

PORT MASTER PLAN AMENDMENT NO. 27 AL LARSON BOAT SHOP

BACKGROUND

The Port Master Plan for the Port of Los Angeles was certified by the California Coastal Commission (Coastal Commission) on August 20, 1980. The certified Port Master Plan has been modified by subsequent amendments, the most recent being Amendment No. 26 for the LA Waterfront Land Use Additions, Minor Fills, and New Harbors, approved by the Coastal Commission in August, 2011.

The proposed Al Larson Boat Shop Improvements Project (ALBS) modernizes and upgrades the existing ALBS at Berth 258 in Planning Area 8. Figure 1 presents the proposed project map and location of the proposed landfills. The 7.7 acre (2.35 acres of land and 5.35 acres on water) shipyard provides maintenance and repair of tugboats, government vessels, fireboats, ferries, barges, offshore oil equipment, research vessels, and yachts. Operations include normal boat yard activities such as water or sand blasting and painting of vessels.

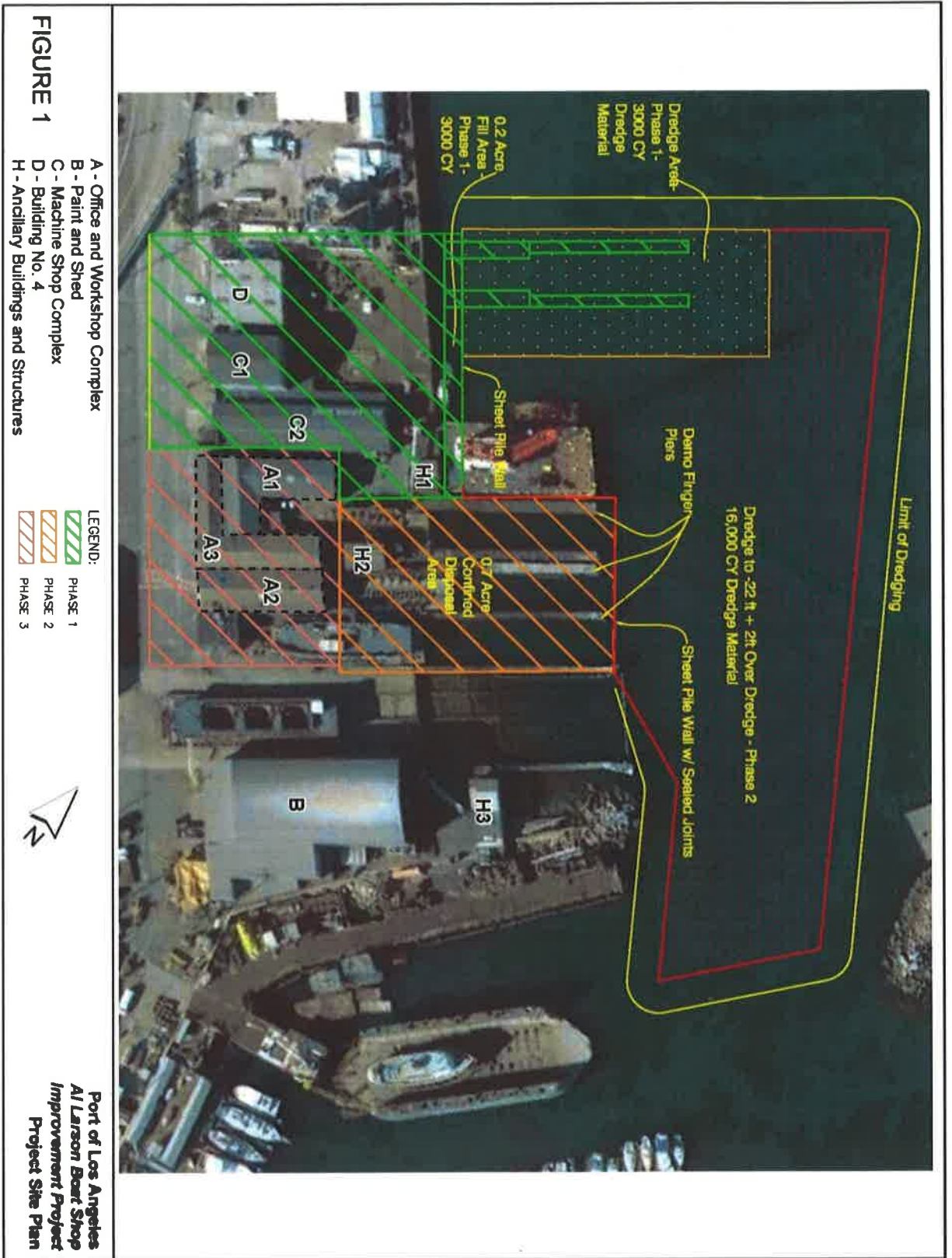
The project would redevelop the existing ALBS to modernize the facility and improve its ability to repair ships and vessels. Improvements would include replacing structures, improving site hydrology, dredging to -22 Mean Lower Low Water (MLLW) to ensure adequate vessel access to the site, and constructing two confined disposal facilities (CDF) to sequester contaminated sediment from maintenance dredging. The project was environmentally assessed in the ALBS Improvements Project Environmental Impact Report (Draft EIR), released in January 20, 2012.

Purpose of Amendment

The purpose of Port Master Plan Amendment No. 27 (Amendment No. 27) is to allow for the creation of 0.9 acres of new land to be used as CDFs. The newly created 0.9 acres would be designated an "industrial" land use. The additional land created would be used to more efficiently accommodate vessel maintenance and repair activities and would accommodate two new boat hoists.

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

This amendment would allow for the creation of 0.9 acres of new land which accommodate two CDFs of 0.2 and 0.7 acres. The proposed land use for the CDFs would be “industrial” to correspond with the existing facility’s land use designation. “Industrial” use allows for shipbuilding/yard/repair facilities, light manufacturing/industrial activities and ocean resource-oriented industries.

2. The project 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 project is located at 1046 Seaside Ave, Terminal Island at Berth 258. The land area is bounded by a fuel depot to the north, Fish Harbor to the east, and a boat marina to the south, and Seaside Avenue to the west.

The 0.2 and 0.7 acre landfills will integrate with the existing shipyard site and improve safety and efficiency of marine ship building and repair. The CDFs would not impede vessel traffic within Fish Harbor.

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.

The Draft EIR identified all environmental impacts created by the project. The proposed project would result in a permanent loss of approximately 0.9 acres of marine habitat. Mitigation for the loss of the marine habitat include debiting the required credits from the Inner Harbor Mitigation Bank, per the terms and conditions established in the Memorandum of Understanding (MOU) between the Port, California Department of Fish and Game, National Marine Fisheries Service, and U.S. Fish and Wildlife Service. The MOU provides that for each acre of marine habitat impacted in the Inner Harbor the mitigation bank will be debited 0.5 credits. Thus the 0.9 acre of marine habitat impacted in the Inner Harbor will result in a debit from the mitigation bank of 0.45 credits. No other impacts are identified as a result of the two proposed fills.

The CDFs would sequester contaminated sediment adjacent to the shipyard which accumulated over the years. Removal of this sediment will improve water quality. The approximately 19,000 cubic yards (cy) of sediment would be treated using a cement slurry prior to being placed in the CDFs.

Additionally, project benefits to the marine environment include improved flow of stormwater. The site would be re-contoured to drain stormwater away from harbor waters for treatment before discharge and an aboveground storage tank would be installed at the northwest corner of the site to hold processed water prior to discharge into the sewer system.

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 proposed project has been evaluated with regard to the requirements of Section 30715 and was found to be a non-appealable development.

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

The Notice of Completion and distribution of Draft Amendment No. 27 will be considered by the Los Angeles Board of Harbor Commissioners (Board) during the regularly scheduled Board meeting on May 3, 2012. Should the Board approve the distribution of Draft Amendment No. 27, the Notice of Completion will be mailed to interested persons, organizations, and governmental agencies, including the Coastal Commission and all Port tenants. A public hearing on the draft amendment will be held during the regularly scheduled Board meeting on June 7, 2012. All comments on the proposed amendment and responses to comments will be submitted to the Coastal Commission as part of Final Amendment No. 27.

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 that division.**

This amendment has been prepared in full compliance with the policies of the California Coastal Act of 1976, as amended. The California 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.

The proposed project allows for the first major upgrade to the boat repair facility since 1924. It will improve the safety and efficiency of marine ship building and repair, and expand the repair and maintenance capabilities of the operation. The existing infrastructure is aging and dilapidated, and the project will allow for the facility to accommodate growing vessel size and tonnage capacity safely and efficiently.

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 proposed project will not eliminate or reduce existing commercial fishing harbor space.

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 0.9 acres of new land will support the overall modernization and upgrade of existing shipyard and ship repair facilities and allow for increased vessel maintenance and repair.

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

Barge and tug services, and the repair facilities that sustain them, are essentially a support system for the movement of cargo through the Port. This project is necessary to support the Port's ability to provide competitive and efficient goods movement and supports future cargo growth, and therefore this project has significant socioeconomic benefits to the region, while minimizing substantial adverse environmental impacts. Additionally, expansion of the shipyard is anticipated to create a long-term employment increase of 20-50 jobs.

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:

(a) The water area to be filled shall be the minimum necessary to achieve the purpose of the fill.

The creation of the 0.9 acre of new land is for the beneficial reuse of contaminated sediment from maintenance dredging adjacent to the shipyard. The two fills have been developed to accommodate the receipt of approximately 19,000 cy of sediment from the associated dredging. The fills will serve as CDFs to sequester contaminated materials dredged from in front of the shipyard. Additionally, the CDFs provide land to upgrade the existing facility in order to safely and efficiently expand shipyard services. Therefore, the fills are the minimum necessary to achieve the purpose of the fill.

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

The 0.9 acres of new land will create significant adverse biological impacts that can be mitigated to less than significant. As summarized above, mitigation credits will be used to fully offset loss of marine habitat and disruption to essential fish habitat.

The CDFs will sequester material deemed unsuitable for open water disposal such that the contaminated material is not in contact with the surrounding water. The beneficial reuse of the contaminated material minimizes harmful effects of the maintenance dredging.

(d) The fill is consistent with navigational safety.

The project allows for safe transit of larger vessels to the facility through maintenance dredging to a depth of -22 feet MLLW plus an additional -2 feet overdredge for a total of approximately 19,000 cy of sediment. The location of the proposed fills will not impact or impeded navigational safety through any identical channels.

Section 30708

All port-related developments shall be located, designed and constructed so as to:

(a) Minimize substantial adverse environmental impacts

The Draft EIR identified the environmental impacts that would be created by the proposed project. The development of the proposed modernization and upgrade of the shipyard, requiring 0.9 new acres of land, incur significant environmental impacts with respect to construction emissions, construction and operational off-site ambient air pollutant concentrations, levels of Toxic Air Contaminants, Greenhouse Gas emissions, construction noise, and impacted historic architectural resources. Mitigation measures have been adopted to minimize these impacts, including:

- **Air Quality:** Mitigation measures include cleanest available harbor craft engine standards, fleet modernization for onroad trucks, fleet modernization for construction equipment, dust controls for earth moving activities, best management practices on construction equipment, compact fluorescent light bulbs, and five year energy audits.
- **Noise:** Mitigation measures include use of the noise reduction during pile driving, temporary noise barriers adjacent to pile driving equipment, and temporary noise attenuation barriers.

- **Cultural Resources:** Mitigation measures include an archaeological monitor during all initial grading and excavation, historic resource recordation of historically eligible buildings to be demolished and public posting of the information recorded.

(c) Give highest priority to the use of existing land space within the harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities.

The proposed project gives highest priority to the use of existing space within the harbor for Port purposes. The proposed project modernizes and upgrades existing shipyard and ship repair facilities. The proposed fill sites and designated land uses maximize terminal efficiency and accommodate shipping industries.

(d) Provide for other beneficial uses consistent with the public trust, including, but not limited to, recreation and wildlife habitat uses, to the extent feasible.

The project will improve the safety and efficiency of marine ship building and repair, expands the maintenance and repair capabilities of the operation, improve water quality, and take advantage of the opportunity to remove legacy contaminated soils for disposal off-site and contaminated bottom sediment for use in CDFs.

Public Comments

Public Hearing anticipated in June, 2012.