PORT MASTER PLAN AMENDMENT NO. 25
CHINA SHIPPING CONTAINER TERMINAL
LAND USE DESIGNATION AND LANDFILL

THE PORT
OF LOS ANGELES

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BACKGROUND

The Port Master Plan for the Port of Los Angeles (Port) was certified by the California Coastal Commission on August 20, 1980. The certified Port Master Plan has been modified by subsequent amendments, including Port Master Plan Amendment No. 21 (Amendment No. 21), approved in February 2002. Amendment No. 21 was for the Main Channel Deepening Project, which created deeper channels and berths to accommodate larger container vessels, as well as disposal sites to place the dredged material.

Dredge disposal sites for the Main Channel Deepening Project included a 43-acre fill at the Southwest Slip in Master Plan Area 3. The land use for 35 acres of this site was designated as general cargo, consistent with the 1997 West Basin Transportation Improvements Project Environmental Impact Report (EIR). The remaining eight acres were allowed for limited use and designated as "Other" (e.g., vacant land, utilities and roadways, and areas not designated for a specific use), with the understanding that a subsequent environmental assessment and Port Master Plan amendment would be necessary for any additional land use designation.

Purpose of Amendment

On December 18, 2008, the Los Angeles Board of Harbor Commissioners (Board) certified a Final EIR for the Berths 97-109 Container Terminal Project. The Final EIR assessed container terminal backland operations on the remaining eight acres located at the northernmost edge of the Southwest Slip. The purpose of this amendment is to add general cargo as a permitted use to the eight acres currently designated as "Other."

Additionally, Port Master Plan Amendment No. 25 will allow for a 1.2-acre (approximately 24,000 cubic yards) fill behind the extension of the southern end of the wharf at Berth 100 as part of the Berths 97-109 Container Terminal Project. The fill will allow for the integration of the Berth 100 wharf extension and the permitted backland development of the container terminal. General cargo and "Other" would be the designated land uses on this fill. The fill would be obtained from surplus clean fill located on site, which was analyzed in the Channel Deepening Project EIR.

Figure 1 presents the proposed Amendment No. 25 map.

COASTAL ACT COMPLIANCE

An amendment to the Port Master Plan must follow the same certification and approval process as a Port Master Plan. The California Coastal Act of 1976, Chapter 8, Article 3, Section 30711(a) states, "A port master plan that carries out the provisions of this
chapter shall be prepared and adopted by each port governing body, and for informational purposes, each city, county, or city and county which has a port within its jurisdiction shall incorporate the certified port master plan in its local coastal program. A port master plan shall include all of the following:

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

   This amendment would add general cargo as a permitted land use to eight acres located at the northernmost edge of the Southwest Slip fill. The eight acre parcel is currently "Other". The anticipated general cargo use in this parcel would be for the backland expansion of the West Basin Container Terminal at Berths 97-109. Expanding the use of general cargo to the proposed eight acres would allow container storage operations which will improve efficiency and throughput of the backland of the container terminal.

   Additionally, this amendment would allow for a 1.2-acre fill behind the southern extension of the wharf at Berth 100 as part of the Berths 97-109 Container Terminal Project. The proposed land uses for the fill would be general cargo and "Other" to correspond with the current terminal backland land uses. General cargo use would allow for container backland operations on the proposed 1.2 acres.

2. **The projected design and location of port land areas, water areas, berthing, and navigation ways and systems intended to serve commercial traffic within the area of jurisdiction of the port governing body.**

   The land area is bounded by Pacific Avenue on the west, Front Street to the south, and the West Basin to the north and east.

   The allowance of general cargo use of the eight acres at the Southwest Slip fill, and the proposed 1.2-acre fill at the southern edge of Berth 100, which was assessed in the Berths 97-109 Container Terminal EIR, will not affect existing street traffic patterns. The eight acres will be used for terminal backland, encompassed in the general cargo use. The 1.2-acre fill will integrate the wharf with the terminal backland, which will improve circulation within the terminal. Impacts and mitigation measures are addressed in the EIR.

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 December 18, 2008, the Board certified the Berths 97-109 Container Terminal Project Final EIR. The EIR identifies all environmental impacts created by the designation of general cargo to the eight acres located in the Southwest Slip currently designated as "Other" and the 1.2-acre fill at the southern edge of
Berth 100, as part of the construction and operation of a container terminal at
Berths 97-109 in the West Basin in the Port.

The land use designation for the eight acres and the allowance of the 1.2-acre fill
are minor additions to the operation of the container backland as a whole.
Significant, unavoidable impacts from the operation of a container terminal
include air quality, biological resources, geological resources, ground
transportation, noise, water quality, and cumulative impacts.

Specifically, significant unavoidable biological impacts stem from the potential for
accidental spills or non-native species introduction that could disrupt local
biological communities. Mitigations for biological impacts during operation
include restricted ship speeds, sound abatement techniques to reduce noise and
vibrations from pile driving, and monitoring by a qualified biologist. Significant
and unavoidable impact on water quality would be related to accidental spills,
illegal discharges, and the leaching of contaminants from coatings on vessel
hulls.

4. **Proposed projects listed as appealable in Section 30715 in sufficient detail
to be able to determine their consistency with the policies of Chapter 3
(commencing with Section 30200) of this division.**

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

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

Copies of the Notice of Completion were distributed to interested persons,
organizations, and governmental agencies, including the California Coastal
Commission and all Port tenants. A public hearing on the draft of Amendment
No. 25 was held on May 7, 2009. No comments were received at the public
hearing.

6. **A port master plan shall contain information in sufficient detail to allow the
commission to determine its adequacy and conformity with the applicable
policies of this division.**

This amendment has been prepared in full compliance with the policies of the
California Coastal Act of 1976. Coastal Act policies applicable to the proposed
amendment are as follows:
Section 30701

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

(b) The locations of the commercial port districts within the State of California are well established and for many years such areas have been devoted to transportation and commercial, industrial, and manufacturing uses consistent with federal, state and local regulations. Coastal planning requires no change in the number of or location of the established commercial port districts. Existing ports shall be encouraged to modernize and construct necessary facilities within their boundaries in order to minimize or eliminate the necessity for future dredging and filling to create new ports in new areas of the state.

This amendment will allow for general cargo uses on an 8-acre parcel of the Southwest Slip fill and a 1.2-acre fill behind the southern extension of Berth 100, which will be used to accommodate container backland development at Berths 97-109. The 35 acres assessed in Amendment No. 21 currently allows for general cargo uses; Amendment No. 25 would allow general cargo uses for the entire Southwest Slip fill. The 43 acres assessed in Amendment No. 21 are part of the larger expansion of container backland contained at Berths 97-109.

The terminal expansion, including the addition of general cargo uses for eight acres at the Southwest Slip fill and the 1.2-acre fill behind the southern extension of Berth 100, would modernize and expand the China Shipping facility in order to eliminate the necessity of creating new ports in the area.

Section 30705

(a) Water areas may be diked, filled, or dredged when consistent with a certified port master plan only for the following:

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

The new uses and fill proposed by the amendment are all port-dependent uses. The proposed general cargo land use is on a previously assessed fill within the West Basin Container Terminal at Berths 97-109. The change from “Other” to general cargo allows for expanded use of the container terminal. The new 1.2-acre fill behind the southern extension of Berth 100 will support the expansion of the terminal facility.
All port-related developments shall be located, designed and constructed so as to:

(a) **Minimize substantial adverse environmental impacts**

The Final EIR/Environmental Impact Statement (Final EIR/EIS) for the Berths 97-109 Container Terminal Project identifies all impacts related to land use designations and the fill. As presented in the Final EIR/EIS, significant impacts occur with respect to operational and ship emissions, production of greenhouse gases, increased cancer risk, potential disruption of biological communities, increased exposure to seismic hazards, increased rail activity resulting in potential traffic delays, operational noise impacts, potential water pollution through in-water spills and potential leaching of hull paint biocides, and cumulative impacts, when viewed in conjunction with the effects of past and present projects, on aesthetics, air quality, biological resources, geological resources, ground transportation, noise, and water quality and sediments. A number of mitigation measures have been adopted to minimize these impacts:

- **Air Quality Measures**: Mitigation measures include Voluntary Speed Reduction Program (VSRP), low sulfur fuel, slide valves and Alternative Maritime Power (AMP), new vessel specifications, requirement for ships alternative fuel-yard tractors, electric rubber-tired gantry cranes (RTGs), U. S. Environmental Protection Agency’s 2007 compliant diesel trucks, liquefied natural gas trucks, use of diesel particulate filters for on-dock rail switcher locomotives, throughput tracking, and periodic review of new technology.

- **Greenhouse Gas Measures**: Mitigation measures include AMP, Leadership in Energy and Environmental Design (LEED) certified gold buildings, energy audits, solar panels, tree plantings, increased recycling, and compact fluorescent bulbs in addition to air quality construction and operation measures that reduce diesel combustion, especially electric yard equipment (electric RTGs).

- **Biology Measures**: Mitigation measures include slow-start pile driving, use of Bolsa Chica or Outer Harbor mitigation bank credits and VSRP.

- **Cultural Resources**: Mitigation measures include restrictions on excavations if cultural artifacts are found.

- **Geological Measures**: Mitigation measures include seismic design and emergency response planning.

- **Ground Transportation**: Mitigation measures include construction of additional through and turn lanes at a number of intersections in the proposed Project vicinity.

- **Groundwater and Soils**: Mitigation measures include site remediation and contamination contingency planning.

- **Noise**: Mitigation measures include noise reductions during pile driving temporary noise barriers, restricted construction hours, idling prohibitions,
quiet equipment selections, muffled equipment, slow-start pile driving, and noise walls.

- **Utilities**: Mitigation measures include water conservation measures, recycling construction materials, use of recycled construction materials, and a solid waste management plan.

**(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 designation of the eight acres in the Southwest Slip fill for general cargo uses and the addition of the 1.2-acre fill at Berth 100 are for port purposes, specifically for shipping industries. Allowing general cargo uses on the eight acres and the 1.2-acre fill is necessary for the expanded efficiency and throughput of the container terminal.

**(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 developed the West Basin Intermodal Container Transfer Facility (WBICTF) in 1987. Use of the WBICTF by China Shipping will result in the efficient movement of cargo, resulting in reduced traffic congestion and truck emissions.

Shared use of facilities will be encouraged where operationally feasible.