PORT MASTER PLAN AMENDMENT
BANNING'S LANDING PROJECT
AT HEAD OF SLIP 5
IN WILMINGTON

BACKGROUND

The Port of Los Angeles Master Plan was certified by the California Coastal Commission on August 20, 1980. The certified Port Master Plan currently allows general cargo, liquid bulk, port-related industrial and commercial development in Master Planning Area 5 (Wilmington District) of the port.

For several years, the Wilmington community has sought the development of waterfront access at Banning’s Landing (the head of Slip 5). The Port has been working with the Wilmington community towards this goal and has proposed a waterfront access development on a site of approximately 1.4 acres. The proposed development would include a 10,000 square foot building suitable for community meetings, functions and displays showing port and community activities, support parking, a waterfront promenade and streetscape along Avalon Blvd. Figure 1 shows the location of the proposed waterfront access site.

The purpose of this amendment is to add community building as a permitted commercial land use for the 1.4 acre site at the head of Slip 5 in the Wilmington District (Master Planning Area 5) of the port.

COASTAL ACT COMPLIANCE

An amendment to the Port Master Plan must follow the same certification and approval process as a Port Master Plan. Chapter 8, Article 3, Section 30711(a) of the California Coastal Act of 1976, as amended, 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 a community building as a permitted commercial land use activity at Banning's Landing, a 1.4 acre site at the head of Slip 5 in Master Planning Area 5. The site is generally bounded by Slip 5 to the south, Water Street to the north, and tenants both west and east of the site. The site is immediately behind Berths 185-186. See Figure 1.

The anticipated use on this site is the development of a proposed waterfront access project. Included in this project would be a 10,000 square foot building suitable for community meetings, functions and displays showing port and community activities, support parking, a waterfront promenade and streetscape along Avalon Blvd. Currently allowed land uses for
Master Planning Area 5 include a wide variety of uses, including general cargo, liquid and dry bulk, commercial fishing, institutional, industrial and port-related commercial.

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 proposed waterfront access project is located adjacent to the head of Slip 5 at Berths 185-186 and south of Water Street. No impacts to commercial water traffic are expected as the proposed project is located at the site of the public landing at Berth 186 which will remain operational. The proposed project will not generate any significant impacts to the street circulation in the area. The existing roadway capacity in the area is sufficient to accommodate the anticipated demand generated from the proposed project.

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.

As the proposed project provides for a landside development of waterfront access, no impacts on the marine environment are expected. On December 14, 1994, the Los Angeles Board of Harbor Commissioners found the proposed project to be exempt from the Los Angeles City CEQA Guidelines under Article 3, Section II(i).

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.

For several years, the port has been working with a citizens advisory committee regarding the development of waterfront access at the head of Slip 5 and the proposed project is the result of that planning effort with the Wilmington community.

A Notice of Completion on the draft amendment was published in the Los Angeles Times, the San Pedro News-Pilot and the Long Beach Press-Telegram on May 10, 1996. The Notice of Completion was mailed to interested persons, organizations, governmental agencies, including the California Coastal Commission and all port tenants.

On June 12, 1996, the Board of Harbor Commissioners held a public hearing on the draft Port Master Plan amendment. Two persons spoke in favor of the amendment and the
Banning's Landing project during the public hearing. No written comments were received.

Section 30711(b)

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 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 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.

The proposed amendment will allow a community building as a permitted commercial land use activity at Banning's Landing. This will allow for the development of public access to the waterfront in the form of a community building and waterfront promenade. The proposed development will not impact the port's ability to develop transportation, commercial, industrial and manufacturing uses within its existing boundaries thereby eliminating the need to create new ports in new areas of the state.

Section 30708

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

(a) Minimize substantial adverse environmental impacts.

The proposed development will not result in any substantial adverse environmental impacts. On December 14, 1994, the Los Angeles Board of Harbor Commissioners found the proposed development to be exempt from the Los Angeles City CEQA Guidelines under Article 3, Section
II(i).

(d) Provide for other beneficial uses consistent with the public trust, including, but not limited to, recreation and wildlife habitat uses, to the extent feasible.

The proposed development will provide for waterfront access to the port within the Wilmington community. The development can be accomplished without impacting the port's ability to accommodate port-related commerce and navigational uses. The provision of public access to port waters is consistent with Chapter 3 policies of the Coastal Act.

Section 30213

Lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred.

The proposed development of a community building and waterfront promenade provides for low cost visitor serving opportunities in the Wilmington area of the port. The community building provides a facility which may be utilized for a variety of purposes, including but not limited to exhibits and displays of port and community activities and history and a meeting hall. The waterfront promenade will provide an opportunity for the public to view port activities.

Section 30214(e)

In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, arrangements with private organizations which would minimize management costs and encourage the use of volunteer programs.

The Port of Los Angeles has committed $2.5 million for the construction of the public access project at Banning's Landing. The port has also encouraged the community to organize a not for profit organization to provide management oversight of the community building. This has resulted in the formation of the Friends of Banning's Landing. The Friends of Banning's Landing has been organized for the primary purpose of supporting the Banning's Landing project, providing management oversight of the facility and organizing fund raising efforts.
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.

The location of the proposed Banning's Landing public access project, at the head of Slip 5 in Wilmington, is within the existing developed area of the port. The Banning's Landing site is able to accommodate the proposed project and no significant adverse impacts have been identified with the project.