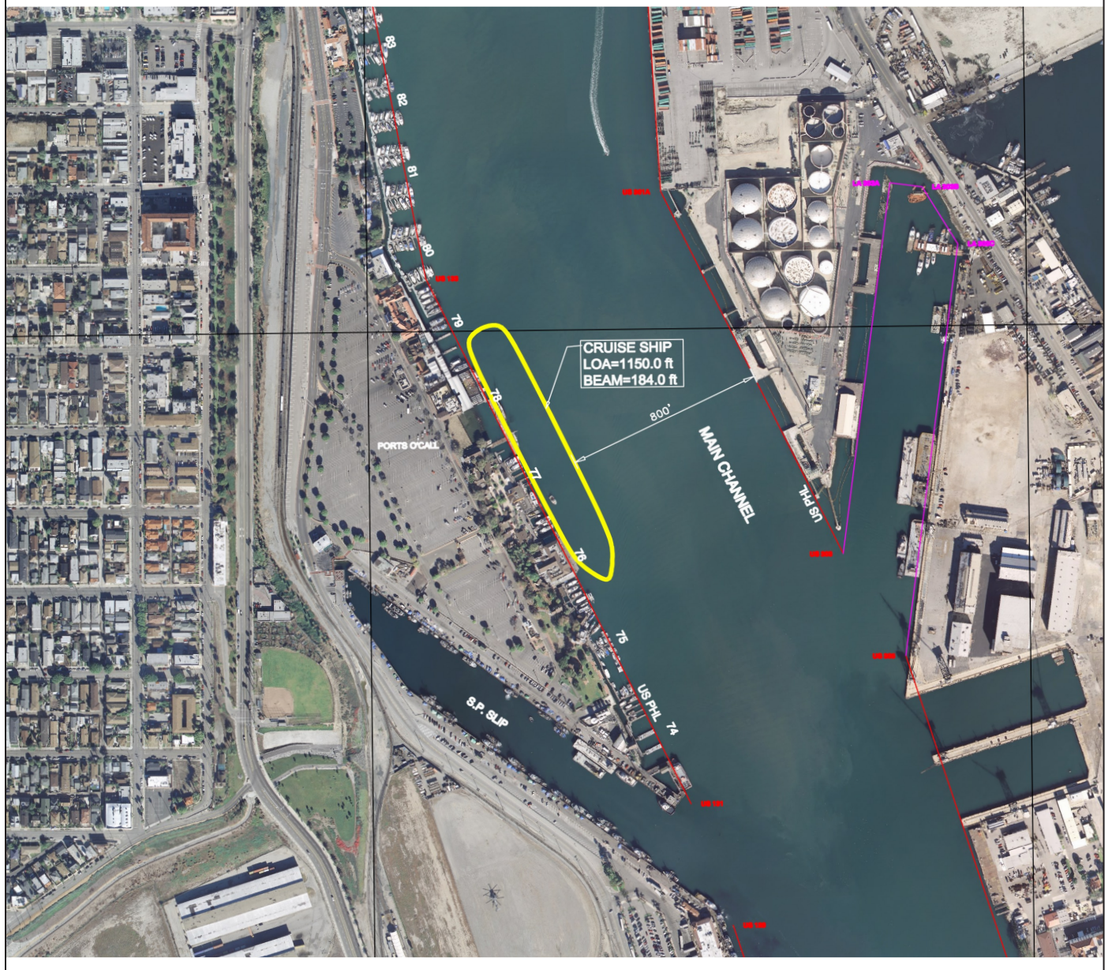
Figure 2-29
Alternative Cruise Ship Berth at Berths 75–78
(Ports O' Call)

OPTION A



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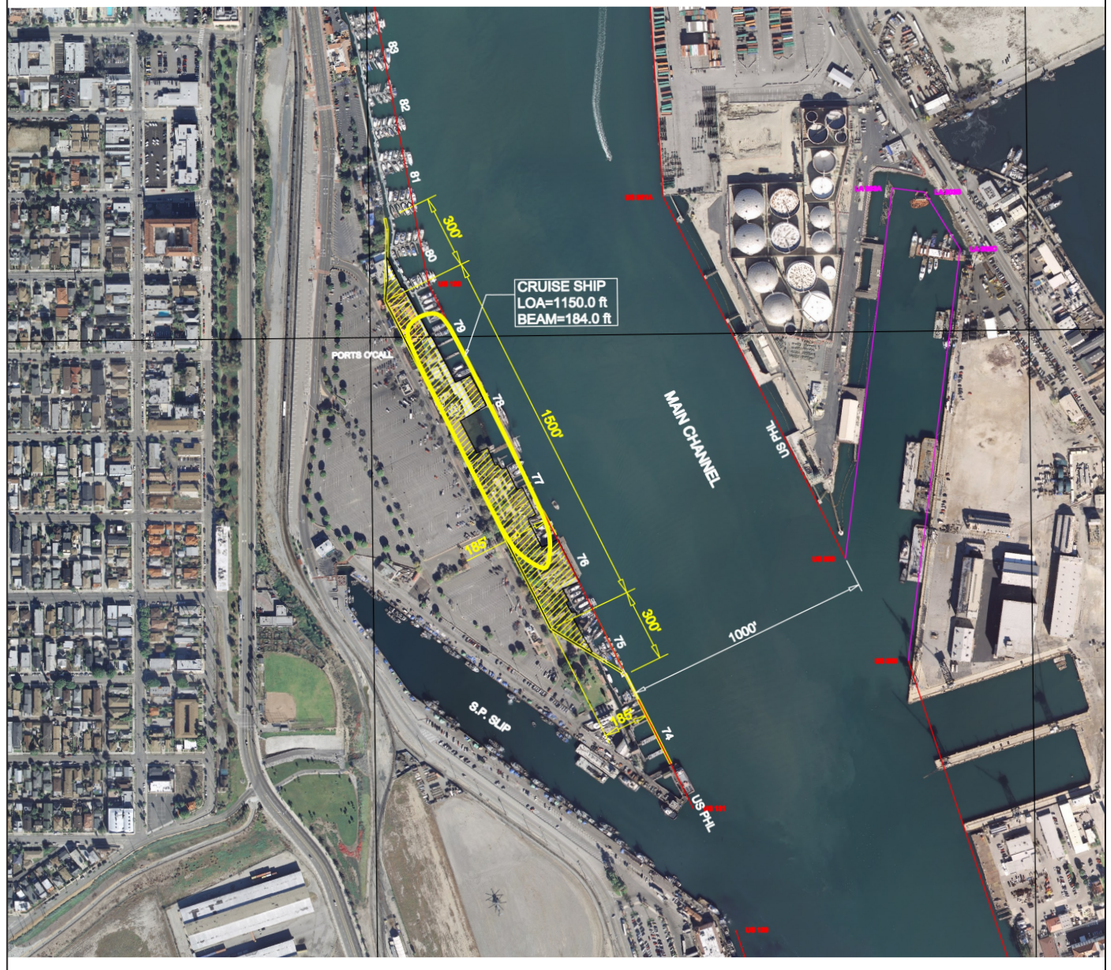
Feet

Source: Adapted from Port of Los Angeles 2008.

OPTION B



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Source: Adapted from Port of Los Angeles 2008.

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Figure 2-30
Aerial Alternative Cruise Ship Berth at Berths 75–78 (Ports O' Call)

terminal building. Placement of a cut at this location would only leave approximately 250 feet between the back of the cruise ship wharf and Signal Street. Warehouse No. 1 could be used for the terminal but would require significant renovations that may compromise the historic integrity of the building, a national historic landmark. While Warehouse Nos. 57–60 could be demolished and a new terminal could be built in their place, vehicular circulation and access to the site would still be constrained.

- **Environmental Considerations.** This site would not require reduction of the entrance to the marinas in the West Channel. At this site, impacts would result due to dredging and disposal of contaminated soil and sediments, possible traffic congestion due to narrow landside site access, and potential loss of integrity of a national historic landmark if structural changes were needed to adapt Warehouse No. 1 for use as a cruise terminal building. While this document does not find a significant visual impact from berthing cruise ships at the Outer Harbor, it should be noted that some community members consider views of a cruise ship at berth as negative. Having a terminal at Berths 70–72 would place the proposed cruise ship at Berths 45–46 a further distance from viewing locations in the community as compared to the proposed Project.

When all these issues are taken into consideration, this alternative was eliminated from further discussion.

2.5.2.1.4 Alternative Cruise Ship Berth at Berths 75–79 (Ports O'Call)

This alternative would involve development of a cruise ship berth and terminal in the vicinity of Berths 75–79 at Ports O'Call. This facility would be developed in lieu of the cruise berth and terminal at Berths 45–46 as presented under the proposed Project and Alternatives 1, 2, and 3. The terminal would occupy a portion of the existing Ports O'Call parking (Figures 2-29 and 30; Table 2-9). Two berthing options in this location were considered: along the Main Channel (see Figures 2-29 and 30) and within a water cut at Ports O'Call (see Figures 2-29 and 30).

These alternatives were eliminated from further consideration for the following reasons:

Option A: Along the Main Channel at Berths 75–79.

- **Navigation.** For similar reasons as discussed in the previous alternative, this location for a cruise berth would also create an increased risk to navigation to the berthed cruise vessel and inbound and outbound vessels transiting the Main Channel when compared to the proposed Project. With a cruise ship docked in this location, the safe passing zone would be reduced. Navigation in this area would be further constrained when an oil tanker was at berth at the Exxon Mobil Terminal directly across the Main Channel, or at the Evergreen Terminal at Berths 232–236. Due to the relatively sharp existing approach angle, outbound

passing vessels currently tend to veer to the western side of the channel to create a greater distance around the Exxon Mobil oil tanker.

When all these issues are taken into consideration, this alternative was eliminated from further discussion.

Option B: Within a water cut at Berths 75–79.

Navigational issues could be partially addressed by creating a water cut for a cruise berth at Ports O'Call. However, a cruise ship berthed in this location would still encounter an increased navigational risk due to its unprotected location along the angle point in the Main Channel. This alternative has been eliminated from further consideration for the following reasons:

- **Schedule Impacts.** Construction of a new cruise terminal could not occur until existing leaseholds in Ports O'Call expired in 2014.
- **Landside Space Constraints.** The proposed location would not provide the same opportunity for enhanced visitor-serving commercial development within Ports O'Call without creating the need for increased density. A cruise berth in this location would also preclude a water's edge promenade along one of the more interesting and active viewing areas of the harbor where people can watch large ships passing by.
- **Cost.** Cost of a water cut and construction of a new wharf would be approximately $74.2 million, approximately 13 times the cost of wharf construction/modification at other sites with existing wharves. This cost does not include the cost of a new cruise terminal. This site would forego much of the commercial development anticipated at this location unless the density of the development were increased.
- **Environmental Considerations.** Relative to locations with existing wharves, this alternative would result in additional/new in-water construction including dredging, disposal, and pile driving and associated short-term environmental effects.

  This site would not eliminate any known significant environmental effects relative to other alternatives being considered in detail. When all these issues are taken into consideration, this alternative was eliminated from further discussion.

2.6 Project Baselines

To determine significance, the proposed Project and alternatives are compared to a baseline condition. The difference between the proposed Project or alternative and the baseline is then compared to a threshold to determine if the difference between the two is significant. As discussed in Section 1.5.5, "NEPA and CEQA Baselines," CEQA and NEPA use different baseline conditions from which to determine significance. The baselines used to analyze the proposed Project are presented below. The CEQA baseline is fixed for the duration of the project at the conditions

that prevailed at the time of the NOP (in this case, December 2006), whereas the NEPA baseline can change over time in response to increases or decreases in activity or other factors occurring at the project site absent federal action, such as issuance of a USACE permit. Because the baselines are different, CEQA and NEPA may reach different conclusions concerning impacts at a given point in time from the same project activity.

2.6.1 CEQA Baseline

CEQA's requirements for establishing a baseline are discussed in Section 1.5.5, "NEPA and CEQA Baselines." Section 15125 (a) of the CEQA Guidelines provides the following:

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

For purposes of this EIS/EIR, the baseline for determining the significance of potential impacts under CEQA typically consists of the conditions that existed at the time LAHD issued the NOP (i.e., December 2006). The existing conditions are discussed in Sections 2.2.3 and 2.2.5 above. The CEQA baseline represents the setting at a fixed point in time, with no projected growth over time. It differs from the No-Project Alternative (discussed in Section 2.5.1 above) in that the No-Project Alternative addresses what is likely to happen at the site over time, starting from the baseline conditions. The No-Project Alternative allows for growth at the project site that would occur without any required additional approvals.

2.6.2 NEPA Baseline

The basis of the NEPA baseline is discussed in Section 1.5.5, "NEPA and CEQA Baselines." For purposes of this EIS/EIR, the evaluation of significance under NEPA is defined by comparing the proposed Project or other alternative to the NEPA baseline scenario, which for this project is equivalent to the No-Federal-Action Alternative (Alternative 5). The NEPA baseline includes construction and operation of all upland elements, except for the Outer Harbor Cruise Terminals and associated parking, without any improvements within or over the harbor waters. The NEPA baseline also does not include any dredging or filling of the North Harbor, Downtown Harbor, or 7th Street Harbor; berth or terminal development in the Outer Harbor; or any other wharf construction or upgrades that would require permits from the USACE under Section 10 of the RHA, Section 404 of the CWA, or—for any transportation of dredged material for ocean disposal—Section 103 of the MPRSA.

2.7 Relationship to Existing Plans

One of the primary objectives of the NEPA/CEQA process is to ensure that the proposed Project is consistent with applicable statutes, plans, policies, and other regulatory requirements. Table 2-10 lists the statutes, plans, policies, and other regulatory requirements applicable to the proposed Project and alternatives. Additional analysis of plan consistency is contained in individual resource sections of Chapter 3, "Environmental Analysis," and, in particular, in Section 3.8, "Land Use and Planning."

Table 2-10. Applicable Statutes, Plans, Policies, and Other Regulatory Requirements

Applicable Statutes, Plans, Policies, and Other Regulatory Requirements	*Description*
California Tidelands Trust Act, 1911	Submerged lands and tidelands within the Port, which are under the Common Law Public Trust, were legislatively granted to the City pursuant to Chapter 656, Statutes of 1911, as amended. Those properties are held in trust by the City and administered by LAHD to promote and develop commerce, navigation, and fisheries, and other uses of statewide interest and benefit, including commercial, industrial, and transportation uses; public buildings and public recreational facilities; wildlife habitat; and open space. LAHD would fund the proposed Project with trust revenues. All property and improvements included in the proposed Project would be dedicated to maritime-related uses and would, therefore, be consistent with the trust.
California Coastal Act of 1976	The California Coastal Act (PRC Div. 20 Section 30700 et seq.) identifies the Port and its facilities as a "one of the state's primary economic and coastal resources and…an essential element of the national maritime industry" (PRC Section 30701). LAHD is responsible for the modernizing and construction of necessary facilities to accommodate deep-draft vessels and to accommodate the demands of foreign and domestic waterborne commerce and other traditional and water-dependent and related facilities in order to preclude the necessity for developing new ports elsewhere in the state (Sections 30007.5 and 30701(b)). The act also establishes that the highest priority for any water or land area use within LAHD's jurisdiction will be for developments that are completely dependent on such harbor water areas and/or harbor land areas for their operations (Sections 30001.5 (d), 30255, and 31260). The act further provides that LAHD should "[g]ive highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities" (Section 30708 (c)). Under the California Coastal Act, water areas may be diked, filled, or dredged when consistent with a certified PMP only for specific purposes, including: 1) construction, deepening, widening, lengthening, or maintenance of ship channel approaches, ship channels, turning basins, berthing areas, and facilities that are required for the safety and the accommodation of commerce and vessels to be served by port facilities; and 2) new or expanded facilities or waterfront land for port-related facilities. In accordance with provisions of the California Coastal Act, LAHD has a certified master plan that provides LAHD with coastal development permit authority for actions/developments consistent with that master plan.

Applicable Statutes, Plans, Policies, and Other Regulatory Requirements	*Description*
	Inconsistent items, such as new fills in water, would require a master plan amendment through the CCC. The proposed Project is consistent with the master plan's provisions, but implementation of the proposed Project would require a PMP for the new water cuts and harbors.
Coastal Zone Management Act	Section 307 of the Coastal Zone Management Act requires that all federal agencies with activities directly affecting the coastal zone, or with development projects within that zone, comply with the state coastal acts (in this case, the California Coastal Act of 1976) to ensure that those activities or projects are consistent to the maximum extent practicable. The CCC will use this EIS/EIR when considering whether to find the proposed Project consistent with the California Coastal Act, and the USACE will use that approval as a demonstration that the proposed Project is in compliance with the Coastal Zone Management Act.
Port Master Plan with Amendments (2002)	The PMP (LAHD 1980) provides for the development, expansion, and alteration of the Port (both short-term and long-term) for commerce, navigation, fisheries, Port-dependent activities, and general public access. Those objectives are consistent with the provisions of the California Coastal Act (1976), the Charter of the City of Los Angeles, and applicable federal, state, and municipal laws and regulations. The proposed Project's proposed uses are consistent with the plan, but the proposed water cuts and new harbors would necessitate a master plan amendment.
California Coastal Plan	Under provisions of the California Coastal Act, the PMP is incorporated into the City's Local Coastal Program. LAHD has coastal development permit authority for activities in the Main Channel. Therefore, if the proposed Project would be consistent with the PMP, the proposed Project would also be considered consistent with the Local Coastal Program. The LAHD does not currently have coastal development permit authority for the proposed water cuts and construction of new harbors. The CCC has authority over the proposed PMP Amendment to modify the boundaries of the water/land areas within the Port.
San Pedro Bay Clean Air Action Plan	LAHD, in conjunction with the Port of Long Beach and with guidance from SCAQMD, CARB, and EPA, has developed the CAAP, which was approved by the Los Angeles and Long Beach Boards of Harbor Commissioners on November 20, 2006. The CAAP focuses on reducing diesel PM, 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 near-term measures implemented largely through the CEQA/NEPA process and new leases at both ports. The proposed Project includes air quality control measures outlined in the CAAP, both as mitigation that would be imposed via permits and lease provisions and as standard measures that would be implemented through the lease, agreements with other agencies and business entities, and LAHD contracting policies.
Port of Los Angeles Real Estate Leasing Policy	The purpose of the Port of Los Angeles Real Estate Leasing Policy is to provide a framework governing leasing and rental decisions as they relate to tenant retention, new tenant selection, development of new agreements, and as appropriate, modifications to existing agreements by amendments. The proposed Project would be consistent with the leasing policy in that it would incorporate CAAP provisions that would be implemented through the leases with new and existing tenants.

Applicable Statutes, Plans, Policies, and Other Regulatory Requirements	*Description*
Port of Los Angeles Strategic Plan	The Port of Los Angeles Strategic Plan (LAHD 2007) identifies LAHD's mission and provides 11 strategic objectives for the next 5 years. The mission includes promotion of "grow green" philosophy, combined with fiduciary responsibility and promotion of global trade. The 11 strategic objectives are to: 1) minimize land use conflicts; 2) maximize the efficiency and the capacity of current and future facilities; 3) address needed infrastructure requirements; 4) maintain financial self-sufficiency; 5) raise environment standards and enhance public health; 6) promote emerging and environmentally friendly energy sources; 7) provide for safe and efficient operations and homeland security; 8) strengthen local community relations; 9) develop more and higher quality jobs; 10) ensure leadership, staff, and facilities will meet current and future workforce needs; and 11) be the employer of first choice. The proposed Project is consistent with the strategic plan because it would help to minimize land use conflicts; maximize the efficiency of existing facilities, including cruise ship operations; and expand the Port's transportation infrastructure to meet demands. The proposed Project would also raise environmental standards through the incorporation of Port environmental and alternative energy policies into lease agreements for existing and new tenants.
Port of Los Angeles Sustainability Program	On July 18, 2007, Mayor Villaraigosa issued Executive Directive No. 10, Sustainable Practices in the City of Los Angeles. This directive sets forth his vision to transform Los Angeles into the most sustainable large city in the country and includes goals in the areas of energy and water, procurement, contracting, waste diversion, non-toxic product selection, air quality, training, and public outreach. The Port of Los Angeles has evaluated its existing programs and policies against the eight goals identified in the Executive Directive. There are currently at least 32 specific programs already in place that support each of the eight goals in varying degrees. Some highlights of existing programs as they relate to the proposed project include: ■ a Green Building Policy requiring LEED certification (minimum Silver) for new developments as part of the proposed waterfront redevelopment, including implementation of water conservation measures, such as the use of recycled water; ■ integration of the San Pedro Bay Clean Air Action Plan (CAAP) elements for construction and operations to reduce air emissions; and ■ implementation of Climate Action Plan that includes constructing photovoltaic solar system at the Cruise Center to offset carbon dioxide equivalent.
Port Risk Management Plan	The Port Risk Management Plan, an amendment to the PMP, was adopted in 1983, in accordance with requirements of the CCC. The purpose of the Port Risk Management Plan is to provide siting criteria relative to vulnerable resources and the handling and storage of potentially hazardous cargo such as crude oil, petroleum products, and chemicals. The plan provides guidance for future development of the Port to minimize or eliminate the hazards to vulnerable resources from accidental releases (LAHD 1983). The proposed project design is not consistent with the Port RMP. See Section 3.7, "Hazards and Hazardous Materials," for analysis of risks, as well as mitigation measures that would ensure the project is consistent with the RMP.
General Plan of the City of Los	The Port of Los Angeles Plan is one of 35 community plans that make up the

Applicable Statutes, Plans, Policies, and Other Regulatory Requirements	*Description*
Angeles— Port of Los Angeles Plan	General Plan of the City of Los Angeles (City of Los Angeles 1982a). This plan provides a 20-year official guide to the continued development and operation of the Port. It is designed to be consistent with the PMP discussed above. The proposed Project would be consistent with most of the allowable land uses and the goals and policies of the General Plan – Port of Los Angeles Plan. A general plan amendment would be required to address the new water cuts and harbors. The impacts and mitigation measures are discussed in Section 3.8, "Land Use and Planning."
City of Los Angeles— San Pedro Community Plan	The San Pedro Community Plan (City of Los Angeles 1982b) serves as a basis for future development of the community. It is also the land use plan portion of the City's Local Coastal Program for San Pedro. The Port is not part of the San Pedro Community Plan area. However, the San Pedro Community Plan does make recommendations regarding the Port, particularly for areas adjacent to commercial and residential areas of San Pedro. The proposed Project would be consistent with these recommendations, as LAHD has taken into consideration the residential and commercial communities of San Pedro during project development through the scoping process.
City of Los Angeles— Wilmington Harbor City District Plan	The Wilmington Harbor City District Plan is part of the General Plan of the City of Los Angeles (City of Los Angeles 1990). The proposed Project is located in an area south of, and not contiguous to, the Wilmington Harbor City District. Although the district plan does not include the project area, the plan recommends integrating future development of the Port with the Wilmington community, including Port land acquisitions and changes to transportation and circulation systems. The plan also recommends interagency coordination in the planning and implementation of Port projects to facilitate efficiency in Port operations and to serve the interests of the adjacent communities. Although the proposed project site is not contiguous with the Wilmington Harbor City District, the proposed Project would be consistent with these recommendations, as LAHD has taken into consideration the residential and commercial communities of the Wilmington Harbor City District during project development through the scoping process.
River Basin	The Water Quality Control Plan for the Los Angeles River Basin (Region 4) (Basin Plan) was adopted by the LARWQCB in 1978, updated in 1994 (RWQCB 1994a, 1994b), with amendments through November 2007.
Water Quality Control Policy— Enclosed Bays and Estuaries of California	In 1974, the State Water Resources Control Board (SWRCB) adopted a water quality control policy that provides principles and guidelines to prevent degradation and to protect the beneficial uses of waters of enclosed bays and estuaries (SWRCB 1974). Los Angeles Harbor is considered to be an enclosed bay under this policy. The policy addresses activities such as the discharge of effluent, thermal wastes, radiological waste, dredge materials, and other materials that adversely affect beneficial uses of the bay and estuarine waters. Among other requirements, waste discharge requirements developed by the RWQCB must be consistent with this policy. The proposed Project would be constructed and operated in conformance with objectives of the water quality control policy through controls on construction activities (e.g., dredging and fill, wharf construction) and on operations (storm water and other discharges).
Air Quality Management Plan	The CAA and its subsequent amendments establish the National Ambient Air Quality Standards (NAAQS) and delegate the enforcement of these standards to the states. In areas that exceed the NAAQS, the CAA requires states to

Applicable Statutes, Plans, Policies, and Other Regulatory Requirements	*Description*
	prepare a state implementation plan that details how the NAAQS would be met within mandated timeframes. The CAA identifies emission reduction goals and compliance dates based on the severity of the ambient air quality standard violation within an area. The California Clean Air Act (CCAA) outlines a program to attain the more stringent California Ambient Air Quality Standards (CAAQS) for ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and carbon monoxide (CO) by the earliest practical date. The Lewis Air Quality Act of 1976 established the SCAQMD, created SCAQMD's jurisdiction over the four-county SCAB, and mandated a planning process requiring preparation of an air quality management plan (AQMP). The 2007 AQMP proposes emission reduction strategies that would enable the SCAB to achieve the national and most state ambient air quality standards within the mandated timeframes. Refer to Section 3.2, "Air Quality, for consistency analysis."
Emission Reduction Plan for Ports and Goods Movements in California	CARB approved the Emission Reduction Plan for Ports and Goods Movement (CARB 2006e) on April 20, 2006. All of the proposed mitigations in this EIS/EIR were developed as part of the CAAP (Port of Los Angeles and Port of Long Beach 2006; see Section 1.6, "Port of Los Angeles Environmental Initiatives"). Therefore, LAHD's air quality plan complies with CARB's goals and meets and/or exceeds all reduction strategies
SCAG Regional Comprehensive Plan	The Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide (RCPG) integrates SCAG's planning policy for land use and housing, solid waste, energy, air quality, open space and habitat, economy and education, water, transportation, security and emergency preparedness, and finance. The RCPG is built around the Compass Growth Vision and 2% Strategy adopted by the Regional Council in April 2004, which are based on four key principles: mobility—getting where we want to go; livability—creating positive communities; prosperity—long-term health for the region; and sustainability—preserving natural surroundings. The Draft 2008 Regional Comprehensive Plan (RCP) has been released for public review and has not yet been adopted. The 2008 RCP will present a vision of how Southern California can balance resource conservation, economic vitality, and quality of life. It will serve as a blueprint to approach growth and infrastructure challenges in an integrated and comprehensive way. Ultimately, the RCP will be an action plan that will spell out measurable objectives and targets to measure progress toward meeting ambitious goals for a sustainable region. The RCP Guiding Principles include: ■ Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives. ■ Foster livability in all communities. Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits. ■ Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people. ■ Promote sustainability for future generations. Promote a region where

Applicable Statutes, Plans, Policies, and Other Regulatory Requirements	*Description*
	quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources. The project's consistency with the RCP is more fully analyzed in Section 3.8, "Land Use and Planning."
SCAG Regional Transportation Plan	On May 8, 2008, SCAG adopted the 2008 Regional Transportation Plan (RTP): Making the Connections. The 2008 RTP is a $531.5 billion plan (nominal, or year-of-expenditure, dollars) that emphasizes the importance of system management, goods movement, and innovative transportation financing. It strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. The RTP does not apply to the proposed Project elements.
Congestion Management Program	The Congestion Management Program (CMP) is a state-mandated program intended as the analytical basis for transportation decisions made through the State Transportation Improvement Program process (Los Angeles County Metropolitan Transportation Authority 1993). The CMP was developed to: 1) link land use, transportation, and air quality decisions; 2) develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and 3) propose transportation projects that are eligible to compete for state gas tax funds. The CMP includes a Land Use Analysis Program, which requires local jurisdictions to analyze the impacts of land use decisions on the regional transportation system. For development projects, an EIR is required based on local determination and must incorporate a transportation impact analysis into the EIR. This EIR does include a transportation impact analysis and thus is consistent with the CMP.
City of Los Angeles Integrated Resources Plan	The Integrated Resources Plan (IRP) incorporates the values of Los Angeles communities into infrastructure planning and integrates planning for the three interdependent water systems: wastewater, recycled water, and stormwater. Los Angeles is facing many challenges, including a growing population, an aging infrastructure for wastewater and stormwater, polluted waters at beaches and waterways, a shortage of parks and open space, a dependence on imported water, and a shortage of necessary funding. The IRP is the solution for these challenges that will meet 20% projected increase in wastewater flow over the next 20 years while maximizing the beneficial reuse of recycled water and urban runoff, optimizing the use of our existing facilities and water resources, reducing pollution, and reducing dependency on imported water. Greater Los Angeles County regions are also currently collaborating to develop an Integrated Regional Water Management Plan (IRWMP) that focuses on water resource management while creating a platform for future funding.

1