



DATE: JULY 6, 2016

FROM: PLANNING AND STRATEGY

SUBJECT: RESOLUTION NO. _____ – ISSUANCE OF A LEVEL II NON-APPEALABLE COASTAL DEVELOPMENT PERMIT (NO. 16-14) TO MODIFY AND REPOSITION THREE CRANES AT BERTHS 136-146 ON THE TRAPAC TERMINAL

SUMMARY:

Staff requests that the Board of Harbor Commissioners (Board) approve a Level II non-appealable Coastal Development Permit (CDP) No. 16-14 to TraPac LLC to raise three ship to shore cranes at Berth 136 and relocate them to Berth 146 after construction. The three cranes will be raised 12 feet, increasing the apex when in working condition from 230 feet 10 inches to 242 feet 10 inches. The length of the back reach will be extended 30 feet and the boom will be extended 13 feet. The modifications to the existing cranes will allow TraPac to be able to handle the larger ships of over 14,000 twenty-foot equivalent units (TEU) moving into the transpacific trade. The Harbor Department is not responsible for any costs associated with this action.

RECOMMENDATION:

It is recommended that the Board of Harbor Commissioners:

1. Consider the Second Addendum to the certified Environmental Impact Report for the Berths 136-147 TraPac Container Terminal Project;
2. Hold a public hearing for the proposed Coastal Development Permit No. 16-14, a Level II non-appealable permit;
3. Find that the proposed project conforms with the Port of Los Angeles certified Port Master Plan and find that this project will have no significant adverse environmental impacts as analyzed in the Second Addendum to the certified Environmental Impact Report prepared pursuant to the California Environmental Quality Act Guidelines Section 15164;
4. Upon closure of the public hearing, resolve to approve the issuance of Coastal Development Permit No. 16-14, consistent with the project description listed on

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Application for Port Permit No. 160609-080, and direct the Director of Planning and Strategy to issue said permit; and

5. Adopt Resolution No. _____.

DISCUSSION:

Background/Context – TraPac is located at Berths 136-147 in the West Basin/Wilmington planning area of the Port of Los Angeles (Port) (Transmittal 1). TraPac underwent a major expansion project that includes wharf improvements, Alternative Maritime Power (AMP) installation, new terminal buildings and main gate, and automated backland infrastructure improvements. On March 21, 2013, the Board approved a non-appealable CDP No. 13-02 to TraPac to raise seven cranes by 22 feet. On October 16, 2014, the Board also approved CDP No. 14-18 to raise an additional crane at the terminal. To support the expansion project, TraPac is proposing to raise three additional cranes and lengthen their back reaches and booms.

Project Description – TraPac is proposing to raise three cranes by 12 feet, lengthen their back reach by 30 feet, and extend their booms by 13 feet. The existing leg supports will be cut and 12-foot leg extensions will be inserted. Each leg will be braced with diagonal supports under the crane's portal beam for stability. The new maximum height when the crane is raised at-rest will be 373 feet or 21 feet taller than the old height of 352 feet. Transmittal 2 shows the heights of the modification work to be performed. The modifications to the existing cranes will allow TraPac to be able to handle the larger ships of over 14,000 TEU moving into the transpacific trade.

Should the Board approve the issuance of CDP No. 16-14, work is expected to begin in August 2016 and be completed in February 2017. TraPac will pay the full \$10 million estimated cost of the project.

Coastal Permit Requirements – The proposed project is a Level II non-appealable project in accordance with Section 6.4 of the Port Master Plan (PMP). A Level II permit is required for projects that: involve significant resources; cause major changes in land and/or water use and in the density or intensity of the use; have the potential of creating significant environmental impacts that can or cannot be mitigated; or are appealable. The proposed project needs a Level II CDP because raising and relocating three ship to shore cranes has the potential of creating significant impacts on the Port or the surrounding environment as outlined in Section 6.4.3 of the PMP (Transmittal 3).

Procedurally, a Level II non-appealable CDP requires a public hearing that is publicized at least fifteen calendar days prior to the scheduled date of the hearing. A public notice for the proposed development was published on July 6, 2016 (Transmittal 4).

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The proposed project is consistent with the PMP and the Chapter 8 policies of the California Coastal Act (Coastal Act) of 1976, as amended. The project is located in Planning Area 2 of the PMP. The proposed project would not change or alter the use of the existing operations, which are consistent with the land use designations outlined in the PMP.

ENVIRONMENTAL ASSESSMENT:

On December 6, 2007, the Board certified the Final Environmental Impact Report (EIR) (State Clearinghouse #2003104005) and approved the Berths 136-147 TraPac Container Terminal Project for the redevelopment of wharves, deeper berths, terminal backlands improvements, buildings and gates, an on-dock intermodal rail facility, relocation of the Pier A Pacific Harbor Line switching rail yard to Berth 200, improvements to Harry Bridges Boulevard, and installation of a buffer area between the terminal and the community. On September 11, 2013, after construction began, TraPac requested and the Board approved to modify the scope of the Berths 136-147 TraPac Container Terminal Project to allow for electrification of operational equipment in portions of the terminal to enhance operational efficiencies. The scope modification was analyzed in the First Addendum to the certified EIR (June 2012). A Second Addendum to the previously certified EIR (June 2016) has been prepared to analyze the raising of the three existing ship to shore cranes along with modernizing and electrifying approximately 25 acres of backlands and installing rail improvements, which are separate components. According to Section 15164(a) of the State CEQA Guidelines, the lead agency will prepare an Addendum to a previously certified EIR if changes or additions are necessary, but none of the conditions described in Section 15162 calling for the preparation of a subsequent or supplemental EIR have occurred. An addendum does not need to be circulated for public review but can be included in or attached to the EIR. The findings of the Second EIR Addendum are summarized below:

- Consistent with the findings of the certified Final EIR Section 1.2.4, the TraPac terminal will have a maximum capacity of 2,389,000 TEUs that is predicted to be reached by 2025 as analyzed in the EIR. Although container throughput and vessel size will increase over time at the terminal, raising the three existing shoreside cranes will not change or increase the capacity of the terminal due to reduced crane productivity since it will take more time for the modified cranes to move higher and further out when servicing the larger vessels.
- The increase in crane height and boom extension would not constitute a visual impact to existing visual elements in an active industrial port setting. Presently, the crane heights, booms lengths, and massing contribute to the existing visual character of the area and raising the cranes would be visually consistent with the existing character.

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- Construction emissions would be limited and temporary nature. Each crane raise takes approximately two months and only requires two personnel. There would not be any in-water construction or ground-disturbing activities. Operational emissions include vessel transit between the TraPac terminal and the South Coast Air Quality Management District (SCAQMD) overwater boundary, and vessel hoteling at the terminal. The maximum vessel size calling at the terminal was analyzed as a 14,000 TEU vessel compared to 8,000-9,000 TEU vessels in the certified Final EIR. Based on the air quality analysis performed, construction and operational emissions, when combined with other proposed planned improvements, would not cause any new or substantially more severe significant air quality impacts than previously analyzed in the certified Final EIR.
- There would not be any impacts to other resource areas (e.g. biological resources, cultural resources, geology, groundwater and soils, hazards and hazardous materials, land use, noise, public services, recreation, transportation, recreation, and utilities). There would not be any in-water construction or ground-disturbing activities and there would be no increase in vessel calls above that analyzed in the certified Final EIR or change in the existing number of shoreside cranes in operation at the terminal.

Based on these findings, the proposed action to raise three ship to shore cranes will not result in any new significant environmental effects or any substantially more severe effects than previously analyzed in the certified EIR and therefore, does not trigger any of the conditions described in CEQA Guidelines Section 15162. The Second EIR Addendum has been made publicly available, is posted on the Harbor Department's website, and is attached as Transmittal 5.

The proposed action at this time is only limited to raising the three ship to shore cranes. The Second EIR Addendum will also be considered by the Board in a separate future action for the proposed modernizing and electrifying of approximately 25 acres of backlands and installing rail improvements at the TraPac terminal.

FINANCIAL IMPACT:

TraPac is responsible for all costs associated with modifying and relocating the cranes.

CITY ATTORNEY:

The City Attorney's office has reviewed this Board Report and determined that it raises no legal issues at this time.

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TRANSMITTALS:

1. Site Location Map
2. TraPac Crane Modification Plan
3. CDP No. 16-14
4. Public Notice
5. Environmental Impact Report Addendum #2 for Berth 136-147 [TraPac] Terminal

FIS Approval: MB (initials)

CA Approval: JH (initials)



MICHAEL KEENAN
Director of Planning and Strategy



FOR MICHAEL DiBERNARDO
Deputy Executive Director

APPROVED:



FOR

EUGENE D. SEROKA
Executive Director

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