FROM: Ernest L. Perry, Executive Director
DATE: April 29, 1983
SUBJECT: PORT MASTER PLAN AMENDMENT — TERMINAL WAY PARCEL

RECOMMENDATION:

It is respectfully recommended that the Honorable Board of Harbor Commissioners authorize the Executive Director to submit the proposed Port Master Plan Amendment — Terminal Way Parcel to the California Coastal Commission for certification.

DISCUSSION:

1. On March 16th, 1983, the Board of Harbor Commissioners approved the Draft Amendment — Terminal Way Parcel for distribution to interested persons, organizations, and agencies; authorized publication of the Notice of Completion of the subject Amendment; submitted copies of the Draft to the California Coastal Commission; and authorized the holding of a public hearing on the Draft Amendment on Wednesday, April 20th, 1983, at the Los Angeles Harbor Department Board Hearing Room.

2. No comments were received at the April 20th public hearing. Also, no written comments have been received on the Draft Amendment.

3. In accordance with the California Coastal Act of 1976, the Draft Amendment is hereby resubmitted to the Board of Harbor Commissioners for approval to submit it to the California Coastal Commission for certification.

4. Certification of the Amendment will give Coastal Development Permit authority to the Board for the Terminal Way Parcel on Terminal Island.

TRANSMITTALS:

1. Proposed Amendment — Terminal Way Parcel

SIG ROBINSON
Director of
Planning & Research

APPROVED:

ERNEST L. PERRY
Executive Director

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PORT MASTER PLAN
AMENDMENT
TERMINAL WAY PARCEL

BACKGROUND

In the Port Master Plan, dated 1979, and the Board of Harbor Commissioners’ March 5, 1981 Submission of Additions and Modifications to the Port of Los Angeles Port Master Plan Establishing Plans for the Commercial Fishing Industry for Certification, the northern edge of Planning Area 8, Fish Harbor, extends east along Terminal Way, north on Tuna Street, east on Albacore Street, south on Barracuda Street, and then east again on Terminal Way. In the Board of Harbor Commissioners’ June 4, 1981 Submission of Revised Amendment to Port of Los Angeles Port Master Plan for the Commercial Fishing Industry for Certification, the northern edge of Planning Area 8 had been shifted south to Terminal Way.

There was no change between the Port’s March and June Submissions in terms of the acreage for Area 8 under “Existing Conditions” even though the area deleted is some 11 acres in size which includes 6.7 acres of leased land and 4.3 acres of roadways. The Port did not propose that the area deleted from Area 8 should be added to the adjacent Area 7 (Terminal Island/Main Channel), thus the deleted area is a land-locked island not covered by any certified section of the Port Master Plan.

For this reason, the Port proposes to change the boundary of Area 8 back to that shown in its March, 1981 submission. The Port also proposes to add an additional allowable land-use in the 11 acre parcel. The parcel under the proposed amendment would be used for commercial fishing and/or general cargo activities.

COASTAL ACT COMPLIANCE

An amendment to a Port Master Plan must follow the same certification and approval process as a Port Master Plan. In that regard, 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.

The proposed uses of the Terminal Way parcel are:
b. General Cargo

"(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 11 acre parcel (including adjacent roadways) is located on the northern edge of Master Planning Area 8, Fish Harbor (Site Location Map Attached). It is bounded on the west by Tuna Street, on the north by Albacore Street on the east by Barracuda Street and on the south by Terminal Way. It is land locked and as such, does not include water areas or berthing facilities.

"(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 February 24, 1980, the Los Angeles Board of Harbor Commissioners approved the final Environmental Impact Report for the Port of Los Angeles Master Plan which included the Terminal Way parcel, as required by the California Environmental Quality Act of 1980, and the State and City of Los Angeles CEQA Guidelines.

"(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."

The Los Angeles Harbor Department has received approval from the California Coastal Commission to modify Albacore Street for use as a parking lot for Star-Kist, Inc. employees, leaving Tuna and Barracuda Streets as access roads to the parking lot.

"(5). Provisions for adequate public hearings and public participation in port planning and development decisions."

The Port of Los Angeles held a public hearing on April 20, 1983. No comments were received at that time. Also, no written comments have been received on the Draft Amendment.

"(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:
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 30250.

"(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels."

Amendment Compliance: The proposed uses of the Terminal Way parcel, Commercial Fishing and General Cargo, are in close proximity to commercial fishing land and water uses in adjacent Area 8 and general cargo land and water uses in adjacent Area 7.

Section 30255.

"Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support."

Amendment Compliance: The proposed uses of the Terminal Way parcel, Commercial Fishing and General Cargo, are coastal-dependent uses. As such, the proposed uses should have priority over other potential uses.

Section 30234.

"Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry."

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."

Amendment Compliance: The amendment does not propose to change the existing land-use of the Terminal Way parcel. However, if the demand for space for the commercial fishing industry ceases to exist in the parcel or if adequate alternative space for commercial fishing facilities is provided elsewhere in Los Angeles Harbor, the parcel could be used for general cargo activities.