Port of Los Angeles
Port Master Plan
Amendment No. 23

West Channel/Cabrillo Marina
Phase II Development

Planning & Research

December 2003
PORT MASTER PLAN AMENDMENT NO. 23
WEST CHANNEL/CABRILLO MARINA PHASE II DEVELOPMENT PROJECT
(CABRILLO WAY MARINA)

Background
The West Channel/Cabrillo Marina Phase II Development Project (Cabrillo Way Marina) development project site is located in the southwest area of the Port of Los Angeles in the San Pedro District (Port Master Planning Areas 1 and 2) and includes the Watchorn Basin. The Cabrillo Marina Phase II development project comprises approximately 41 acres of land and 39 acres of water. Exhibit 1 provides an aerial view of the project area.

The proposed Cabrillo Way Marina development project entails replacing the existing deteriorated marina facilities with a reconstructed marina, marina-related and visitor-serving commercial activities, a vessel-stacking storage facility, as well as creating a waterfront promenade within the West Channel Area. The marina site is currently occupied by marina boat slips, parking areas and warehouses for storage, cargo handling, and transshipment activities.

The long-range preferred uses for the area are for public recreation and recreational boating facilities. The Cabrillo Way Marina project, as proposed, meets the Port Master Plan's short and long-term objectives.

Several waterside infrastructure improvements are required to meet development goals of the project. These waterside infrastructure improvements include dredging, excavation, and landfill activities.

Basin Deepening
Deepening of the Watchorn Basin is required to create the appropriate marina basin shape and depth to accommodate the safe navigation of recreational boats and increase marina slip capacity. The general area of the Watchorn Basin is to be dredged to a maximum depth of –15 feet Mean Lower Low Water (MLLW). The total area to be dredged is estimated at 6.9 acres, with an estimated total volume of 75,000 cubic yards of sediment material.

Excavation/Cuts
To obtain a waterside configuration that would increase marina slip capacity, certain land areas will be removed. Two land areas will be excavated (0.66 and 0.46 acres at or near Berths 40 and 41, respectively) for a total of 1.1 acres. The total cut volume is estimated at 40,000 cubic yards of sediment material.

Landfills
Three landfill areas are also proposed to create an efficient basin perimeter and needed land areas adjacent to the marina basin. The additional land area will be used to extend a public access promenade along the perimeter of this project and allow for the development of marina support facilities and adequate parking for patrons of the marina.
The total landfill area would cover 3.5 acres with a total estimated fill volume of 120,000 cubic yards of sediment material. As mentioned, the project includes 1.1-acres of excavation to enhance the utilization of the marina basin. The net impact of the cut and fill is a 2.4-acre increase in land area.\(^1\) Exhibit 2 presents the locations of dredging, excavation and landfill areas.

The Port Master Plan states that fill projects may be undertaken to provide for waterfront land area or facilitate the accommodation and/or promotion of commerce, the commercial fishing industry, recreational boating facilities, and other port-related facilities. This proposed project has been designed to maximize the usable space within the project area while maintaining its integrity as a desirable recreational site. Additionally, the project incorporates uses that would increase the water-oriented recreational opportunities in the area.

**Purpose of Amendment**

The purpose of this amendment is to allow for waterside improvements necessary for the development of the Cabrillo Way Marina project. In order to create the appropriate marina basin shape and depth to accommodate the proposed development, the Watchorn Basin will be deepened to a maximum depth of −15 feet Mean Lower Low Water, (MLLW). To allow for more capacity for the proposed marina slips, two land areas will also be excavated (.66 and .46 acres at or near Berths 40 and 41, respectively) for a total of 1.1 acres. The total cut volume is estimated at 40,000 cubic yards of material. Three landfill areas will also be created, for a total landfill area of 3.5 acres (or a 2.4-acre net landfill increase) located at Berth 41, Watchorn Basin – eastern shoreline and Watchorn Basin – southeast portion (west of Berths 51 and 52). The landfill areas will be used to unify the waterfront, allowing for an extension of a public access promenade along the perimeter of this project, and development of a marina support facility and adequate parking for the proposed development.

The permitted uses on the landfill would include recreational and commercial uses.

**Coastal Act Compliance**

1. **The proposed use of land and water areas, where known.**

   This amendment would allow for channel and basin deepening, excavation and landfill. In order to create the appropriate marina basin shape and depth to accommodate the proposed development, the general area of the Watchorn Basin will be deepened to a maximum depth of −15 feet Mean Lower Low Water, (MLLW). To allow for more capacity for the proposed marina slips, two land areas will also be excavated (.66 and .46 acres at or near Berths 40 and 41,

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\(^1\) The Supplemental Environmental Impact Report identified the use of the Inner Harbor Mitigation Bank as replacement for water area lost during project construction. As an alternative, during the permitting process, the LAHD may elect to utilize excess credits available in the Bolsa Chica Mitigation Bank in accordance with Master Plan Amendment No. 15. Factoring in the proposed 1.1 acres of excavation, the project will result in a 2.4-acre net landfill area.
respectively) for a total of 1.1 acres. The total cut volume is estimated at 40,000 cubic yards of material. Three landfill areas will also be created, for a total landfill area of 3.5 acres (or a 2.4-acre net landfill increase) located at Berth 41, Watchorn Basin – eastern shoreline and Watchorn Basin – southeast portion (west of Berths 51 and 52). The landfill areas will be used to unify the waterfront, allowing for an extension of a public access promenade along the perimeter of this project, as well as the development of a marina support facility and adequate parking for the proposed development. The Southeast fill is required to fulfill the parking guidelines of the California Department of Boating and Waterway (DBAW). DBAW requires that adequate parking for marina recreation users be provided within 800 feet of slips. Exhibit 2 presents the locations of the dredging, excavation and landfill areas.

2. **The projected design and location of port land areas; water areas, berthing, navigation ways and systems intended to serve commercial traffic within the area of jurisdiction of the port governing body.**

The general area of the Watchorn Basin will be deepened for this project. The excavation area will be at or near Berths 40 and 41. The three-landfill areas are located at Berth 41, Watchorn Basin – eastern shoreline and Watchorn Basin – southeast portion (west of Berths 51 & 52) and all are depicted in Exhibit 2.

3. **An estimate of the effect of development on habitat areas and the marine environment, a review of existing water quality, habitat areas, and quantitative and qualitative biological inventories, and proposals to minimize and mitigate any substantial adverse impacts.**

A Draft Supplemental Environmental Impact Report (SEIR) was prepared and circulated for public review in November 1998. Subsequent to the release of the 1998 Draft SEIR, the project was changed.

In November 2002, a Re-circulated Draft Supplemental Environmental Impact Report was released for public review and comment for the revised project. This document assessed the impacts associated with the waterside infrastructure improvements required to meet the project development goals. These waterside infrastructure improvements include dredging, excavation, and landfill. These waterside improvements will result in the net loss of 2.4-acres of Inner Harbor waters. This net loss will be mitigated through utilization of the Inner Harbor Mitigation Bank or Bolsa Chica Mitigation Bank in accordance with the United States Fish and Wildlife Service, California Department of Fish and Game and National Marine Fisheries Service.

In December 2003, the Board of Harbor Commissioners approved the Supplemental Environmental Impact Report for the West Channel/Cabrillo Marina Phase II Development Project (Cabrillo Way Marina).
4. Proposed projects listed as appealable in Section 30715 in sufficient detail to be able to determine their consistency with the policies of Chapter 3 (commencing with Section 30200 of this division).

The Cabrillo Way Marina development project is an appealable development under Section 30715 (a) (4) of the California Coastal Act as it is a proposed recreational small craft marina-related facility development.

5. Provisions for adequate public hearings and public participation in port planning and development decisions.

A Notice of Completion on the proposed Port Master Plan Amendment was published in the Daily Breeze on April 12, 2003. The Notice of Completion was also mailed to interested persons, organizations, governmental agencies, including the California Coastal Commission and all port tenants. On May 14, 2003, the Board of Harbor Commissioners held a public hearing on the Draft Port Master Plan amendment. All comments received at the public hearing as well as all written comments received, and responses to all comments are included in the final amendment.

6. A port master plan shall contain information in sufficient detail to allow the commission to determine its adequacy and conformity with the applicable policies of this division.

This amendment has been prepared in full compliance with the policies of the California Coastal Act of 1976. Coastal Act policies applicable to the proposed amendment are as follows:

Section 30220

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

The proposed project would be situated in an area that is suitable for providing access to ocean-oriented recreational activities. No inland areas could satisfy the land use associated with the proposed project.

Section 30224

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas; increasing public launching facilities; providing additional berthing space in existing harbors; limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities; providing harbors of refuge; and by
providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

The proposed project would encourage increased recreational boating use of coastal waters. The project would: (1) provide two dry storage areas for boats; (2) increase public launching facilities and (3) provide additional berthing space in the existing harbor.

Section 30233

(a) The diking, filling and dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

The proposed Cabrillo Way Marina development entails replacing the existing deteriorated marina facilities with a reconstructed marina and marina-related and visitor-serving commercial facilities, a vessel dry storage facility, as well as creating a waterfront promenade within the West Channel Development Area. The dredging, filling and excavation activities required for this project will accommodate safe navigation of recreation boats, increase marina slip capacity, create a unified waterfront that would allow the extension of the West Channel/Cabrillo Marina Phase I public access promenade along the perimeter of the project, the development of marina support facilities and adequate parking for the proposed project.

Based on the assessment included in Chapter 6 of the Re-circulated Draft SEIR, Alternative 2 (Mirror Image Marina Development with Limited Retail) would be considered the Environmentally Superior Alternative. Alternative 2 would result in some impacts that are greater than and some impacts that are less than those of the proposed project. Alternative 2 represents an overall net decrease in impacts when compared to the proposed project. All other alternatives would result in a net increase in total environmental impacts when compared to the proposed project.

While the Alternative 2 is the environmentally preferred alternative, its' implementation would still result in significant unavoidable environmental

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2 One enclosed dry stack storage facility and one outdoor mast-up storage area
impacts in the areas of geology and air quality, and does not meet several of the project objectives.

The critical project elements that Alternative 2 does not include are as follows: a dry-stack boat storage, an additional public launch facility, restaurants tour/charter/rental opportunities, and other uses to accommodate visitors and boaters. Alternative 2, therefore, would only provide a limited amount of visitor-serving retail/commercial uses compared to the proposed project.

Lastly, with the inclusion of a dry-stack boat storage, the proposed project will allow greater marina vessel utilization of the project area with less in-water storage than Alternative 2.

These considerations make Alternative 2 infeasible because it does not meet all of the project objectives, nor eliminate the significant unavoidable environmental impacts.

Section 30234

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

The proposed project would result in an upgraded recreational boating facility and associated marina complex. Boat slips for recreational and sportfishing uses would be provided. Slip size would range from 28 to 130 feet in length. Additionally, temporary slip relocation would be made to minimize disruptions to the sport fishing and recreational boating fleets during construction. The proposed project will not interfere with any current or planned commercial fishing activities.

Section 30255

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.
The proposed marina project is a coastal-dependent marina facility development that requires waterside infrastructure improvements. The proposed activity is located in an existing marina and is not situated in a wetland. Such a use is allowed in the Master Planning Area 1 of the Certified Port Master Plan.

Section 30701

The legislature finds and declares that:

(b) The location of the commercial port districts within the State of California, including the Humboldt Bay Harbor, Recreation, and Conservation District, are well established, and for many years such areas have been devoted to transportation and commercial, industrial, and manufacturing uses consistent with federal, state and local regulations. Coastal planning requires no change in the number or location of the established commercial port districts. Existing ports, including the Humboldt Bay Harbor, Recreation, and Conservation District, shall be encouraged to modernize and construct necessary facilities within their boundaries in order to minimize or eliminate the necessity for future dredging and filling to create new ports in new areas of the state.

The main objective of the proposed project is to accommodate the increased demand for recreational marina slips at the Port of Los Angeles. In order to accommodate the existing demand for marina slips, the proposed project will include 145 new wet slips and 700 new dry vessel-stacking spaces.

The necessary dredging activities associated with the project are required to create the appropriate marina basin shape and depth to accommodate the navigation of recreation boats and increase marina slip and dry vessel storage capacity. The general area of the Watchorn Basin is proposed to be dredged to a maximum depth of -15 feet Mean Lower Low Water (MLLW). The total area to be dredged is estimated at 6.9 acres, with an estimated total volume of 75,000 cubic yards of sediment material.

The excavation areas proposed are required to obtain a waterside configuration that would allow more capacity for marina slips and dry-stack storage while meeting the California Department of Boating and Waterways guidelines for slip access. The excavated land areas (0.66 and 0.46 acres at or near Berths 40 and 41, respectively) will total 1.1 acres. The total cut volume is estimated at 40,000 cubic yards of material and the total fill volume is estimated at 120,000 cubic yards of material.

The proposed 3.5-acres of landfill (or a 2.4-acre net landfill increase) would be used to accommodate marina related activities consistent with the Port Master Plan and federal, state and local regulations. The fill is required to extend the
public access promenade from the Phase I marina site as well as allow for the development of marina and boater support facilities and adequate parking for the proposed development.

In summary, the 2.4-acres net fill will be created within the existing boundaries of the Port of Los Angeles to meet the increased demand for recreational marina slips in the area and, thereby reduce the necessity to create new ports in new areas of the state.

Section 30705

(a) Water areas may be diked, filled, or dredged when consistent with a certified port master plan only for the following:

(3) New or expanded commercial fishing facilities or recreational boating facilities.

(8) Minor fill for improving shoreline appearance or public access to the water.

The proposed uses of the landfill and dredging areas comply with the parameters stated in the 1980 Certified Port Master Plan. The proposed Cabrillo Way Marina development entails replacing the existing deteriorated marina facilities with a reconstructed marina, and marina-related and visitor-serving commercial activities, and a dry vessel storage facility, as well as creating a unifying waterfront promenade within the West Channel Area. The proposed project would include excavation of a marina basin totaling approximately 40,000 cubic yards, dredging approximately 75,000 cubic yards and creating 120,000 cubic yards of fill. The project will be consistent with the parameters stated in the 1980 Certified Port Master Plan because the dredging and filling activities would improve public access to the waterfront and expand opportunities for recreational boating.

(c) Dredging shall be planned, scheduled, and carried out to minimize disruption to fish and bird breeding and migrations, marine habitats, and water circulation. Bottom sediments or sediments elutriate shall be analyzed for toxicants prior to dredging or mining, and where water quality standards are met, dredge spoils may be deposited in open coastal water sites designated to minimize potential adverse impacts on marine organisms, or in confined coastal waters designated as fill sites by the master plan where such spoil can be isolated and contained, or in fill basins on upland sites. Dredging materials shall not be transported from coastal waters into estuarine or fresh water areas for disposal.
**Animal Habitats**

The dredging and landfilling activities required to accommodate the Cabrillo Way Marina development would result in short-term impacts to marine habitats. The presence of turbidity associated with dredging could result in impacts to plankton, fish and benthic organisms. Turbidity refers to the presence of suspended matter (organic and inorganic particles, as well as organisms) in the water column that interfere with the transmittance of light. Because the level of turbidity would rapidly return to normal following the end of dredging, this impact is not expected to be significant because of its temporary nature. The noise and disturbance associated with dredging activities could cause fish to avoid dredging areas as well, although these activities are temporary, and not expected to have a significant impact because of the existing ambient conditions in the Los Angeles Harbor, i.e., vessel traffic and other activities. Previous chemical analyses of the sediment to be dredged indicate that significant biological impacts are not expected from their re-suspension (LAHD 1998). There were no observed mortality of fish in the Los Angeles Harbor as a result of dredging activities associated with the Deep Draft Navigation Improvements Project (Pier 400).

**Sediment**

Historically, industrial and other types of development in the harbor area and upstream have resulted in the release of pollutants in the harbor waters resulting in the potential for contaminated sediments. Sources of these pollutants include surface runoff and storm drains carrying oil, pesticides, fertilizers, and illegally dumped materials from throughout the Los Angeles Basin. Local sources include products spilled or illegally dumped in the harbor area. Abatement programs have significantly reduced the flow of pollutants in harbor waters.

The Port has removed a substantial amount of the contaminated sediments from the harbor through the previous and ongoing harbor deepening projects, which included the West Channel area.

Contaminated sediments in the project area were identified in the SEIR. The sediments within the project dredge area were previously evaluated by the LAHD in 1998 for a previous dredge permit application. Study results indicated that the sediments to be dredged would be suitable for use as fill on the project site. In particular, toxicity analyses showed no unacceptable water column or benthic impacts for any of the sediments evaluated.

Given the time since the last investigation of sediments slated for dredging (1998), a new analysis of sediment quality will be performed by the LAHD in accordance with established U.S. EPA protocols prior to project dredge activities. Sediment characterization procedures for dredging include elutriate testing to assess the potential for contaminant resuspension that could lead to exceedances of water quality criteria. Specific contaminants to be analyzed will include contaminants for which the Harbor has been listed as impaired, and contaminants previously identified in Harbor sediments. These analytical results will be
evaluated in conjunction with the proposed dredging methodologies, and applicable narrative and numeric water quality criteria to determine which, if any, of these contaminants have potential to adversely affect water quality as a result of resuspension from dredging activities. Both the Corps of Engineers (with the assistance of the US EPA) and the Los Angeles Regional Water Quality Control Board will evaluate the results of these analyses prior to issuance of permits for the project. The permits will contain requirements to ensure that any adverse water quality conditions are identified and corrective actions are taken. In addition, the SEIR specifies a mitigation measure (see below), to ensure that dredging activities will not result in significant impacts related to disturbance of contaminated materials.

The project dredging is expected to have long-term positive impacts in the Watchorn Basin. As with past dredging projects, potentially contaminated sediments would be removed, resulting in an improved subsea environment. Based on chemical and biological testing of the sediments to be dredged, these sediments could meet requirements for use as in-harbor fill at the landfill areas on the project site.

The Cabrillo Way Marina project would not accelerate the natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled onsite. The sediment impacts of the project would be less then significant, thus no mitigation measure is required. Although the sediment impacts of the project would be less than significant, a mitigation measure has been added to control surface runoff referred to as the Non-Point Surface Pollution Control Program (NPS). Under the NPS, the project applicant shall design all marina and recreational boating facilities whose operations could result in the accidental release of toxic or hazardous substances (including boat maintenance facilities, fueling facilities, sewage and liquid waste facilities, solid and hazardous waste disposal facilities) in accordance with the Marina and Recreational Boating Management Measures defined under the state Non-Point Source Pollution Control Program administered by the State Water Resources Control Board (SWRCB). As a performance standard, the measures shall be selected and implemented using the Best Available Technology that is economically achievable such that, at a minimum, relevant water quality criteria as outlined by the California Toxics Rule and the Basin Plan are maintained, or in cases where ambient water quality exceeds these criteria, maintained at or below ambient levels.

Dredge Material Placement

The preferred placement for the dredge material is as fill for this project. Chemical and biological testing will be completed to ensure that the sediment to be dredged complies with the dredge material disposal criteria of the various regulatory agencies.
An alternative disposal location could be the LAHD's Upland Disposal Site at Anchorage Road or another approved upland location. Coordination with the Advisory Committee of the Los Angeles Region Contaminated Sediment Task Force would likely be required for ocean or in-harbor disposal options. Dredge material disposal would be conducted in accordance with all applicable laws and regulations. Impacts related to dredging and disposal activities would be less than significant.

Mitigation measures are included relative to addressing potential water quality impacts due to dredging and fill activities. An integrated multi-parameter monitoring program shall be implemented wherein dredging performance is measured in situ (place). If water quality objectives are not met during dredging operations, modifications to the dredging operations will be considered to reduce turbidity to acceptable levels. These modifications could include alteration of dredging methods, and/or implementation of additional Best Management Practices such as a silt curtain.

Any remaining impacts will be below significance thresholds as a result of implementation of applicable permit conditions and mitigation measures in conformance with the identified performance standards as discussed above.

(d) For water areas to be diked, filled, or dredged, the commission shall balance and consider socioeconomic and environmental factors.

The proposed project is expected to generate approximately 419 full-time positions, and an additional 191 seasonal jobs, which would result in an equivalent employment of approximately 514 full-time jobs.

The project would be constructed so that it would minimize impacts to the environment. The project would provide for specific water-related circulation improvements. The amount of additional water volume in Watchorn Basin created by dredging, would nearly balance the water volume lost due to the net fill.

Additionally, the proposed project would increase access to recreational facilities by providing 145 additional boat slips and 700 new dry stack spaces, as well as pedestrian walkways that would afford views of the harbor area and accommodate passive recreational uses.

Section 30706

In addition to the other provisions of this chapter, the policies contained in this section shall govern filling seaward of the mean high tide line within the jurisdiction of ports:
(a) The water area to be filled shall be the minimum necessary to achieve the purpose of the fill.

The proposed project involves both cut and fill activities. Two land areas will be excavated (0.66 and 0.46 acres at or near Berths 40 and 41a, respectively) for a total of 1.1 acres. The total cut volume is estimated at 40,000 cubic yards of material. There will be three fill areas for a total area of 3.5 acres and a total estimated fill volume of 120,000 cubic yards of fill material.

The proposed 2.4-acres of net fill located at Berths 41, 51 and 52 will be used to allow for the extension of the West Channel/Cabrillo Marina Phase I public access promenade along the perimeter of this project, allow for the development of marina and boater support facilities, and provide parking to meet the California Department of Boatways and Waterways access guidelines for the marina slips.

The fill was reduced by 2 acres since the release of the 1998 Draft SEIR. The southeast fill is required to fulfill California Department of Boating and Waterways guidelines for having adequate parking within 800 feet of slips. The 2.4-acre net fill is the minimum necessary to achieve the purpose of the fill.

(b) The nature, location and extent of any fill, including the disposal of dredge spoils within an area designated for fill, shall minimize harmful effects to coastal resources, such as water quality, fish or wildlife resources, recreational resources, or sand transport systems, and shall minimize reductions of the volume, surface area, or circulation of water.

As the proposed fill is the minimum necessary to achieve the purpose of the fill, it minimizes the effects to coastal resources and reductions in the volume, surface area and circulation of water. The fill areas, as proposed, are located in a slip off the Main Channel circulation area and are not expected to disturb the circulation pattern within the harbor. Since the fill areas will create a minor land footprint, the circulation impact to the West Channel Slip and Watchorn Basin would be minor.

(c) The fill is constructed in accordance with sound safety standards which will afford reasonable protection to persons and property against the hazards of unstable geologic or soil conditions or of flood or storm waters.

The proposed landfill and associated diking and excavation will be constructed in accordance with established sound safety practices in order to protect against the hazards of unstable geological or soil conditions or of flood or storm waters.
(d) **The fill is consistent with navigational safety.**

The proposed fills will be constructed in accordance with all established navigational safety requirements. These fills are located at Berth 41, Watchorn Basin – eastern shoreline and Watchorn Basin – southeast portion (west of Berths 51 and 52) and will enhance navigational safety for recreational boaters when completed.

Section 30708

**All port-related developments shall be located, designed, and constructed so as to:**

(a) **Minimize substantial adverse environmental impacts.**

(b) **Minimize potential traffic conflicts between vessels.**

(c) **Give highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities.**

The project would be constructed so that it would minimize impacts to the environment. The Supplemental Environmental Impact Report for the Cabrillo Way Marina project identifies the impacts.

The proposed project minimizes potential vessel traffic conflicts as the area is currently designated under the Port Master Plan for recreational boating facilities. No cargo vessels traverse the project area.

The proposed project provides for an enhanced recreational boating facility and access to water oriented recreational activities.

**Public Comments**

A public hearing was held to receive comments on this amendment during the regularly scheduled meeting of the Board of Harbor Commissioners on May 14, 2003. In addition, written comments were also solicited from interested individuals, organizations, governmental agencies and Port customers. The comments received, and the responses to those comments, are included in this section of the amendment.

**Noel Park, President of the San Pedro & Peninsula Homeowners’ Coalition**

The Port Community Advisory Committee (PCAC), Cabrillo Marina Focus Group is not in agreement with the existing planned project and the Draft EIR. The desire is to have the Final EIR and Final Port Master Plan Amendment reflect the PCAC input.
Response: In December 2003, the Board of Harbor Commissioners approved the Supplemental Environmental Impact Report for the West Channel/Cabrillo Marina Phase II Development Project (Cabrillo Way Marina).

The proposed Phase II marina project and final Supplemental EIR reflect public input, including the efforts of the Port Community Advisory Committee. The Cabrillo Marina Phase II Focus Group of the PCAC was formed to discuss project elements and concerns regarding project impacts. Port staff and the project applicant met with the focus group and these efforts resulted in several revisions to the proposed project. These efforts resulted in the PCAC supporting the proposed Phase II marina project, subject to certain conditions.

Janet Gunter, San Pedro & Peninsula Homeowners’ Coalition

What are the largest size vessels that will be using this marina?

Response: The marina is envisioned to accommodate approximately 675 boat slips, ranging in length from 28 to 130 feet. However, the project goal is to focus approximately 60% of the boat slips in the 40 to 49 foot range. Only 15.3% of the boat slips would be more than 50 feet in length, and among those only three slips would be greater than 125 feet. A 130-foot slip can accommodate boats up to 130 feet in length. On a temporary basis, this proposed marina can accommodated a vessel of up to approximately 150 feet.

Will there be an alternative fuel station available for boaters to use?

Response: Westree has agreed to only sell alternative-diesel fuel at the facility. This alternative diesel produces lower diesel particulate emissions will be available. The alternative fuel is 20% bio-diesel and 80% low-sulfur diesel. Propane will also be available for purchase at the facility, and will be used to power the forklifts in the dry stack storage facility. Larger boats currently use propane for some of their ancillary needs (cooking, water heater, etc.). Electricity is also provided dockside to each slip and could be used to charge batteries for small electric motors.

Are soil testing results available?

Response: As stated in the Supplemental Environmental Impact Report, West Channel/Cabrillo Marina Phase II Development Project (Cabrillo Way Marina) Volume I: Draft Supplemental Environmental Impact Report Text, in 1999, Tetra Tech completed a Phase II Site Investigation of the project area, which included a subsurface soil and groundwater assessment program for land parcels at the project site.

Documentation on the site soil testing is available upon request from the Environmental Management Division.
What has been done to guard against any explosions at the chemical tank farm at Westways?

The proposed Phase II marina project will not result in a hazardous footprint overlapping with a vulnerable resource. Notwithstanding the above, the Port is actively seeking to remove the Westways Terminal from its current location at Berth 70 on the Main Channel.

Written Comments

A written comment was received from the San Pedro & Peninsula Homeowners' Coalition. The letter of comment along with a response follows.

Response to San Pedro & Peninsula Homeowners' Coalition letter of May 12, 2003:

1. In December 2003, the Board of Harbor Commissioners approved the Supplemental Environmental Impact Report for the West Channel/Cabrillo Marina Phase II Development Project (Cabrillo Way Marina).

The proposed Phase II marina project and final Supplemental EIR reflect public input, including the efforts of the Port Community Advisory Committee. The Cabrillo Marina Phase II Focus Group of the PCAC was formed to discuss project elements and concerns regarding project impacts. Port staff and the project applicant met with the focus group and these efforts resulted in several revisions to the proposed project. These efforts resulted in the PCAC supporting the proposed Phase II marina project, subject to certain conditions.