March 6, 1985

Mr. Michael L. Fischer  
Executive Director  
California Coastal Commission  
631 Howard Street  
San Francisco, CA 94105

Dear Mr. Fischer:

The Board of Harbor Commissioners of the Port of Los Angeles, at its meeting of March 6, 1985, adopted the Terminal Way Parcel Amendment to the Port Master Plan and authorized its submission to the California Coastal Commission for certification as provided for in Section 30714 of the California Coastal Act of 1976. Enclosed are eighteen (18) copies of the adopted final amendment to the Port Master Plan for distribution to Commission members and your staff.

All of the provisions of Sections 30712 and 30714 of the California Coastal Act have been complied with.

Therefore, it is requested that the Terminal Way Parcel Amendment to the Port Master Plan be received for certification by the California Coastal Commission.

Sincerely,

Sid Robinson  
Director of Planning & Research

cc: Mr. Milton Phegley  
California Coastal Commission  
6154 Mission Gorge Road, Ste. 220  
San Diego, CA 92120

THE HOST CITY OF THE 1984 OLYMPIC GAMES  
AN AFFIRMATIVE ACTION/EQUAL OPPORTUNITY EMPLOYER
REPORT TO THE
BOARD OF HARBOR COMMISSIONERS

FROM: Ezunial Burts, Executive Director

DATE: February 21, 1985

SUBJECT: PORT MASTER PLAN AMENDMENT - TERMINAL WAY PARCEL

RECOMMENDATION:

It is respectfully recommended that the Honorable Board of Harbor Commissioners authorize the Executive Director to submit the Port Master Plan Amendment - Terminal Way Parcel to the California Coastal Commission for certification.

DISCUSSION:

1. On January 9, 1985, the Board of Harbor Commissioners approved the Draft Amendment - Terminal Way Parcel for distribution to interested persons, organizations, and agencies; authorized publication of the Notice of Completion of the subject Amendment; submitted copies of the Draft to the California Coastal Commission; and authorized the holding of a public hearing on the Draft Amendment on Wednesday, February 20, 1985, at the Los Angeles Harbor Department Board Hearing Room.

2. No comments were received at the February 20th public hearing.

3. One written response was received from the U.S. Department of the Interior, Fish and Wildlife Service, stating that the Draft Amendment had been examined but that it had no comment.

4. In accordance with the California Coastal Act of 1976, the subject Master Plan Amendment is hereby submitted to the Board of Harbor Commissioners for approval to submit it to the California Coastal Commission for certification.

5. Certification of the Amendment will give Coastal Development Permit authority to the Board for general cargo uses on the Terminal Way Parcel.

TRANSMITTALS:

1. Proposed Amendment - Terminal Way Parcel
2. Letter from U.S. Department of the Interior, Fish and Wildlife Service

SID ROBINSON
Director of
Planning & Research

APPROVED:

EZUNIAL BURTS
Executive Director

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BACKGROUND

In the Port Master Plan, dated 1978, and the Board of Harbor Commissioners' March 5, 1981 Submission of Additions and Modifications to the Port of Los Angeles Port Master Plan Establishing Plans for the Commercial Fishing Industry for Certification, the northern edge of Planning Area 8, Fish Harbor, extends east along Terminal Way, north on Tuna Street, east on Albacore Street, south on Barracuda Street, and then east again on Terminal Way. In the Board of Harbor Commissioners' June 4, 1981 Submission of Revised Amendment to Port of Los Angeles Port Master Plan for the Commercial Fishing Industry for Certification, the northern edge of Planning Area 8 had been shifted south to Terminal Way.

There was no change between the Port's March and June Submissions in terms of the acreage for Area 8 under "Existing Conditions" even though the area deleted was some 11 acres in size which included 6.7 acres of leased land and 4.3 acres of roadways. The Port did not propose that the area deleted from Area 8 should be added to the adjacent Area 7 (Terminal Island/Fain Channel), thus the deleted area became a land-locked island not covered by any certified section of the Port Master Plan.

On May 19, 1983, the Board of Harbor Commissioners proposed Port Master Plan Amendment - Terminal Way Parcel to the California Coastal Commission for certification. The amendment as proposed did not seek to change the existing land use of the Terminal Way parcel. However, it was stated that if the demand for space for the commercial fishing industry ceased to exist in the parcel or adequate alternative space for commercial fishing facilities was provided elsewhere in Los Angeles Harbor, the parcel could be used for general cargo purposes.

It was the intent of the Harbor Commission to maintain the existing uses which are related to commercial fishing in the 11-acre parcel and to use the parcel for general cargo activities only if demand for commercial facilities no longer existed in the area.

On August 23, 1983, the California Coastal Commission certified the portion of the Port of Los Angeles Master Plan Amendment - Terminal Way Parcel which returned the 11-acre parcel bounded by Terminal Way, Tuna Street, Albacore Street, and Barracuda Street to Planning Area 8 (Fish Harbor). The Commission voted not to certify that portion of the Port Master Plan Amendment which adds "general cargo activities" land use to the 11-acre parcel.
The Coastal Commission staff, however, suggested at the Coastal Commission meeting that if in the future demand for commercial fishing space ceased to exist in the area that the Port could, at that time, submit another amendment to the Coastal Commission requesting that alternative uses such as general cargo activities be allowed for that parcel.

On September 12, 1983, the Harbor Commission adopted the Coastal Commission's certification of the Port Master Plan Amendment, with the understanding that, if at some point in the future, demand for commercial fishing facilities ceased to exist in the parcel, it would submit another amendment to the Coastal Commission to allow general cargo activities to exist in the Terminal Bay Parcel.

On August 31, 1984, Star-Kist Foods vacated Harbor Department owned building commonly called Continental Can building. Approximately 14,000 square feet of the building is currently used by Star-Kist for record storage and Employees Credit Union, which may be relocated to other available office space in the cannery area.

The Continental Can building has been vacant for more than four months. During that time, there have been no requests from commercial fishing interests to use the facilities nor expressions of interest other than uses for general cargo operations. The demand for space for commercial fishing activities has ceased to exist in this portion of Port Master Planning Area B.

At this time, the Harbor Department proposes to convert the vacant building to a container freight station. The building is a steel-frame structure with concrete panels. The north side of the wall will be modified to allow installation of steel rolling doors capable of allowing truck stalls at each door, with adjustable docks at each truck stall.

The Continental Can building was constructed by Continental Can Corporation in 1950 to serve as a distribution center for empty cans to the fish canners in the Fish Harbor area. In the mid 1970's, Continental Can ceased its distribution operations. At that time, the Harbor Department purchased the building and leased it to Star-Kist Foods as a warehouse for empty cans for their cannery operations. That warehouse operation ceased in August 1984 in anticipation of the closure of Star-Kist's cannery operations in Fish Harbor. Over the years, Star-Kist has built a total of approximately 87,000 square feet of office space in a building west of and attached to the Continental Can building. Star-Kist has a ground lease for that building that extends to 1991. Star-Kist's utilization of office space for corporate operations was not port dependent and Star-Kist is in the process of relocating most of its administrative and its corporate functions to a building in Long Beach.

The conversion of the warehouse to a Container Freight Station would not affect the viability of existing canning operations or potential new operations for several reasons. First, the existing operations conducted by Star-Kist are adequately accommodated in existing structures in Fish Harbor and the remaining cannery, Pan Pacific, owned by CHB Seafoods, has indicated that it has adequate space for its operations in Fish Harbor. Non-cannery
commercial fishing activities have not expressed an interest for space in the Continental Can building. Presently, surplus land in Fish Harbor is in a state of flux. With the closure of Star-Kist's Plant 4, discussions are now being carried out between the Harbor Department and Star-Kist relative to what land/buildings Star-Kist will relinquish because they are no longer needed for commercial fishing operations. Additionally, with the unfortunate termination of the many employees that worked in Plant 4, considerable unused parking area is now available for fishing-related activities should demand for such use emerge.

Because of the nonexistent demand for use of the building for commercial fishing activities and the intense demand of the space for general cargo purposes, it is necessary to submit a Port Master Plan Amendment to the Coastal Commission to allow general cargo land-uses in the Terminal Way Parcel.

COASTAL ACT COMPLIANCE

An amendment to a Port Master Plan must follow the same certification and approval process as a Port Master Plan. In that regard, the California Coastal Act of 1976, Chapter 8, Article 3, Section 30711, paragraph (a), states, "A port master plan that carries out the provisions of this chapter shall be prepared and adopted by each port governing body, and for informational purposes, each city, county, or city and county which has a port within its jurisdiction shall incorporate the certified port master plan in its local coastal program. A port master plan shall include all of the following:

(1). The proposed uses of land and water areas, where known.

The proposed use of the Terminal Way parcel is: General Cargo

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

The 11 acre parcel (including adjacent roadways) is located on the northern edge of Master Planning Area 8, Fish Harbor (Site Location Map Attached). It is bounded on the west by Tuna Street, on the north by Albacore Street on the east by Barracuda Street and on the south by Terminal Way. It is land locked and as such, does not include water areas or berthing facilities.

"(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 impact."
On February 24, 1980, the Los Angeles Board of Harbor Commissioners approved the final Environmental Impact Report for the Port of Los Angeles Master Plan which included the Terminal Way parcel, as required by the California Environmental Quality Act of 1970, and the State and City of Los Angeles CEAQA Guidelines.

"(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 Los Angeles Harbor Department plans to convert the vacant building commonly called the Continental Can building to a Container Freight Station. The building, constructed in 1950, is a steel frame structure with concrete tilt-up panels. The project will modify the north side wall by removing eighteen tilt-up concrete panels, including the steel sash above, relocating diagonal bracing as calculations dictate and installing steel rolling doors capable of allowing two truck stalls at each door with an adjustable dock board at each truck stall.

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

The Port of Los Angeles will hold a public hearing on February 20, 1985.

"(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 30250.

"(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels."

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.

Amendment Compliance: The proposed use of the Terminal Way Parcel, General Cargo, is a coastal-dependent use. As such, the proposed use should have priority over other potential uses.

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."

Section 30703.

"The California commercial fishing industry is important to the State of California; therefore, ports shall not eliminate or reduce existing commercial fishing harbor space, unless the demand for commercial fishing facilities no longer exists or adequate alternative space has been provided. Proposed recreational boating facilities within port areas shall, to the extent it is feasible to do so, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry."

Amendment compliance: The amendment does not propose to eliminate commercial fishing activities as an allowable land use in Terminal Way Parcel. However, it is clear that demand for space for commercial fishing activities has diminished overall with the partial closure of Star-Kist cannery operations and, specifically, demand for commercial fishing activities space has ceased entirely in the Harbor Department owned building commonly called Continental Can Building. Additionally, should demand for space for the commercial fishing industry increase at some point in the future, adequate alternative space can be provided elsewhere in Fish Harbor in areas that are no longer needed for Star-Kist operations.
Sid Robinson, Director of Planning & Research
Port of Los Angeles
P.O. Box 151
San Pedro, California 90733-0151

Re: Port Master Plan, Draft Amendment – Terminal Way Parcel

Dear Sir:

We have examined the subject document, provided to us on January 14, 1985 and offer no comments.

Sincerely yours,

[Signature]
Nancy M. Kaufman
Project Leader

cc: CCC, San Diego, CA (Attn: Milt Phegley)