RECOMMENDATION:

It is respectfully recommended that the Honorable Board of Harbor Commissioners authorize the Executive Director to submit the proposed Port Master Plan Amendment - Slip 228 Dike and Fill - to the California Coastal Commission for certification.

DISCUSSION:

1. The Board of Harbor Commissioners, at its meeting of July 27, 1983, approved the distribution to interested parties of a draft of the subject amendment; authorized the publication of the Notice of Completion; and, authorized a public hearing on the draft amendment. The amendment would allow Slip 228 to be filled so that it can be used for container handling activities.

2. Written comments were received from the California Regional Water Quality Control Board and Indies Terminal Company and are included as part of the amendment.

3. At its meeting of September 7, 1983, the Board of Harbor Commissioners held its public hearing wherein no comments were received from the audience.

4. The Environmental Management Section has circulated a draft Supplement II E.I.R. entitled Wharf and Backland Improvements at Berths 225-229 to the public on March 7, 1984, with a response deadline of April 26, 1984. The Environmental Management Section has submitted the Supplement II E.I.R., public comments and staff response to each comment on the same agenda as this report.

5. In accordance with the California Coastal Act of 1976, the subject Master Plan Amendment is hereby submitted to the Board of Harbor Commissioners for approval to submit it to the California Coastal Commission for certification.

6. Certification of the Port Master Plan Amendment will give Coastal Development authority to the Board for the Slip 228 fill area.
PORT MASTER PLAN AMENDMENT

SLIP 228 DIKE AND FILL PROJECT

BACKGROUND

The Port of Los Angeles Master Plan (Certified 1980) illustrates the project site as "water" and outside of, but contiguous with Area 7. (Site location shown on attachment). The Slip 228 dike and fill project will complete the wharf construction phase of the Seaside Container Terminal Complex. The Seaside Terminal was begun on February 17, 1972 with the signing of a contract with the Guy F. Atkinson Company to dike and fill Slip 230.

The purpose of the project, to provide additional container vessel berthing space and supporting backland for the handling of general cargo, is consistent with the Certified Port of Los Angeles Port Master Plan and the land use designation for Area 7.

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 use of the Slip 228 fill site is: General Cargo

The known use is to expand the existing Seaside Container Terminal Complex.

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

The project site is contiguous with Area 7 and located off of the main channel on the western side of Terminal Island. The intention of the amendment is to allow the port to construct a new, concrete wharf between Berths 225 and 229 and fill Slip 228 which encompasses about five acres of water area.
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 on, 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 cumulative, 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.

The project site is contiguous to and will become part of an existing container terminal handling general cargo.

Section 30255.

Coastal-dependent development 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.

The proposed use of the Slip 228 site, handling of general cargo, is a coastal-dependent use.

Section 30701.

The Legislation 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 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 required no change in the number of 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.
All port-related developments shall be located, designed, and constructed so as to:

(a) Minimize substantial adverse environmental impacts.

(b) Minimize potential traffic conflicts between vessels.

(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 Supplemental II Environmental Impact Report presents feasible mitigation measures to minimize adverse environmental impacts of the proposed project.

The construction of the proposed concrete wharf between Berths 227 and 230 will accommodate two container vessels. This wharf will reduce or possibly eliminate the berthing conflict being currently experienced by vessels using Berths 229, 230, and 231.

The proposed use of the Slip 228 area is for port purposes.
Written Comments And Responses

Written comments were received from: California Regional Water Quality Control Board and Indies Terminal Company. The two letters of comment along with responses follow.
August 23, 1983

Port of Los Angeles
P.O. Box 151
San Pedro, CA 90733

Attn: Sid Robinson

RE: Draft Amendment to the Port Master Plan, Slip 228 Dike and Fill.

Gentlemen:

We have reviewed the subject document concerning the proposed amendment to the Port Master Plan to allow the filling of slip 228.

We do not object to the proposed amendment provided adequate measures are taken to ensure the protection of water quality in the harbor.

We have previously responded to the Notice of Preparation of a Draft Environmental Impact Report for the Berth 225-229 wharf and backland improvements. A copy of our response dated July 20, 1983, is enclosed.

Very truly yours,

[Signature]

RAYMOND M. HERTEL
Executive Officer
Gentlemen:

We have reviewed the subject document concerning the wharf and backland improvement project at Berths 225-229 in Los Angeles Harbor. The proposed project includes the dredging of 42,600 cubic yards of harbor bottom.

The following topics are of concern to this Regional Board, and should be addressed in the DEIR:

1. Description of the proposed project.
2. Description of the present environmental setting of the project site.
3. Description of the quantity, quality, and location of discharges other than to the sanitary sewer system. The impacts of these discharges should be discussed.
4. Description of storm water runoff from the project site.
5. The quantities of wastewaters to be contributed to the sanitary sewer system and the treatment plant to serve the proposed project should be identified. The DEIR should demonstrate that the sanitary sewer system will have adequate capacity to collect, transport, treat, and dispose of the additional flow in a satisfactory manner. The cumulative impacts of this and other projects on the sanitary sewer system should be considered.

The proposed dredging may be subject to waste discharge requirements prescribed by this Regional Board. Adequate information should be provided to enable us to determine the need for requirements.

Thank you for this opportunity to comment.

If you have any questions please call Dr. Lewis A. Schimel or Iaira Yoshizawa at the above telephone number.

Very truly yours,

[Signature]

Executive Officer

Adequate measures will be taken to ensure the protection of water quality in the harbor. Measures taken to prevent demolition debris from entering the harbor waters will include the use of containment booms if necessary. In terms of turbidity levels, dredge monitoring at the site will be undertaken to maintain the existing water quality. At such time the turbidity levels exceed, temporarily, the allowable limits set by the Water Quality Control Board, then special methods will have to be considered, such as the use of siltation curtains, flocculents, etc.
August 4, 1983

Mr. Sid Robinson,
Director of Planning & Research
Port of Los Angeles
P. O. Box 151
San Pedro, Ca. 90733

Dear Mr. Robinson:

Subject: DRAFT AMENDMENT
SLIP 228 DIKE AND FILL

The undersigned met with the Los Angeles Harbor Department's Engineering and Environmental staff members on July 29, 1983, to discuss SEIR II, Backland Improvements at Berths 225 to 229.

We enclose for your information, our written comments to Ms. Delanie Winkler regarding our meeting. These comments may be of some benefit in resolving the subject draft amendment.

Very truly yours,

INDIES TERMINAL COMPANY

Jack D. Wiegand
Vice President

JDW/bbd

Enc.

cc: Ms. D. Winkler - Los Angeles Harbor Department
July 29, 1983

Port of Los Angeles
P. O. Box 151
San Pedro, Ca. 90733

Attention: Ms. D. L. Winkler
Assistant Environmental Scientist II

Gentlemen:

SEIR II BACKLAND IMPROVEMENTS
BERTHS 225 - 229

We have reviewed the above report dated June 21, 1983. We are at odds with one aspect of the proposed dock extension and land fill at berths 225 to 229.

Indies Terminal uses berth 225 extensively for the discharge of steel and related products, breakbulk and automobiles. The open dock area between the bridge stanchions and the south end of berth 225 is a key area in our operations. The loss of approximately 180 feet of wharf frontage would create a serious problem for us.

We also see in this 180-foot loss of wharf frontage a possible new fence line, corresponding with the proposed altered face of the wharf which could cost Indies Terminal considerable square footage of backland.

Indies Terminal would have no objection regarding the proposed dock extension and land fill if the proposed extension butted to the existing wharf at the southern end of berth 225, and the fence line remained as presently defined.

As you are aware, the Los Angeles Port area has a paucity of premium breakbulk berths available. More and more land is allotted to container operations. Indies Terminal is such a premium breakbulk facility and we, yourselves, and Indies Terminal, have given a great deal of time and effort over
The past three years to insure that the Port of Los Angeles retains this capability at the south end of the terminal while incorporating the flexibility of container operations at the north end of the terminal. All things considered we would be loathe to see our considerable capability hampered by the loss of 180/200 feet of wharf frontage.

Yours very truly,

INDIES TERMINAL COMPANY

Jack D. Wiegand,
Vice President

Indies Terminal Company does not object to the project per se, but expresses concern about the possible loss of leased land upon completion of the project. This concern is a leasing matter which has been resolved by the Port's Property Management staff in consultation with Indies Terminal Company.

CWW:gl
8-25-83
1371 csc