PORT MASTER PLAN AMENDMENT NO. 21
CHANNEL DEEPENING AND FILL PROJECT

BACKGROUND

The Port Master Plan for the Port of Los Angeles was certified by the California Coastal Commission on August 20, 1980. The certified Port Master Plan as modified by subsequent amendments provides for channel depths in the Inner Harbor of the port (consisting of the Main Channel, West Basin, Inner Harbor Turning Basin, East Channel, East Basin and Cerritos Channel) of -50 feet MLLW (mean lower low water) and -50 feet in the North Channel. These depths were established by Port Master Plan Amendments Nos. 19 and 17, respectively. Prior to Amendment No. 19, a depth of -45 feet was permitted in the Main Channel per the 1980 certified Port Master Plan. Before Amendment No. 17, the permitted depth for the North Channel was -45 feet established by the certification of Amendment No. 12.

This amendment serves to incorporate into the Port Master Plan several actions taken by the California Coastal Commission and its staff relative to dredging the Main Channel and North Channel, and creating fills associated with this dredging:

Channel Deepening Project. Pursuant to the Coastal Zone Management Act of 1972, the U.S. Army Corps of Engineers (USACE) submitted a Consistency Determination (CD) for the Channel Deepening Project, dated May 4, 2000, to the Coastal Commission. On July 13, 2000, the Coastal Commission issued its concurrence with the CD, indicating that the Channel Deepening Project is fully consistent with the policies of the California Coastal Zone Management Program. During consideration of the CD, the Corps of Engineers agreed to conduct water circulation modeling in the Inner Cabrillo Beach area, conduct a foraging study for the California least tern, develop a management plan for disposal of sediments unsuitable for ocean disposal and conduct water circulation monitoring after completion of the project.

Deep Draft Navigation Improvement Project. The USACE on April 26, 2000, requested Coastal Commission concurrence that a Statement of Negative Determination (SND), in place of a CD, is appropriate for the Pier 400 North Channel Deepening Project given that the proposed project refinements are similar in kind to the approved CD-57-92 and CD-02-97. Coastal Commission staff subsequently concurred with the USACE’s SND.

Container Vessel Navigational Requirements and Terminal Space Needs

The Inner and North Channels in the Port of Los Angeles must be dredged to handle the largest container vessels in the current global fleet and on order, and the suitable dredge material is needed for landfills at selected container terminals to improve terminal operations.

United States waterborne trade with Asia is considerable and San Pedro Bay in particular will continue to receive a significant portion of the Transpacific container trade. The port handled
4.99 million TEUs (twenty-foot equivalent units) in fiscal year 2001, an increase of 137 percent from fiscal year 1990. The Port of Los Angeles’ share of the U.S. West Coast market for international container movements for calendar year 2000 was 34.3 percent, compared to 14.5 percent in 1988.

Southern California’s emergence as the top West Coast trade gateway stems mostly from the area’s large population, competitive transcontinental rail service and rates, and excellent port facilities. Forecasts project that the port will continue to experience significant growth as overall trade with Asia grows primarily due to trade with China, and the port’s rail operations enter a new phase with the completion of the Alameda Corridor Transportation Project. A cargo forecast prepared jointly for the Los Angeles and Long Beach ports by Standard & Poor’s/DRI and Mercer Management Company shows that local container cargo throughput will continue to increase in the future. This forecast, together with the Deep Draft Navigation Improvement Program’s first forecast prepared by Wharton Econometric Forecasting Associates (WEFA) in 1987 are shown in Figure 1.

The private sector has responded to the challenge of this growing container trade by making a number of vessel and terminal improvements. One in particular that has significant implications for the port is the development of larger container vessels. According to Clarkson, a leading maritime research firm, the number of Post-Panamax vessels (the largest container vessel class consisting of vessels too large to pass through the Panama Canal) placed in service over the last five years exceeded those placed in service the previous five years by over 500 percent. The largest of these vessels on order are the Maersk Sealand’s S-Class vessels with an estimated capacity of 6,600 TEUs. The trend toward larger vessels is driven by economies of scale. Recent research conducted at the Delft University of Technology in Holland found that seagoing operating costs per day are just under $9 per TEU for an 6,600 TEU vessel, compared with $11 per TEU for a 4,000 TEU vessel. In the U. S. Army Corps of Engineer’s Feasibility Study (April 2000) for the port’s Channel Deepening Project, total transportation cost savings to steamship companies stemming from the use of deeper draft vessels with the proposed additional channel depth was determined to be an average of $53.7 million per year.

The Maersk Sealand S-Class vessels have a design draft of 14.5 meters or 47.6 feet, which will require deeper channels than are presently available in the port. Other steamship companies that call at the port have also ordered vessels with design drafts of 47.6 feet including Hapag-Lloyd, Mediterranean Shipping Company, China Shipping and CMA/CMG. Moreover, the major Korean shipbuilding companies including Samsung Heavy Industries, Daewoo and Hyundai Heavy Industries, which have captured nearly 70 percent of the world’s orders for deep draft container ships, offer standard hull designs with a design draft of 47.6 feet.

The Corps of Engineers’ Feasibility Study defined its design vessel with a 47.6-foot draft for purposes of calculating project benefits from the Channel Deepening Project. Based on USACE methodology for calculating safe, minimum under-keel clearance, five feet would be needed between the channel floor and the hull of these vessels. Thus, in order to accommodate the largest vessels currently expected in the Transpacific services, the depth required for the Inner
Harbor Channels and the North Channel is 53 feet.

Increased cargo growth also affects landside operations. For the period 1990-99, TEU throughput has increased at an annual rate of 6.8 percent, while container terminal acres have increased 3.9 percent annually. As a result, the average gross density of container terminals has increased by over 1,000 TEUs per acre per year since 1990. Two terminals that require additional space are the American President Line Pier 300 facility and the Yang Ming terminal in the West Basin. APL has higher than average levels of throughput per acre indicating a greater need for space. Yang Ming, which currently includes China Shipping, is the fastest growing terminal. The Port and China Shipping have entered into an agreement for the development of a new container terminal south of the Yang Ming terminal at Berths 100-109. Without additional terminal space, container handling costs will increase either through increased container stacking and sorting operations at the existing sites or additional drayage of the containers to new inland port sites with concurrent inefficiencies in operations and environmental effects.

Purpose of Amendment

The purpose of this amendment is to create deeper channels and berths to accommodate larger container vessels, develop additional land for container handling activities to improve terminal efficiency and to expand submerged habitat in the harbor as mitigation for the land creation.

This amendment provides for the deepening of the Inner Harbor channels from the certified depth of -50 feet to a depth of -53 feet. Selected berths along the Main Channel will also be dredged to -53 feet. This amendment also allows for the creation of a 40-acre landfill at Pier 300, a 43-acre landfill in the Southwest Slip, a 1.3 acre fill behind a planned 200-foot container wharf extension at Berth 100, and a 54-acre westerly expansion of the Cabrillo Shallow Water Habitat site. The 40-acre fill easterly of Pier 300 would be utilized by APL.

These fills would be created from the 8.0 million cubic yards (mcy) of sediment dredged from the channel deepening project. Additionally, 3.9 mcy of the total 8.0 mcy of material will be deposited south of Pier 400 in a 120 acre submerged storage site. This submerged storage site will include the construction of a submerged dike and storage area to ~15 feet mean lower low water (MLLW). No ocean disposal of dredge material is required with the proposed project.

The uses permitted at the Pier 300 fill site would be General Cargo and Other (rail yard, roadways, utilities) which are the Port Master Plan use designations that permit container and container-support operations. The permitted land uses for 35 of the approximately 43-acre fill at the Southwest Slip and the 1.3-acre fill behind the wharf at Berth 100 in the West Basin include General Cargo and Other (rail yard, roadways, utilities, etc.). The remaining eight acres associated with the Southwest Slip fill will be restricted to the Other land use designation. Any additional land use designations on this portion of the landfill will require a future Port Master Plan amendment. This amendment also addresses the replacement of eel grass lost due to the construction of the Pier 300 expansion site. The eelgrass mitigation bed will be developed adjacent to the Seaplane Lagoon jetty.
This amendment also implements several design modifications to the Deep Draft Navigation Improvements Project, a two-stage dredging and landfill development that was determined to be consistent with the Coastal Zone Management Act (CZMA) on October 14, 1992 (CD-57-92) and on February 17, 1997 (CD-02-97). These modifications consist of dredging the North Channel and Pier 300 berths to -53 feet and the Pier 400 berths to -55 feet from a certified depth of -50 feet. About 850,000 cubic yards of material will be dredged from the North Channel. The dredge material will be used to place a sand cover at the Cabrillo Shallow Water Habitat Extension Site (located on the east side of the existing Cabrillo Shallow Water Habitat Site), and to complete filling the North Turning Basin Borrow Pit. Both of these subsurface fills are required in order to satisfy earlier environmental commitments.

**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, 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 the following:"

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

The purpose of this amendment is to create deeper channels and berths to accommodate the safe movement of larger container vessels, develop additional land for container handling activities to improve terminal efficiency, expand the shallow water habitat along the breakwater in the harbor as mitigation for the fill, provide for the relocation of an eelgrass bed and create a submerged storage site south of Pier 400 for dredge material.

The Main Channel, West Basin, Inner Harbor Turning Basin, East Channel, East Basin and Cerritos Channel, are proposed to be dredged to a depth of -53 feet to within 50 feet of the pierhead line. In addition, dredging to the pierhead line will be done at the following berths: 100-102, 121-131, 136-147, 206-209, 212-221, and 226-236. This channel deepening project will allow the port to accommodate deeper draft container vessels that are being placed into service by various shipping lines. The -53 foot depth will allow the port to accommodate container vessels that have drafts up to -48 feet and provide for an adequate under keel clearance requirement. Figure 2 identifies the navigation channels and selected berths to be deepened under this project.

It is proposed that the 8.0 million cubic yards of material dredged from the deepening project will be deposited at the Pier 300 Expansion Site (1.6 million cubic yards), the Southwest Slip (2.4 million cubic yards), the Cabrillo Shallow Water Habitat Expansion Site (1.0 million cubic yards), Pier 400 submerged material storage site (2.9 million cubic yards) and at the eelgrass relocation area (.1 million cubic yards). Additionally, approximately 1.8 million cubic yards of
Figure 2
Main Channel Deepening Project
excess Pier 400 surcharge material will be placed in the Pier 400 submerged material storage site.

**Pier 300 Expansion Site.** Disposal at the Pier 300 Expansion Site will create 40 surface acres of land adjacent to the existing American President Lines terminal and will be incorporated into their existing container operations. The proposed configuration will allow for the development of an additional berth and provide backland for that berth as well as an adjacent existing berth.

**Southwest Slip Fill Site.** Disposal at this site will produce approximately 43 acres of land in and adjacent to the Southwest Slip. Additionally, a 1.3 acre fill associated with the construction of a 200-foot container wharf extension at Berth 100 will be developed. This new land would be used for backland container operations for the planned China Shipping terminal. Two bridges may be constructed between the newly filled area and the existing Yang Ming container terminal to the north of the Southwest Slip to allow for the movement of containers without using a nearby public street. Approximately eight of the 43 acres will have limited use. A future Port Master Plan amendment will be required to allow for general cargo uses on these eight acres.

**Cabrillo Shallow Water Habitat Expansion Site.** This submerged site would expand the existing permanent Cabrillo Shallow Water Habitat by approximately 54 acres. The fill would consist of clean, non-structural-quality dredge material with a sand cap. The material would be supported by a new submerged dike on the north side and by the existing Permanent Cabrillo Shallow Water Habitat submerged dike on the east side. On the west and south sides, the material would be sloped down from its submerged elevation of -15 feet MLLW to -20 feet MLLW. Construction of this expansion site creates increased habitat value for inclusion in the Port’s Outer Harbor Mitigation Bank and would cap existing contaminated surface sediments present at this location.

**Pier 400 Submerged Material Storage Site.** This submerged site is being made part of the proposed amendment in order to eliminate the need for ocean disposal of any dredged material. This site, which has been fully assessed in the SEIS/SEIR, will include the construction of a submerged dike and storage area to -15' MLLW. Approximately 4.7 million cubic yards (mcy) of material will be placed in this site, 2.9 mcy of dredge material from the channel deepening and approximately 1.8 mcy of Pier 400 excess surcharge material. The Terminal Island Treatment Plant outfall will not require relocation as a result of this site.

The length of the North Channel dredge area extends from the North Turning Basin on the west to the Pier 400 transportation corridor on the east. The North Channel is to be dredged to -53 feet, including the Pier 300 berths and the north edge of the North Channel extending eastward from the Pier 300 berths. The Pier 400 berths are to be dredged to -55 feet, which will provide additional sediments needed to meet previous environmental commitments to fill the North Turning Basin Borrow Pit. These two disposal areas within the Port will receive about 350,000
and 260,000 cubic yards, respectively. Figure 3 shows the location of the North Channel, the Pier 300 and 400 berths and the harbor disposal sites for the North Channel dredge materials.

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 port land areas, water areas, berthing and navigation ways for the Main Channel and North Channel projects are shown in Figures 2 and 3. The Main Channel is the principal navigation channel within the port. The container terminal berths served by the Main Channel dredging project are located along the east bank of the Main and East Basin Channels, and in the West Basin. The Southwest Slip disposal site and the fill behind the planned 200-foot wharf extension at Berth 100 are also located in the West Basin and are fill sites created by dredging the Inner Harbor channels and the importation of clean fill material.

The North Channel extends eastward from the North Turning Basin and was created to serve container operations at the port’s newest terminals, Piers 300 and 400. The Pier 300 Expansion Site, also created from Main Channel dredge material, is located along the north side of the North Channel.

The remaining disposal sites are subsurface. Material dredged from the Main Channel and North Channel will be deposited, respectively, to the west and east of the Cabrillo Shallow Water Habitat site located to the west of Angel’s Gate. The North Turning Basin, located west of the North Channel, will host dredge material from the North Channel to fill a borrow pit. The Pier 400 submerged dredge material disposal site is located immediately south of the existing Pier 400 fill.

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 April 6, 2000, the Port of Los Angeles released the joint Port of Los Angeles/U.S. Army Corps of Engineers Draft Supplemental Environmental Impact Statement/Report (SEIS/SEIR) for the Channel Deepening Project. Subsequently, the Coastal Commission approved the Corps of Engineer’s phased CD (CD-50-00) for the Main Channel Deepening Project for which the SEIS/SEIR was the basis for decision-making. This SEIS/SEIR addressed the impacts of modifying the project identified in the January 1998 EIR for the Port of Los Angeles Channel Deepening Project. The SEIS/SEIR identified air emissions during construction, and periodic noise from operations at the Southwest Slip Fill Site as the only significant, unavoidable environmental effects resulting from the proposed project.

In May 2000, a final Supplemental Environmental Assessment (SEA) for the Pier 400 North Channel Deepening Project was issued by USACE for a Negative Determination. The SEA also
analyzed the modifications of the project reported in the Deep Draft Navigation Improvement FEIS/FEIR. The SEA determined that dredging the North Channel and disposing of the dredge material would not have a significant impact upon the existing environment. The California Coastal Commission concurred with these findings and approved the Negative Determination. Additionally, the Corps of Engineers prepared a Supplemental Environmental Assessment for the Port of Los Angeles Deepening Project and the Port prepared a CEQA Addendum – Port Master Plan Amendment No. 21 to determine whether the proposed Port Master Plan amendment would result in new significant environmental effects or would result in a substantial increase in significant environmental effects already known, after adoption of all feasible mitigation measures. The findings concluded that no new or substantially increased significant effects exist.

None of the above environmental assessments identified any new significant unavoidable adverse impacts to water quality or marine biological resources due to dredging the Main and North Channels or disposing of the dredge material. There are no significant impacts in the dredge areas. Dredging could cause increased turbidity and suspended solids, and decreased dissolved oxygen, but these impacts would be temporary in nature and would generally be confined to the construction phase of the project. There are significant but mitigable impacts to water quality, biota and habitat in the disposal areas.

**Pier 300 Expansion Site.** Significant impacts could occur with respect to loss of 40 acres of water column and soft-bottom habitat, loss of shallow water habitat, creation of short-term turbidity near shallow water habitat, disturbance of California least tern nesting and foraging, and loss of eight acres of eelgrass. Mitigations for these impacts consist of using water quality modeling to design Pier 300 (completed), compensating for the loss of habitat through the use of existing mitigation credits and the creation of new credits, prohibiting turbidity and impact pile driving in shallow water during the least tern breeding season, and replacing eelgrass within the harbor. As provided in the SEIS/SEIR, these measures will reduce these impacts to a level of insignificance.

**Southwest Slip Fill Site.** Significant adverse impacts consist of the loss of approximately 43 acres of water column and soft-bottom habitat, and 37.7 square yards of pickleweed. Mitigations involve offsetting the habitat loss by applying credits from mitigation banks and salvaging and replanting the pickleweed. The fill site will cover existing contaminated sediments at the Southwest Slip. These measures will reduce these impacts to a level of insignificance.

**Pier 400 Submerged Material Storage Site.** Construction of this site would result in short term loss of deep water Outer Harbor marine benthic resources. However, creation of shallow water as a result of this activity is biologically beneficial since Outer Harbor shallow water (less than –20 feet MLLW) is of higher value than deep Outer Harbor areas. The Pier 400 storage site is being implemented as the environmentally preferred alternative because it represents a beneficial use of dredge material relative to ocean disposal.
As with the water quality impacts associated with dredging, disposal of dredge material at subsurface sites could create turbidity impacts, but they are expected to be temporary and not significant.

Notwithstanding the findings of no significant unavoidable impacts to water quality or marine biological resources due to the proposed dredging activity or disposing of the dredge material, the Corps of Engineers undertook modeling of harbor water circulation and multi-year monitoring of least tern foraging in the harbor.

Additionally, the Port of Los Angeles is subject to the requirements of the Los Angeles County Municipal Storm Water Permit for operation of Port facilities and the Construction Activities Storm Water General Permit for Port construction activities. The Port is actively involved in ensuring compliance with these NPDES permits, including (1) participation by various Port divisions in storm drain maintenance activities, street sweeping, implementation of BMPs, spill response activities, etc., (2) ongoing participation in various City-wide and regional task forces (including the Dominguez Channel Watershed Advisory Committee, the LA Region Contaminated Sediment Task Force) to facilitate interagency coordination and remain current on applicable storm water regulations and activities, (3) periodic training of Port employees, contractors and tenants to ensure compliance, (4) development of guidance documents for use by Port employees, contractors and tenants to ensure permit compliance, (5) inspection of construction sites by Port inspectors to ensure compliance with construction BMPs, (6) application of the recently adopted SUSMP criteria in the design of Port facilities to capture and treat the first 0.75 inches of rainfall from storm events, and (7) active participation in various studies to support Total Maximum Daily Load (TMDL) development in the harbor area, including Dominguez Channel.

Port tenants are subject to regulation under the Industrial Activities Storm Water General Permit and are required to file a Notice of Intent if warranted based on the nature of their operations. The Port has taken a proactive approach in assisting tenants with their stormwater permit compliance by developing and providing Port tenants with model SWPPP documents oriented towards the various types of industrial uses within the Port.

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 302001 of this division).

The proposed Main Channel and North Channel deepening projects and disposal areas have been evaluated with regard to the requirements of Section 30715 and found to be non-appealable developments.
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. 21 was approved by the Los Angeles Board of Harbor Commissioners during the regularly scheduled Board meeting of December 12, 2001. The Notice of Completion was mailed to interested persons, organizations, governmental agencies, including the California Coastal Commission, and all port tenants. Approximately 500 notices were mailed. Eleven individuals provided comments at the public hearing and one written comment were received. The comments and the Port's responses to those comments are addressed later in this document.

The SEIS/SEIR included two public meetings on the NOP and DSEIS/EIR respectively as well as the approval hearing before the Board of Harbor Commissioners. Notifications on the environmental document also included public notices placed in newspapers and mailings.

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, 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 the deepening of the Inner Harbor Channels, North Channel and selected berths to -53 feet, from certified depths of -50 feet. The amendment also provides for the creation of new landfills where structurally suitable dredge material will be deposited. The
deeper into the Main and North Channels will allow the port to accommodate the new generation of container vessels that draft up to -48 feet. The new landfill sites are located adjacent to existing container terminals and the proposed land use designations for the fills will allow those terminals to expand their operations. As a result, this project will minimize or eliminate the necessity for future dredging and filling 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. 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.

The Channel Deepening project and the disposal of dredge material in the port will not eliminate or reduce commercial fishing facilities within the port.

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.

(5) Mineral extraction, including sand for restoring beaches, except in biologically sensitive areas.

The deepening of the Main Channel and North Channel as well as selected container berths will allow the port to safely accommodate new generation container vessels that have drafts and underkeel clearance requirements totaling over -50 feet, which is the existing certified depth. Currently, eight major transpacific container lines have in service or on order new vessels that have drafts of at least -46 feet. Vessels for four of these steamship lines have a maximum draft of 47.6 feet. In order to accommodate these vessels by providing adequate underkeel clearance for ship squat, vertical ship motion and safety clearance as calculated by the USACE, the proposed channel depth in this amendment is necessary. Additionally, the channel alignment and maneuvering of vessels has been modeled and reviewed by the Los Angeles Port Pilots.

Construction of two fill sites from the Main Channel dredge material allows the port to expand container operations at a critical growth period. This additional land will add container terminal
space to Pier 300 and at the planned China Shipping terminal at Berth 100-109.

The remaining disposal sites are needed to mitigate impacts from Main Channel dredging and meet previous environmental commitments stemming from the Pier 400 dredging and landfill project.

(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 elutriate 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.

No significant biological impacts will occur from Main Channel dredging operations. The dredging will not impact sensitive bird species, and will have a short term, localized, but not significant impact on fish. Dredging the Main Channel would impact approximately 670 acres of predominantly soft bottom habitat and the benthic organisms living in and on these sediments. Although impacts are adverse in the short term, they are not significant since natural restoration to existing conditions would be expected to occur within 2 years. Previous large scale dredging activities in the harbor have occurred without significant disruption to biological resources. Water circulation patterns in the inner harbor would change very little as a result of channel deepening. Sediment testing in the Main Channel dredge area was conducted in 1997 and the results are reported in Section 3.3 of the SEIS/SEIR. Final design decisions on contaminated sediment disposal will be submitted to the California Coastal Commission by the Corps of Engineers in the form of a second CD for the Main Channel Deepening Project. No adverse impacts on water quality were identified from dredging the Inner Channels since little contamination is present in the sediments to be dredged and resuspension of sediments is expected to be low and in a small area. Removal of contaminated sediments from the harbor bottom and permanently placing them in a confined facility is a long term project benefit.

For North Channel dredging, no significant impacts on the existing environment will occur from the proposed project modifications according to the Corps of Engineers’ SEA. Specifically, these documents indicate that impacts on the benthic environment, water quality and turbidity, fish and birds are short term and not significant. Under the proposed scheduling scenarios, dredging would not adversely affect least tern foraging or nesting. All dredge sediments are expected to be clean based on tests previously conducted for the DDNI Project.

Efforts to minimize the impacts from dredging will include the following:

- Channel dredging will be subject to monitoring requirements by the Regional Water Quality
Control Board in connection with obtaining Section 401 (Clean Water Act) certification that includes Waste Discharge Requirements.

- Oil containment and clean-up equipment will be on site during removal of oil pipelines during channel dredging.

- Turbidity from dredging activities will be prohibited from extending into shallow water during the California least tern breeding season unless determined otherwise by the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG).

(d) For water areas to be diked, filled, or dredged, the commission shall balance and consider socioeconomic and environmental factors.

The SEIS/SEIR for the Channel Deepening Project determined that the only significant unavoidable impacts are air emissions associated with constructing the project and noise from Southwest Slip Fill Site operations. Long-term air emission impacts are actually positive relative to the no project alternative due to improved cargo handling efficiencies. The project will result in reductions of landside double-handling of cargo which will result in reduced air emissions, including diesel emissions, from container operations, an important air quality benefit. In addition, the use of larger, deeper draft vessels accommodated by the proposed project will generally result in lower ship emissions per unit of cargo, because the larger ships tend to be newer and more fuel efficient than older, smaller vessels. The Corps of Engineers’ SBA for the North Channel Deepening Project found no new significant adverse impacts connected with that project.

The Channel Deepening Project alone will save over $50 million a year in waterborne transportation costs from the utilization of larger container ships and conservatively $5-7 million in landside double-handling expenses from the landfills. Overall port activities generate approximately 295,000 jobs in the Los Angeles region and $8.4 billion in wages. Containerized cargo represents a significant portion of these economic impacts.

Section 30706

In addition to the other provisions of this charter, the policies contained in this section shall govern the filling seaward of the mean high tide line within the jurisdiction of the ports:

(b) The nature, location and extent of any fill, including the disposal of any dredge spoils within an area designated for fill, shall minimize the harmful effects to coastal resources, such as water quality, fish or wildlife resources, recreational resources, or sand transport systems, and shall minimize the reductions of the volume, surface area, or circulation of water.

No significant unavoidable adverse biological impacts will occur by creating fills from the
dredge material. There are impacts, however, that will need to be mitigated in connection with the development of the Pier 300 Expansion Site and the Southwest Slip Fill sites. As presented in the SEIS/SEIR and summarized above, significant impacts occur with respect to loss of water column and soft-bottom habitat, loss of shallow water habitat, eelgrass and pickleweed, creation of short-term turbidity near shallow water habitat, and disturbance of California least tern foraging. A number of mitigation measures have been adopted to minimize these impacts:

- Monitor water quality to ensure that return water flow from disposal of dredge material meets RWQCB requirements for settleable solids and toxic pollutants.
- Compensate for the loss of marine resources through the use of existing or new mitigation banks.
- Replace eelgrass within the harbor in accordance with the National Marine Fisheries Service guidance document.
- Salvage and replant pickleweed in the harbor or off-site.
- Design Pier 300 Expansion Site using water quality modeling (completed).
- Prohibit turbidity from fill activities to extend into shallow water during the California least tern breeding season unless determined otherwise by USFWS and CDFG.
- Prohibit impact pile driving in Shallow Water Habitat during the California least tern breeding season unless determined otherwise by USFWS and CDFG.
- Provide a qualified least tern biologist to monitor and manage the least tern colony during the nesting season.

In addition, as detailed above as part of the California Coastal Commissions approval of the Main Channel Deepening Project’s CD, the Corps of Engineers undertook additional least tern foraging study and water modeling and sampling work in the development of the Cabrillo Shallow Water Habitat Expansion Site. Circulation and water quality modeling conducted by the Corps of Engineers shows that neither the existing Shallow Water Habitat or the proposed expansion have any effect on water quality at the Inner Cabrillo Beach. Placement of the Cabrillo Shallow Water Habitat would cap an area with elevated levels of contaminants and identified by the Regional Water Quality Control Board as a toxic hot spot.

No significant biological impacts will occur by using the North Channel dredge material to fill the North Turning Basin Borrow Pit and cap the Cabrillo Shallow Water Habitat Extension Site. Both of these subsurface fills are required in order to satisfy earlier environmental commitments.
associated with the construction of the Deep Draft Navigation Improvement project.

Section 30708

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 SEIS/SEIR for the Channel Deepening Project determined that the only significant unavoidable impacts are air emissions associated with constructing the project and noise from Southwest Slip Fill Site operations. The air quality impacts are temporary and would cease upon completion of construction activities. Air emission impacts during operations are actually beneficial relative to the no-project alternative due to the efficiencies from handling cargo in fewer, larger vessels, and from avoiding double-handling containers at the expanded terminals formed by the disposal of the dredge material. The noise impacts result from the operations of a container storage yard on the Southwest Slip Fill Site would effect five households on Knoll Hill would be impacted by the increase.

The proposed deepening project enhances navigation and accommodates commercial vessels, which is a priority use of existing harbor space.

PUBLIC COMMENTS

A public hearing was held during the Board of Harbor Commissioners' regularly scheduled meeting on January 23, 2002. In addition, 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 January 23, 2002 public hearing:

Richard Slauson, Executive Secretary of the Los Angeles and Orange County Building and Construction Trades Council

- Witholding judgment on the proposed project due to concerns about the potential use of subcontractors to be utilized for project construction work that pay non-prevailing wages.

Response: The Port of Los Angeles considers prevailing wage violations seriously. The matter has been discussed with Mr. Slauson and other representatives of organized labor who
voiced similar concerns. Their current concern is a particular non-union contractor who is a sub-
contractor on several Port contracts. Staff is preparing information on the concerns in
preparation of referring the concerns in writing to the City Office of Contract Compliance (OCC)
for investigation. Compliance with State Labor Code, including payment of prevailing wage, is
a standard requirement of all City public works construction contracts. Payment of prevailing
wage is dependent in part on the classification of an employee under the Labor Code. Apprentice
utilization is restricted to certain maximum percentages as set forth in the labor
regulations. Benefits, especially relating to pension funds and health plans, can be approached
differently by union and non-union contractors. Labor Code laws, rules and regulations are
complex and union and non-union contractors can comply in different ways. The OCC has the
sole responsibility to monitor, investigate and enforce labor code compliance on all City
construction contracts.

Juan Hernandez, Southwestern Soccer League

- Supports project as it would provide a great benefit to the local economy. Wants
  mitigation measures in place to address noise, traffic and air quality impacts.

Response: The Port has been very proactive in developing measures to reduce environmental
impacts for projects associated with development plans. These can be found in the CEQA
Addendum prepared for this Port Master Plan amendment, in the Port of Los Angeles Channel
Deepening Project EIS/EIR (COE & LAHD 2000), the West Basin Transportation
Improvements Program EIR (LAHD 1997) and the B Street Realignment Project EIR (LAHD
19). The Wilmington Parkway, to be constructed by the Port, will provide a buffer between the
Wilmington community and Port activities, which will significantly reduce noise levels in the
community and prohibit trucks from entering Wilmington residential areas from Harry Bridges
Blvd. A railyard and intersection improvements have also been incorporated into the West Basin
facilities which will reduce truck trips by half and improve rail access to the Alameda Corridor.

The Port has implemented facility improvements that reduce air emissions including the
deepening of channels, construction of railyards, terminal gate improvements, grade separations
and development of the Alameda Corridor. Additional air quality measures include:

- The Port's interagency agreement to slow the speed of ships approaching the harbor
  reducing air emissions;
- Sponsorship of the first repowering of a diesel tugboat with low-emission engines,
  resulting in nearly every tug in the Port being retrofitted with clean engines;
- Establishment of the Port of Los Angeles Carl Moyer Air Quality Standards Attainment
  Assistance Program; participant/establishment of the California Air Resources Board
  Clean Terminal Equipment Program;
- Board of Harbor Commissioners adoption of a Clean Engine and Fuels policy (1998)
  which addresses the replacement of the majority of Port owned gasoline light duty
  vehicles with compressed natural gas and battery powered vehicles and construction of
  the necessary fueling infrastructure;
- Requirement to use electric hydraulic dredges (vs. diesel dredges) in major channel
deepening project
At the direction of the Mayor and the Board of Harbor Commissioners, the Port is also proceeding with environmental studies (air, transportation, seismic, noise, lighting, etc.) to further identify the Port’s overall effects on the surrounding communities, including developing and implementing measures to reduce any impacts that might be identified.

Measures to reduce impacts of elements of the proposed Port Master Plan amendment have also been identified in two major environmental documents. The West Basin Transportation Improvements Program EIR, which was approved by the Board of Harbor Commissioners in 1997, included an assessment of the redevelopment of the entire West Basin of the Port for predominantly container terminal use. In 2000, the Board approved a second EIR, the Port of Los Angeles Channel Deepening EIS/EIR, which included an assessment of deepening the Port channels to accommodate new generation container vessels and construction of land from the dredged material. An Addendum to these EIR’s has been prepared in association with the Port Master Plan Amendment No. 21 which discusses the relationship and contents of these documents and assesses some project modifications that have occurred since the previous environmental documents were prepared. All of these documents contain information on the impacts of improvements and identify mitigation measures. For the China Shipping Terminal, the Port, tenant and facility operator have agreed to implement a number of progressive air emission reduction measures, which are summarized in the Addendum.

Jay Winter, Executive Secretary of the Steamship Association of Southern California

- Steamship Association supports the amendment as the deeper channels will allow the Port to remain competitive with other ports and ensures that ocean transportation cost savings are realized. Additionally, the project will create significant economic impacts in the Southern California region.

Response: No response required.

Maria Bonatista

- In support of the project.

Response: No response is required.

Noel Park, President of the San Pedro and Peninsula Homeowners Association

- Not asking that this amendment of project not go forward, but rather asking that it be held in abeyance until a proper environmental assessment is completed. Questions the projected throughput of the container terminal operations proposed for the Southwest Slip area in the West Basin.

Response: As stated in the above response to Mr. Hernandez, there have been two environmental documents and one prior Addendum prepared which support the activities associated with the proposed Port Master Plan amendment. As provided in the above referenced
environmental documents, the cargo throughput is based on the maximum practical capacity (MPC) of the container terminal backlands. In the case of the West Basin container terminals, this was established at 5,800 TEUs (Twenty-foot Equivalent Units) per net container yard acre or 3,412 containers per acre. Therefore, the 56.5 acres of net storage space at the Phase I Berth 100 facility (see Addendum Section 4.0 and Exhibit A) would generate an MPC of 327,700 TEUs per year or 192,765 containers per year. This is less than was assessed in the West Basin EIR.

Robert Kleist, Evergreen America Corporation

- Supports the proposed amendment. Deeper draft channels will allow for more efficient movement of cargo with less environmental impacts. Proposed amendment and project will create economic impacts locally, nationally and internationally.

Response: No response is required.

Leo Buccellato

- Opposed to the amendment and project. Requests that an appropriate environmental impact study be completed. Also stated that larger vessels result in more cargo through the terminal.

Response: See responses to Messrs. Hernandez and Park above. While larger vessels do carry more containers, this does not increase the throughput of a given container terminal beyond the maximum practical capacity (MPC) of the terminal backland, which for the West Basin terminals is approximately 5,800 TEUs per container terminal storage acre. What results is that with deeper channels and larger vessels, fewer vessels calls will occur and less queuing of vessels in the Outer Harbor or offshore which will result in less vessel emissions.

Joel Barton

- Opposed to the proposed amendment. Concerned with additional cargo throughput at the Port. Also expressed concern about the use of subcontractors on Port projects and the need to ensure prevailing wage is utilized.

Response: Mr. Barton’s comments were similar to Mr. Slaucon’s and further suggested that project labor agreements would be an effective method to increase the workforce representation of persons from the harbor area, minorities and women. The Port is currently exploring the issue of project labor agreements, which heretofore have not been used by the Port on any construction projects. A project labor agreement (PLA) establishes wages and work rules for all the building trades on a specific project. Bids on a project will only be accepted from bidders who agree to adhere to the terms of the PLA. Input is currently being solicited from representatives from the construction, legal and labor communities to investigate the appropriateness of a PLA for the Port.
Richard Nichols

- Opposed to proposed amendment until a comprehensive environmental assessment is completed. Also is seeking project labor agreements providing for apprenticeships, prevailing wage and minimum health benefits.

Response: See response above regarding the project labor agreement (PLA).

Dr. John Miller

- Requested the Board of Harbor Commissioners to seek an extension of the public comment period on the Corps of Engineers' issuance of a Section 404 permit for the Berth 100 wharf. Also requested the Corps of Engineers perform an EIS. Concerned with the air quality impacts associated with the proposed Berth 100 container terminal development.

Response: With the exception of 200 feet of the planned 1200 feet of wharf at Berth 100, the Corps of Engineers comment period on the Section 10/404 Permit for the construction of the wharf is independent of the Port Master Plan amendment. Similarly, any request to extend the public comment period is also independent of this proposed Port Master Plan amendment. The Corps of Engineers, after a review of all the information before them, will determine whether an EIS is required in order to issue the wharf permit.

The Corps of Engineers and the Port did prepare the Port of Los Angeles Channel Deepening SEIS/SEIR in support of this Port Master Plan Amendment and as discussed in the CEQA Addendum prepared for this amendment. The EIS/EIR and project was approved by the Port on November 27, 2000. The findings included in this assessment is that deepening of the channels to accommodate larger vessels will actually reduce operational air emissions relative to leaving the channels shallow. Additional efficiencies have also been achieved by improvements of container gate operations and implementation of rail facilities which Port-wide divert approximately 50 percent of containers from trucks to rail. Finally, the Los Angeles City Council directed the Port, China Shipping Line and Metropolitan Terminals Corporation to commit to a number of air quality mitigation measures. This is discussed in the CEQA Addendum for this Port Master Plan Amendment. The implementation of these measures will be monitored by the Environmental Affairs Department of the City of Los Angeles.

Mike Caswell, Vice President of Pasha Stevedoring

- Supports the proposed amendment as it will keep the Port competitive and supports the national economy.

Response: No response is required.
Written Comments

Coalition for Clean Air

- Opposed to the approval of the amendment until the Port assesses and mitigates all
impacts through the preparation of a Supplemental Environmental Impact Report for the
proposed China Shipping terminal in the West Basin.

Response: The activities underlying the Port Master Plan Amendment have been evaluated
in the West Basin EIR, the Channel Deepening EIS/EIR and in the CEQA Addendum – Port
Master Plan Amendment No. 21. This documentation is summarized above in responses to
Messrs. Hernandez, Park and Buccellato. A second wharf at Berths 97-109, a 200-foot extension
of the wharf at Berth 100 and the backland development were included in these documents. The
Port of Los Angeles Deepening Project EIS/EIR, clearly identifies not only 35 acres of fill in the
Southwest Slip, but up to 75 acres of fill; “Alternatively, the Southwest Slip fill site could be
used to construct a larger (75-acre) landfill to provide more backlands and allow construction of
an additional container wharf”. These alternatives are depicted in Figure 1.5-5 and 1.5-6 of the
Channel Deepening EIS/EIR; the 75-acre alternative was approved by the Board of Harbor
Commissioners on November 27, 2000. Assessment of the environmental effects of construction
and operation of a container terminal in terms of air emissions, water quality, noise, traffic, and
aesthetics were included in the above identified CEQA documentation. As has been documented
in the West Basin EIR, the Channel Deepening EIS/EIR and summarized in the CEQA
Addendum to this Port Master Plan Amendment, channel deepening and facility improvements
constructed by the Port provide efficiencies that will reduce emissions relative to leaving the
facilities as they are (Channel Deepening EIS/EIR Table 3.1-7). In summary, the environmental
effects of the activities underlying this Port Master Plan Amendment have been well documented
and well publicized through the mailings of hundreds of notices, newspaper notifications,
placement of documents in local repositories/libraries, five CEQA public meetings/hearings and
review by the Los Angeles City Council.