

**PORT MASTER PLAN AMENDMENT NO. 26  
LA WATERFRONT  
LAND USE ADDITIONS, MINOR FILLS, AND NEW HARBORS**

**BACKGROUND**

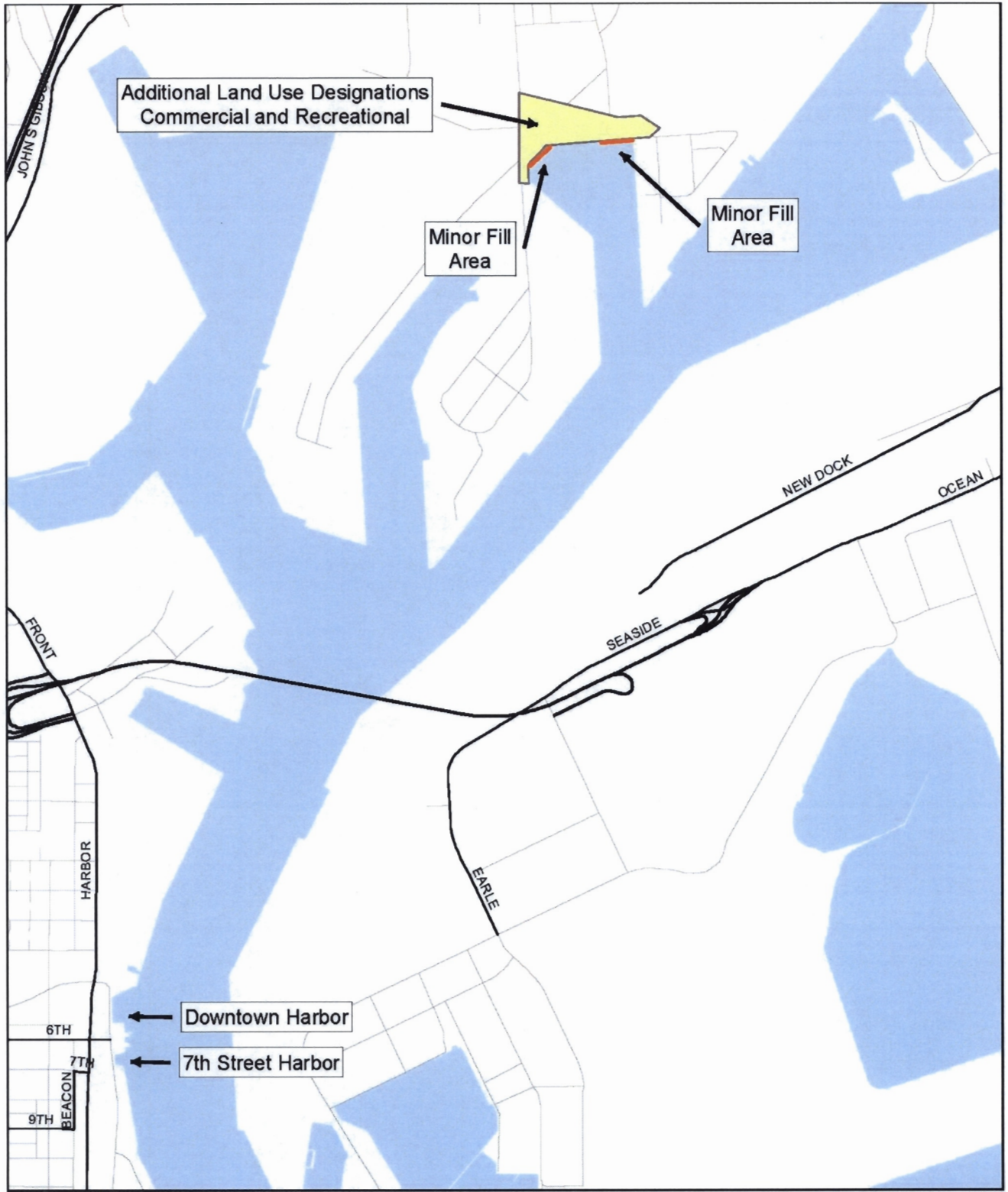
The Port Master Plan for the Port of Los Angeles (Port) was certified by the California Coastal Commission (Coastal Commission) on August 20, 1980. The certified Port Master Plan has been modified by subsequent amendments, the most recent being Amendment No. 25 for the China Shipping Container Terminal Land Use Designation and Landfill, approved by the Coastal Commission in November, 2009.

The overall LA Waterfront project consists of waterfront development and community enhancement projects in the Wilmington and San Pedro areas of the Port. The Wilmington Waterfront Development Project Final Environmental Impact Report (FEIR) was certified by the Board of Harbor Commissioners (Board) on June 18, 2009. Project elements include open space, plazas, a waterfront promenade, water features, an observation tower, and commercial and light industrial development in support of Port-related green/clean tech activities. On September 29, 2009, the Board certified the San Pedro Waterfront Project Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which included a waterfront promenade, new harbors, open space and public access improvements, redeveloped and new cruise facilities, commercial redevelopment, and adaptive reuse of warehouses.

**Purpose of Amendment**

The purpose of this amendment is to provide for the development of greater public access opportunities to the waterfront in both the Wilmington and San Pedro districts of the Port. For the Wilmington Waterfront project area, the amendment would add Recreational and Commercial land uses to the backland area at Berths 183-186. The Recreational and Commercial land use designations are necessary to allow for the planned development of approximately seven acres of open space and public access improvements, and visitor-serving commercial development. The amendment would also allow for two minor fills, totaling approximately 2,200 square feet (sf) to improve 550 feet of existing seawall at Slip 5, also located at Berths 183 and 186. The fill would support the development of planned public access piers as part of the waterfront promenade. Finally, the amendment would allow for the creation of two new harbor basins in San Pedro, the Downtown Harbor and 7<sup>th</sup> Street Harbor. The new harbors, located at Berths 83 and 85, would create approximately 1.82 acres of new water area with a total estimated volume of 146,000 cubic yards of material removed to create the new water area. The material will be used within the Port District to support various port projects.

Figure 1 presents the site location map for the Wilmington and San Pedro Waterfront project areas.



**Figure 1**



Harbor Department  
Planning & Economic Development  
Map Produced 12/2010



## **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, Chapter 8, Article 3, Section 30711(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.**

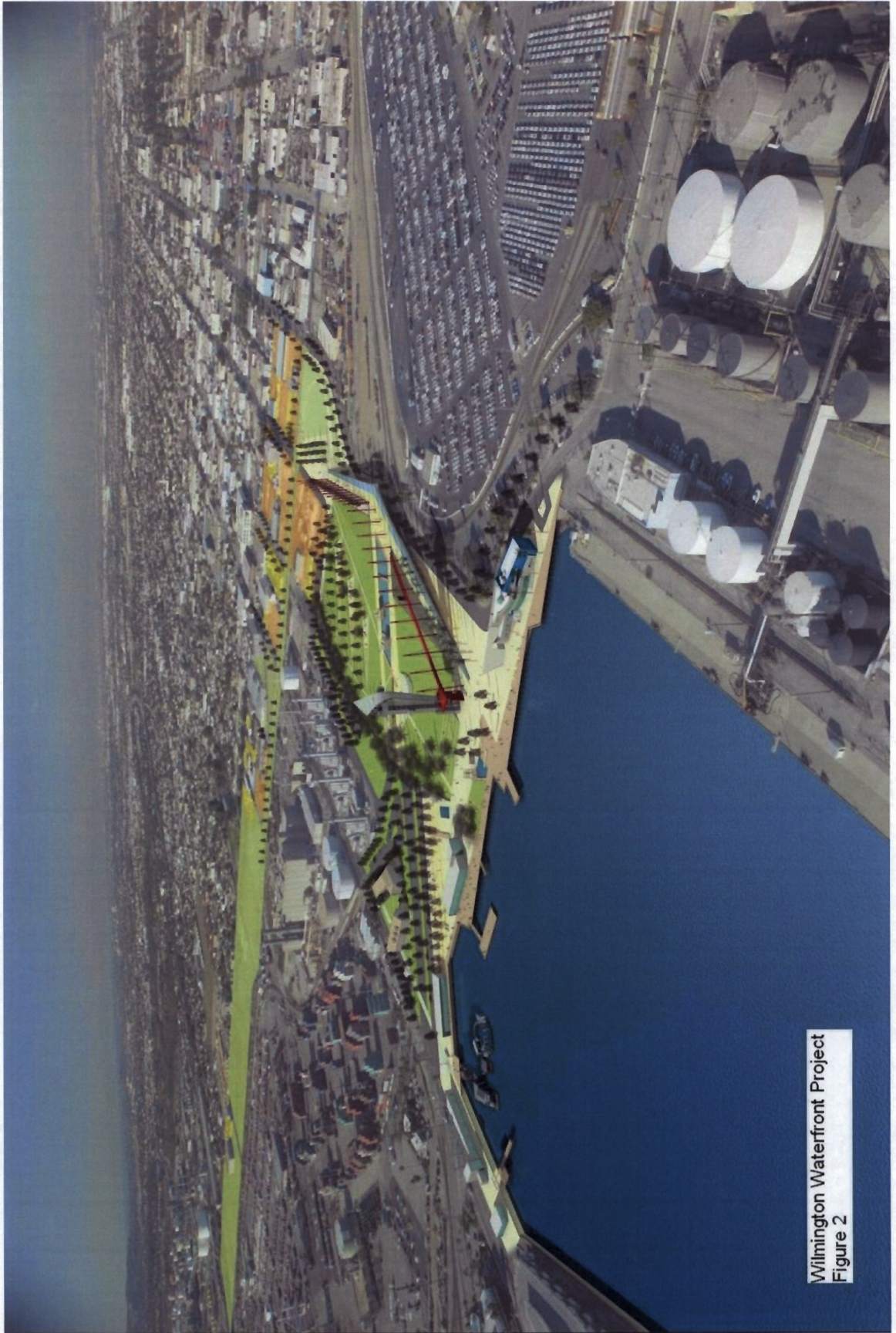
#### *Wilmington Waterfront Project*

This amendment would add Recreational and Commercial land uses to the area immediately behind Berths 183-186 in Wilmington. This area currently can support a variety of cargo handling activities. The addition of Recreational and Commercial land uses provides for the development of the Wilmington Waterfront Project, which will provide enhanced public access opportunities to the waterfront in the Wilmington district of the Port (Master Planning Area 5). Project elements include the development of approximately seven acres of open space, waterfront promenade, public plazas, and visitor-serving commercial development.

Two minor fills totaling approximately 2,200 sf are also proposed at Berths 183 and 186 to improve the existing seawall to accommodate enhanced public access to the waterfront through the development of public viewing piers. The fills are required to address seismic design standards and strengthen the seawall to accommodate public access to the waterfront and allow for the construction of a waterfront promenade and public access pier. Figure 2 presents a rendering of the planned Wilmington Waterfront site.

#### *San Pedro Waterfront Project*

Two new harbor basins are proposed to be developed in the San Pedro Waterfront Project. The Downtown Harbor is a proposed 1.5 acre water basin located at Berth 85 immediately north of the existing Los Angeles Maritime Museum. The new harbor basin will accommodate tugboats, Port-owned vessels (Port Police vessels), and tall ships. Approximately 137,000 cubic yards of material will be removed to create the new harbor basin. The proposed 7<sup>th</sup> Street Harbor will be approximately 0.32 acres in size and will accommodate visiting recreational boaters and tall ships. Approximately 101,000 cubic yards of material will be removed to create the new 7<sup>th</sup> Street harbor basin. The total estimated 146,000 cubic yards of material to be removed for the development of



Wilmington Waterfront Project  
Figure 2

the two harbor basins will be disposed at various Port upland project sites. Figure 3 presents the planned San Pedro Waterfront improvements.

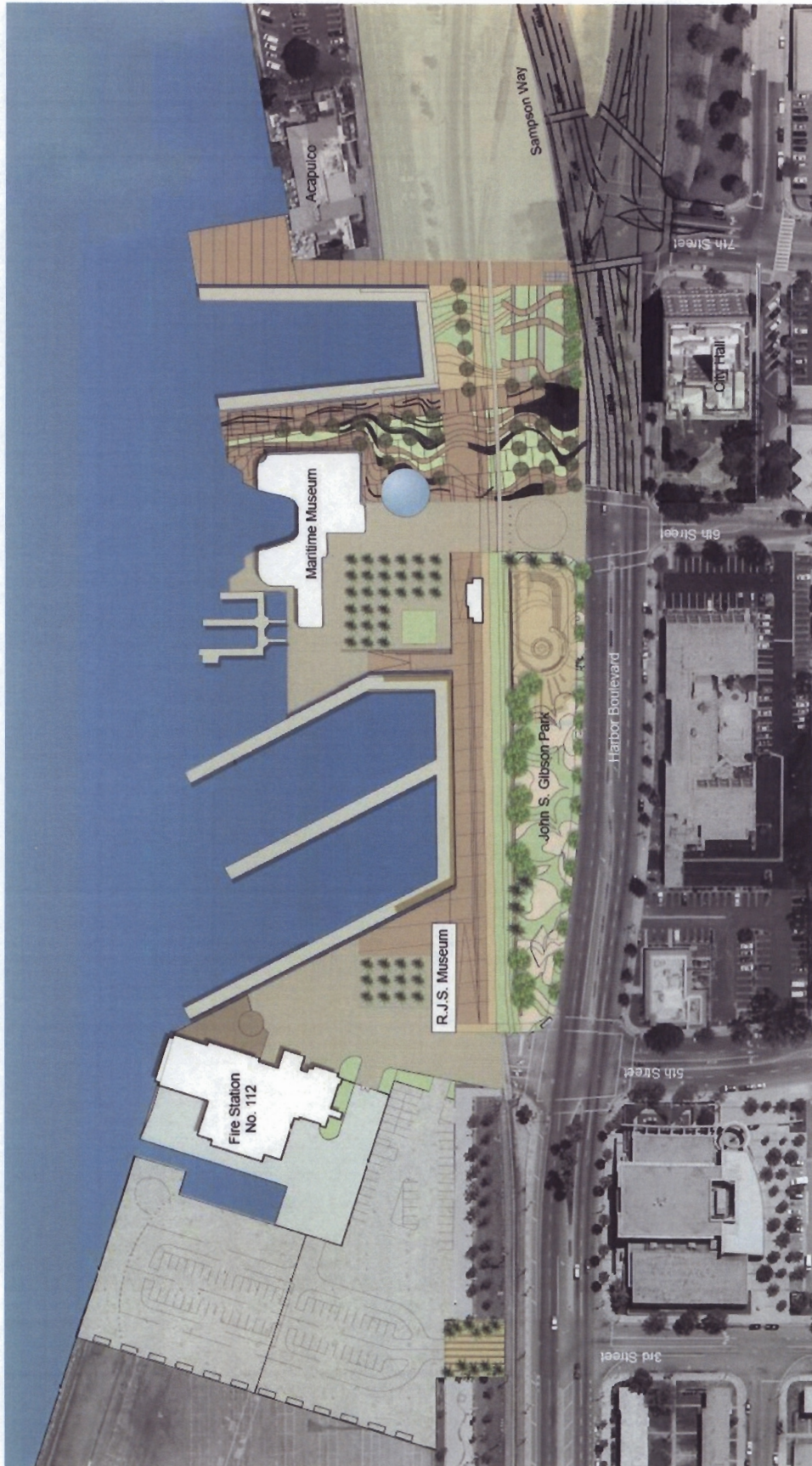
2. **The projected design and location of port land areas, water areas, berthing, and navigation ways and systems intended to serve commercial traffic within the area of jurisdiction of the port governing body.**

Figure 1 presents the location of the proposed waterfront projects in Wilmington and San Pedro. The proposed fills in Wilmington and harbor basins in San Pedro will not affect commercial traffic in the Port. The fill is necessary to support enhanced public access and will be adjacent to the existing seawall. The proposed new harbor basins, totaling approximately 1.82 acres of new water area, are along the Main Channel in San Pedro and will not impact commercial vessel traffic in the Main Channel. Tugboats currently are berthed along the Main Channel at the site of the proposed Downtown Harbor. With the creation of the Downtown Harbor those tugboats will continue to berth at the entrance to the new 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 Wilmington Waterfront Development Project FEIS/FEIR was certified by the Board on June 18, 2009. The FEIR identified all environmental impacts created by the proposed land use changes and minor fills at Berths 183 and 186. Specifically, significant unavoidable biological impacts include the permanent loss of marine habitat relative to the approximately 2,200 sf of new fills. 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 (CDFG), National Marine Fisheries Service (NMFS), and U.S. Fish and Wildlife Service (USFWS). The MOU provides that for each acre of marine habitat impacted within the Inner Harbor the mitigation bank will be debited 0.5 credits. Thus the 0.05 acre of marine habitat impacted in the Inner Harbor will result in a debit from the mitigation bank of 0.025 credits. No other impacts are identified as a result of the two proposed fills in Wilmington.

On September 29, 2009, the Board certified the San Pedro Waterfront Project FEIS/FEIR, which identified environmental impacts and mitigation measures related to the two new harbors, including impacts to biological resources. The creation of the Downtown and 7<sup>th</sup> Street Harbors would have no significant and unavoidable biological impacts. Significant biological impacts that can be mitigated to less than significant status



San Pedro Downtown Harbor and 7th Street Harbor

Figure 3

include dredging, filling, and wharf construction activities disrupting local biological communities. Contaminated sediments can potentially be released during dredging that could adversely affect aquatic organisms if toxic substances are present in sediments and suspended in the water column during dredge activities. Mitigation for these biological impacts include sediment testing for contaminants prior to dredging, disposal of dredge material only at upland sites that meet the sediment quality criteria for disposal, monitoring and management of turbidity related to dredge activities, conducting nesting bird surveys prior to the clearing, removal, or grubbing of any vegetation or ground disturbance, and the establishment of a safety zone to protect marine mammals.

**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.**

This project has been evaluated with regard to the requirements of Section 30715 and found to be non-appealable.

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

The Notice of Completion and distribution of Draft Amendment No. 26 was approved by the Los Angeles Board of Harbor Commissioners during the regularly scheduled Board meeting on February 3, 2011. The Notice of Completion was mailed to interested persons, organizations, governmental agencies, including the California Coastal Commission, and all Port tenants. A public hearing on the draft amendment was held during the regularly scheduled Board meeting on March 17, 2011. No written comments were received during the review period and no comments were received at the public hearing.

**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:

**Section 30701**

**(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 requires no change in the number of or location of the established commercial port districts. Existing ports, including the Humboldt Bay Harbor, Recreation, and Conservation District, 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.**

This addition of Commercial and Recreational land use designations to the area adjacent to Berths 183-186 increase public access and visitor serving facilities to the waterfront. The minor fills to create 2,200 sf of land would improve the existing seawall at Slip 5 for waterfront promenade improvements that include viewing piers and enhance public access to the waterfront.

The new harbor basins in San Pedro, located at Berths 83 and 85, increase public access to the waterfront and accommodate a variety of vessels, including tugboats, historic ships, and Port-owned vessels.

Both the Wilmington and San Pedro Waterfront projects provide public access in certain areas of the Port. Focusing public access in these areas allows the Port to continue to develop cargo handling activities in the remaining areas of the Port, thereby minimizing or eliminating the need to create new ports in new areas of the state.

## **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 minor fills and new harbor basins proposed by the amendment all support enhanced public access to the waterfront. The two fills in Wilmington will allow for waterfront promenade improvements and the development of public access piers at the site. The new harbor basins in San Pedro will create additional water areas for the berthing of tugboats, historic tall ships, and visiting recreational boaters as well as enhanced public access to the waterfront. A public plaza and promenade will surround the planned new harbor basins.

**(8) Minor fill for improving shoreline appearance or public access to the water.**

The minor fills at Berths 183 and 186 allow for development of a waterfront promenade for public access to the waterfront in Wilmington. The existing seawall has two locations, Berth 183 and 186 that require strengthening with new sheet pile walls. The strengthening is required to address seismic issues and accommodate public access to the waterfront through the development of the waterfront promenade and public viewing pier.

**(c) Dredging shall be planned, scheduled, and carried out to minimize disruption to fish and bird breeding and migrations, marine habitats, and water circulation. Bottom sediments or sediment elutriate shall be analyzed for toxicants prior to dredging or mining, and where water quality standards are met, dredge spoils may be deposited in open coastal water sites designated to minimize potential adverse impacts on marine organisms, or in confined coastal waters designated as fill sites by the master plan where such spoil can be isolated and contained, or in fill basins on upland sites. Dredge material shall not be transported from coastal waters into estuarine or fresh water areas for disposal.**

Efforts to minimize impacts from dredging the new harbors on disruption to fish and bird breeding and migrations, marine habitats, and water circulation include the following mitigation measures: turbidity management, establishment of a safety zone to protect marine mammals during in-water construction activities, and sediment testing and disposal that meet sediment quality criteria at an approved upland location. The fill material will be used to support various Port upland projects.

## **Section 30706**

**In addition to the other provisions of this chapter, the policies contained in this section shall govern filling seaward of the mean high tide line within the jurisdiction of ports:**

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

The estimated 2,200 sf of fills at Berths 183 and 186 is the minimum necessary to achieve the purpose of the fill. The existing seawall along the Wilmington Waterfront project site does not meet current seismic design standards. In order to construct the proposed waterfront improvements and safely accommodate public access, the seawall has to be strengthened or replaced. For the middle section of seawall (approximately 1,200 linear feet), deep soil mixing will be employed behind the seawall to strengthen the existing soil and allow the seawall to remain. Due to the proximity of the existing Banning's Landing Community Center at Berth 186 and the existing substructure at Berth 183, deep soil mixing is not an option. For these areas, a new sheet pile wall will be driven 4 feet outboard of the existing seawall, with the area between filled in order to

strengthen the existing seawall structure. Approximately 550 lineal feet of sheet piling will be required for the two sites, resulting in a total fill amount of approximately 2,200 sf.

**(b) The nature, location, and extent of any fill, including the disposal of dredge spoils within an area designated for fill, shall minimize harmful effects to coastal resources, such as water quality, fish or wildlife resources, recreational resources, or sand transport systems, and shall minimize reductions of the volume, surface area, or circulation of water.**

As described above, the volume of the proposed fills at Berths 183 and 186 are the minimum necessary to address seismic design standards and accommodate public access.

The Wilmington Waterfront Development Project FEIR determined that all impacts related to the minor fills at Berths 183 and 186 are less than significant. No measurable alteration of the volume of water in the harbor is expected and the small change in volume would not alter the utility of the water.

Mitigation measures include debiting the required credits from the Inner Harbor Mitigation Bank, at a ratio of 0.5 credits for each acre of marine habitat impacted. Thus, the 2,200 sf (0.05 acres) of lost marine habitat will result in a debit of 0.025 credits from the mitigation bank.

**(d) The fill is consistent with navigational safety.**

The minor fills at Berths 183 and 186 have no impact on navigational safety.

## **Section 30708**

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

**(a) Minimize substantial adverse environmental impacts.**

The Wilmington Waterfront Development Project FEIR identified environmental impacts created by the project. The development of the proposed improvements requiring the Recreational and Commercial land use designations (open space, waterfront promenade, plazas, and visitor-serving commercial development) and the fills incur significant environmental impacts with respect to construction emissions, levels of Toxic Air Contaminants (TACs), Greenhouse Gas (GHG) emissions, loss of marine habitat, increased potential for loss of unknown archaeological resources, increased exposure to seismic hazards, increased potential for release of toxic substances from prior operations, and construction noise impacts. Mitigation measures have been adopted to minimize these impacts, including:

- **Air Quality:** Mitigation measures include cleanest available harbor craft engine standards, electric dredging equipment, fleet modernization for onroad trucks, fleet modernization for construction equipment, dust controls for earth moving activities, best management practices on construction equipment, energy efficiency measures, renewable energy measures, water conservation and efficiency measures, solid waste measures, land use measures, and transportation and motor vehicle measures.
- **Biological Resources:** Mitigation measures include pile driving monitoring, where a qualified biologist will monitor the area and halt pile driving in the event of fish kills or the presence of marine mammals within 100 meters of the pile driving, and debiting the required credits from the Inner Harbor Mitigation Bank, at a ratio of 0.5 credits for each acre of marine habitat impacted. Thus, the 2,200 square feet (0.05 acres) of lost marine habitat will result in a debit of 0.025 credits from the mitigation bank.
- **Cultural Resources:** Mitigation measures include restrictions on excavations if cultural artifacts are found.
- **Geological Measures:** Mitigation measures include incorporation of seismic design recommendations.
- **Groundwater and Soils:** Mitigation measures include site remediation and contamination contingency planning.
- **Noise:** Mitigation measures include the use of temporary noise barriers, restricted construction hours, idling prohibitions, quiet equipment selections, and community notification.
- **Ground and Marine Transportation:** Mitigation measures include traffic control planning and construction of additional through and turn lanes at a number of intersections in the proposed Project vicinity.
- **Water Quality:** The project requires the use of silt curtains extending from the bottom to above the waterline so as to enclose all of the waters where in-water work will occur to manage turbidity.

The San Pedro Waterfront Project FEIS/FEIR identified environmental impacts created by the project. The development of the new harbors will result in significant environmental impacts with respect to construction and operation emissions, levels of TACs, GHG emissions, loss of marine habitat, increased potential for loss of unknown archaeological resources, increased exposure to seismic hazards, increased potential for release of toxic substances from prior operations, construction noise impacts, increased potential for release of hazardous materials, loss of visitor-oriented opportunities during construction, disruption of vehicular and nonmotorized travel during construction, and utility disruption. Mitigation measures have been adopted to minimize these impacts, including:

- **Air Quality:** Mitigation measures include cleanest available harbor craft engine standards, electric dredging equipment, fleet modernization for onroad trucks, fleet modernization for construction equipment, dust controls for earth

moving activities, best management practices on construction equipment, Alternative Maritime Power for tugboats, engine standards for tugboats, tugboat idling reduction.

- **Biological Resources:** Mitigation measures include managing turbidity, nesting bird surveys, avoiding marine mammals, sediment testing and disposal at disposal sites that meet sediment quality criteria, or an approved upland location. The material will be used within the Port to support various Port upland projects.
- **Cultural Resources:** Mitigation measures include treatment planning and archaeological testing for Mexican Hollywood artifacts, monitor ground disturbance in the vicinity of known archaeological sites, restrictions on excavations if cultural artifacts are found, and development of programs to mitigate impacts on nonrenewable paleontologic resources.
- **Geological Measures:** Mitigation measures include emergency response planning.
- **Groundwater and Soils:** Mitigation measures include site remediation, abandonment and removal of affected pipeline, and contamination contingency planning.
- **Noise:** Mitigation measures include temporary noise barriers, use of the “soft-start” pile driving, in which the hammer is operated at less than full capacity with no less than a 1-minute interval between each strike for a 5-minute period, and quiet equipment selection.
- **Recreation:** Mitigation measures include maintenance of pedestrian access, vehicle access, parking, vessel access, boat ramp access, access to open waters, and docking space during construction.
- **Ground and Marine Transportation:** Mitigation measures include traffic control planning, and offset loss parking elsewhere in the vicinity.
- **Utilities and Public Services:** Mitigation measures include coordination with law enforcement agencies, use of recycled construction materials, water conservation and wastewater reduction measures, and energy conservation measures.
- **Water Quality:** As a project requirement, during dredge operations, an integrated multi-parameter monitoring program will be implemented by the Port to adaptively manage turbidity and achieve water quality objectives. Potential responses to exceedances of acceptable levels of turbidity include the use of a silt curtain or alteration of the dredging method.

**(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 additional land use designations, minor fills, and two new harbors are for port purposes; specifically to provide for enhanced public access to the waterfront. The proposed development of these public access improvements along portions of the San Pedro and Wilmington Waterfronts will not impact existing or planned cargo handling activities.

**(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 proposed waterfront elements addressed in the draft amendment provide for recreational and public access opportunities to the waterfront. The land use designations and proposed fills will provide landside recreational opportunities through the provision of open space and public plazas and increased public access to the waterfront through the development of public piers. Waterside recreational opportunities are provided through the creation of the new harbor basins which will provide berthing access for visiting recreational boaters and visiting tall ships.