PORT MASTER PLAN AMENDMENT
PHASE II - PIER 400 LANDFILL
AND DEEP WATER CHANNELS

BACKGROUND

On April 14, 1993, the Coastal Commission partially certified Port Master Plan Amendment No. 12, which provided for the development of 395 acres of the Pier 400 landfill, deepwater channels and additional land uses for Master Planning Areas 8 and 9. The 395 acres of the Pier 400 landfill represents a portion of the original 582 acres to be created through the federal deep draft navigation improvement project. This project was approved by the Coastal Commission on October 14, 1992, through its concurrence with the Corps of Engineers' Consistency Determination for the deep draft navigation improvements project.

The Coastal Commission's certification of Port Master Plan Amendment No. 12 for 395 acres of the Pier 400 landfill represented that portion of the original 582 acre landfill project for which there was adequate mitigation. This was accomplished through the creation of shallow water habitat within the Port and the restoration of wetlands at Batiquitos Lagoon. The remaining 187 acres of landfill associated with the Pier 400 project would be presented to the Coastal Commission for certification upon prior or concurrent Coastal Commission approval of a marine resource mitigation project that compensates for the marine resource impacts associated with the filling of harbor waters due to the landfill.

On October 8, 1996, the Coastal Commission approved a Consistency Determination from the U.S. Fish and Wildlife Service for a conceptual wetland restoration program at the Bolsa Chica Lowlands. The Coastal Commission also approved on that date Port Master Plan Amendment No. 15, which created a harbor landfill mitigation credit account which would be funded through the Port's financial contribution towards the acquisition and restoration of the Bolsa Chica Lowlands. The Port of Los Angeles will receive 227 mitigation credits from Bolsa Chica which will be used, along with the credits associated with the creation of 300 acres of shallow water habitat in the Port to offset the development of the remaining landfill associated with Pier 400. Up to 80 additional credits are proposed to be made available associated with the restoration of the marine habitat values in the future full tidal area of the Bolsa Chica project. These credits would vest to the Port for an additional cost of up to $12 million.

Under the original project scope, a total of 582 acres of landfill were to be created for Pier 400 and the transportation corridor. However, due to water circulation concerns raised by the regulatory agencies, the transportation corridor connecting Pier 400 to Terminal Island was widened and relocated further east to fill the water area between the corridor and the northern end of the Navy Mole. This resulted in approximately 31 acres of additional landfill being created for the transportation corridor. The loss of shallow water habitat associated with the larger transportation corridor has been mitigated by the creation of an additional 151 acres of shallow water habitat along
the San Pedro breakwater and an additional 13 acres to the Pier 300 shallow water site. The total
landfill associated with the project is now 613 acres and sufficient credits are available through the
Bolsa Chica acquisition and restoration project and the creation of shallow water habitat within the
Port to mitigate the loss of shallow and deep water due to the landfill. Figure 1 presents the location
of the Stage 1 and 2 landfills, the revised transportation corridor, the deep draft channels and the
shallow water habitat sites.

In the event that the Bolsa Chica acquisition and restoration project does not occur, the Port proposes
to construct 162 additional acres of the Pier 400 landfill which will be mitigated through the use of
the remaining credits from the Pier 300 and Cabrillo shallow water habitat sites and the Batiqutos
Lagoon enhancement project. This would result in 465 total acres of landfill associated with the
project. The material dredged from the creation of the deep draft channels associated with the Stage
II work of Pier 400 will be contained in a 148 acre temporary shallow water (± -5 feet MLLW) site
in the northwestern footprint of Pier 400 and stockpiled to a height of 34 feet on 162 acres of new
fill in the northeastern portion of the Pier 400 landfill. The new 162 acres of fill will be mitigated
through the remaining balance of credits from the Batiqutos Lagoon enhancement project and the
expansion of the Cabrillo shallow water habitat site.

The dredged material will be placed in the diked area creating a temporary shallow water site with
a depth of -5 feet. A 1,000' opening will be kept in the rock dike to allow for water circulation into
and out of the shallow water site. This is a temporary shallow water site until the Port has sufficient
mitigation credits to complete the Pier 400 landfill. Once the credits are available, the Port will
utilize the stockpiled material on the northeastern portion of Pier 400 to fill the shallow water site.
This would ultimately result in approximately 613 acres of landfill associated with Pier 400 and the
transportation corridor. The temporary shallow water site alternative has been reviewed and is
acceptable to the various agencies (USFWS, NMFS, CDFG, USEPA). Figure 2 presents the
location of the temporary shallow water site.

Purpose of Amendment

The purpose of this amendment is to allow for the development of 218 acres of landfill, which
represents the balance of the Pier 400 landfill, a 151 acre expansion of the existing Cabrillo shallow
water habitat and a 13 acre expansion of the existing Pier 300 shallow water habitat site as mitigation
for a portion of the Pier 400 landfill. Additionally, this amendment would allow for the creation of
a 75-foot deep water channel to serve the easterly side of Pier 400 and a 50 channel along the
southern face of Pier 300. The 75 foot channel represents the balance of the deepwater channels
presented in the Corps of Engineers' Consistency Determination which was concurred with by the
Coastal Commission. The 50 foot channel along the face of Pier 300 represents a change from the
45 foot channel approved in Port Master Plan amendment No. 12 that is required to accommodate
deepen draft container ships which will be calling at the Port in the near future. Finally, this
amendment would allow for 40 additional credits to be vested in the Port's landfill mitigation credit
account upon the Port's payment of an additional $6 million towards the restoration of the future full
PORT OF LOS ANGELES

PIER 300

FISH HARBOR

NAVY WAY

PIER 300 SHALLOW WATER HABITAT

NAVY MOLE

11TP DUTAFF PIPE

P3CT

LAXT

CITY OF LONG BEACH

CITY OF LOS ANGELES

PIER 400

STAGE I (STI)
(267.7 ACRES)

CABRILLO SHALLOW WATER HABITAT EXTENSION
(86.8 ACRES)

SAN PEDRO BREAKWATER

MIDDLE BREAKWATER

PIER 400 STAGE 2 WITHOUT OFFSITE MITIGATION
tidal area in the Bolsa Chica Lowlands project. The Port would have the option of providing the entire $12 million and receiving all 80 credits associated with the restoration of the future full tidal area in the event the Port of Long Beach does not participate.

In the event mitigation credits from the Bolsa Chica acquisition and restoration project are not available, this amendment would allow the Port to create 162 additional acres of the Pier 400 landfill and a 148 acre temporary shallow water site in the northwestern portion of the Pier 400 footprint. The 162 acres of landfill will be mitigated through the remaining habitat credits from Batiquitos Lagoon and the creation of additional shallow water habitat sites within the Port. Once Coastal Commission approval of adequate mitigation is received, the Port would then have the authority to fill the remaining 148 acres of the Pier 400 landfill. The mitigation for this site will be based on the loss of deep water habitat and not the loss of the temporary shallow water site.

The permitted uses on the 218 additional acres of the Pier 400 landfill and reconfigured transportation corridor would include General Cargo and Other (railyard, roadways, utilities) land uses. This amendment also adds Dry Bulk to those permitted land uses on the previously certified Pier 400 landfill. The addition of Dry Bulk as a permitted land use allows the Port to respond to potential market demands for this type of cargo handling activity on the 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, 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.

This amendment would allow for the development of a -75-foot channel along the easterly side of Pier 400, a -50 foot channel along the southerly face of Pier 300, the remaining 218 acres of Pier 400 landfill not currently approved by the Coastal Commission and expansion of the Cabrillo and Pier 300 shallow water habitat sites. Development of the -75-foot deep channel and turning basin will provide safe one-way transit of fully loaded deep draft 265,000 DWT vessels to proposed berthing along the east side of Pier 400. The -75-foot deep channel is an element of Increment 3 of the Federal project and was included in the Corps of Engineers' Consistency Determination for the project which was approved by the Coastal Commission in October 1992. The -50 foot channel along the southern face of Pier 300 is necessary to accommodate new generation container ships which have drafts of -46 feet.

In addition to the deepwater channel, the amendment also provides for the development of 218 acres of landfill, which represents the remainder of Pier 400 not currently approved by the Coastal
Commission and a reconfigured transportation corridor. Port Master Plan Amendment No. 12 provided for the development of deep water channels and 395 acres of landfill associated with the Federal project at the Port of Los Angeles. The 395 acres of landfill was certified by the Coastal Commission as there was adequate mitigation for that portion of the Federal project. The development of the remaining 218 acres of landfill associated with the Federal project is to be mitigated through the port’s financial contribution towards the acquisition and restoration of the Bolsa Chica wetlands and expansion of existing shallow water habitat sites in the Port.

The 218 acres of landfill represents a portion of the Increment 3 fill and all of Increments 4 and 5 of the Federal project as well as a reconfigured transportation corridor. The 218 acres of landfill would support the development of a container terminal on the northern portion of Pier 400. The permitted uses on the 218 acres of additional landfill would include General Cargo and Other (railyard, roadways, utilities) land uses. All proposed development is located within Master Planning Area 9 (Terminal Island/Seaward Extension). Figure 1 presents the location of the deepwater channel and the Pier 400 landfill.

In the event the Bolsa Chica acquisition and restoration project does not occur, this amendment will allow the Port to create 162 additional acres of the Pier 400 landfill and a 148 acre temporary shallow water site until adequate mitigation is received for the entire 218 acres of proposed landfill.

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 location of the deepwater channel and the 218 acres of landfill is shown in Figure 1. The area is bordered generally by the Pier 300 area and Fish Harbor to the north, the San Pedro Bay to the east and south and the Main Channel to the west. Berthing facilities would be provided on the eastern side of Pier 400 to be served by the proposed deepwater channel and along the northern portion of the 218 acre landfill. The Pier 400 landfill has been designed to optimize berth to backland ratios and to maximize utilization of existing navigation channels.

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.**

   In November, 1992, the Board of Harbor Commissioners certified the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Deep Draft Navigation Improvements in San Pedro Bay. Section 4.0 of the EIS/EIR discusses the affected environment and short term and long term environmental effects from the proposed channel deepening and landfill project and the identified mitigations. Appendix B of the document addresses the biological mitigation plan associated with the project.
An Addendum to the EIR has been prepared which addresses the changes in the landfill acreage and the alternative fill development in the event mitigation credits from Bolsa Chica are not available. Additionally, the Corps of Engineers has completed a Supplement to the FEIS for the Deep Draft Navigation Improvements Project which also addresses the changes to the project and the alternative fill development.

The 218 acres of landfill contemplated in this amendment will be mitigated through the wetland restoration project at the Bolsa Chica Lowlands and the expansion of the existing Cabrillo and Pier 300 shallow water habitat sites. The federal Consistency Determination for the Bolsa Chica acquisition and restoration project was approved by the Coastal Commission on October 8, 1996, as well as Port Master Plan Amendment No. 15, which established a harbor mitigation credit account from the Port’s funding of this restoration project. The wetlands restoration at Bolsa Chica provides the Port 227 acres of harbor landfill mitigation credits which is sufficient to offset the impacts associated with the proposed landfill. An additional 40 credits are available upon the Port’s contribution of $6 million towards the enhancement of the future full tidal area of Bolsa Chica. These amounts would be doubled in the event the Port of Long Beach decides not to participate in this element of the Bolsa Chica restoration project.

In the event the Bolsa Chica project does not go forward, the Port will create 162 additional acres of the Pier 400 landfill and a 148 acre temporary shallow water site in the northwestern portion of the Pier 400 footprint. The Port will stockpile dredge material from the creation of the deep draft channels on the northeastern portion of Pier 400 to a height of 34 feet until adequate mitigation is received for the balance of the landfill project. Once adequate mitigation is received, the Port would then have the authority to fill the temporary shallow water site and complete the balance of the Pier 400 landfill.

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.**

Under Section 30715(a)(1), developments involving the storage, processing and transmission of crude oil in such quantities as would have a significant impact upon the oil and gas supply of the state or nation are considered appealable. The proposed deep water channel serving the eastern side of Pier 400 may meet this criteria and therefore has been determined to be appealable. No other element of this amendment is appealable.

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

The Notification of Completion and distribution of the draft Port Master Plan amendment No. 17 was approved by the Board of Harbor Commissioners at a public meeting on January 8, 1997. The Notice of Completion was distributed to interested persons, organizations, governmental agencies, the California Coastal Commission and all port tenants.
In addition, a public hearing on the proposed amendment was held during the February 12, 1997 regularly scheduled meeting of the Board of Harbor Commissioners. No comments were received during the public hearing. Three written comments were received and the responses to these comments are provided.

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. 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.

The proposed amendment would allow for the development of 218 acres of landfill and deep draft channels to serve Piers 300 and 400. These planned improvements will allow the Port of Los Angeles to construct the necessary facilities to handle the projected increase in cargo throughput and to remain competitive. The proposed development will minimize or eliminate the need for future dredging and filling 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:
(1) Such construction, deepening, widening, lengthening, or maintenance of ship channel approaches, ship channels, turning basins, berthing areas, and facilities as are required for the safety and the accommodation of commerce and vessels to be served by port facilities.

The construction of the deep draft channels in the outer harbor of Master Planning Area 9 will enhance and facilitate the movement of cargo into and out of the Port of Los Angeles. The proposed -50-foot channel along the southern face of Pier 300 will accommodate the new generation of container ships which have a draft of -46 feet. The -75-foot channel will serve the berths on the east side of Pier 400 and will provide safe one-way transit of fully loaded 265,000 DWT vessels to the proposed berths along the east side of Pier 400.

The proposed channel configuration was extensively studied, along with the other deep draft channels that are a part of the Port's Pier 300/400 implementation program, relative to the safe accommodation of commerce and vessels. Long and short period wave tests (both physical and numerical) were performed on the channel configuration at the Corps of Engineers' Waterways Experimental Station. The study results found that all Pier 400 berths had acceptable wave climates.

Navigational safety was also extensively studied in determining the selected channel configurations. A ship simulation study performed by MarineSafety International at the Computer Aided Operations Research Facility (CAORF) at the National Maritime Research Center identified optimal channel navigability and safety. The method of analysis involved computer simulation models to evaluate alternative channel designs and real-time ship handling simulation employing Port Pilots to evaluate the proposed channel designs. The conclusions found that the proposed channel configuration to the east side of Pier 400 provided safe navigation to the berths.

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

The proposed 218 acre landfill represents the balance of fill for the overall Pier 400 development not currently approved by the Coastal Commission. The purpose of the landfill is to support port-dependent or port-related facilities. General Cargo and Other will be the land uses permitted on the 218 additional acres of the Pier 400 landfill. These uses will accommodate the development of a container terminal and associated on-dock rail facility on the northern portion of Pier 400. Dry Bulk will be added to the currently permitted land uses on the previously certified Pier 400 landfill. Adding Dry Bulk as a permitted use allows the Port to respond to potential demands for this type of cargo handling terminal and land use.

(b) The design and location of new or expanded facilities shall, to the extent practicable, take advantage of existing water depths, water circulation, siltation patterns, and means available to reduce controllable sedimentation so as to diminish the need for future dredging.

The location of the proposed fill and dredging activities takes advantage of existing water depths in
that the new marine terminals with deeper draft requirements are located in the Outer Harbor of the port. This minimizes the amount of new deep draft channels to be created. Effects on water circulation patterns have been analyzed and the new landfill configuration minimizes adverse effects to water circulation in the outer harbor.

The location of terminals in outer harbor areas, and the resulting development of deep draft channels will minimize the need for maintenance dredging in the future. Sedimentation in the harbor area is not currently a problem that requires a significant dredging effort and the new landfill configuration will not result in any new siltation patterns which would cause an increase in maintenance dredging.

(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 sediment slurries 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. Dredge material shall not be transported from coastal waters into estuarine or fresh water areas for disposal.

All dredging activities shall be carried out to minimize disruption to fish and bird breeding and migration and will meet the requirements of the Regional Water Quality Board permit. Bottom sediments have been analyzed for toxicants and have been found to be suitable for placement in the Pier 400 fill. On going monitoring of sediments will be conducted during dredging activity similar to that which is required for the current dredging activity for the initial phase of Pier 400. No dredge material will be disposed into estuarine or fresh water areas.

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 218 acres of fill will complete the development of Pier 400 and provide the needed acreage to meet the projected container cargo handling needs of the Port. The projected additional acreage and Pier 400 terminals was based on cargo forecasts prepared by Wharton Econometric Forecasting Associates (WEFA).

The original project included 582 acres of landfill associated with Pier 400 and the transportation
corridor. However, approximately 31 additional acres of landfill are required to accommodate the
realignment of the transportation corridor connecting Pier 400 to Terminal Island. The revised
design calls for the water area between the corridor and the Navy Mole to be filled to eliminate poor
water circulation in the area. This requires the corridor to be widened and shifted further east along
the Navy Mole resulting in the additional 31 acres of landfill. The Corps of Engineers has issued
a modification to the Section 404 permit issued for the project and the revision has been endorsed
by the regulatory agencies.

(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 transportation systems, and shall minimize reductions of the
volume, surface area, or circulation of water.

The proposed 218 acres of landfill, as part of the overall Pier 400 project has been designed to
minimize harmful effects to coastal resources. Section 4B, 4D and Appendix B of the Deep Draft
Navigation Improvements EIS/EIR address the potential impacts to coastal resources due to the
development of the landfill. The unavoidable long term loss of marine resources due to the
construction of the fill will be mitigated through the expansion of an existing shallow water habitat
site in the harbor and the development of an offsite mitigation project. The wetland restoration
project at the Bolsa Chica Lowlands, which was approved by the Coastal Commission through its
concurrency with the U.S. Fish & Wildlife Service's Consistency Determination for the conceptual
restoration project and approval of the Port's Master Plan Amendment No. 15, will provide 227 acres
of marine habitat mitigation credits with an opportunity to secure up to 80 additional credits. This
wetland restoration project in addition to the expansion of the existing Cabrillo and Pier 300 shallow
water habitat sites provide sufficient credits to offset the loss of marine resources associated with
the construction of the 218 acre landfill. Any excess credits would remain in the Port's account. An
accounting of the mitigation credits is provided in Table 1.

The proposed Pier 400 fill as a whole and the deepwater channel development have been minimized
and therefore minimize the reduction of the volume, surface area and circulation of water within the
port. Extensive physical modeling of the proposed channels and fills indicates there will be no
significant reduction in water quality. As required by the Corps of Engineers and the regulatory
agencies, a 1,000' break in the transportation corridor fill has been provided to assure adequate water
circulation will be maintained in the bay.

(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.
Potential hazards associated with the fill due to unstable geological or soil conditions and potential mitigations have been identified in Section 4A of the Deep Draft Navigation Improvements EIS/EIR.

Risks to life and property can be minimized through the use of stringent design parameters, based on extensive geotechnical studies and accepted earthquake and structural engineering practices.

Flooding hazards from storm runoff would be negligible since no streams are present in the immediate project vicinity. Wave damage from tsunamis and seiches would be minimized through stringent dike and wharf designs.

(d) The fill is consistent with navigational safety.

The fill is consistent with navigational safety. Navigation criteria and concerns were important aspects of the planning and design process for the channel dredging and landfill development. These issues have been addressed in the response to Section 30705 above.

Section 30708

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

(a) Minimize substantial adverse environmental impacts.

Section 4 and Appendix B of the Deep Draft Navigation Improvements EIS/EIR present the mitigation measures that have been proposed for the original 582-acre landfill and channel improvements project. The port's funding of the wetlands acquisition and restoration project at the Bolsa Chica Lowlands combined with the expansion of the existing Cabrillo and Pier 300 shallow water habitat sites provide sufficient landfill mitigation credits to allow development of the remaining 218 acres of the project currently not approved by the Coastal Commission.

(b) Minimize potential traffic conflicts between vessels.

The ship simulation study evaluated major navigational criteria to ensure adequate safety and ease of operation. These criteria were established in accordance with current industry standards and reviewed with Port Pilots and other experienced Port staff. Limiting the deeper draft channels to the Outer Harbor will minimize the movement of larger vessels within the more congested Inner Harbor portion of the Port and will improve vessel traffic safety.

(c) Give highest priority to the use of existing land space within the harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities.
All of the proposed uses addressed by this amendment are for port purposes. The proposed uses for the 218 acres of landfill which will complete the Pier 400 project are for general cargo and associated transportation uses (railyards, pipeline rights of way, vehicular access). Including General Cargo and Other as permitted land uses on the 218 acres of landfill would allow for the development of a container terminal and supporting on-dock rail facility on the northern portion of Pier 400. The landfill associated with the transportation corridor will accommodate rail and vehicular traffic and a utility corridor to and from Pier 400. Adding Dry Bulk as a permitted use on the already certified Pier 400 landfill allows the Port to respond to potential market demands for this type of land use.

(e) Encourage rail service to port areas and multicompny use of facilities.

The need for improved rail service to the port has been recognized and identified through various studies conducted by the Port and various governmental planning agencies. As a result, the Port has joined with other public agencies to construct the Alameda Corridor, a consolidated transportation corridor from San Pedro Bay to the major rail facilities near downtown Los Angeles. The Alameda Corridor will result in the efficient movement of cargo-carrying trucks and trains, resulting in improved rail and highway access to the Port, as well as reduced traffic congestion and truck emissions.

Shared use of facilities will be encouraged where operationally feasible.
Written Comments

Three written comments on the draft Port Master Plan amendment No. 17 were received. The comments and the Port's responses to those comments are provided.
February 11, 1997

TO: Sid Robinson, Director of Planning and Research
   Port of Los Angeles

FROM: Dennis R. Keane, Battalion Chief, Planning Section
      Fire Department

SUBJECT: PORT MASTER PLAN AMENDMENT NO. 17

The Fire Department has reviewed the Port of Los Angeles' Port Master Plan Amendment No. 17. We have no revisions to the Amendment at this time. However, we would like to be assured that, upon construction of Pier 400, the Fire Code provisions are met and adequate fire protection is provided.

Thank you for the opportunity to provide our Department's input.

WILLIAM R. BAMATTRE
Chief Engineer and General Manager

DENNIS R. KEANE
Battalion Chief
Planning Section

119.jam
1. All facilities to be constructed on Pier 400 will meet the provisions of the Fire Code and adequate fire protection will be provided in consultation with the Fire Department.
Mr. Sid Robinson  
Director of Planning and Research  
Port of Los Angeles  
P.O. Box 151  
San Pedro, CA 90733-0151

Subject: Draft Port Master Plan Amendment No. 17 - Phase II of the Pier 400 Landfill and Deep Water Channels

Dear Mr. Robinson:

We have reviewed the Port of Los Angeles’ draft Port Master Plan Amendment No. 17 (PMP 17) and found that the 1,000-foot opening and bridge on the transportation corridor, as depicted in the figures included in PMP 17, is not compatible with long range planning in the Port of Long Beach.

In reviewing the Master Plan Amendment, we found that the project had been changed from our prior understanding regarding the transportation corridor. The plan now identifies a 1,000-foot open water area and a bridge crossing near the Navy Mole and adjacent to the Port of Long Beach boundary.

The implications of constructing a bridge crossing at this location have not been discussed with the Port of Long Beach. We are seriously concerned that such an opening and bridge could place untenable restrictions for development decisions within the Port of Long Beach. The Port of Long Beach very strongly objects to the proposed opening and bridge since it could severely restrict future developments in our Port or create significant additional costs or mitigation requirements for future projects.

We request that further studies be conducted relative to the water circulation issues associated with creation of the shallow-water habitat, and redesign the project to eliminate potential impacts to the future operation of the Port of Long Beach.

Thank you for your prompt attention to this matter.

Sincerely,

Geraldine Knatz, Ph.D.  
Director of Planning

RLE:s
Response to Port of Long Beach Comments

1. This amendment generally implements Stage II of the Pier 400 project. The transportation corridor has already been approved by the Coastal Commission through its certification of Port Master Plan amendment No. 12 on April 14, 1993. In addition to the Coastal Commission's approval, the Corps of Engineers and appropriate regulatory agencies have also reviewed and approved the transportation corridor through the issuance of a Section 404 permit (No. 88-011-CC). These approvals were publicly noticed.

   The Port of Los Angeles is unaware of any Coastal Commission certified long range plans of the Port of Long Beach that would be impacted by the transportation corridor. Modifying the transportation corridor based on potential impacts to preliminary plans of the Port of Long Beach is unacceptable.

2. The Port of Long Beach was notified of the proposed opening in the transportation corridor. The Port of Los Angeles was required to secure a Right of Entry permit from the Port of Long Beach for the realigned corridor which included the planned opening. The Right of Entry permit was received from the Port of Long Beach on December 29, 1995.

3. The Port of Los Angeles is not opposed to additional water circulation studies relative to shallow water habitats near the transportation corridor. However, such studies would be the responsibility of the Port of Long Beach.
February 10, 1997

Director of Planning & Research
Port of Los Angeles
P.O. Box 151
San Pedro, CA 90733-0151

Dear Sir:

Thank you for allowing the Los Angeles City Planning Department, Community Planning Bureau to review the draft Port Master Plan Amendment No. 17. Based on our review, it appears that the proposed development, uses and facilities are consistent with the Port of Los Angeles Plan, an element of the General Plan. We have no further comments regarding the draft amendment.

Sincerely,

CON HOWE
Director of Planning

[Signature]

JACK C. SEDWICK
Principal City Planner
Response to the Los Angeles Department of City Planning

1. No response required.
## Table 1

Habitat gains and losses from Harbor District activities associated with the Outer Harbor Mitigation Bank.

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<th>Value Relative to Deep Outer Harbor</th>
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<td>88-011-CC</td>
<td>-Landfill in Shallow Water</td>
<td>-2</td>
<td>1.5</td>
<td>-3</td>
</tr>
<tr>
<td>Pier 400 Landfill</td>
<td>88-011-CC</td>
<td>-Gain in Shallow Water</td>
<td>16.4</td>
<td>1.5</td>
<td>24.6</td>
</tr>
<tr>
<td></td>
<td></td>
<td><em>Rocky Habitat</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pier 400 Landfill</td>
<td>88-011-CC</td>
<td>Loss of Deep Water</td>
<td>-16.4</td>
<td>1</td>
<td>-16.4</td>
</tr>
</tbody>
</table>

Credit Balance = 6.1

*Includes only the shallow dike portion of the landfill constructed in deep water and does not include dike portions to be covered by a container wharf.
Contemplated habitat gains and losses from Harbor District activities associated with the Outer Harbor Mitigation Bank.

<table>
<thead>
<tr>
<th>Project/Activity Name</th>
<th>ACOE Permit No.</th>
<th>Type of Impact</th>
<th>Acres Gained or Lost</th>
<th>Value Relative to Deep Outer Harbor</th>
<th>Habitat U (Credits)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabrillo SWH Extension</td>
<td>-</td>
<td>Gain in Shallow Water</td>
<td>79.2</td>
<td>1.5</td>
<td>119</td>
</tr>
<tr>
<td>(see Attachment 1)</td>
<td></td>
<td>Loss in Deep Water</td>
<td>-79.2</td>
<td>1</td>
<td>-79</td>
</tr>
<tr>
<td>Pier 400 Stage 2 Landfill*</td>
<td>-</td>
<td>Loss in Deep Water</td>
<td>?</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

*Pier 400 Stage 2 would be mitigated by a combination of this bank and off site mitigation.