



**THE PORT
OF LOS ANGELES**

Executive Director's
Report to the
Board of Harbor Commissioners

DATE: OCTOBER 8, 2013

FROM: PLANNING & ECONOMIC DEVELOPMENT

**SUBJECT: RESOLUTION NO. _____ FOR THE ISSUANCE OF A LEVEL I
COASTAL DEVELOPMENT PERMIT (NO. 13-12) FOR THE JOHN S.
GIBSON BOULEVARD SR-47/I-110 CONNECTOR IMPROVEMENTS
PROJECT**

SUMMARY:

The City of Los Angeles Harbor Department (Harbor Department) in cooperation with the California Department of Transportation (Caltrans) proposes to improve the Interstate 110 (I-110) ramps at John S. Gibson Boulevard, the I-110 freeway, and State Route 47 (SR-47) to I-110 Connector (Proposed Project). A portion of the Proposed Project, from Channel Street to the ramps at John S. Gibson Boulevard is within the coastal zone in the jurisdiction of the Harbor Department and requires the issuance of a Coastal Development Permit (CDP). Staff is recommending that the Board of Harbor Commissioners (Board) approve CDP No. 13-12, a Level I, non-appealable permit, for the sections of the Proposed Project that are in the coastal zone.

RECOMMENDATION:

It is recommended that the Board of Harbor Commissioners:

1. Find that the Proposed Project conforms with the Port Master Plan and the California Coastal Act of 1976, as amended, and find that the Proposed Project will have no significant adverse environmental impacts as provided in the California Environmental Quality Act;
2. Authorize the Executive Director to approve the issuance of Coastal Development Permit 13-12, consistent with the project description listed on Application for Discretionary Project No. 081215-139; and
3. Adopt Resolution No. _____.

DISCUSSION:

Background/Context – Peak period traffic volume at the southbound (SB) SR-47 to the northbound (NB) I-110 is expected to almost double by 2035, which will cause significant backup on the SB SR-47 unless an additional lane is provided. In addition,

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faster-moving mainline SB SR-47 traffic must reduce speed when it has to weave with the slower-moving on-ramp traffic from Front Street to access the connector to the NB I-110. This current operational deficiency will worsen as traffic volumes grow. Additionally, the Harbor Department plans on using the Gibson Gate (at the I-110/John S. Gibson Boulevard) as the main entrance and exit point to the Yang Ming and China Shipping terminals from the I-110 Freeway. To accommodate the expected increase in traffic and make the interconnections more conducive for trucks, the Harbor Department in cooperation with Caltrans has developed the Proposed Project.

Project Scope of Work – The proposed work includes: widening the SR-47/I-110 connector from one to two lanes; extending the additional through lane on the NB I-110 past the John S. Gibson Boulevard off-ramp; lengthening, widening, and realigning the NB ramps at the I-110/John S. Gibson Boulevard interchange; and the NB I-110 ramps and John S. Gibson Boulevard would be re-stripped to provide longer left-turn lanes (Transmittal 1). The Proposed Project would also include improvements to the existing drainage system and widening of the Pacific Avenue Undercrossing at SR-47 and the Channel Street Overhead at I-110. In addition, a series of soundwalls to abate traffic noise within the project area would be constructed as part of the Proposed Project. Lastly, the Proposed Project includes relocating utilities.

The Yang Ming Marine gate improvements, which include installing curbs and gutters, paving, striping, and traffic signal work are located within the Harbor Department's jurisdiction.

On April 5, 2012, the Board certified the John S. Gibson Boulevard/I-110 Access Ramps and SR-47/I-110 Connector Improvements Project Initial Study/Mitigated Negative Declaration (IS/MND) that was jointly prepared by the Harbor Department and Caltrans, which analyzed all potentially significant adverse environmental impacts and incorporated mitigation measures that would reduce impacts to a less than significant level. The Proposed Project was not found to have significant cumulative impacts or unavoidable adverse impacts.

Coastal Permit Requirements – Only the Yang Ming Marine gate improvements of the Proposed Project are located in Master Planning Area 3. As it is located within the coastal zone, a Level I, non-appealable coastal development permit is required in accordance with the definitions set forth in the *Guidelines for Implementation of the Port of Los Angeles Certified Port Master Plan*. A Level I permit is one of three levels of permits that the Board can issue (Transmittal 2). Level I permits are issued for developments that involve minimal changes in land/water uses, and minor changes in density and intensity of use.

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The Proposed Project has been found to be consistent with the Port Master Plan, as the proposed development involves infrastructure improvements related to General Cargo uses, which is an allowable use in Master Planning Area 3. 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 improvements to the I-110 ramps at John S. Gibson Boulevard, I-110, and SR-47 to I-110 Connector 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.

ENVIRONMENTAL ASSESSMENT:

The proposed action is issuance of a Level I, non-appealable CDP for the John S. Gibson Boulevard SR-47/I-110 Connector Improvements Project. The Proposed Project was assessed in a joint Initial Study/Mitigated Negative Declaration and Environmental Assessment/Finding of No Significant Impact (IS/EA) which was approved by the Board on April 5, 2012. The IS/EA identified potentially significant impacts that could be mitigated in the following categories: biological resources, cultural resources, noise, hazard and hazardous materials. Therefore, as an activity for which the underlying project has previously been evaluate for environmental significance and processed according to the requirements of the California Environmental Quality Act (CEQA), the Director of Environmental Management has determined that the proposed action is exempt from the requirements of CEQA in accordance with Article II Section 2 (i) of the Los Angeles City CEQA Guidelines.

ECONOMIC BENEFITS:

The project associated with the proposed CDP will have 312 direct and 255 secondary one-year equivalent jobs for the five-county region.

FINANCIAL IMPACT:

This proposed action does not approve the expenditure of funds related to design, environmental management, and construction of the Proposed Project; it only approves the issuance of the proposed Level I CDP. On August 22, 2013, the Board approved Resolution 13-7544, awarding the construction of the Proposed Project to C.A. Rasmussen Inc. in the amount of \$29,644,450 (inclusive of a 10% contingency). Detailed project funding information, including any applicable reimbursement grant funding, can be found in the Board approved Resolution 13-7544.

Subsequent to Proposed Project completion, the State of California Department of Transportation and City of Los Angeles will fully bear the ongoing operating and maintenance costs associated with the Proposed Project.

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CITY ATTORNEY:

This matter raises no legal issues at this time.

TRANSMITTALS:


1. Site Map
2. CDP No. 13-12

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


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