



THE PORT
OF LOS ANGELES 

AMERICA'S PORT®

Port Master Plan Amendment No. 30

Presented by:

*Michael Keenan
Director of Planning & Strategy*

Presented to:

*Board of Harbor Commissioners
February 12, 2026*



Coastal Development Permits (CDPs)

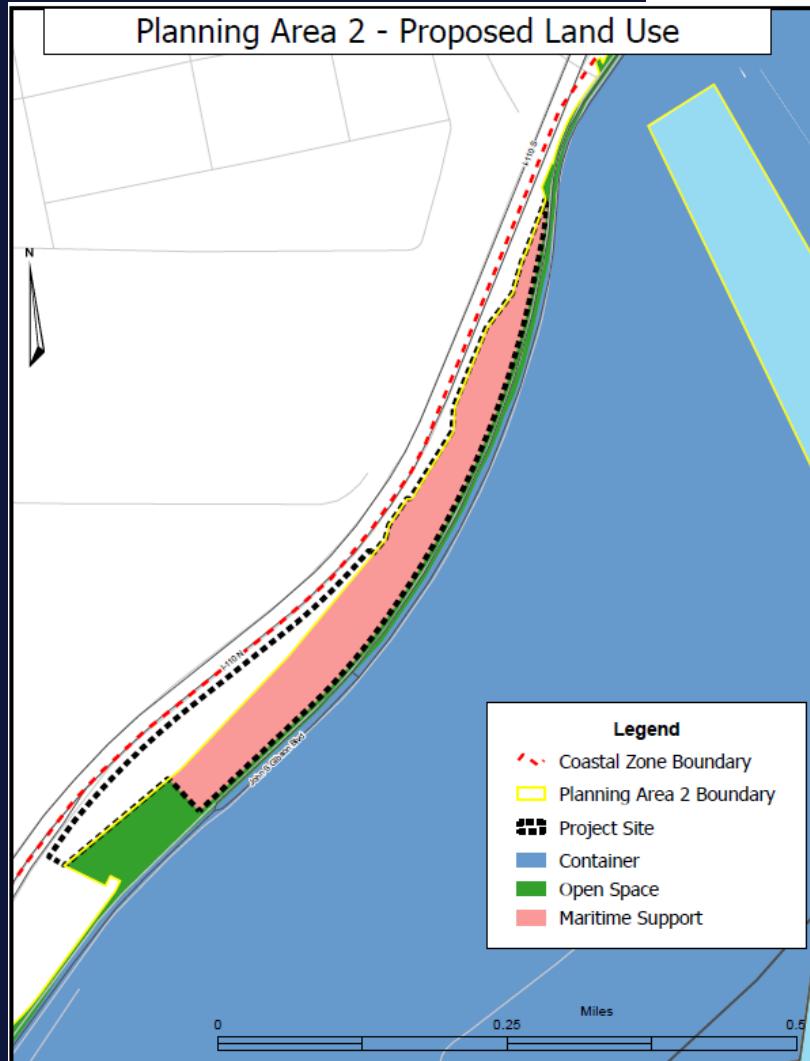
Port Master Plan



Coastal Act requires CDPs for all non-exempt development in the Coastal Zone

- Port Master Plan (PMP) sets the rules for issuing CDPs
 - Level II CDP – major project with the potential for significant impacts; public hearing required
 - Level I CDP – minor project with minimal impacts; issued by Executive Director unless two Board members request it be agendized
- Same standard of review for Level I and Level II
 - Consistency with Coastal Act policies
 - Consistency with PMP policies and identified land use
- Projects not consistent with existing PMP land use require a PMP amendment before a CDP can be issued

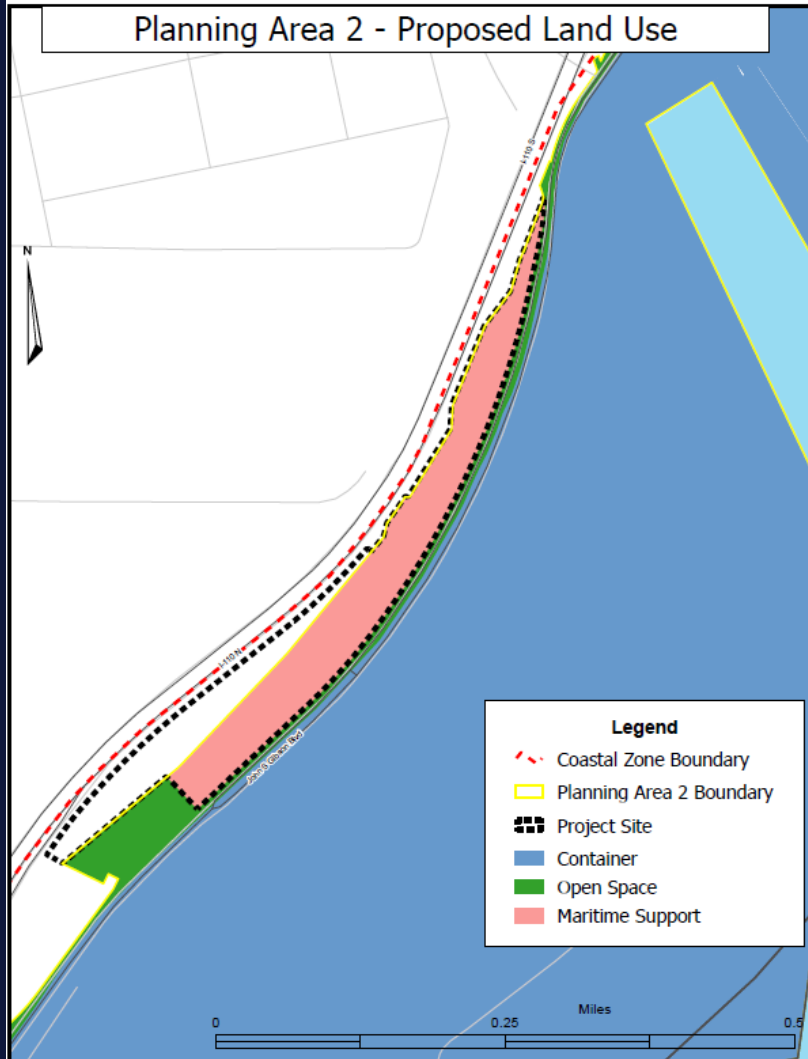
Port Master Plan Amendment No. 30



Overview of the Proposed Port Master Plan (PMP) Amendment 30:

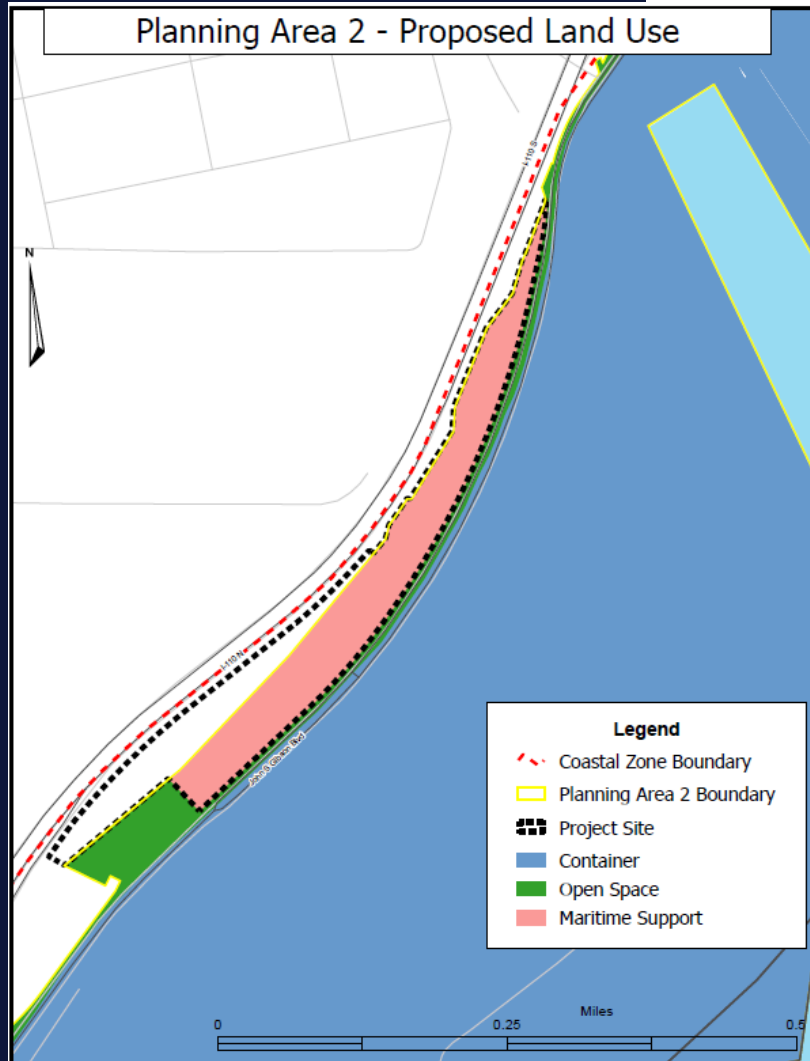
- Previously POLA owned hillside property on John S Gibson with land use of “Open Space” in 2014
- 2015 – Port property declared to be surplus
- 2016 – Port property sold at auction
- New owner – Prior to 2016 bought the upper portion of the property from CALTRANS
- Current owner – Proposing a truck parking facility on both former CALTRANS and POLA properties
- Former CALTRANS property needs road access through former POLA property
- Per California Coastal Commission, Port Master Plan amendment needed to change the land use from “Open Space” to “Maritime Support”

John S Gibson Property



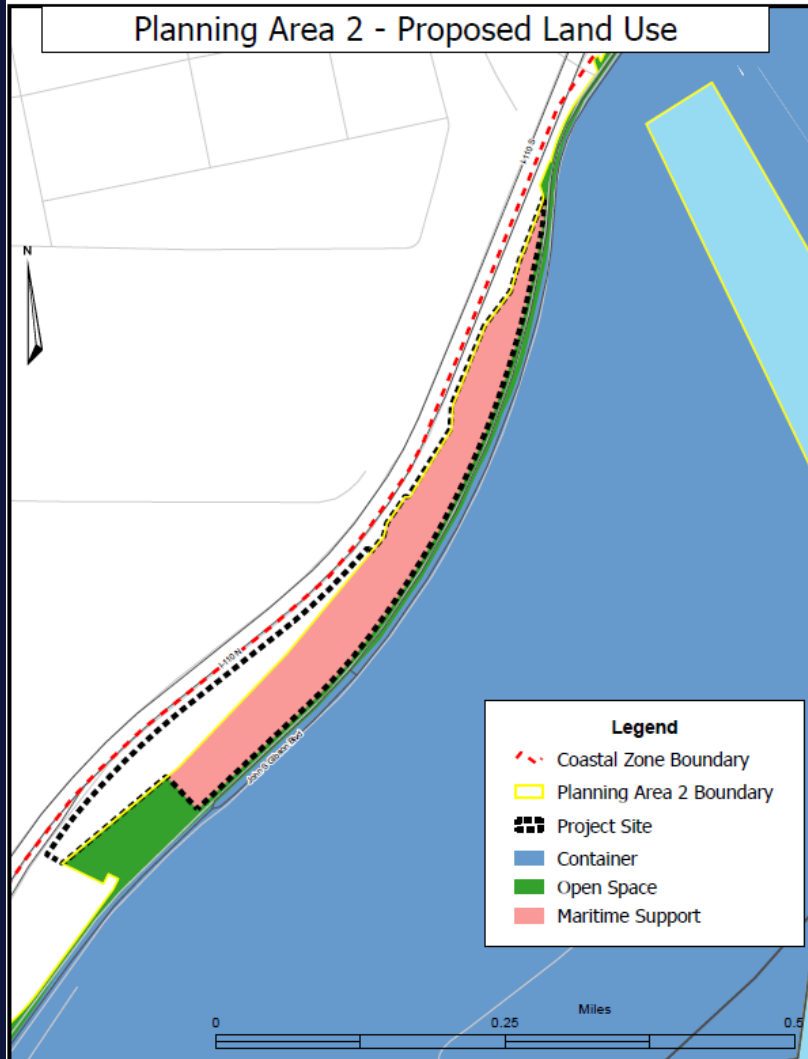
- Restriction in the covenant - restricted to State Tidelands Trust uses and that the unbuildable areas of the property be preserved as “open space” for native species or habitat areas.
- The property was sold at auction, and both it and the adjacent hilltop properties were subsequently sold to their current owner, Howard Industrial Partners (HIP)

Need for a Port Master Plan Amendment



- The Port property sold is within the City of Los Angeles Port District and the Harbor Department's PMP Coastal Development Permit (CDP) jurisdiction
- The hilltop area outside the PMP boundary sits within the a dual-jurisdiction zone subject to both City of Los Angeles and Coastal Commission CDP jurisdiction
- Development of the entire project site will require CDPs from all three bodies
- Most of the hillside will remain open space
- The Coastal Commission has advised staff that the PMP should be amended to change the land use to "Maritime Support"

Truck Parking Facility Project



- HIP - proposes developing a 393-space truck parking facility
- Representatives of HIP are here today to give a presentation on their John S. Gibson Parking Lot Project
- Following HIP’s presentation, there will be an opportunity for public comment and questions from the Board
- No Board actions are requested today.
- Subsequent meetings - Board Reports requesting approval of this project’s EIR and a proposed PMP amendment for the new land use.
- If Board and Coastal Commission approve, the Port will issue a CDP for the portion of the project within our PMP



AMERICA'S PORT®

THANK YOU



portoflosangeles.org

@PortofLA