PORT MASTER PLAN
AMENDMENT
1.4 ACRE LANDFILL
AT PIER 300

PORT OF LOS ANGELES
PLANNING & RESEARCH
APRIL 1994
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BACKGROUND

The Port of Los Angeles Master Plan was certified by the California Coastal Commission on August 20, 1980. The Port Master Plan as modified by subsequent amendments, most recently the Piers 300/400 amendment certified by the Coastal Commission on April 14, 1993, provides for the development of 395 acres of the Terminal Island seaward extension (Pier 400) and the development of a dry bulk and a container terminal on Pier 300. The Pier 300 container terminal project includes the development of a container terminal, associated near-dock rail transfer facility and four ship berths. The construction of the easterly most berth requires the creation of 1.4 acres of fill immediately behind the berth adjacent to the existing Pier 300 landfill. The 1.4 acre landfill is required to accommodate a turnaround area for trucks loading and unloading containers from the fourth ship berth.

The Piers 300/400 Port Master Plan amendment addressed the general cargo land use for Pier 300 but did not address the 1.4 acre landfill required behind the fourth berth. Consequently, the Board of Harbor Commissioners does not have coastal development permit authority over the 1.4 acre landfill.

COASTAL ACT COMPLIANCE

An amendment to the Port Master Plan must follow the same certification and approval process as a Port Master Plan. The California Coastal Act of 1976, Chapter 8, Article 3, Section 30711(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.

This amendment would allow for the creation of 1.4 acres of fill immediately behind the easterly most container berth on Pier 300. The amendment would also allow for the creation of 2.8 acres of shallow water habitat along the San Pedro Breakwater as mitigation for the fill. This would become a part of the larger permanent shallow water habitat site.
certified by the Coastal Commission in the Piers 300/400 Port Master Plan amendment. Figures 1 and 2 present the location of the 1.4 acre fill and shallow water habitat. The proposed use of the landfill 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 1.4 acre site is located immediately east of the Pier 300 landfill and behind the fourth berth associated with the Pier 300 container terminal. To the north of the site is the shallow water habitat area and to the east of the site is the Navy Mole. The shallow water habitat area is located northerly of the San Pedro Breakwater in the Outer Harbor.

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 November 18, 1992, the Los Angeles Board of Harbor Commissioners certified the Deep Draft Navigation Project Environmental Impact Report and on March 31, 1993, certified the Pier 300 Container Terminal EIR. Both documents assessed the impacts associated with the development of the container berths and the creation of shallow water habitat along the San Pedro Breakwater as mitigation for the development.

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.

This project has been evaluated with regard to the requirements of Section 30715 and found to be non-appealable.

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 Los Angeles Times, San Pedro News-Pilot and Los Angeles Daily Journal on February 24, 1994. The Notice of Completion was also mailed to interested persons, organizations, governmental agencies, including the California Coastal Commission and all port tenants. On March 22, 1994, the Port published a notice of a public hearing to be held at the April 5, 1994, Board of Harbor Commissioners meeting. The public hearing notice was published in the three newspapers referenced above and was also mailed to those interested persons, organizations, governmental agencies, including the California Coastal Commission and all port
1.4 ACRE PIER 300 FILL

Figure 2
tenants.

On April 5, 1994, the Board of Harbor Commissioners held a public hearing on the Draft Port Master Plan amendment. No comments were received at the public hearing. The only written comments received were from the California Coastal Commission.

Finally, under the requirements of CEQA, the draft EIR and revised draft EIR for the Deep Draft Navigation Improvement Project were circulated for comments and public hearings were held on October 9, 1990 and June 29, 1992. The draft Pier 300 Container Terminal EIR was circulated and a public hearing was held on March 31, 1993.

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 cumulative, 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.

The 1.4 acre site is contiguous to the existing Pier 300 landfill and will become a part of the planned Pier 300 container terminal handling general cargo which is a certified use of the Port Master Plan.

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 should be accommodated within reasonable proximity to the coastal-dependent uses they support.

The creation of the 1.4 acre landfill is a coastal-dependent
use. The fill is required to accommodate the loading and unloading of general cargo associated with the proposed Pier 300 container terminal.

Section 30701

The Legislature finds and declares that:

(a) The ports of the State of California constitute one of the state's primary economic and coastal resources and are an essential element of the national maritime industry.

(b) The locations of the commercial port districts within the State of California 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 proposed 1.4 acre fill would allow for general cargo uses associated with the Pier 300 container terminal. The fill is required to allow for the efficient use of the easterly most berth associated with the container terminal.

The 1.4 acre landfill will be created within the existing boundaries of the Port of Los Angeles thereby eliminating 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:

(2) New or expanded facilities or waterfront land for port-related facilities.

The 1.4 acre fill is required to support the efficient use of the easterly most berth for the planned Pier 300 container terminal. The proposed fill would be adjacent to the existing Pier 300 landfill and is required to facilitate the efficient loading and unloading of general cargo from the berth. The fill, immediately behind the container wharf is required to provide an area sufficient for trucks to maneuver when during loading/unloading operations of vessels at the berth.
In addition to 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.

(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.

(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.

(d) The fill is consistent with navigational safety.

The 1.4 acre fill immediately behind the easterly most berth on Pier 300 is required to provide sufficient maneuvering area for trucks loading and unloading containers to and from vessels berthed at the wharf. The fill area provides sufficient backland area to allow the trucks to efficiently turn around and minimize disruptions to vessel loading activities. The 1.4 acre fill is the minimum necessary to achieve the purpose of the fill.

As the proposed fill is the minimum necessary to achieve the purpose of the fill, it minimizes the harmful effects to coastal resources and reductions in the volume, surface area and circulation of water. Extensive physical modeling of the proposed channels and fills associated with the Piers 300/400 development found there were no significant reduction in water quality within the port.

The proposed landfill and associated diking will be constructed in accordance with established sound safety practices in order to protect against the hazards of unstable geological or soil conditions. Detailed discussion of measures to protect against the hazard of high geologic activity has been provided in Section 4 of the Deep Draft Navigation Project Environmental Impact Report.

The proposed 1.4 acre fill will be constructed in accordance with all established navigation safety requirements. The fill is located immediately behind the easterly most berth of Pier 300 and will not pose a significant navigation hazard when
All port-related developments shall be located, designed, and constructed so as to:

(a) Minimize substantial adverse environmental impacts.

(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 development of the 1.4 acre fill will be mitigated through the creation of replacement shallow water habitat at a 2:1 ratio which is the same ratio approved by the Coastal Commission in its previous action on the Piers 300/400 Port Master Plan amendment. The 2.8 acres of shallow water habitat will be created as part of the larger replacement habitat along the San Pedro Breakwater. The Final Environmental Impact Report for the Deep Draft Navigation Improvement Project presents the mitigations which address the adverse impacts associated with the filling of harbor waters.

The 1.4 acre fill will result in the efficient use of the easterly most container berth on Pier 300 and is for port purposes.
REFERENCES


Port of Los Angeles. 1990. Draft Port Master Plan Amendment, Piers 300/400.

Port of Los Angeles. 1979. Port of Los Angeles, Port Master Plan.
