1 INTRODUCTION

1.1 Final EIS/EIR Organization

This chapter presents background and introductory information for the proposed San Pedro Waterfront Project (proposed Project), generally located along the west side of Los Angeles Harbor's Main Channel, from the Vincent Thomas Bridge to Cabrillo Beach, within the Port of Los Angeles (Port). Additionally, this chapter discusses general changes and modifications made to the draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR), which are mostly editorial in nature. Chapter 2, "Responses to Comments," presents information regarding the distribution of and comments on the draft EIS/EIR, and the responses to these comments. Chapter 3, "Modifications to the Draft EIS/EIR," presents the modifications to the draft EIS/EIR.

This final EIS/EIR has been prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) (42 United States Code [USC] 4341 et seq.), and in conformance with the Council for Environmental Quality (CEQ) Guidelines and the United States Army Corps of Engineers (USACE) NEPA Implementing Regulations. The document also fulfills the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] 21000 et seq.), the State CEQA Guidelines (California Code of Regulations [CCR] 15000 et seq.). The USACE is the NEPA lead agency for this proposed Project, and the Los Angeles Harbor Department (LAHD) is the CEQA lead agency.

1.2 Project Background

1.2.1 Introduction and Project Overview

This section describes the proposed Project. A description of alternatives to the proposed Project is provided in Section 2.5 of the draft EIS/EIR. The proposed Project includes specific development projects and associated infrastructure improvements that would occur on approximately 400 acres currently operated by

LAHD, with the exception of areas on Harbor Boulevard north of 7th Street that are jointly controlled by LAHD and the City of Los Angeles. 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, and expansion of cruise ship facilities and operations. Major elements of the proposed Project include the following:

- new public open spaces such as promenade areas, plazas, parks, and landscape and hardscape areas, including a continuous waterfront promenade that would extend throughout the proposed project area;
- redevelopment of existing and construction of new retail and commercial uses in Ports O'Call up to 300,000 square feet, with the option for a 75,000-square foot conference center, for a total of 375,000 square feet;
- relocation of and construction of new facilities for the Ralph J. Scott Fireboat and S.S. Lane Victory;
- development of a Waterfront Red Car Maintenance Facility at the existing Southern Pacific Railyard (SP Railyard) near 13th Street;
- relocation of the Catalina Channel Express, Inc. (Catalina Express) Terminal from Berth 96 to the existing location of the S.S. Lane Victory at Berth 94;
- three new harbor basins (North, Downtown, and 7th Street);
- new Outer Harbor Cruise Terminals with two new berths located in the Outer Harbor at Berths 45–50;
- improved transportation infrastructure through enhanced intersection improvements at Sampson Way and 7th Street, expansion of Sampson Way to two lanes in each direction, and improvements to the landscape and hardscape on the west side and in the median of Harbor Boulevard starting at the Swinford Street intersection south to 22nd Street;
- decommissioning of the Westway Terminal Company's liquid bulk marine terminal (Westway Terminal) at Berths 70–71 and Jankovich & Son (Jankovich) fueling station at Berth 74, and removal of the SP Railyard at the bluff site along Sampson Way between 7th Street and 13th Street;
- realignment of the Waterfront Red Car tracks within the median of Harbor Boulevard and Sampson Way and extension to Cabrillo Beach, Outer Harbor, and City Dock No. 1 (adjacent to Warehouse No. 1); and
- surface and structured parking to accommodate project development within the proposed project area.

1.3 Existing Conditions

1.3.1 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 1-1 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.

1.3.2 Project Setting

The proposed 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 1-2 shows the local vicinity of the proposed project area.

1.3.3 Project Site and Surrounding Uses

The proposed project site and surrounding area 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 1-3 shows the existing conditions of the project site and surrounding area.

In the northernmost portion of the proposed 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.

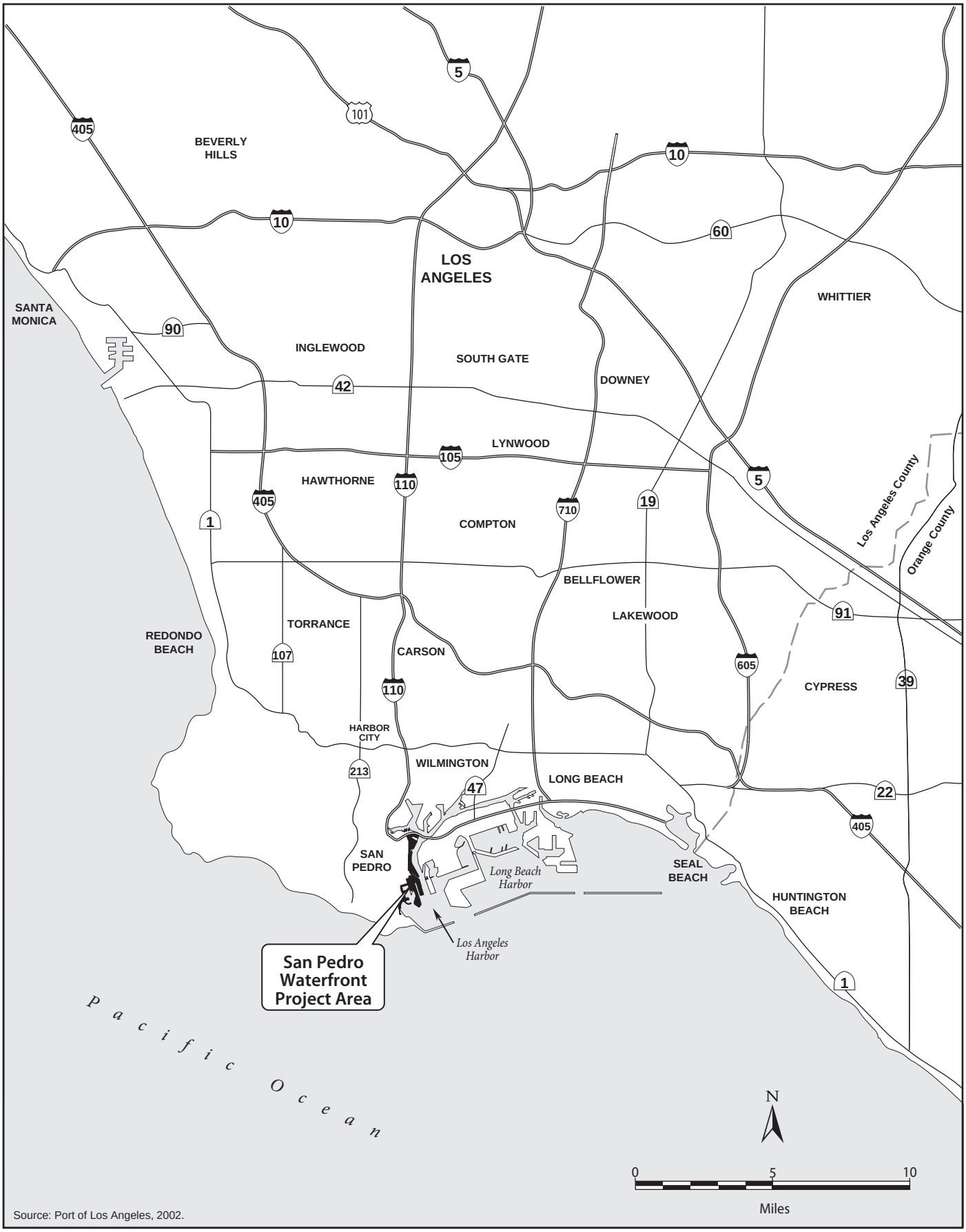
Adjacent to the Cruise Center along Harbor Boulevard near Swinford Street are the new fanfare fountains and water features, which were part of the Waterfront Gateway Development project that was approved in 2005. In summer 2008, construction of these fountains was completed featuring two main fountains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



Source: Port of Los Angeles, 2002.

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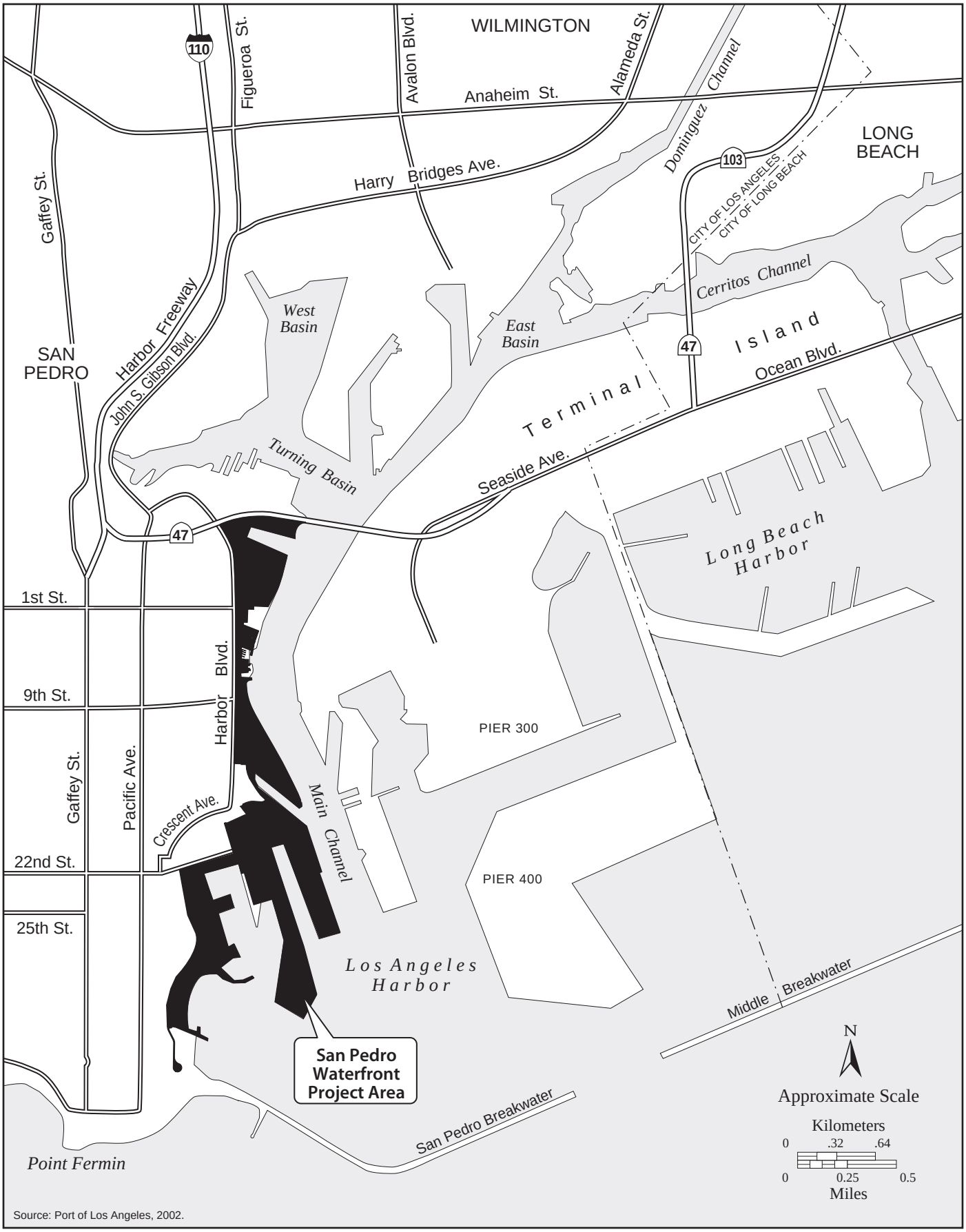
Figure 1-1
San Pedro Waterfront—Regional Location



Source: Port of Los Angeles, 2002.

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Figure 1-2
San Pedro Waterfront—Project Vicinity

Aerial photo: AirPhoto USA, 2006.

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Figure 1-3
San Pedro Waterfront—Existing Conditions

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 SP 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 (SP 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 SP 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 San Pedro 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 ceased in November 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 Road, are the Cabrillo Beach Youth Camp and the Salinas de San Pedro Salt 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 proposed

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.

To the north of the project area is Port property that is leased to China Shipping, which is and would continue being used as a container terminal. To the east of the project area is the Main Channel, and beyond that is Terminal Island, which houses the Evergreen container terminal, ExxonMobil liquid bulk terminal, the Southwest Marine site, and the Federal Correctional Institution. To the south are open waters of the Pacific Ocean. To the west of the project area lie diverse land uses, including single-family and multi-family residential neighborhoods; Fort MacArthur Army Base; downtown San Pedro; a variety of commercial retail, restaurant, and office uses; several churches and places of worship; and several public uses, including the Harbor Administration Building, City Hall, San Pedro Post Office, and other public facilities.

1.3.4 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 SP Slip. The Municipal Fish Market eventually moved across the slip to its current location, but the commercial fishing fleet remains in the SP 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 SP Slip, warehouse operations, and commercial enterprises primarily concentrated in Ports O'Call.

1.3.5 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 (currently 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 1-1.

Table 1-1. 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	

1.4 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 Section 30700 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 Sections 30700 and 30701). 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, SP 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 smaller Princess Class cruise ships that currently call at the Port measure over 900 feet long and require 1,000 feet of berth space. The next line of ships that recently started to call in February 2009 is known as the Voyager class (Royal Caribbean); these ships, which are over 210 feet high with capacities exceeding 3,500 passengers, will require a 1,150-foot berth. The Freedom class ships are even longer and larger and require a 1,250-foot berth. Although one of these larger ships can be berthed 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 (Bermello Ajamil & Partners 2006).

In order to meet future projections, the Port will need facilities capable of handling two of the larger ships simultaneously. Without the new terminals and berths, the Port's ability to maintain and attract 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 at least one berth capable of handling the larger, higher air draft vessels in the Outer Harbor is 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.

1.4.1 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 would 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.

1.4.2 NEPA Purpose and Need

NEPA review is required prior to the USACE's consideration of standard individual permit applications under Section 10 of the Rivers and Harbors Act of 1899 (RHA), Section 404 of the Clean Water Act of 1972 (CWA), and Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972 (MPRSA) for transport of dredged

material and offshore ocean disposal at EPA-approved sites. In addition to NEPA review, the USACE evaluates proposals involving discharges of dredged or fill material into waters of the United States 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 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 1.3 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.

1.5 Proposed Project

1.5.1 Project Summary

1.5.1.1 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.

1.5.1.2 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.

1.5.1.2.1 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.

1.5.1.2.2 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.

1.5.1.2.3 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.

1.5.1.2.4 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 more than 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 *San Pedro Waterfront and Promenade from Bridge to Breakwater Master Development Plan* 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.

1.5.1.2.5 Harbor Boulevard Seamless Study

The Port, Community Redevelopment Agency of the City of Los Angeles, City of Los Angeles Department of 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 *Harbor Boulevard 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 Community Redevelopment Agency of the City of Los Angeles 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, 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.

Development of the parking structures would also be guided by the *Harbor Boulevard Seamless Study* to include architectural treatments that would help soften and integrate the structures through offset positioning and stepped facades, the use of landscaping, and pedestrian-scaled frontages. The proposed cruise terminal parking structures at the Inner Harbor cruise terminal were also oriented diagonally to preserve view corridors and to reduce the massing along Harbor Boulevard. The images below show the proposed orientation of the parking structures identified in the *Harbor Boulevard Seamless Study*, as well as design precedents for architectural treatments that would be implemented as part of the proposed parking structures.

Green Walls

Façade Treatment

Roof Gardens

Inner Harbor Parking Structure Orientation

1.5.1.2.6 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 6-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 of the draft EIS/EIR for additional details regarding alternatives that have been eliminated from consideration.

1.5.2 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 1-4 shows an overview of the elements included in the proposed Project. Table 1-2 provides a summary of proposed project elements.

1.5.2.1 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.

1.5.2.1.1 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 1-4 and 1-5.
2. A continuous bike path through the proposed project area as shown in Figure 1-6A.
3. Connections to the California Coastal Trail as shown in Figure 1-6A.
4. A connection to the L.A. Harbor View Trail, west of Harbor Boulevard at Swinford Street as shown in Figures 1-6A and 1-6B.

Table 1-2. 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

SAN PEDRO WATERFRONT
PROPOSED PROJECT

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

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

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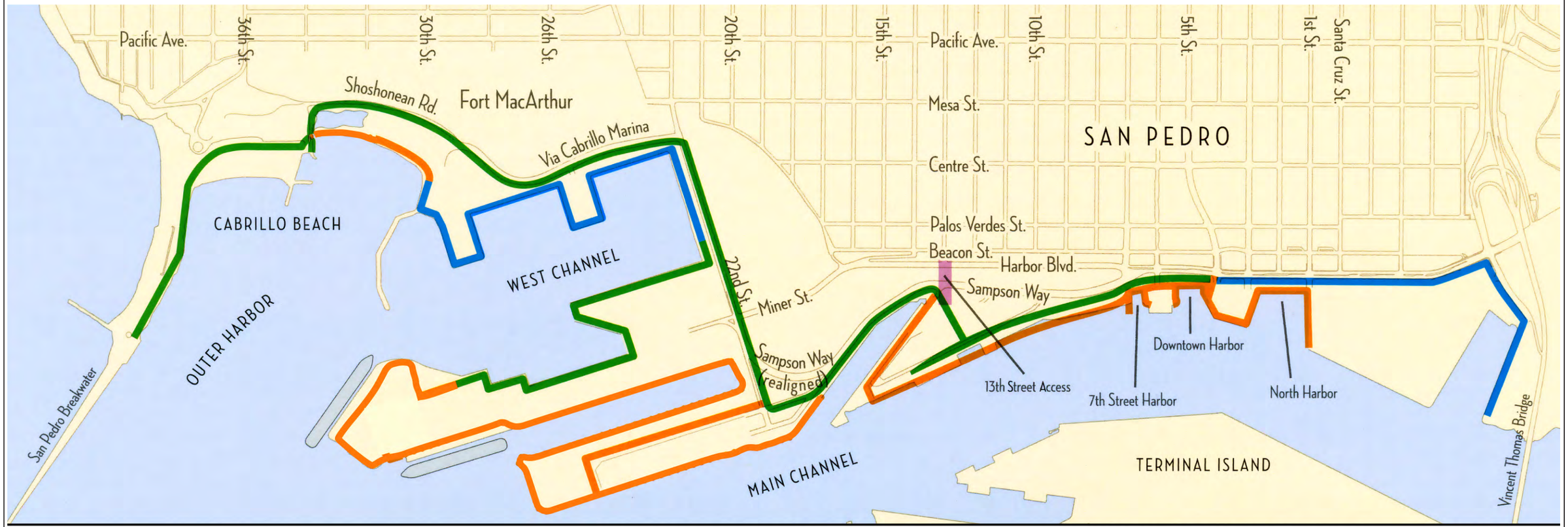
Figure 1-4
San Pedro Waterfront—Overview of Project Elements

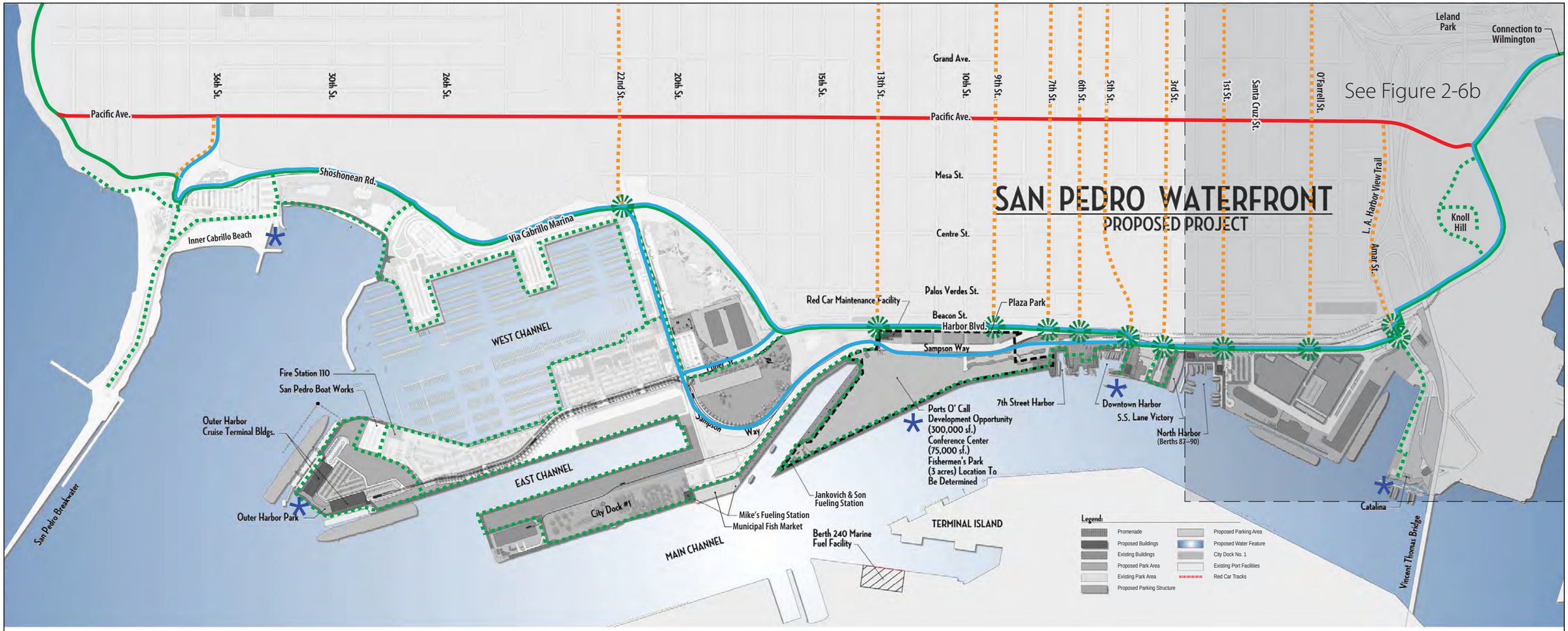


Source: Port of Los Angeles, 8-26-08.

01074.07 (8-31-08) tm

ICF Jones & Stokes
an ICF International Company

Figure 1-5
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.*

N

0 500 1,000 1,500 2,000

Feet

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

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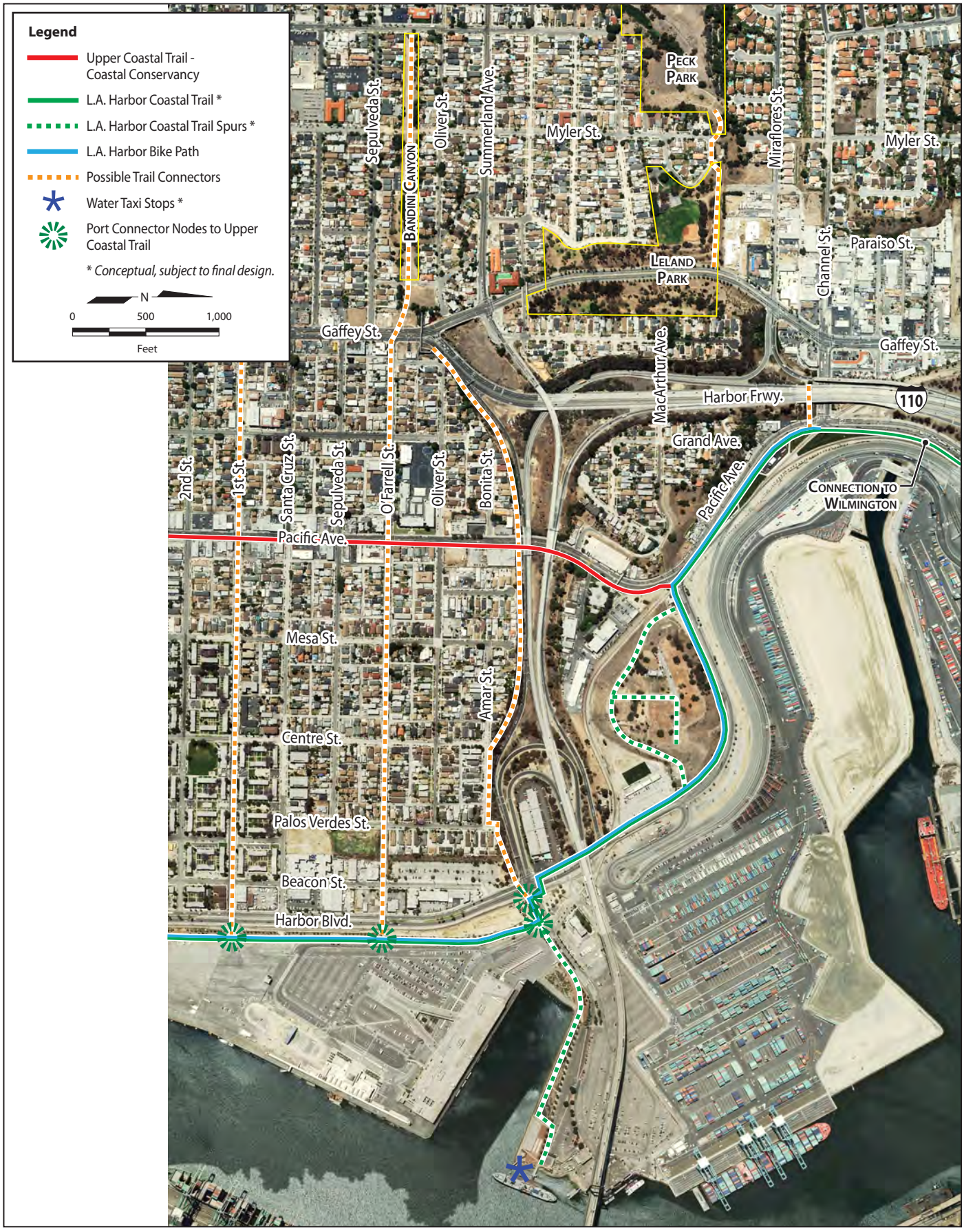
Figure 1-6a
San Pedro Waterfront—Harbor Coastal Trail Connections



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an ICF International Company

Figure 1-6b
San Pedro Waterfront—Harbor Coastal Trail Connections

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.

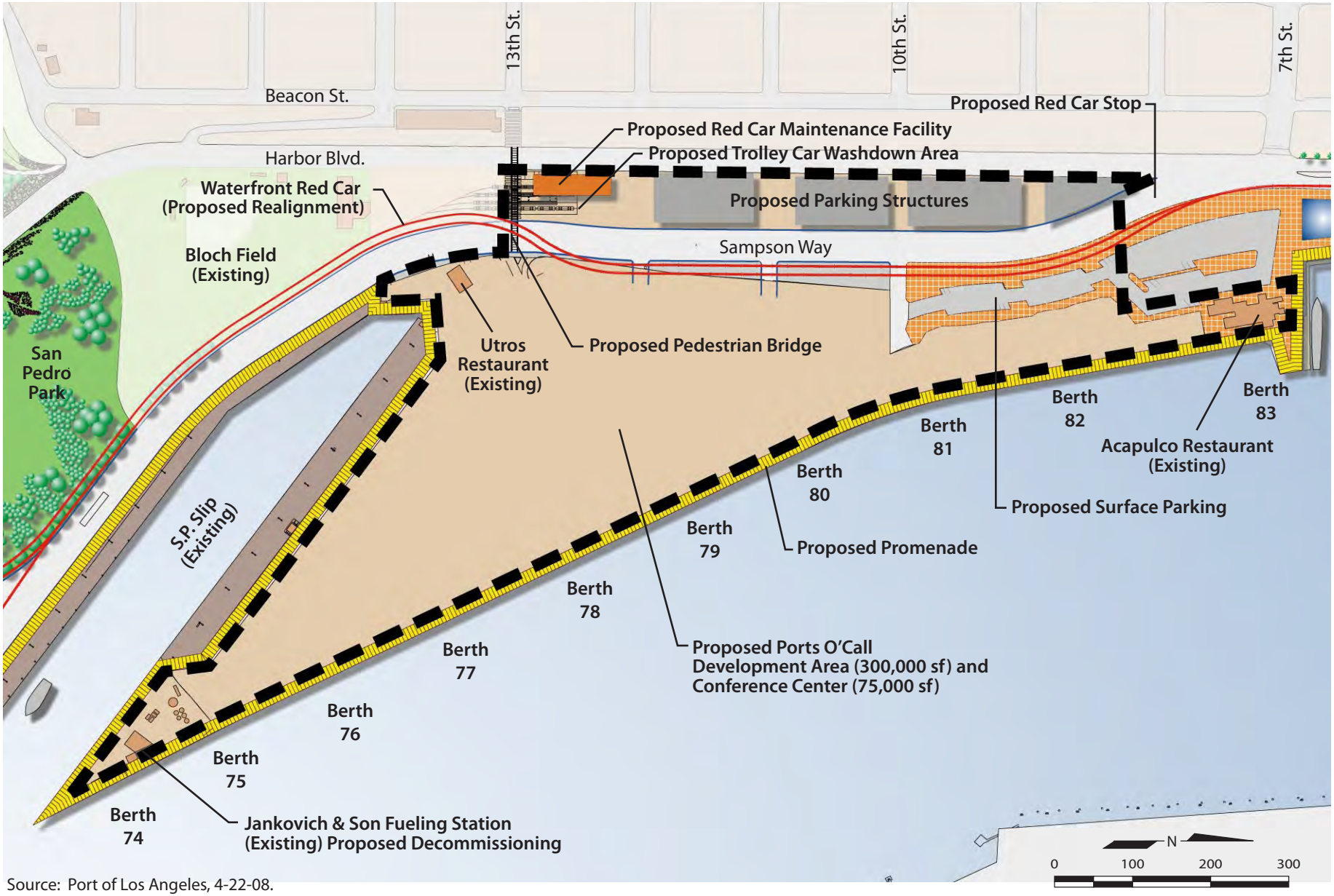
The *Los Angeles Harbor Area California Coastal Trail Access Analysis* (May 2005) report identifies existing portions of the California Coastal Trail, areas that need improvement, and missing links. It is the intent of the proposed Project to ensure that waterfront developments are designed to create 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 1-6A and B [referenced above]).

- **Waterfront promenade.** The promenade would serve as the California Coastal Trail along the waterfront (Figure 1-6A 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, San Pedro Waterfront Enhancements Project, and Cabrillo Way Marina Project (Figure 1-5). 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 San Pedro 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 of the City of Los Angeles (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 San Pedro Waterfront Enhancements Project would 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. The proposed Project also includes a signalized pedestrian crossing or pedestrian bridge across Harbor Boulevard at 9th 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 9th Street and13th Street pedestrian connection would provide access to Ports O'Call.
  - **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 green 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 would 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, and a signalized pedestrian crossing or pedestrian bridge across Harbor Boulevard at 9th Street. Figure 1-7 shows the site location of the 13th Street pedestrian bridge. The 13th Street 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.



Source: Port of Los Angeles, 4-22-08.
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Figure 1-7
San Pedro Waterfront—Ports O'Call and S.P. Slip

- **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 1-6A) 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.

1.5.2.1.2 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 1-5). 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 San Pedro 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 SP 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 1-6), 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 1-4 and 1-5 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 1.5.2.2.2, "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 SP 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 promenade approved as part of the Cabrillo Way Marina Project (see Figures 1-4 and 1-5 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, which is under construction, 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 1-8 shows

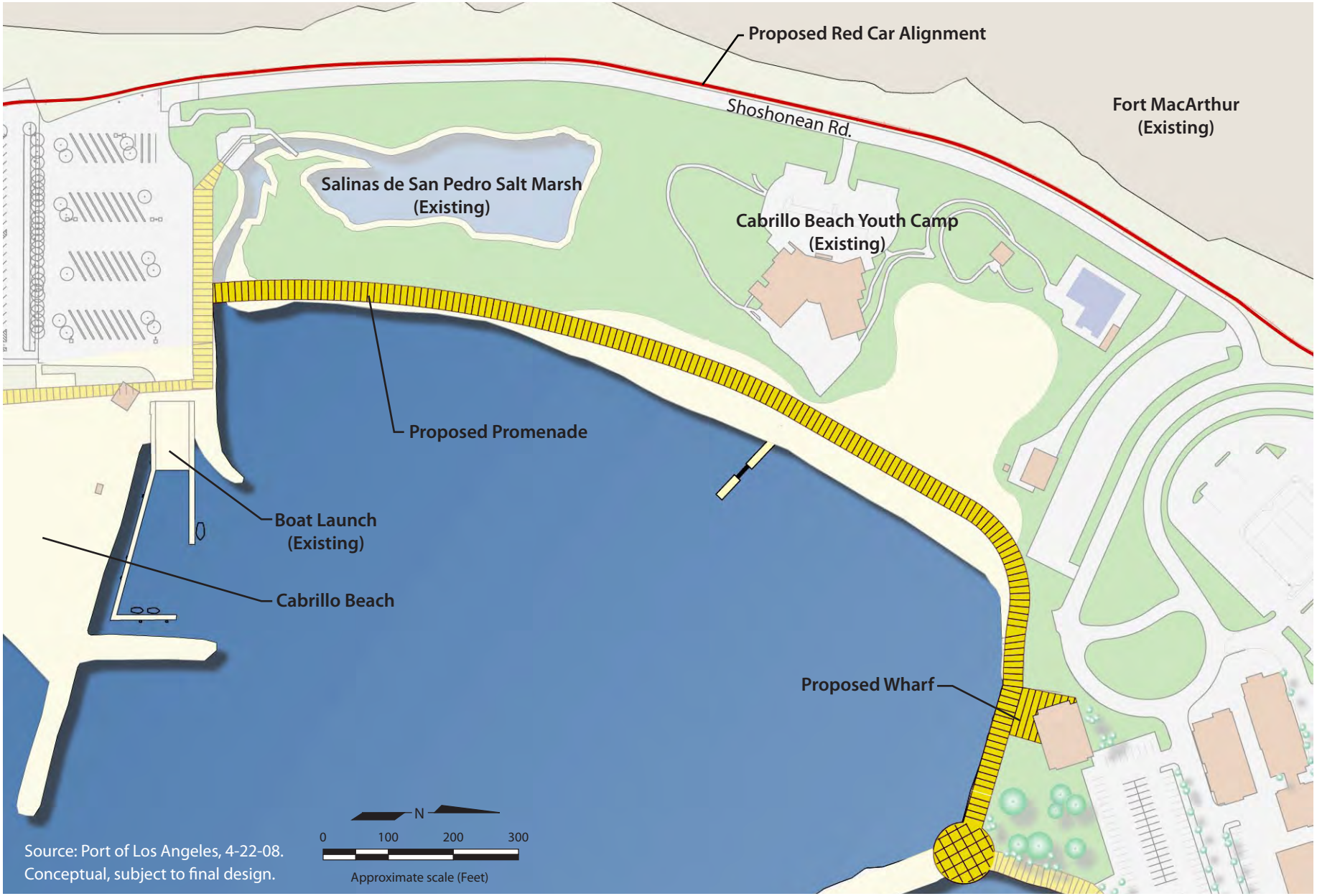

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Figure 1-8
San Pedro Waterfront—Salt Marsh and Cabrillo Beach Youth Camp Area

a more detailed plan of the waterfront promenade along the Cabrillo Beach Youth Camp and Salinas de San Pedro Salt Marsh area.

1.5.2.1.3 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 1-3 below.

Table 1-3. 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**

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 1.5.2.2.7 and 1.5.2.2.9, respectively, and are shown on Figure 1-9 along with the North Harbor features described below. Similar to phasing of the development of the Outer Harbor Terminals and berths, the full build out of the North Harbor may be delayed until market conditions dictate the need.

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),

[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.

- 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 1-10 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 1.5.2.2.8 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 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.

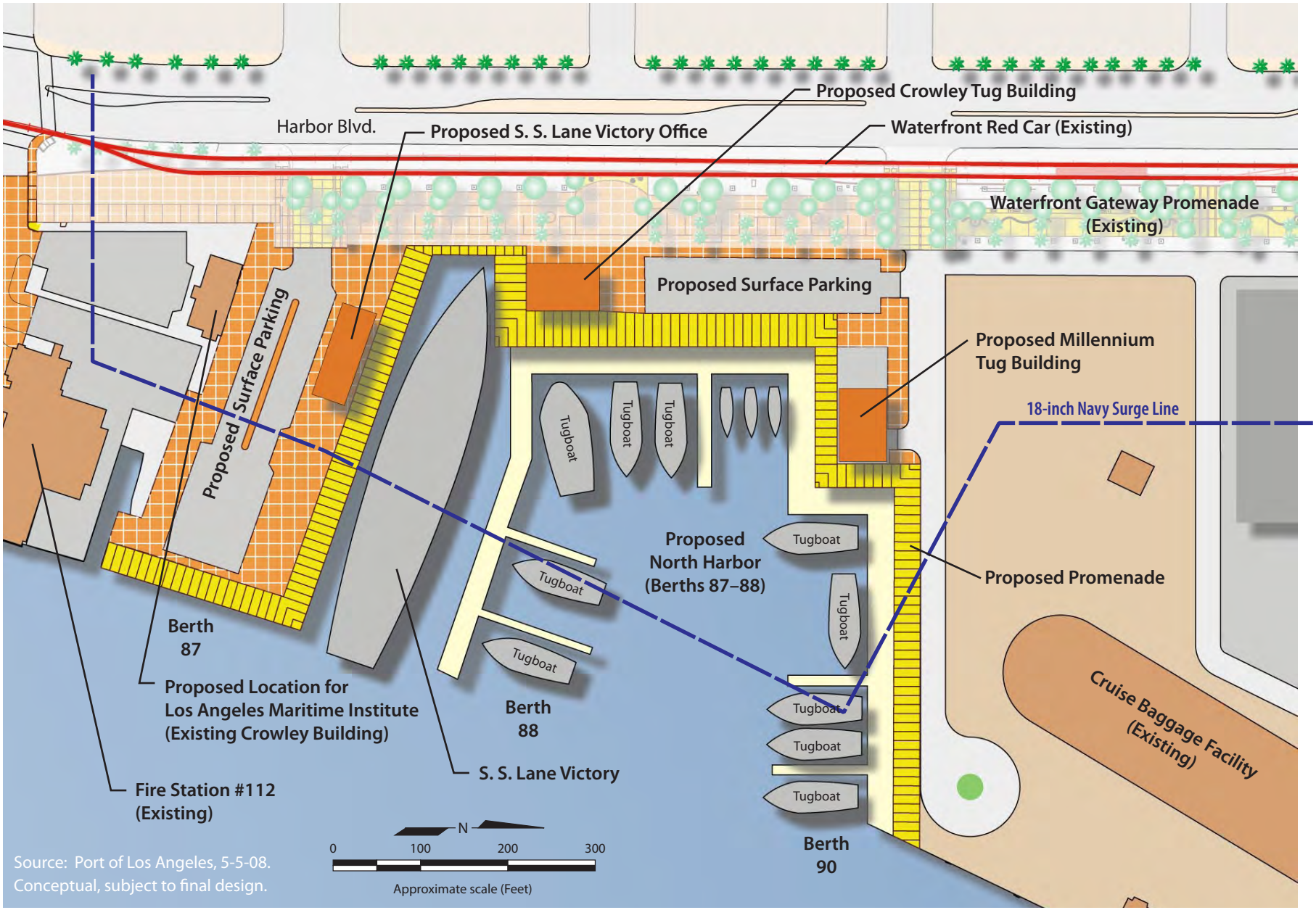

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Figure 1-9
San Pedro Waterfront—North Harbor

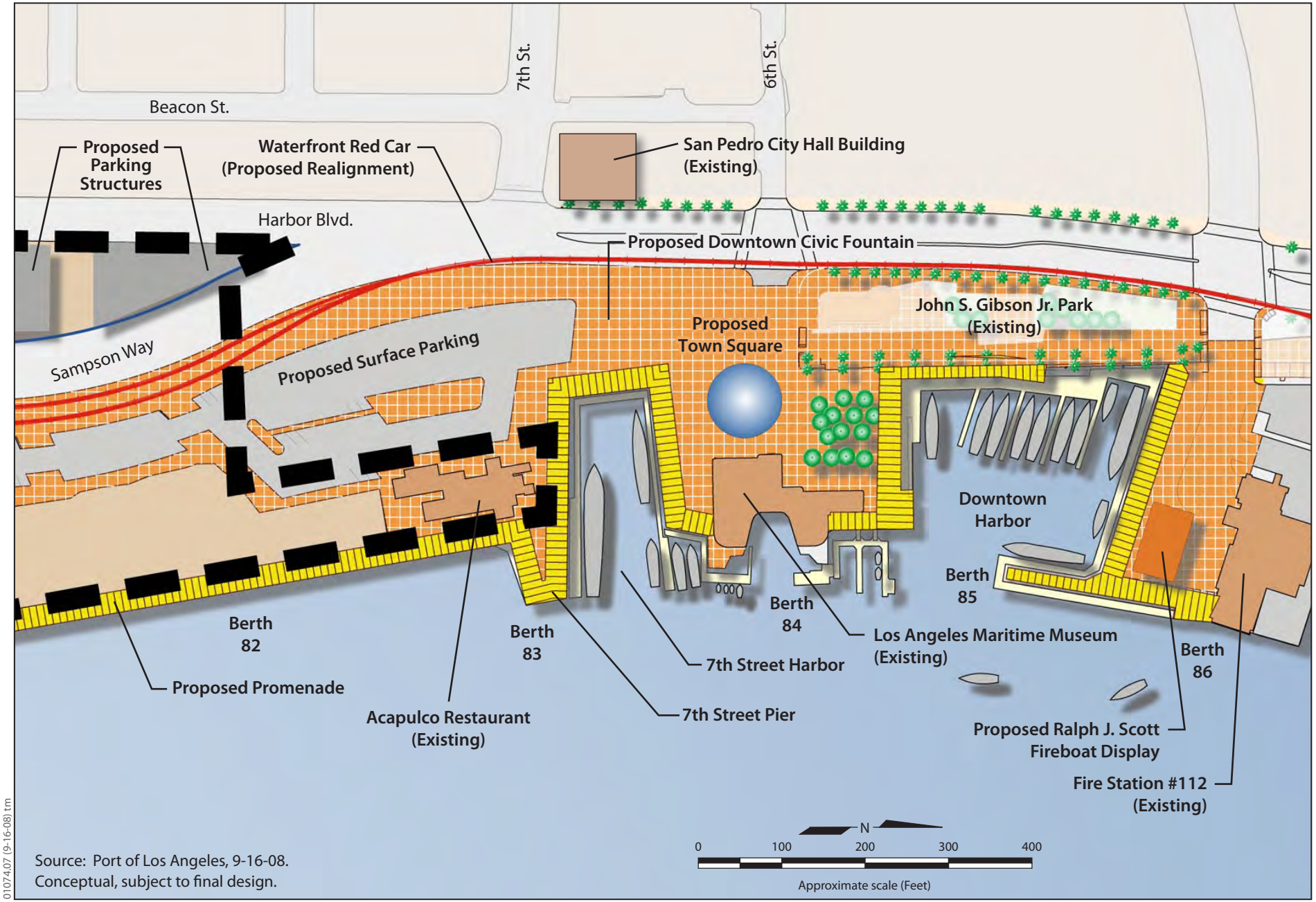

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Figure 1-10
San Pedro Waterfront—Downtown Harbor, 7th Streer Harbor, 7th Street Pier

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 1-10 (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.

1.5.2.1.4 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 1-10 (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.

1.5.2.1.5 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 1-10 (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).

1.5.2.1.6 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.

1.5.2.1.7 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 1-10 shows a more detailed plan of John S. Gibson Jr. Park within the proposed Downtown Harbor district.

1.5.2.1.8 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 1.5.2.2.2). 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 would be integrated into a larger development plan for the redevelopment of the entire Ports O'Call area.

1.5.2.1.9 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 1.5.2.2.1). Figure 1-11 shows a plan of the proposed Outer Harbor Park within the Outer Harbor Cruise Terminals 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.

1.5.2.1.10 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 San Pedro Waterfront Enhancements Project. Figure 1-12 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.

1.5.2.1.11 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 1-12 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.

1.5.2.2 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. The Port uses the word redevelopment throughout the draft and final EIS/EIR as it is commonly understood in lay terms, to describe the changes that would occur at Ports O'Call under the proposed Project or alternative. It is not intended to have any narrower or more specific meaning that may be ascribed to it in regulatory contexts. Each of the proposed project components is described in additional detail below.

1.5.2.2.1 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 or equivalent vessel (requiring a 1,150 foot-long berth). The berth 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 Outer Harbor that would accommodate a second Freedom Class or equivalent vessel. LAHD staff recommends that construction of the second cruise berth in the Outer Harbor be triggered only by market demand. Figure 1-11 shows a site plan for the Outer Harbor Cruise Terminals and berths (also shown is the Outer Harbor Park discussed above in Section 1.5.2.1.9).

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 phased on the construction of each berth. The terminals would be

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Conceptual, subject to final design.

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Figure 1-11
San Pedro Waterfront—Outer Harbor Cruise Terminals and Berths, Outer Harbor Park

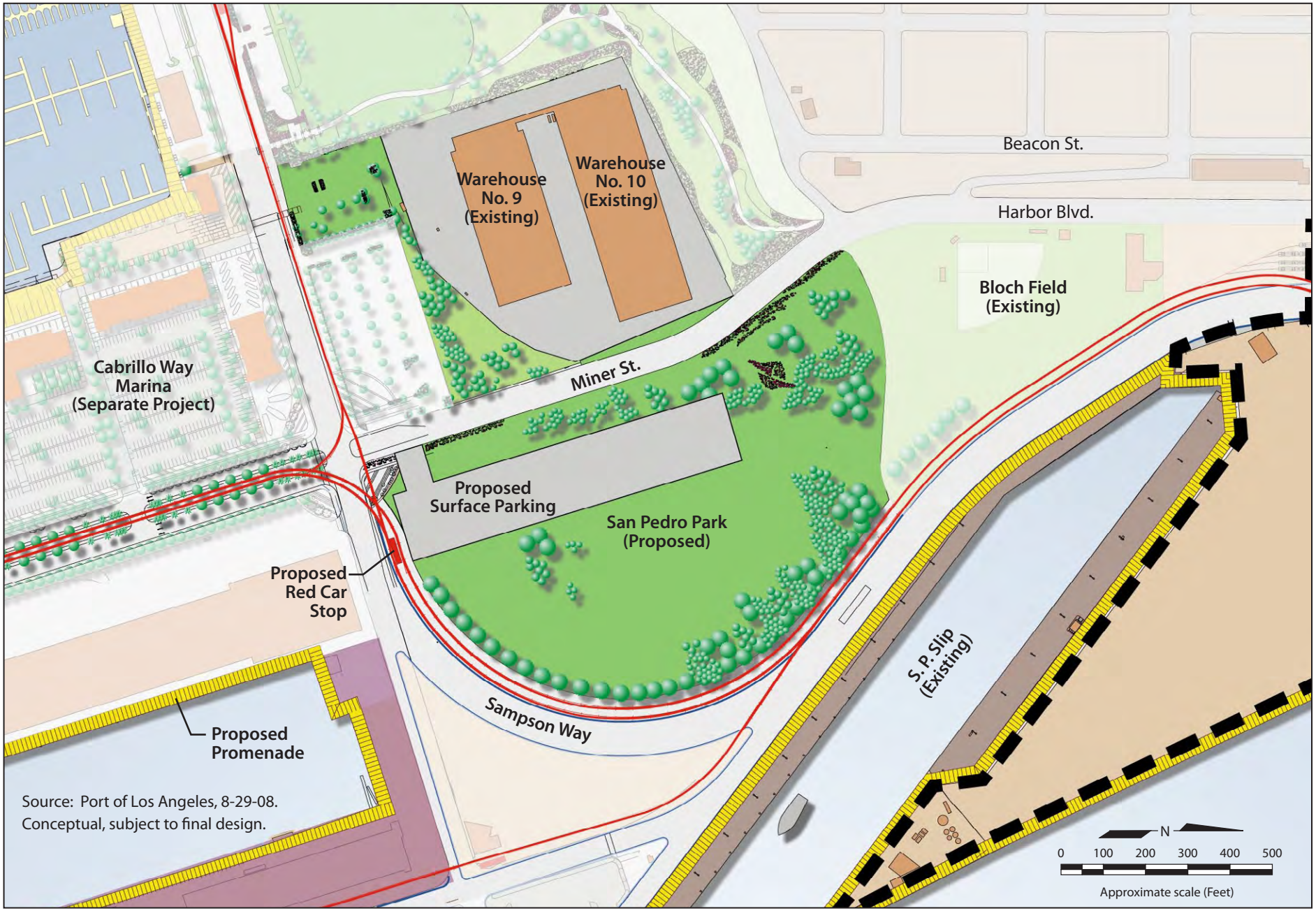

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Figure 1-12
San Pedro Waterfront—San Pedro Park

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, which would exceed the minimum design standards in 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 also incorporate the proposed Outer Harbor Park and waterfront promenade as an integral feature that would be complementary to the secure operations of the Outer Harbor Cruise Terminals (see Section 1.5.2.1.9 above); park visitors would be separated from the secure areas of the cruise terminals.

Construction of the wharf at Berths 49–50 in the Outer Harbor would require placement of a rock blanket at the toe of slope well below the water surface. The total rock placement would be 2.15 acres (17,400 cubic yards) from -10 feet Mean Lower Low Water (MLLW) to approximately -57 feet MLLW. Of this, 1.58 acres of fill would be rock placed over soft-bottom area and 0.57 acre would be new rock placed over existing rock. To accommodate construction and allow the rock to be placed, approximately 2,100 cubic yards of material would be dredged prior to rock placement.

Construction of the wharf extension at Berths 45–47 from 920 feet to 1,150 feet would require placement of a rock blanket at the toe of the slope also well below the water surface. A total of 0.85 acre (6,550 cubic yards) of rock would be placed over soft-bottom area at elevations of -35 feet MLLW to approximately -57 feet MLLW. Similar to the proposed procedure for Berths 49–50, described above, to accommodate construction and allow the rock to be placed, 1,230 cubic yards of material would be dredged prior to rock placement.

Final elevations for the rock fill at Berths 49–50 and Berths 45–47 would be approximately -10 to -57 feet and -35 to -57 feet MLLW level, respectively.

Rock for Berths 49–50 and Berths 45–47 would be brought on barges from Catalina Island to the Port. It is anticipated that this would require 20 barge trips. Sediment removed during dredging may be disposed of using barges for delivery to LA-2 or LA-3 (assuming beneficial reuse is not feasible and sediment testing concludes material is suitable for ocean disposal). If material is unsuitable for ocean disposal, an upland disposal site such as the Anchorage Road Upland Soil Storage Site (ARSSS) would be used. A total of three barge trips would be necessary if dredged material is disposed of at LA-2 or LA-3.

Table 1-3a. Summary of Dredge and Fill for the Outer Harbor Berths

Berth Location	*Fill Total (in acres)*	*Volume of Fill (in cubic yards)*	*Dredge quantity (in cubic yards)*
Berth 49–50	2.15	17,400	2,100
Berth 45–47	0.85	6,550	1,230

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 1-4). 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 1-4. 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 1.3.5 and 1.4, respectively. Modeling of the activity at the proposed project site shows that cruise terminal operations would reach their maximum demand at year 2037.

Table 1-4. 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.

***The second terminal and berth at Berth 49–50 would be built when market conditions dictate the need (likely after 2013 but prior to 2023). For the purposes of the environmental analysis, it was assumed the second terminal would be built by 2013 to ensure the most conservative analysis.

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 1.3.5 “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.)

In the time since the draft EIS/EIR was released, the LAHD commissioned the *Port of Los Angeles Cruise Market Demand Evaluation Study* (Menlo Consulting Group, Inc. 2009) to examine the present and future cruise industry forecast at the Port in light of the global economic downturn and the loss of the *Monarch of the Seas* at the Port. The most recent forecast presented in the report indicates that in the short term (2009–2012), the Port will experience stable to flat cruise activity with recovery and cruise industry growth in the long term (2013–2023). The long-term forecasts are based on historical Port cruise data and include one scenario that assumes cruise ship calls to the Port remain as current and a second scenario that assumes a capacity replacement for the Port's loss of *Monarch of the Seas* in 2009. In the status quo scenario forecast, the Port is projected to reach 1,248,114 cruise passengers by 2023 with 189 annual ship calls. This is just above the record levels of 1,218,739 cruise passengers in 2005. In the capacity replacement scenario forecast, the Port is projected to reach 1,592,880 cruise passengers with 241 annual ship calls by 2023. Actual future cruise activity at the Port is likely to fall somewhere between these two ranges.

Despite the newly projected reductions from the Bermello Ajamil & Partners 2006 Port of Los Angeles cruise study, the analyses contained within the draft EIS/EIR represent a conservative worst-case estimate of impacts from the projections contained within the Bermello Ajamil & Partners 2006 cruise study.

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)

To accommodate full build-out of the proposed Project, 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.

However, consistent with LAHD staff recommendation to move forward with the proposed Project with only one cruise berth in the Outer Harbor first, with the second berth construction triggered by market demand, it is possible to accommodate parking needs for two Inner Harbor berths and one Outer Harbor berth with just surface parking in the Inner Harbor. This is dependent upon extension of the existing surface parking to Berth 87 and restriping the lot to provide for more efficient use of space.

Structured parking would be required upon construction of a second cruise berth and terminal in the Outer Harbor. A diagonal pairing concept was recommended as the preferred parking structure footprint for the Inner Harbor structures. 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 ships calling at the Outer Harbor would require between 35 and 40 parking shuttles per ship and each shuttle would accommodate approximately 50 passengers plus luggage. Shuttle busses would be low emissions vehicles (LEV) 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 (200 per berth) would be dedicated to cruise facilities in the Outer Harbor area (see Figure 1-11). Construction of these spaces would be phased by berth. 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.

1.5.2.2.2 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 1-7 (referenced in Section 1.5.2.1.7) 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 could 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.

After the Board of Harbor Commissioners makes a decision to select the proposed Project or a project alternative, the Port intends to partner with a master developer to create a cohesive design throughout Ports O'Call and to develop a regional attraction with businesses that are unique, reflect the character of the area, and are complementary to development in downtown San Pedro. 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 1.5.4 and Table 1-5 for detailed construction phasing). Selected existing successful 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.

As stated, a master developer would not be selected until after the final EIS/EIR certification and project approval and a request for proposals (RFP) process is undertaken. Market demand would drive the ultimate buildout of Ports O'Call, and the project would not likely reach the full 375,000 square feet of development identified in the EIS/EIR. However, the impacts of Ports O'Call demolition and construction of the full 375,000 square feet of the proposed Project are analyzed in the EIS/EIR. While an up to 75,000-square-foot conference center may be included in the RFP for the master developer, a conference center may not necessarily be incorporated into the final development plans if market demand and the master developer do not support it.

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. 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 3-level structures that would be constructed at the bluff site located at the existing SP Railyard (height of the structures would be at or near the top of the bluffs so they would not block views from Harbor Boulevard, and the rooftops of the parking structures along Harbor Boulevard would be developed with green rooftops and solar panels to minimize visual disruption toward the waterfront 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.

1.5.2.2.3 Southern Pacific Railyard Demolition

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

1.5.2.2.4 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 SP Railyard south of 7th Street near the proposed 13th Street pedestrian bridge and the proposed bluff parking structures (see Figure 1-7). 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.

1.5.2.2.5 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 1-10 depicts the proposed museum within the Downtown Harbor area.

Table 1-5. 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

1.5.2.2.6 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 SP Railyard, which is proposed for removal under this Project (see Section 1.5.2.2.3 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 40 CFR 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 SP 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.

1.5.2.2.7 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.

1.5.2.2.8 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.

1.5.2.2.9 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 1-9 illustrates the relocated S.S Lane Victory and its associated visitors' center.

1.5.2.2.10 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.

1.5.2.2.11 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 1-13 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 approximately 46 new piles. Construction is expected to commence in January 2011, and the facility would be operational by June 2012.

1.5.2.2.12 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. Draft EIS/EIR 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.

1.5.2.2.13 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 (LAHD 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.

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

01074.07 (9-5-08) tm

ICF Jones & Stokes
an ICF International Company

Figure 1-13

San Pedro Waterfront—Berth 240 Fueling Station Improvements

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 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 1.5.2.2.1). The Catalina Express Terminal's aboveground fuel dock with 8,500 gallons of #2 diesel would also be relocated to the new site.

1.5.2.3 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.

1.5.2.3.1 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 1-7 and 1-12, 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 1.5.2.3.5). Sampson Way would be accessed from 7th Street, as described below under Section 1.5.2.3.2.

1.5.2.3.2 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.

1.5.2.3.3 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 Department of City Planning'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.

1.5.2.3.4 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.

1.5.2.3.5 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 1-3 shows the existing Waterfront Red Car alignment, and Figure 1-4 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).

1.5.2.3.6 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 1-6A shows the opportunity sites for water taxi service.

1.5.2.4 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.

1.5.2.5 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 and dredging in the vicinity of Berths 45–47 and 49–50, the proposed Project is anticipated to generate approximately 608,330 cubic yards of dredge and excavated material. Tables 1-3 and 1-3a (previously referenced above in Sections 1.5.2.1.3 and 1.5.2.2.1) detail the proposed new harbor dredge and excavation and bulkhead placement activities as well as fill and dredging activities in the Outer Harbor Berths (49–50 and 45–47), which would require USACE permit authorization pursuant to Section 404 of the CWA, Section 10 of the RHA, and Section 103 of the MPRSA.

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. If the dredge material is clean, the Port will identify all the potential beneficial uses including asking the Port of Long Beach if it could use the material. If there are no feasible on shore beneficial uses, 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 Upland Soil Storage Site within the Port. Should other approved in-harbor disposal sites become available, they would also be considered.

1.5.3 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 1-14 identifies the direct and indirect impact areas within the USACE's scope of analysis for the proposed Project. However, as discussed in Chapter 4, "Cumulative Analysis," of the draft EIS/EIR, the scope of analysis for cumulative impacts can extend beyond these direct and indirect areas, 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.

1.5.4 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. Due to current economic conditions, construction of the Outer Harbor cruise facilities would be phased based on market conditions, which may delay construction of the second Outer Harbor berth until later than anticipated in the draft EIS/EIR. The first Outer Harbor Cruise Terminal and berth would be built at Berths 45–47 using the existing supertanker berth in the third year of construction. The second terminal and berth at Berths 49–50 would be built when market conditions dictate the need (likely after 2013 but prior to 2023). The North Harbor cut would also be delayed until cruise parking structures were needed, most likely upon construction of a second Outer Harbor cruise berth. Figures 1-15 and 1-16 show the proposed phasing plans, and Table 1-5 shows the estimated construction schedule for each component of the proposed Project. The phasing description that follows was developed for the purpose of the environmental analysis to assess emissions related to project sequencing during construction and operations and represents a conservative analysis. Ultimate phasing would be subject to change based on financing, developer response to a request for proposals, and length of time required to gain project entitlements, which may require additional environmental analysis. While the overall construction and operation schedule has been delayed, the project sequencing is generally illustrative of current plans.

Phase I would generally occur between 2009 and 2013 (see Figure 1-15). 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 1-16). 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.

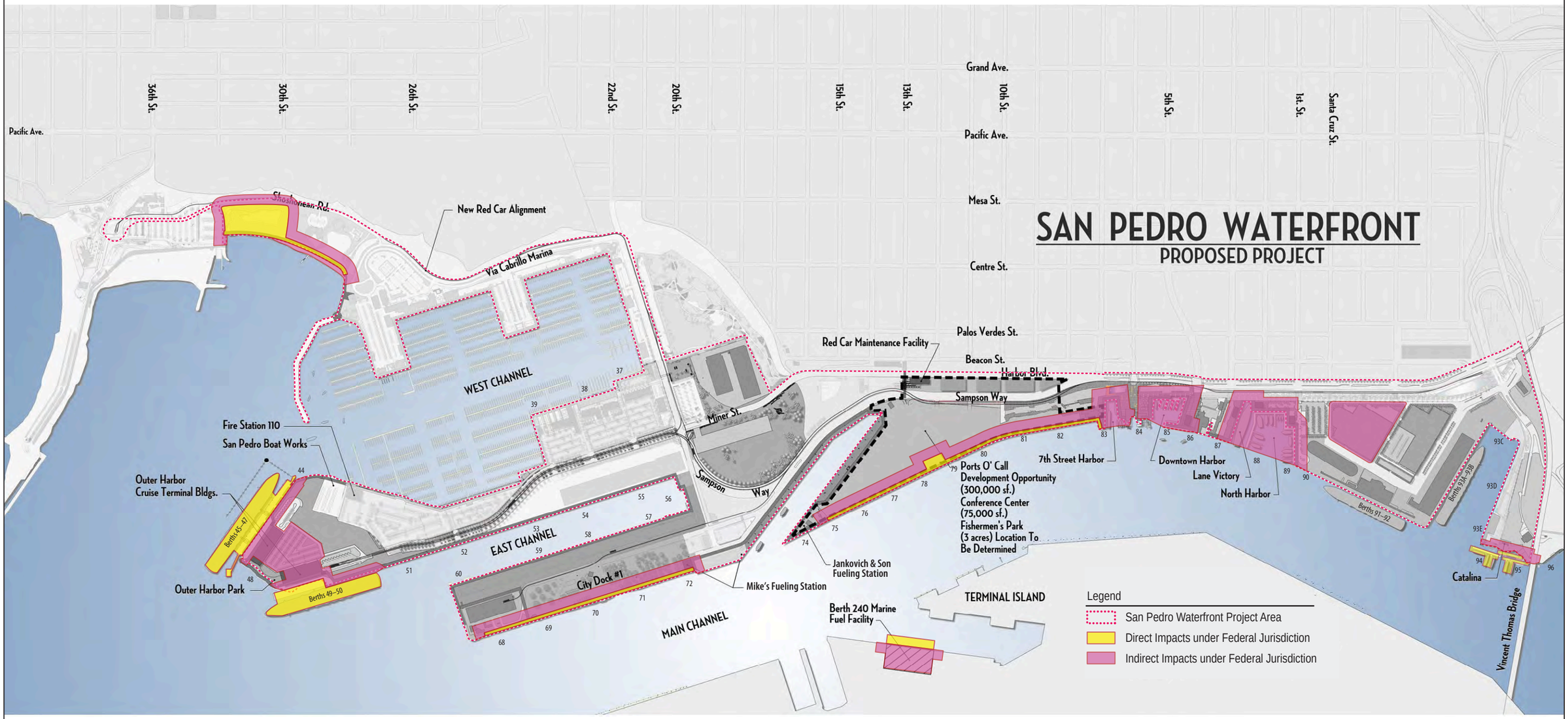
Within this overall schedule, construction activities would be phased so as to minimize disruption to existing operations, which would continue to operate during the entire construction period, and to surrounding operations.

1.6 Port of Los Angeles Environmental Initiatives

1.6.1 Port of Los Angeles Environmental Management Policy

The Port of Los Angeles Environmental Management Policy as described in this section was adopted on April 11, 2005. The purposes of this policy are to provide an introspective, organized approach to environmental management, to further incorporate

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.

N

0 500 1,000 1,500 2,000

Feet

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

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ICF Jones & Stokes
an ICF International Company

Figure 1-14
San Pedro Waterfront—USACE Jurisdictional Project Elements

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

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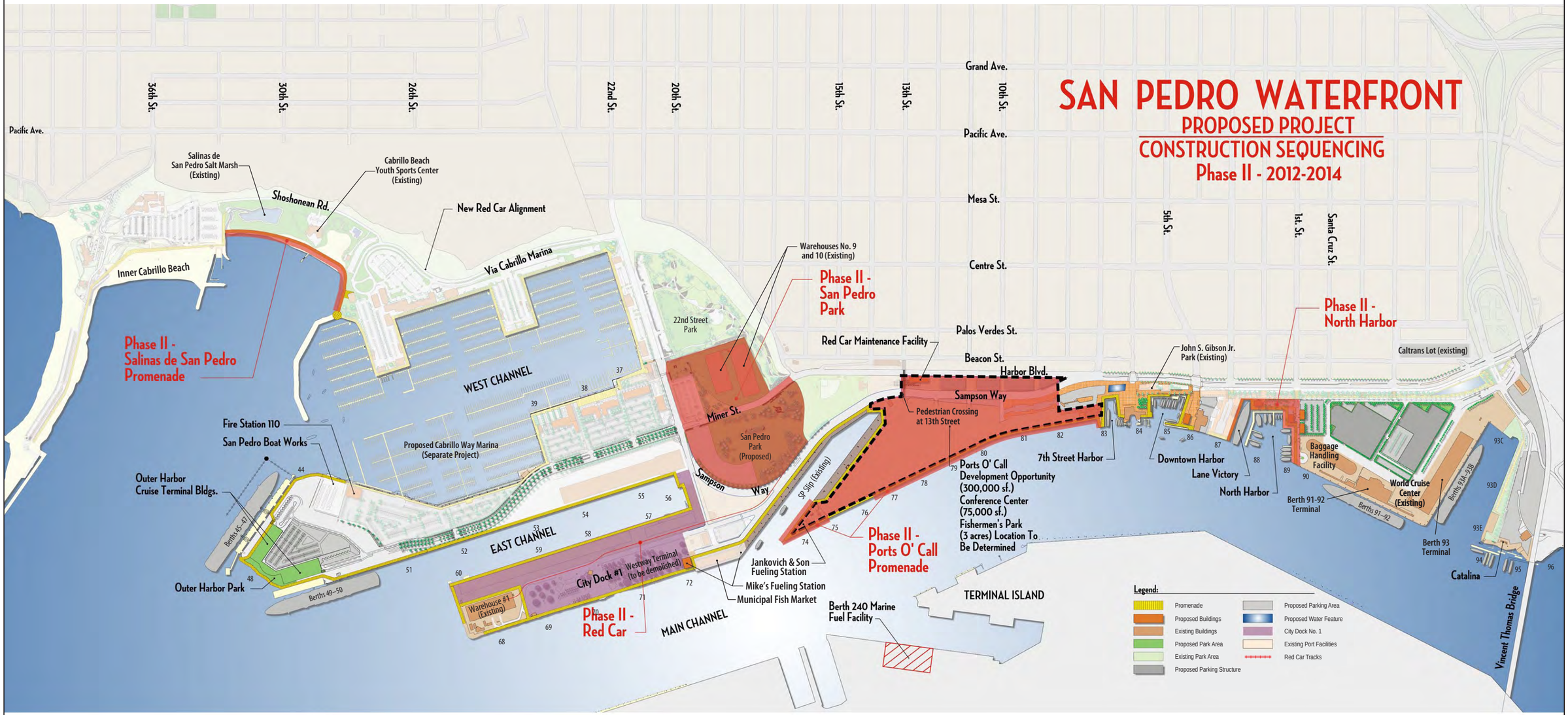
Figure 1-15
San Pedro Waterfront—Proposed Project Construction Sequencing, Phase I: 2009–2013

SAN PEDRO WATERFRONT
PROPOSED PROJECT
CONSTRUCTION SEQUENCING
Phase II - 2012-2014



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

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Figure 1-16
San Pedro Waterfront—Proposed Project Construction Sequencing, Phase II: 2013–2016

environmental considerations into day-to-day Port operations, and to achieve continual environmental improvement. The text of the policy reads as follows:

> The Port of Los Angeles is committed to managing resources and conducting Port developments and operations in both an environmentally and fiscally responsible manner. The Port will strive to improve the quality of life and minimize the impacts of its development and operations on the environment and surrounding communities through the continuous improvement of its environmental performance and the implementation of pollution prevention measures, in a feasible and cost effective manner that is consistent with the Port's overall mission and goals, as well as with those of its customers and the community.
>
> To ensure this policy is successfully implemented the Port will develop and maintain an environmental management program that will:
>
> 1. Ensure this environmental policy is communicated to Port staff, its customers, and the community;
> 2. Ensure compliance with all applicable environmental laws and regulations;
> 3. Ensure environmental considerations include feasible and cost effective options for exceeding applicable regulatory requirements;
> 4. Define and establish environmental objectives, targets, and best management practices and monitor performance;
> 5. Ensure the Port maintains a Customer Outreach Program to address common environmental issues; and
> 6. Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations through environmental awareness and communication with employees, customers, regulatory agencies, and neighboring communities.
>
> The Port is committed to the spirit and intent of this policy and the laws, rules and regulations, which give it foundation. (Port of Los Angeles 2005.)

The Port of Los Angeles Environmental Management Policy is exemplified in existing environmental initiatives of the Port and its customers, such as the voluntary Vessel Speed Reduction Program (VSRP), Source Control Program, Least Tern Nesting Site Agreement, Hazardous Materials Management Policy, and the Clean Engines and Fuels Policy. In addition, the environmental management policy will encompass new initiatives, such as the development of an environmental management system (EMS) with LAHD's Construction and Maintenance Division and a Clean Marinas Program. These programs are Port-wide initiatives to reduce environmental pollution. Many of the programs relate to the proposed Project. The following discussion includes details on a number of the programs and their goals.

1.6.2 Environmental Plans and Programs

LAHD has implemented a variety of plans and programs to reduce the environmental effects associated with operations at the Port. These programs range from the San Pedro Bay Ports Clean Air Action Plan (CAAP), to deepening the harbor channels to accommodate larger and more efficient ships, to converting to electric and alternative-fuel vehicles. All of these efforts ultimately reduce environmental effects.

1.6.2.1 Clean Air Action Plan

LAHD has had a Clean Air Program in place since 2001 and began monitoring and measuring air quality in surrounding communities in 2004. Through the 2001 Air Emissions Inventory, LAHD has been able to identify emission sources and relative contributions in order to develop effective emissions reduction strategies. LAHD's Clean Air Program has included progressive programs such as alternative maritime power (AMP), use of emulsified fuel and diesel oxidation catalysts (DOCs) in yard equipment, alternative fuel testing, and the VSRP.

In 2004, LAHD developed a plan to reduce air emissions through a number of near-term measures. The measures were primarily focused on decreasing nitrogen oxide (NO_X), but also diesel particulate matter (PM) and sulfur oxides (SO_X). In August 2004, a policy shift occurred and Mayor James K. Hahn established the No Net Increase Task Force to develop a plan that would achieve the goal of No Net Increase (NNI) in air emissions at the Port relative to 2001 levels. The plan identified 68 measures to be applied over the next 25 years that would reduce PM and NO_X emissions to the baseline year of 2001. The 68 measures included near-term measures; local, state, and federal regulatory efforts; technological innovations; and longer-term measures still in development.

In 2006, in response to a new mayor and the Los Angeles Board of Harbor Commissioners, LAHD—along with the Port of Long Beach and in conjunction with the SCAQMD, California Air Resources Board (CARB), and EPA—began work on the CAAP, a comprehensive strategy to cut air pollution and reduce health risks from port-related air emissions. The CAAP's goal was to expand upon existing emissions reductions strategies and to develop new ones. The draft CAAP was released as a draft plan for public review on June 28, 2006, and it was approved at a joint meeting of both the Los Angeles and Long Beach Boards of Harbor Commissioners on November 20, 2006.

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

- aggressive milestones with measurable goals for air quality improvements,

- specific standards for individual source categories,
- recommendations to eliminate emissions of ultra-fine particulates,
- a technology advancement program to reduce greenhouse gases, and
- a public participation process with environmental organizations and the business communities.

The CAAP focuses primarily on reducing diesel PM, along with NO_X and SO_X, with two main goals: 1) to reduce port-related air emissions in the interest of public health, and 2) to disconnect cargo growth from emissions increases. The CAAP is expected to eliminate more than 47% of diesel PM emissions, 45% of smog-forming NO_X emissions, and 52% of SO_X from port-related sources within the next 5 years.

The CAAP includes near-term measures implemented largely through the CEQA process and through new leases at both ports. Port-wide measures at both ports are also part of the plan. This draft EIS/EIR analysis assumes compliance with the CAAP. Proposed project-specific mitigation measures applied to reduce air emissions and public health impacts are consistent with, and in some cases exceed, the emission reduction strategies of the CAAP.

1.6.2.2 Water Resources Action Plan (WRAP)

In August 2009, LAHD and the Port of Long Beach (Ports) approved the Water Resources Action Plan (WRAP). The WRAP will 1) support the attainment of full beneficial uses of harbor waters and sediments by addressing the impacts of past, present, and future port operations, and 2) prevent port operations from degrading existing water and sediment quality. The ports, their cities, the U.S. Environmental Protection Agency (EPA), and the Los Angeles Regional Water Quality Control Board (LA-RWQCB) have cooperated in the preparation of this WRAP for the harbors of San Pedro Bay.

The WRAP has two main driving forces: 1) the ports need to achieve their broad mission to protect and improve water and sediment quality, and 2) the imminent promulgation by the LA-RWQCB and the EPA of Total Maximum Daily Loads (TMDLs) for harbor waters, and the associated CWA permits. The WRAP's purpose is to put in place the programs and mechanisms for the ports to achieve the goals and targets that will be established in the relevant TMDLs and to comply with the Industrial Activities, Construction Activities, and Municipal Separate Storm Sewer System (MS4) permits issued to the ports and their respective cities and tenants. Throughout the process of implementing the WRAP, the ports will be guided by the basic principle of promoting science-based studies and methods in the integration of regulatory requirements with water and sediment management programs.

1.6.2.3 Environmental Management System

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

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

1.6.2.4 Other Environmental Programs

1.6.2.4.1 Air Quality

- **Alternative Maritime Power.** AMP reduces emissions from container vessels docked at the Port and is proposed to be applied to cruise ships as mitigation for the proposed project. Normally, ships shut off their propulsion engines when at berth but use auxiliary diesel generators to power electrical needs such as lights, pumps, and refrigerator units. These generators emit an array of pollutants, primarily NO_X, SO_X, and particulate matter smaller than or equal to 10 or 2.5 microns in diameter (PM10 or PM2.5). The AMP program dramatically reduces these emissions by allowing ships to "plug in" to shore-side electrical power while at dock instead of using their onboard generators. (This process is also referred to as cold ironing.) Before being used at the Port, AMP was only used commercially by the cruise ship industry in Juneau, Alaska. However, AMP facilities have been installed and are currently in use at the wharf at Berth 100. Additionally, AMP facilities are complete at the Yusen Terminals (the NYK ship Atlas is AMP-capable and has begun plug-in testing at Yusen) with plans for additional facilities at the Evergreen and TraPac Terminals, among others. AMP facilities are being designed for the existing World Cruise Center at Berths 91–92 and 93 and are proposed to be incorporated at Berths 45–50 in the Outer Harbor under the proposed Project.
- **OffPeak Program.** The OffPeak program extends cargo terminal operations by five night and weekend work shifts. It is managed by PierPASS, an organization created by marine terminal operators. This program has been successful in increasing cargo movement, reducing truck waiting time inside Port terminals, and reducing truck traffic during peak daytime commuting periods.

- **On-Dock Rail and the Alameda Corridor.** Use of rail for long-haul cargo is acknowledged as an air quality benefit. Four on-dock railyards at the Port significantly reduce the number of short-distance truck trips (the trips that would normally convey containers to and from offsite rail yards). Combined, these intermodal facilities eliminate an estimated 1.4 million truck trips per year and the emissions and traffic congestion that go along with them. A partner in the Alameda Corridor Project, LAHD is using the corridor to transport cargo to downtown railyards at 10 to 15 miles per hour faster than before. Use of the Alameda Corridor allows cargo to travel the 20 miles to downtown Los Angeles at a faster pace and promotes the use of rail versus truck. In addition, the Alameda Corridor eliminates 200 rail/street crossings and emissions produced by cars waiting on the streets as the trains pass.
- **Tugboat Retrofit Project.** The engines of several tugboats in the Port were replaced with ultra-low-emission diesel engines. This was the first time this technology had been applied to such a large engine. Emissions testing showed a reduction of more than 80 tons of NO_X per year, which is nearly three times better than initial estimates. Under the Carl Moyer Program, the majority of tugboats operating in the Ports of Los Angeles and Long Beach have since been retrofitted.
- **Electric and Alternative Fuel Vehicles.** More than 35% of the Port's fleet has been converted to electric or alternative-fuel vehicles. These include heavy-duty vehicles as well as passenger vehicles. LAHD has proactively embarked on the use of emulsified fuels that are verified by CARB to reduce diesel PM by more than 60% compared to diesel-powered equipment.
- **Electrified Terminal Operating Equipment.** The 57 ship-loading cranes currently in use at the Port run on electric power. In addition, numerous other terminal operations equipment has been fitted with electric motors.
- **Yard Equipment Retrofit Program.** Over the past 5 years, diesel oxidation catalysts have been applied to nearly all yard tractors at the Port. This program has been carried out with Port funds and funding from the Carl Moyer Program**.**
- **Vessel Speed Reduction Program.** Under this voluntary program, oceangoing vessels slow down to 12 knots within 20 miles of the entrance to Los Angeles Harbor, thus reducing emissions from main propulsion engines. Currently, approximately 80% of ships comply with the voluntary program.

1.6.2.4.2 Water Quality

- **Clean Marinas Program.** To help protect water and air quality in Los Angeles Harbor, LAHD is developing a Clean Marinas Program. The program advocates that marina operators and boaters use best management practices (BMPs)—environmentally friendly alternatives to some common boating activities that may cause pollution or contaminate the environment. It also includes several innovative clean water measures unique to the Port. The Clean Marinas Program features both voluntary components and measures required through Port leases,

CEQA mitigation requirements, or established federal, state, and local regulations.

- **Water Quality Monitoring.** LAHD has been monitoring water quality at 31 established stations in San Pedro Bay since 1967, and the water quality today at the Port is among the best of any industrialized port in the world. Samples are tested on a monthly basis for dissolved oxygen, biological oxygen demand, and temperature. Other observations are noted, such as odor and color, as well as the presence of oil, grease, and floating solids. The overall results of this long-term monitoring initiative show the tremendous improvement in harbor water quality that has occurred over the last four decades.
- **Cabrillo Beach Water Quality Improvements.** The Port is one of the few industrial ports in the world that also has a swimming beach. Inner Cabrillo Beach provides still water for families with small children. However, bacteria in shoreline waters frequently exceed water quality standards. LAHD has invested several million dollars in water circulation/quality models and studies to investigate and remediate the problem. Recently, LAHD repaired storm drains and sewer lines in this area and replaced the beach sand as part of its commitment to make sure that Cabrillo Beach continues to be an important regional recreational asset.

1.6.2.4.3 Endangered Species

- **California Least Tern Nesting Site Management.** The endangered California least tern (a species of bird) shares a home with the Port's largest container terminal on Pier 400. LAHD maintains, monitors, and protects 15 acres on Pier 400 for the nesting of these indigenous birds. Reproductive success is evident with the number of nesting pairs and fledglings increasing over the last decade. In recent years, the Port has had the second largest colony in the state, with more than 1,000 nests.

1.6.2.4.4 Port Planning

- **Green Terminal Program.** LAHD is developing a green terminal program that would be applied to the long-term development of Port container facilities. The program would embrace all aspects of terminal construction and operation and include guidance on a suite of environmental measures to minimize the effects of cargo handling on air, water, and land resources.
- **Channel Deepening.** By deepening the main and ancillary channels, the Port can accommodate larger ships. Larger ships would result in fewer ship visits to bring in the same amount of goods, and fewer ships would result in fewer emissions.
- **Green Ports Program.** LAHD and the Port of Shanghai have signed a historic agreement to share technology aimed at improving air quality, improving water quality, and mitigating environmental impacts on the operations of the ports.

- **Recycling.** LAHD incorporates a variety of innovative environmental ideas into Port construction projects. For example, when building an on-dock rail facility, LAHD saved nearly $1 million and thousands of cubic yards of landfill space by recycling existing asphalt pavement instead of purchasing new pavement. LAHD also maintains an annual contract to crush and recycle broken concrete and asphalt. In addition, LAHD has successfully used recycled plastic products, such as fender piles and protective front-row piles, in many wharf construction projects.

1.6.3 Port of Los Angeles Leasing Policy

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

Specific emission-reducing provisions contained in the leasing policy are:

- compliance with VSRPs;
- use of clean AMP (or cold-ironing technology), plugging into shore-side electric power while at dock, where appropriate;
- use of low sulfur fuel in main and auxiliary engines while sailing within the SCAB boundaries;
- for all Cargo Handling Equipment purchases, adherence to one of the following performance standards:
  - cleanest available NO_X alternative-fueled engine, meeting 0.01 gram/brake horsepower-hour (g/bhp-hr) PM, available at time of purchase;
  - cleanest available NO_X diesel-fueled engine, meeting 0.01 g/bhp-hr PM, available at time of purchase; or
  - if no engines meet 0.01 g/bhp-hr PM, then cleanest available engine (either fuel type) and installation of cleanest Verified Diesel Emissions Controls (VDEC) available; and
- use of clean, low-emission trucks within terminal facilities.

1.6.4 Aesthetic Mitigation Projects

For years 2003 through 2007, LAHD deposited $4 million per year into a community aesthetic mitigation account to mitigate the aesthetic impacts of Port operations on the neighboring communities of San Pedro and Wilmington. All projects funded under this program must comply with all applicable laws, rules, and regulations; be Port-related projects on Port land; or be projects not on Port land that have a demonstrable nexus or connection to the environmental, aesthetic, and/or public

health impacts of the Port's operations and facilities. Proposed projects to receive funding will fall within the following categories and will be prioritized as follows:

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

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

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

1.6.5 Port Community Advisory Committee

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

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

The role of the PCAC in LAHD environmental documents is described in Appendix B of the draft EIS/EIR.

1.7 Changes to the Draft EIS/EIR

This section of the final EIS/EIR discusses general changes and modifications that have been made to the draft EIS/EIR. Actual changes to the text, organized by draft EIS/EIR chapters and sections, can be found in Chapter 3, "Modifications to the Draft EIS/EIR," of this final EIS/EIR. The changes to the draft EIS/EIR are primarily editorial in nature and have been made for the purpose of correcting and clarifying information contained within the draft EIS/EIR based on comments received from the public.

Changes noted in Chapter 3 are identified by text strikeout and underline. These changes are referenced in Chapter 2, "Responses to Draft EIS/EIR Comments," of this final EIS/EIR, where applicable. The project description is presented above and summarized in the Executive Summary, incorporating the editorial changes noted in the Responses to Comments and other minor corrections.

The changes and clarifications presented in Chapter 3 were reviewed to determine whether or not they warranted recirculation of the draft EIS/EIR prior to certification of the EIS/EIR according to CEQA and NEPA Guidelines and Statutes. The changes would not result in any new significant environmental impacts or a substantial increase in the severity of an existing environmental effect. In response to public comments, changes and clarifications have been made throughout the draft EIS/EIR.

The above changes are consistent with the findings contained in the environmental impact categories in Chapter 3, "Environmental Analysis," of the draft EIS/EIR, as amended. There would be no new or increased significant effects on the environment due to the proposed project changes, and no new alternatives have been identified that would reduce significant effects of the proposed Project. Therefore, the draft EIS/EIR does not need to be recirculated, and the EIS/EIR can be certified without additional public review, consistent with PRC Section 21092.1 and CEQA Guidelines Section 15088.5, and NEPA regulations in 40 Code of Federal Regulations (CFR) 1502 and 1503.

1.8 References

1.8.1 Printed References

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1.8.2 Personal Communications

Chase, Chris. Port of Los Angeles, Marketing Division. October 25, 2007. Written correspondence on cruise industry operations.