PORT MASTER PLAN AMENDMENT
GENERAL CARGO USE
IN FISH HARBOR

BACKGROUND

The Port of Los Angeles Master Plan was certified by the California Coastal Commission on August 20, 1980. The certified Port Master Plan as modified by subsequent amendments reserves Fish Harbor (Master Planning Area 8) for commercial fishing uses, dry bulk and general cargo uses in the southeastern portion of Master Planning Area 8 and added general cargo (container) and other (rail yard) land use designations as permitted uses on the 190 acre landfill commonly referred to as Pier 300. The later amendment was certified by the Coastal Commission on April 14, 1993 and became effective July 15, 1993.

The Pier 300 container terminal project includes the development of a 250-acre container terminal, associated on-dock rail transfer facility and four ship berths. Also included in the development of the container terminal is the construction of a container freight station (CFS). An Environmental Impact Report has been completed for this project and was certified by the Los Angeles Board of Harbor Commissioners on March 31, 1994. Figure 1 presents the proposed container terminal development on Pier 300.

The purpose of this amendment is to add general cargo as a permitted use to a 10 acre parcel in the northeast portion of Fish Harbor (Master Planning Area 8).

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 add general cargo as a permitted land use on a 10 acre parcel in the northeastern portion of Fish Harbor (Master Planning Area 8). The parcel is bounded by Barracuda Street on the west, Earle Street on the east, Cannery Street on the north and the Heinz Pet Food Administrative offices on the south. Figure 2 presents the location of the parcel.

   The anticipated general cargo use in this parcel would be for the development of a container freight station (CFS), which is a component of the 250 acre container terminal
to be developed on Pier 300, or other functions related to container terminal operations. The container terminal use (general cargo) on Pier 300 was certified by the Coastal Commission on April 14, 1993. The CFS would include a 107,000 square feet building area, which includes both the warehouse and office areas, and 51,000 square feet of apron area to accommodate the parking and maneuvering of trucks. The remainder of the 10 acre parcel would be utilized for traffic circulation and parking area for the CFS operations.

The CFS is a warehouse which provides for the packing and unpacking of ocean-going containers as well as an area to repair cargo which has been damaged in shipment. The CFS is also used to store high value cargos. The warehouse will be served by 150 truck stalls.

The CFS which was originally located in the interior portion of the container terminal in preliminary design, has been relocated to the proposed site due to redesign considerations of the container terminal. The CFS has been located outside of the principal container storage and handling area in order to improve the terminal’s operational efficiencies relating to the storage and movement of containers.

The location of the proposed CFS site currently allows for Commercial Fishing and Other (rights of way for rail and utilities) uses. The certified Piers 300/400 Port Master Plan amendment provided for rail access through the site to serve the Pier 300 container and dry bulk terminals. The rail access use was addressed in the Pier 300 container terminal EIR.

In addition to the 10 acre parcel, the Port is also considering the potential of adding general cargo as a permitted use in the northern portion of Fish Harbor between Cannery Street and Terminal Way from Seaside Avenue on the west to Earle Street on the east. This area, which is approximately 20 acres would be used to support container terminal operations. The area has not been included in this amendment at this time due to the tentative character of the proposal and the time sensitive nature of the CFS development. The proposed addition of general cargo as a permitted use in this area would require both a Port Master Plan amendment and necessary environmental clearance.

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 land area is bounded by Cannery Street on the north, an existing Heinz Pet Foods administration building to the south, Barracuda Street to the west and Earle Street to the east.

The proposed CFS development, which was previously assessed in the Pier 300 Container Terminal EIR will not impact existing street patterns in Fish Harbor nor traffic levels in the area. The CFS is estimated to generate a maximum of approximately 155 truck trips daily. The existing roadway capacity in the area is sufficient to accommodate
the increased truck traffic.

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 March 31, 1993, the Los Angeles Board of Harbor Commissioners certified the Pier 300: Container Terminal EIR which included the impacts associated with a container freight station. Both the EIR and Port Master Plan Amendment Number 12 (Piers 300/400) also assessed the loss of the 10 acre parcel for current uses to rail access for the rail yard associated with the Pier 300 Container Terminal.

In addition, an Addendum to the Pier 300 Container Terminal EIR has been prepared which addresses the impacts associated with the relocation of the CFS to the 10 acre parcel. No new substantial impacts were found to be associated with the proposed CFS development.

The Los Angeles Board of Harbor Commissioners approved the Addendum to the Pier 300 Container Terminal EIR on February 22, 1995 when it acted on the Notice of Completion for this amendment.

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.

The Notice of Completion and distribution of the Draft Port Master Plan Amendment No. 14 was approved by the Board of Harbor Commissioners at a public meeting on February 22, 1995. Copies of the Notice of Completion were distributed to interested persons, organizations, governmental agencies, the California Coastal Commission and all port tenants, including all commercial fishing boat owners who berth in the Port of Los Angeles.

In addition, a public informational meeting was held to present and discuss the draft amendment. The informational meeting was held on March 15, 1995 and a public hearing on the draft amendment was held during the April 12, 1995 regularly scheduled meeting of the Board of Harbor Commissioners. Written comments were also solicited and are addressed in this document.
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, as amended. Coastal Act policies applicable to the proposed amendment are as follows:

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 location 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 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.

This amendment will allow for general cargo uses on a 10 acre parcel in the northeastern portion of Fish Harbor which will be used to develop a container freight station or other functions related to container terminal operations. This facility is part of the larger container terminal development planned for Pier 300, which was certified by the Coastal Commission on April 14, 1993 as part of Port's Piers 300/400 development program. The proposed amendment allows for the development of a container terminal within the boundaries of the port thereby eliminating the necessity to create new ports in new areas of the state.

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.

This amendment will add general cargo as an allowable use in addition to commercial fishing on a 10 acre parcel in the northeastern portion of Fish Harbor (Master Planning Area 8). Currently, the land area to be utilized for general cargo uses includes a 1 acre employee parking lot for Pan Pacific Fisheries, 1.9 acres used by Heinz for employee parking and open storage.
approximately .25 acres for a net repair area for the commercial fishermen and approximately 6.8 acres which presently are vacant. Portions of this parcel have been used in the past on a temporary basis for general cargo activities.

The Port has identified alternative locations for the Pan Pacific and Heinz uses that are to be displaced by the proposed CFS development. The Port has offered Pan Pacific approximately 1.4 acres of the former Commercial Marine Service site immediately west of the Pan Pacific processing operations as replacement for its employee parking lot. Heinz has been offered a 1.3 acre site on Sardine Street between Barracuda Street and Bass adjacent to Heinz’s administrative offices. Both Pan Pacific and Heinz have been consulted on this issue and have agreed to the relocation sites.

The net mending area provided to the commercial fishermen will remain in its current location until such time as the 10 acre parcel is needed for general cargo use. At that time, the Port will confer with the commercial fishermen to relocate the net repair area to a suitable site.

The proposed general cargo use will not impact the current fish processing operations in Fish Harbor. Currently, there is one remaining fish canning operation in Fish Harbor (Pan Pacific) and one pet food processing facility (Heinz). There is a total of 42.1 acres of land within Fish Harbor assigned to commercial fishing or commercial fishing support uses. This is a 35 percent reduction in land area devoted to commercial fishing from 1982 when 64.5 acres were in commercial fishing or commercial fishing support uses. 40.4 acres in Fish Harbor are currently vacant. Further reductions in commercial fishing acreage can be expected in the near term as the commercial fishing tenants continue to scale back operations.

The reduction in land currently utilized for commercial fishing activities is due to the continued decline in the quantity of landings. According to the National Marine Fisheries Service, since the late 1970’s, when fish landings at the Port of Los Angeles averaged 515.4 million pounds annually, the quantity of landings has dropped over 80 percent, to 99.8 million pounds in 1993.

Although various economic factors, such as lower labor costs offshore, have resulted in the decline of domestic fish canning operations, the Port has continued to support and has provided opportunities to the commercial fishing industry during this period of decline. This support has included actively marketing the vacant canning facilities to potential operators, providing reduced dockage rates for commercial fishing boats which are lower than rates at other major California ports, reduced land rents for commercial fishing activities and the forgiving of delinquent rents from financially distressed canning operations. In spite of these Port actions, the commercial fishing industry continues to decline.

Section 30708

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

(a) Minimize substantial adverse environmental impacts.

The Draft Pier 300 Container Terminal EIR did not identify any significant impacts to land use
which required mitigation. The Draft Pier 300 Container Terminal EIR addresses all mitigation measures required as a result of the proposed development. The Addendum to the Pier 300 Container Terminal EIR did not identify any new significant impacts associated with the location of the CFS in the northeastern portion of Fish Harbor.

(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 use of the 10 acre parcel in the northeastern portion of Fish Harbor for activities relating to container terminal operations is for port purposes. The CFS is a necessary support facility of a container terminal. The uses to be displaced by the general cargo use include parking lots of Pan Pacific and Heinz and a net repair area for commercial fishermen, which will be relocated, and a vacant lot which has been used in the past to store general cargo on a temporary basis.
PUBLIC COMMENTS

An informational meeting and a public hearing were held to discuss the draft amendment and receive comments and testimony. The informational meeting was held on March 15, 1995, and a public hearing was held during the Board of Harbor Commissioners regularly scheduled meeting on April 12, 1995.

In addition to the meeting and public hearing, written comments were solicited from interested individuals, organizations, governmental agencies and port tenants. The comments received and the responses to those comments are included in this section of the amendment.

The following comments were made at the informational meeting and public hearing:

March 15, 1995 Informational Meeting

* Where will the Port relocate the net mending area that will be impacted by this proposal?

Response: The fenced fishing net area which is approximately .25 acres and was provided to the commercial fisherman in response to concerns raised during the Coastal Commission's certification of PMP Amendment No. 13 (Piers 300/400) will remain at its current location until such time as the Port has a need to develop the site. At that time, the Port will meet with the commercial fishermen to identify a suitable relocation site.

* The relocation site should be paved in such a manner so that the nets do not get caught on the pavement and tear.

Response: The Port will review this request when it is time to prepare the relocation site.

* The Port shouldn't eliminate the free berthing area at Berth 261 for unloading of fish in order to allow for another proposed use.

Response: The Port has no plans to eliminate Berth 261 as a fish wharf. Any commercial fishing vessel is allowed to berth at Berth 261 and discharge fish or take supplies and will not be charged dockage while engaged in those activities.

* Will the Port relocate the net repair area outside of the Port?

Response: The Port does not intend to relocate the net repair area outside of the Port. When it is time to relocate the net repair area, the Port will confer with the commercial fishermen to identify a suitable relocation that is in close proximity of the water area of Fish Harbor.
Is it possible for Pan Pacific to relocate its employee parking lot before the Port has a need for the 10 acre parcel?

Response: The Port will work with the tenant regarding an early relocation of their parking lot. The identified relocation site for Pan Pacific is currently undergoing an environmental review and restoration. An issue currently exists regarding the disposition of underground tanks at the relocation site. This issue needs to be resolved before the site can be prepared for the relocation of Pan Pacific’s parking lot.

April 12, 1995 Public Hearing

A request was made that the Port should not eliminate the net repair area and that this activity be given an alternative location.

Response: The Port will confer with the commercial fishermen to identify a suitable relocation site for the net repair area. Until such time as the Port has a need for the 10 acre parcel, the existing net repair area will remain in its current location.
Written Comments

Two written comments were received during the comment period. The written comments and responses to those comments follow.
MARCH 15, 1995

PORT OF LOS ANGELES
425 S. PALOS VERDES ST.
P.O. BOX 151
SAN PEDRO, CA 90733-0151

ATTENTION: MR. SID ROBINSON

REFERENCE: PORT MASTER PLAN AMENDMENT
NO. 14 - GENERAL CARGO USE IN FISH HARBOR

DEAR SID,

I AM IN RECEIPT OF THE PROPOSED USAGE CHANGE OF THE 10 ACRE PARCEL IN THE NORTH EAST PORTION OF FISH HARBOR. AS YOU KNOW, OUR COMPANY HAS BEEN IN THE SHIP & BOAT REPAIR INDUSTRY SINCE THE MID 1920'S IN LOS ANGELES HARBOR. WE HAVE SEEN DRAMATIC CHANGES IN THE USE OF LANDS ON TERMINAL ISLAND.

1) WE HAVE TWO CONCERNS REGARDING THIS PROPOSAL. FIRST, THE USAGE CHANGE OF LAND ORIGINALLY USED FOR THE FISHING/SHIP REPAIR INDUSTRY AND SECOND, THE ADDITIONAL INCREASE OF TRUCK TRAFFIC AND WORSENING OF TRAFFIC ACCESS FOR OUR COMPANY.

WE WOULD HOPE THE PORT OF LOS ANGELES WOULD RESOLVE THESE ISSUES PRIOR TO APPROVAL OF THIS USAGE.

THANK YOU FOR THE OPPORTUNITY FOR INPUT CONCERNING THIS ISSUE. IF YOU HAVE ANY QUESTIONS, PLEASE DO NOT HESITATE TO CONTACT ME AT (310) 514-1150.

SINCERELY,

[Signature]

JACK WALL
VICE PRESIDENT
AL LARSON BOAT SHOP

(1) The development of general cargo uses on the 10 acre parcel will not impact current fish processing operations in Fish Harbor. Currently, there are approximately 40.4 acres of vacant land in Fish Harbor which can accommodate any future expansion of the commercial fishing industry.

(2) The Addendum to the Pier 300 Container Terminal Environmental Impact Report, which was approved by the Board of Harbor Commissioners on February 22, 1995, found no change in the volume of truck traffic in the immediate area. The Addendum to the EIR did find a difference in traffic patterns and it was determined that there will be no change in the level of service at the affected intersections. Therefore, no additional adverse impacts from those originally assessed in the Pier 300 Container Terminal EIR were found.
March 20, 1995

TO: Director of Planning and Research
    Port of Los Angeles
    P.O. Box 151
    San Pedro, CA 90733

FROM: Fire Department

SUBJECT: PORT MASTER PLAN AMENDMENT NO. 14 - GENERAL CARGO FISH HARBOR

Subject property has been investigated by members of the Fire Department.

(1) RECOMMENDATIONS:

1. Submit plot plans that show the access road and the turning area for Fire Department approval.

2. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

3. Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.

4. In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems will be required throughout any structure to be built, in accordance with the Los Angeles Municipal Code, Section 57.09.07.

5. Fire lanes, where required, and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

6. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

7. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
8. Businesses that intend to handle Extremely Hazardous Substances (Appendix A, Part 355, Subchapter J, Chapter I, 40CFR) at or above State of California threshold planning quantity (TPQ) may be required to participate in "Hazardous Material Management" (California Health and Safety Code, Chapter 6.95, Article 2).

Businesses that intend to handle Extremely Hazardous Materials at or above State TPQ's shall notify the Hazardous Materials Section of the Fire Department in writing. If a Risk Management and Prevention Program (RMPP) is required by the Fire Department, the RMPP shall be completed before the facility begins operation.

RMPP means all of the administrative and operational programs of a business which are designed to prevent acutely hazardous materials accident risks, including, but not limited to, programs which include design safety of new and existing equipment, standard operating procedures, preventative maintenance programs, operator training and accident investigation procedures, risk assessment for unit operations, or operating alternatives, emergency response planning, and internal or external audit procedures to ensure that these programs are being executed as planning - H & S Code, Section 25532(g).

For additional information, please contact the Hazardous Materials Section at (213) 485-8080.

DONALD O. MANNING
Chief Engineer and General Manager

Dal L. Howard, Assistant Fire Marshal
Bureau of Fire Prevention and Public Safety

DLH:PWG:crs/alcamp

Map Number: 18 - 207
16 - 207
Response to City of Los Angeles Fire Department correspondence dated March 20, 1995.

(1) All recommendations presented in the correspondence will be addressed at the time of the permitting of the proposed development on the 10 acre parcel. All development associated with the proposed general cargo use on the 10 acre parcel will meet Fire Department requirements.
REFERENCES


Port of Los Angeles. 1979. *Port of Los Angeles, Port Master Plan.*
DATE: April 17, 1995

SUBJECT: PORT MASTER PLAN AMENDMENT NO. 14

RECOMMENDATION:

It is recommended that the Board of Harbor Commissioners authorize the Executive Director to submit the proposed Port Master Plan Amendment No. 14 providing for general cargo uses on a 10 acre parcel in Fish Harbor (Master Planning Area 8) to the Executive Director of the California Coastal Commission for certification.

DISCUSSION:

1. The Board of Harbor Commissioners, at its meeting of February 22, 1995, approved the distribution of the draft Port Master Plan Amendment No. 14; authorized the publication of the Notice of Completion; and authorized a public hearing on the draft amendment.

2. In addition to the public hearing, which was held during the Board’s regularly scheduled meeting of April 12, 1995, an informational meeting on the draft amendment was held on March 15, 1995 and written comments were also solicited. All comments received were evaluated and are included with the responses in the proposed amendment.

3. The subject amendment would add general cargo as a permitted land use on a 10 acre parcel in the northeastern portion of Master Planning Area 8 (Fish Harbor). Currently, the allowable land uses in this area include Commercial Fishing and Other (railroad and utility rights of way, roadways, etc.) land uses. The addition of general cargo as a permitted land use to this parcel would allow for the development of a container freight station or other functions related to container terminal operations.

4. The current uses on the 10 acre parcel include employee parking lots and open storage areas for Pan Pacific and Heinz and a net repair area for the commercial fishermen. In addition, an area has been provided to contractors for the Pier 300 project on a temporary basis. The majority of the parcel is vacant and has been used for temporary uses, such as the contractor work area. The Port will provide suitable relocation sites for Pan Pacific, Heinz and the net repair area for the commercial fishermen.

5. In accordance with the amended California Coastal Act of 1976, the subject Port Master Plan Amendment is hereby submitted to the Board of Harbor Commissioners for approval and submission to the California Coastal Commission for certification.
DATE:        April 17, 1995

SUBJECT:    PORT MASTER PLAN AMENDMENT NO. 14

6. Certification of Port Master Plan Amendment No. 14 will allow the Board of Harbor Commissioners to issue coastal development permits for general cargo uses on the 10 acre parcel in the northeastern portion of Master Planning Area 8 (Fish Harbor).

7. The Director of Environmental Management has determined that the submission of the proposed Port Master Plan Amendment No. 14 to the California Coastal Commission is exempt from the requirements of the California Environmental Quality Act pursuant to Article III Section 2(q) of the Los Angeles City CEQA Guidelines. Approval of the amendment does require the submittal of a certified environmental document. This requirement has been met by the Board's certification of the Pier 300 Container Terminal EIR and the Addendum to the Pier 300 Container Terminal EIR.

TRANSMITTALS

Proposed Port Master Plan Amendment No. 14

SID ROBINSON
Director of
Planning & Research

SR/DM
pmp14b2

APPROVED:

EZUNIAL BURTS
Executive Director