

5.4 Planning Area 2 – West Basin/Wilmington

5.4.1 General Overview

Planning Area 2 encompasses the West Basin and Wilmington areas, and includes Berths 96-204. The West Basin consists of container terminals, while the remaining Wilmington areas consist of a variety of uses ranging from liquid bulk at Berths 148-150, and liquid and dry bulk uses on Mormon Island, to recreational boating and open space along Anchorage Road. The Wilmington Waterfront land uses provide public access to the waterfront at Berths 183-186. Future projects will continue to accommodate recreational and visitor-serving commercial opportunities near Banning's Landing and along the Avalon Corridor. Additional recreational and open space opportunities near the Wilmington marinas will become available with the redevelopment of the former Anchorage Road Soil Storage Site.

5.4.2 Planning Framework

The planning framework for Planning Area 2 is based on the Wilmington Waterfront Plan, Berths 97-109 (China Shipping) Container Terminal Project, Berths 136-147 (TraPac) Container Terminal Project, and the Wilmington Marinas Planning Study. The Wilmington Waterfront Plan was approved by the Board in June 2009, and provides public access to Slip 5 near Banning's Landing. The Wilmington Marinas Planning Study details future open space areas and continued recreational boating opportunities near the East Basin and an Anchorage Road Soil Storage Site Concept Plan. Table 10 below summarizes total acreage for each land use category for Planning Area 2.

Table 10. Planning Area 2 Acreages

Land Use Type ⁽¹⁾	Acres
Container	682
Liquid Bulk	67 63
Dry Bulk	1523
Commercial Fishing	
Recreational Boating	29
Maritime Support	17
Institutional	30 -28
Visitor-Serving Commercial	3
Breakbulk	175
Open Space	76
Cruise Operations	
Mixed Land Use: [B173] Liquid Bulk/Breakbulk ⁽²⁾	4 6
SUM ⁽³⁾	1,098

(1) Area calculated for individual land use types within each Planning Area.

(2) Mixed (Potential Acreage) land use for selected properties.

(3) Summed differences are due to rounding to whole integers.

5.4.3 Proposed Projects

~~Berths 187-189 Liquid Bulk Relocation – This project would relocate existing liquid bulk berthing operations at Berths 187-189 to Berths 191-194. Tankage along Berths 187-189 would also be removed and replaced with new tankage at Berths 191-194. A landscaped buffer area would be developed at the site of the former tanks at Berths 187-189. The proposed liquid bulk project would be appealable to the Coastal Commission.~~

Yang Ming Terminal Redevelopment – This project includes the creation of approximately 6 acres of fill at Berths 120-121 and the creation of approximately 3 acres of water area at Berths 121-127 to facilitate the redevelopment of the West Basin Container Terminal. The new landfill and water area, combined with wharf redevelopment, will create approximately 3,400 feet of new container wharf. The project also includes 20 acres for backland expansion near Berths 118-120, the site of an existing liquid bulk facility.

China Shipping Redevelopment – This project creates approximately 16 acres of land at Berth 102 to add additional backland to the existing China Shipping Container Terminal.

Wilmington Waterfront Project – This project would construct approximately 15 acres of public areas, including plazas, parks, and open space. The major feature of these public areas would be a 10-acre open space land bridge, which would pass over the active railroad lines along Water Street and provide pedestrian connectivity between the waterfront and the recently completed Wilmington Waterfront Park. The Wilmington Waterfront Project also includes commercial and light industrial development opportunity sites along the Avalon Boulevard corridor outside of the Coastal Zone.

Circulation improvements for Avalon Boulevard, Broad Avenue, A Street, and Water Street are proposed. Avalon Boulevard would be straightened to maintain consistency with the street grid pattern along Avalon Boulevard south of Harry Bridges Boulevard. Additionally, Avalon Boulevard between A Street and Broad Avenue would be vacated and incorporated into land for the Avalon Triangle Park and the North Plaza. Broad Avenue would be realigned to create a more direct route between Harry Bridges Boulevard and Avalon Boulevard. Lastly, Water Street would be relocated to an alignment north of its current location. This relocation opens the area nearest the water's edge for additional public improvements.