



**THE PORT  
OF LOS ANGELES**

Executive Director's  
Report to the  
Board of Harbor Commissioners

**DATE: OCTOBER 24, 2013**

**FROM: PLANNING & ECONOMIC DEVELOPMENT**

**SUBJECT: RESOLUTION NO. \_\_\_\_\_ FOR THE ISSUANCE OF A LEVEL III COASTAL DEVELOPMENT PERMIT (NO. 13-13) FOR THE INSTALLATION OF AUTOMATED STACKING CRANES AND TWO FUEL TANKS**

**SUMMARY:**

TraPac Inc. (TraPac) is proposing to install 39 Automated Stacking Cranes (ASCs), which are an element of TraPac's automated backland container handling operations, and two 12,000 fuel tanks at Berths 136-147. The terminal automation scope of work, including the ASCs was approved by the Board of Harbor Commissioners (Board) on September 19, 2013. Staff is recommending that the Board approve a Level III, non-appealable Coastal Development Permit (CDP) No. 13-13 for the proposed project.

**RECOMMENDATION:**

It is recommended that the Board of Harbor Commissioners:

1. Hold a public hearing for the proposed Level III, non-appealable Coastal Development Permit No. 13-13;
2. Find that the proposed project conforms with the Port Master Plan and the California Coastal Act of 1976, as amended, and find that under the requirements of the California Environmental Quality Act (a) the proposed project was found to have significant and unavoidable adverse environmental impacts as analyzed in the Berths 136-147 TraPac Container Terminal Environmental Impact Report certified by the Board on December 6, 2007, (b) the Board adopted mitigation measures to reduce such impacts, (c) adopted Findings and a Statement of Overriding Considerations as part of its certification and approval of the TraPac Project, and (d) considered an Addendum to the certified Environmental Impact Report on September 19, 2013 for changes or alterations to the TraPac Project that resulted in no new environmental impacts or increase in severity of previously identified impacts;
3. Upon closure of the public hearing, resolve to approve the issuance of a Level III, non-appealable Coastal Development Permit No. 13-13 for the installation of 39 ASCs and two 12,000 gallon fueling station tanks at Berths 136-147, subject to the

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standard conditions set forth in the permit, and direct the Director of Planning & Economic Development to issue said permit; and

4. Adopt Resolution No. \_\_\_\_\_.

**DISCUSSION:**

Background/Context – TraPac is located at Berths 136-147 in the West Basin area of the Wilmington District of the Port of Los Angeles (Port) (Transmittal 1). On August 13, 2009, the Board approved the TraPac Terminal Expansion Project. On September 19, 2013, the Board approved the Second Amendment to modify the scope of the terminal redevelopment and approve the revised budget. The TraPac Terminal Expansion Project includes wharf improvements, Alternative Maritime Power (AMP) installation, new terminal buildings, structures and main gate, automated backland infrastructure improvements, and an intermodal container transfer facility. As part of the automated backland improvements, TraPac will install 39 ASCs and two 12,000 gallon fuel tanks.

Project Scope of Work – The City of Los Angeles Harbor Department (Harbor Department) is currently in construction of the infrastructure required for the installation of the ASCs. The work includes crane rails, grading and paving, water and fire protection, storm drain system, lighting, electrical and communication system, and fencing. TraPac is responsible for assembling, erecting, testing, and commissioning the ASCs. The work includes communication and computer services. The ASCs are 78 feet high by 84 feet wide and weigh approximately 230 tons each. The ASCs will be able to stack containers 6 high and will move containers to and from the water/ship side to the stacking area in the terminal backland as well as bring a container to and from the land/truck side operation. The Harbor Department is currently in construction of the infrastructure required for the first 10 ASCs, with the work to be completed by May 2014. The infrastructure required to install the remaining 29 ASCs is scheduled to be completed by May 2017.

TraPac will also be installing two 12,000 gallon fuel tanks to provide diesel fuel to TraPac's automated shuttle carriers. The shuttle carriers will transport containers to and from the ship to the stacking blocks and the intermodal container transfer facility. One fuel tank will be located at Berth 142 and the other at Berth 147. The 12,000 gallon fuel tanks are approximately 37 feet long by 8 feet wide by 7 feet high.

A risk analysis was prepared by the Harbor Department in accordance with the requirements and methodologies of the Port of Los Angeles Risk Management Plan (RMP). The risk analysis found that the proposed project is consistent with RMP as the proposed project would not generate any hazard footprints and therefore would not

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result in an overlap of any existing, planned, or permitted high density populations. The Los Angeles Fire Department (LAFD) has reviewed the findings of the risk analysis and concurs with the findings.

Coastal Permit Requirements – The proposed project, located in Master Planning Area 5, is a Level III, non-appealable project in accordance with the definitions set forth in the *Guidelines for Implementation of the Port of Los Angeles Certified Port Master Plan*. A Level III permit is one of three levels of permits that the Board can issue (Transmittal 2). Level III permits are required for developments that involve large capital expenditures, have a risk of substantial adverse environmental impacts that can be mitigated, involve the potential for unavoidable adverse impacts that cannot be mitigated, or result in major changes in land and/or water uses.

The proposed project has been found to be consistent with the Port Master Plan, as the proposed development is a General Cargo use, which is an allowable use in Master Planning Area 5. The proposed project has also been found to be consistent with Chapter 8 policies of the California Coastal Act of 1976, as amended. Specifically, the container cranes are consistent with Section 30708 that requires port-related development be given highest priority for the use of existing land within harbors for port purposes, including shipping industries.

The public notice for the installation of the 39 automated stacking cranes and two fuel tanks was published on October 23, 2013 (Transmittal 3).

#### **ENVIRONMENTAL ASSESSMENT:**

The proposed action is approval of a Level III, non-appealable CDP for 39 ASCs and two 12,000 gallon fuel tanks at TraPac. The TraPac project was previously assessed in the Berths 136-147 TraPac Container Terminal Environmental Impact Statement/Environmental Impact Report (EIS/EIR) certified by the Board of Harbor Commissioners on December 6, 2007 and in the EIR Addendum completed on June 6, 2012. As part of the EIR certification, the Board made findings regarding significant and unavoidable impacts related to air quality, biological resources, geology, noise, transportation, and water quality; adopted mitigation measures to reduce such impacts; and adopted a Statement of Overriding Considerations when it approved the TraPac project. Subsequently, the Board considered an Addendum to the certified EIR on September 19, 2013 for changes or alterations to the TraPac project that resulted in no new environmental impacts or increase in severity of previously identified impacts. Therefore, as an activity for which the underlying project has previously been evaluated for environmental significance and processed according to the requirements of the California Environmental Quality Act (CEQA), the Director of Environmental

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Management has determined that the proposed action is exempt from CEQA in accordance with Article II Section 2 (i) of the Los Angeles City CEQA Guidelines.

**ECONOMIC BENEFITS:**

TraPac Terminal Expansion Program construction spending was accessed to support approximately 7,400 one-year equivalent construction related jobs at the time of approval of the second Amendment to Permit No. 881 on September 19, 2013.

**FINANCIAL IMPACT:**

Issuance of the proposed Level III CDP is necessary for the installation of ASC's and fuel tanks in support of the TraPac Terminal Expansion Project. TraPac will fully bear the \$120 million cost to install 39 ASCs and two 12,000 gallon fueling station tanks. TraPac will also fully bear all operating and maintenance costs associated with the ASC's and fuel tanks.

**CITY ATTORNEY:**

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

**TRANSMITTALS:**

1. Site Map
2. CDP No. 13-13
3. Public Notice

  
DAVID L. MATHEWSON  
Director of Planning & Economic Development

FIS Approval:  (initials)  
CA Approval:  (initials)

  
For KATHRYN McDERMOTT  
Deputy Executive Director

APPROVED:

  
GERALDINE KNATZ, Ph.D.  
Executive Director

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