

## **LEVEL I COASTAL DEVELOPMENT PERMIT REPORT**

**DATE: MARCH 11, 2024**

**TO: HONORABLE MEMBERS OF  
THE BOARD OF HARBOR COMMISSIONERS**

**ISSUED: LEVEL I COASTAL DEVELOPMENT PERMIT NO. 24-03 TO U.S. WATER  
TAXI INC. FOR THE RELOCATION OF ITS OPERATIONS FROM BERTH  
60 TO BERTH 51**

### **BACKGROUND**

In accordance with the approved Port of Los Angeles Master Plan (PMP), the Executive Director is designated with the authority to approve or deny applications for Level I Coastal Development Permits (CDP), but these CDPs only become effective when the permits are reported in writing to the Board of Harbor Commissioners (Board). No Board action is required. Additionally, the PMP provides that a Level I CDP that is being reported to the Board can be stayed if any two Board members so request. In that case, the CDP would be agendaized for the next regular Board meeting and would require Board action to be approved or denied.

### **PERMIT ACTIONS**

The Executive Director issued Level I CDP No. 24-03 on March 11, 2024.

CDP No. 24-03 U.S. Water Taxi Inc. – Relocation of Operations from Berth 60 to Berth 51.

The project location for the approved CDP is identified on the attached map (Transmittal 1).

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**COASTAL PERMIT CONTEXT**

Project Description – CDP No. 24-03 (Transmittal 2) allows U.S. Water Taxi, Inc. (U.S. Water Taxi) to relocate its facility from Berth 60 to Berth 51. U.S. Water Taxi operations include transportation of governmental officials and vessel crew members from ship to shore; the transportation of ship provisions such as perishable food items and vessel supplies; and disposal of regulated garbage.

AltaSea now has entitlement to Berth 60 under Permit 904A and needs it vacated to continue development of the Berth 60 Warehouse and surrounding area. U.S. Water Taxi received Revocable Permit (RP) No. 23-20 for Berth 51 on January 11, 2024 but requires a CDP and a Harbor Engineer Permit before relocation can occur.

The proposed project would relocate U.S. Water Taxi's existing facilities and equipment from Berth 60 to Berth 51. This includes the relocation of a 576 square foot mobile office trailer, a wheeled 35-ton capacity mobile crane, a 400 square foot maintenance shed, at least one shipping container for storage, and outdoor lighting. Additional upland improvements include a new ADA-accessible bathroom, alteration of existing fencing, painting of parking stalls, all necessary utilities and connections, and the relocation and installation of their gangway. U.S. Water Taxi would also relocate its existing waterside equipment, including three floating docks totaling approximately 2,400 square feet. The floating docks would be attached directly to the existing wharf piles so that no new piles would be required. Access to the site would be through an existing driveway at Berth 52 as a shared entrance with the Lane Victory. The project also allows for a pedestrian travel path and parking spaces adjacent to the office building.

The number of employees at the U.S. Water Taxi operations can fluctuate from two to six, with a dispatcher always on-site to support round-the-clock operations. Their entire fleet operates on Tier 3 low emission engines and are qualified to provide oil spill containment services. U.S. Water Taxi conduct operations 24 hours, 365 days per year and make approximately 200 trips month or 6 per day. RP No. 23-20 provides 10,000 square feet of land and wharf area and 10,000 square feet of water area at Berth 51.

Coastal Development Permit Requirements – The proposed project is a Level I non-appealable project in accordance with Section 6.4 of the PMP. In order to be considered a Level I CDP, the project must conform to all three of the following: 1) minimal resources are involved; 2) only minimal change in land or water use and in the density or intensity of the use of land and water may occur; and 3) there are no significant adverse environmental impacts.

Coastal resources are generally understood to be the natural and manmade resources along the coast. They include the ocean, beaches, public access, and biology within the

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coastal zone. The proposed project relocates an existing tenant to an already developed nearby location. The project does not require any filling, dredging, or disturbance of biologically sensitive areas. The relocation of an existing Port tenant with no impact to biological sensitive areas, or other coastal resources, constitutes minimal resources involved. Because Berth 51 was previously used for similar over-the-wharf activities by previous tenant Space Explorations Technologies Corporation, this relocation represents a minimal changes to land and water use and intensity of use.

The Environmental Management Division has reviewed the proposed project and determined that the proposed project proposed action is exempt from the requirements of the California Environmental Quality Act (CEQA) in accordance with Section 15332, Class 32, of the Los Angeles City CEQA Guidelines.

The proposed project is in Planning Area 1 and is consistent with the maritime support and visitor-serving commercial land use designations in the PMP. Maritime support uses such as U.S. Water Taxi are those operations (whether water-dependent or non-water-dependent) necessary to support cargo handling and other water-dependent maritime activities. U.S. Water Taxi's operations are consistent with the underlying maritime support land use designation at Berth 51.

The estimated cost for the relocation is \$50,000 and is the responsibility of U.S. Water Taxi.

**TRANSMITTALS**

1. Site Map
2. Coastal Development Permit No. 24-03

CA Approval: SO

*Marla Bleavins* For

EUGENE D. SEROKA  
Executive Director

MD  
*MK*

EDS:MD:MK:jr/Planning & Strategy

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