

MEMORANDUM FOR RECORD

SUBJECT: Requested Permit Modification for the Port of Los Angeles San Pedro Waterfront Project dated June 13, 2012 (Permit No. SPL-2005-01571-SDM)

San Pedro Waterfront Project EIS/EIR

1. The scope of the San Pedro Waterfront Project (Project) was to redevelop approximately 400 acres of the Port of Los Angeles waterfront to attract visitors and enhance the visitors' experience at the waterfront. Project elements included:
 - Promenade, Harbors, and Open Space:
 - Waterfront Promenade: A continuous promenade measuring approximately 30- feet wide would be constructed along the west side of the Main Channel through the Project area.
 - New Harbor Cuts: Three new harbors would be created - the North Harbor, Downtown Harbor, and 7th Street Harbor. The construction of the new harbors would require excavation of soil above the Mean High Water (MHW) line and dredging of sediment below the MHW line, prior to the removal of the existing bulkheads, to create approximately 7 acres of new open water along the west side of the Main Channel, with i) excavated material beneficially reused at available in-harbor sites, such as the Berth 200 Railyard, China Shipping Terminal Phase III, and Cabrillo Beach (nourishment), and the rest, at an approved off-site upland location, and ii) dredged material beneficially reused at available in-harbor sites, such as the Berth 200 Railyard, China Shipping Terminal Phase III, and Cabrillo Beach (nourishment), and the rest, depending on its suitability, disposed of at designated ocean disposal sites (LA-2 or LA-3) or at an approved off-site upland location.
 - 7th Street Pier: The 7th Street Pier would be a public dock for short-term berthing of visiting vessels, located within the 7th Street Harbor, adjacent to the Los Angeles Maritime Museum.
 - Town Square: The Town Square would comprise approximately 0.79 acre in front of the historic San Pedro Municipal Ferry Building (existing Los Angeles Maritime Museum) at the foot of 6th Street and would incorporate a portion of the downtown promenade.
 - 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 and the Town Square, and simulate the extension of the 7th Street Harbor to the San Pedro City Hall Building.
 - 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 hardscaping, landscaping, lighting, and interpretive signage elements.

- Fishermen's Park: The proposed Fishermen's Park would encompass approximately 3 acres within Ports O'Call.
 - 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.
 - 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.
 - 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.
- New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants, including development of the new cruise terminals:
 - Cruise Terminals: The proposed Project would include upgrading Berths 45–47 for use as a cruise ship berth and constructing a new two-story terminal building (up to 100,000 square feet), and constructing a new cruise ship berth and two-story terminal building (up to 100,000 square feet) at Berths 49–50 in the Outer Harbor. The upgrades also include minor dredging and rock discharges along the berth slopes so the berths can bear the loads of larger, modern cruise ships.
 - Cruise Terminal Parking: The proposed upgrades to Berths 45–47 including terminal construction, the construction of a new cruise ship berth and terminal facility at Berths 49–50 in the Outer Harbor, and the projected increases in ship calls and passengers at Berths 91–93 would require additional parking facilities. Structured and surface parking for the combined cruise ship facilities would be located in the Inner Harbor and some surface parking would be located in the Outer Harbor.
 - Ports O'Call Redevelopment: The proposed Project would provide opportunities for redevelopment, as well as new commercial development, within Ports O'Call Village. The redevelopment and additional development, for a total of 375,000 square feet at Ports O'Call, would require an increase in parking spaces. Parking would be provided at a number of locations within POLA, including new parking structures along the bluff between Sampson Way and Harbor Boulevard near Ports O'Call.
 - Southern Pacific Railyard Demolition: The 7-acre Southern Pacific Railyard between 7th Street and the S.P. Slip would be removed, at the bluff site, providing opportunities for proposed bluff site parking.
 - Waterside Red Car Maintenance Facility: The proposed Project would construct an approximately 17,600 square foot facility at the existing Southern Pacific Railyard south of 7th Street near the proposed 13th Street

pedestrian bridge and the proposed bluff parking structures. An approximately 20,000 square foot exterior service yard adjacent to the building would be required to provide a wash-down area for the trolley cars. Once completed, the temporary Waterfront Red Car Maintenance Facility at 22nd and Miner Streets would be removed.

- Ralph J. Scott Fireboat Museum: The proposed Project would construct an approximately 10,000-square-foot museum within a multi-level structure along the south side of existing Fire Station No. 112 and would be incorporated into the existing pile-supported plaza in the Downtown Harbor area.
 - Demolition of Westway Terminal Facilities: The Westway Terminal located at Berth 70–71 would be demolished for potential future site of an institutional/research and development use.
 - Tug Operations: The proposed Project would include lease renewals for both Crowley and Millennium. 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.
 - Los Angeles Maritime Institute (LAMI): The proposed Project would include a new lease and the reuse of the Crowley Building in the Downtown Harbor area for LAMI.
 - Jankovich & Son Fueling Station Decommissioning: Jankovich & Son fueling station currently located at Berth 74 along the west side of the Main Chanel would be removed, decommissioned, and remediated.
 - Berth 240 Fueling Station: A new fueling station would be developed at Berth 240 on Terminal Island (i.e., along the east side of the Main Channel).
 - Mike's Fueling Station: All hazardous materials with flashpoints below 140 degrees Fahrenheit would be removed prior to operation of the proposed waterfront promenade.
 - Catalina Express Terminal and S.S. Lane Victory: 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. S.S. Lane Victory would be relocated to the North Harbor water cut and a 10,000-square foot visitor center would be built for the ship. Minor wharf/dock upgrades at Berths 93D and 95 would also occur to accommodate the Catalina Express relocation.
- Transportation Improvements:
 - 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. The proposed Project would also include an enhanced four-way intersection at Sampson Way and 7th Street to provide improved access to and along the waterfront.
 - Harbor Boulevard would remain in place at its current capacity with two lanes in each direction. Landscape 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 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 Inner Cabrillo Beach along Shoshonean Road.

2. The EIS/EIR was completed in 2011, however none of the SPW Project elements have been constructed and the USS *Iowa* project (*Iowa*), although contemplated, was not formally considered in the EIS/EIR. The *Iowa* is a 887-foot-long “Iowa class” battleship which was launched in the 1940’s and was utilized during the United States involvement in World War II. The *Iowa* has been moored in Suisun Bay, California since it was retired from the U.S. Navy fleet. The 2011 EIS/EIS specifically analyzed and disclosed the direct, indirect and cumulative effects associated with waterfront redevelopment at the above locations. In the intervening months between completion of the EIS/EIR and issuance of the SPW permit (issue date-22 SEP 2012; expiration date-11 MAY 2021) the Los Angeles Harbor Department (LAHD) negotiated a lease agreement with the Pacific Battleship Center, a non-profit organization, to moor the *Iowa* battleship at Berth 87, which coincides with the location of the North Harbor cut. The lease agreement allows the *Iowa* to be moored for 10 years, with two 5-year options thereafter. The EIS/EIR included traffic and air quality models which assumed the approximately 5-acre North Harbor cut at Berth 87-90 would be constructed in 2014 or 2015. For comparison, the North Harbor cut also included a new Fireboat Museum, mooring of the SS *Lane Victory* (a 455-foot-long vessel), and a new 10,000 square foot museum structure. In light of the *Iowa* project, the LAHD decided to delay implementation of the North Harbor cut and the projected build date for the North Harbor cut is now 2025 to 2030. Once moored, the *Iowa* would be restored and open for tours as a museum and educational facility. The *Iowa* project includes the following elements in two phases.
 - a. Phase 1 includes preparation and transport from the San Francisco Bay by tugboat; offshore hull cleaning; year-round mooring at Berth 87 with annual turning of the ship for even weathering; construction of temporary structures including a prefabricated 480 square foot single story ticket booth/office, a prefabricated 480 square foot single store restroom facility, and two prefabricated entry platforms to accommodate access and egress.
 - b. Phase 2 includes removal of the temporary ticketing and restroom structures to be replaced by a permanent, approximately 33,800 square foot landside visitor center.
3. The LAHD has prepared a comparative analysis of impacts in which the potential impacts of the *Iowa* project were compared with impacts of the SPW Project. The SPW EIS/EIR did not evaluate each Project element in isolation, rather the entirety of the impacts of the SPW Project and alternatives were disclosed and evaluated. However, one of the SPW Project alternatives (Alternative 4) specifically excluded the North Harbor cut from the list of approved project elements described in item 1

above. Alternative 4 of the EIS/EIR provided baseline data for comparison because it extensively covered impacts/ and project benefits related to retaining Berth 87-90 as a temporary dock for cruise ships; this data most closely aligned with the *Iowa* project in terms of SPW Project effects. Further, Alternative 4 evaluated future conditions of other SPW Project elements that may move forward in advance of the North Harbor cut and while the *Iowa* is moored at Berth 87. Thus, it is the Corps determination that data and analysis from Alternative 4 of the SPW EIS/EIR adequately evaluated future conditions of the *Iowa* project (without the North Harbor cut) during the time Berth 87 is used by the *Iowa*. With the requested permit modification, the *Iowa* would be moored at Berth 87 from the date of the permit modification until 11 MAY 2021, and the North Harbor cut and related project elements would be delayed. The minor changes in the SPW Project with the *Iowa* moored at Berth 87 would not substantively diverge from the approved SPW Project elements, nor result in impacts beyond those disclosed and evaluated in under Alternative 4 in the SPW EIS/EIR. As a result, the impacts associated with the requested mooring and visitor amenities of the *Iowa* under the permit modification would be reduced when compared to the direct, indirect and cumulative impacts that were analyzed and disclosed in the 2011 EIS/EIR.

4. With the requested delay in the North Harbor cut, construction of associated visitor amenities and mooring of the *Iowa* at Berth 87, the direct, indirect and cumulative effects associated with this component of the SPW Project would be comparable to project elements approved under the SPW permit. As a result, the requested changes to the SPW Project would represent a minor modification as defined at 33 C.F.R. Part 325.7. Therefore, no additional environmental analysis is required under the National Environmental Policy Act for the *Iowa* project at Berth 87 as described in the 2011 EIS/EIR.

Conclusion

1. With the delay in the North Harbor cut and mooring of the *Iowa* at Berth 87, the direct, indirect and cumulative impacts associated with this component of the SPW Project would be comparable to the approved North Harbor cut project elements. As a result, the requested construction of visitor amenities and mooring of the *Iowa* at Berth 87 as identified in the 2011 EIS/EIR would represent a minor modification as defined at 33 C.F.R. Part 325.7. Based on the above information, the proposed activities would result in minor direct, indirect and cumulative impacts.



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