

CALIFORNIA COASTAL COMMISSION

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TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: PETER M. DOUGLAS, Executive Director
Charles Damm, Deputy Director
Al J. Padilla, Ports Coordinator

SUBJECT: Staff Recommendation on Port of Long Beach Port Master Plan
Amendment No. 12 (allow construction of a 30 acre landfill within Slip 2
of Pier E in the Middle Harbor Planning District #5).
For Commission consideration at meeting of October 13-16, 1998

SUMMARY OF STAFF RECOMMENDATION

Staff recommends the Commission certify the Port of Long Beach port master plan amendment No.12, which would allow the construction of a 30 acre landfill within Slip 2 of Pier E in the Middle Harbor Planning District (Planning District #5). The staff recommends that the Commission find that the proposed amendment conforms with and carries out the port development, water quality, and marine resource policies of Chapter 8 of the Coastal Act.

I. Port Master Plan Amendment Procedure. California Code of Regulations, Title 14 Section 13636 calls for port master plan amendments to be certified in the same manner as provided in Section 30714 of the Coastal Act for certification of port master plans. Section 13628 of the regulations states that upon the determination of the executive Director that the master plan amendment and accompanying materials required by Section 13628(a) are sufficient, the master plan amendment shall be deemed submitted to the Commission for purposes of Section 30714 of the Coastal Act. The subject amendment was deemed submitted on July 17, 1998. Within 90 days of this submittal date, the Commission, after public hearing, shall certify or reject the amendment, in whole or in part. The Commission may not modify the amendment as a condition of certification. If the Commission fails to take action on the amendment submittal within the 90-day period, the proposed amendment is deemed certified. The 90-day period expires on October 15, 1998.

Section 30714 also states that the Commission shall certify the amendment if the Commission finds both that:

1. The certified portions of the amendment conform with and carry out the policies of Chapter 8 of the Coastal Act.
2. Where the amendment provides for development listed as appealable in Section 30715, such development is in conformity with all the policies of Chapter 3 of the Act.

The proposed amendment provides for the construction of a 30-acre landfill within Slip 2 of Pier E in the Middle Harbor Planning District. The amendment would also revise the plan's mitigation table to reflect the use of 15 acres of available Bolsa Chica mitigation credits. The proposed amendment is not subject to the provisions of Section 30715. Therefore, the eventual approval of the proposed development by the port is not appealable. The sole standard of review would, thus, be the policies of Chapter 8.

I. STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

MOTION: I move that the Commission certify the Port of Long Beach's port master plan amendment No. 12.

The staff recommends a **YES** vote on this motion. A majority vote in the affirmative will result in adoption of the following resolution:

Certification of Amendment

The Commission hereby certifies the Port of Long Beach Port Master Plan Amendment No. 12 and finds, for reasons discussed below, that the amended Port Master Plan conforms with and carries out the policies of Chapter 8 of the Coastal Act. The Commission further finds that the plan amendment will not have any significant adverse effects on the environment within the meaning of the California Environmental Quality Act.

III. FINDINGS AND DECLARATIONS

The Commission finds and declares as follows:

A. Previous Commission Action. The Commission certified the Port of Long Beach Port Master Plan on October 17, 1978. The Commission has reviewed eleven amendments to the master plan since that date, most recently in May 1998.

B. Contents of Port Master Plan Amendments. California Code of Regulations Title 14, Section 13656 calls for port master plan amendments to be certified in the same manner as port master plans. Section 30711 of the Coastal Act provides, in part, that a port master plan shall include all the following:

1. The proposed uses of land and water, where known.
2. The proposed 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.
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 impacts.
4. Proposed projects listed as appealable in Section 30715 in sufficient detail to determine their consistency with the policies of Chapter 3 (commencing with Section 30200) of this division.
5. Provisions for adequate public hearings and public participation in port planning and development decisions.

The Commission finds that the proposed port master plan amendment conforms with the provisions of Section 30711 of the Coastal Act. There are adequate details in the port master plan submittal and associate materials for the Commission to make a determination of the proposed amendment's consistency with Chapter 8 policies of the Coastal Act.

The draft port master plan amendment and draft EIR was distributed by the Port of Long Beach for public review and comment on March 16, 1998. The only comment received was from the Coastal Commission staff. On April 20, 1998, the Board of Harbor Commissioners conducted a public hearing on the proposed amendment and draft EIR. On June 29, 1998, the Board of Harbor Commissioners adopted the final EIR and approved the amendment.

C. Appealable Development. In determining the standard of review for the proposed master plan amendment, Section 30714 of the Coastal Act provides guidance and states in part that:

The Commission shall certify the plan, or portion of the plan, if the Commission finds both of the following:

(a) The master plan, or certified portions thereof, conforms with and carries out the policies of this chapter.

(b) Where a master plan, or certified portions thereof, provide for any of the developments listed as appealable in Section 30715, the development or developments are in conformity with all policies of Chapter 3 (commencing with Section 30200).

Section 30715(a) of the Coastal Act provides, in part, that:

(a) ...After a port master plan or any portion thereof has been certified,... approvals of any of the following categories of development by the port governing body may be appealed to the commission:

- (1) Developments for the storage, transmission, and processing of liquefied natural gas and crude oil in such quantities as would have a significant impact upon the oil and gas supply of the state or nation or both the state and nation. A development which has a significant impact shall be defined in the master plans.
- (2) Waste water treatment facilities, except for those facilities which process waste water discharged incidental to normal port activities or by vessels.
- (3) Roads or highways which are not principally for internal circulation within the port boundaries.
- (4) Office and residential buildings not principally devoted to the administration of activities within the port; hotels, motels, and shopping facilities not principally devoted to the sale of commercial goods utilized for water-oriented purposes; commercial fishing facilities; and recreational small craft marina related facilities.
- (5) Oil refineries.
- (6) Petrochemical production plants....

The port's plan amendment does not provide for development listed as appealable in Section 30715(a). Therefore, the standard of review for the proposed amendment is Chapter 8 of the Coastal Act.

D. Summary of Proposed Plan Amendment. The Port of Long Beach proposes to amend its port master plan by obtaining Commission certification for revisions to Table V-1, Port of Long Beach Possible "Minor" Landfill Mitigation, page V-16, to reflect the use of 15 acres of the available Bolsa Chica mitigation credits. The proposed amendment will also add the following text to Section VI, headed District 5 - Middle Harbor Planning District, under Anticipated Projects:

- *California United Terminals Expansion and Landfill*

The Port proposes to construct 30 acres of new landfill in Slip 2 at Pier E and develop necessary berth and wharf improvements for the expansion of an existing 148 acre marine cargo terminal. 15 acres of mitigation credits, from the Port's participation in wetlands restoration at the Bolsa Chica Lowlands, will be used to offset any impacts associated with this "inner-harbor" landfill project.

The project site is located in the Middle Harbor Planning District on Piers D and E, in the central portion of the port of Long Beach (see Exhibit 2 and 3). California United Terminals (CUT) has been operating its cargo facilities since 1979. The proposed amendment would allow the CUT facility to expand and modernize. The facility would increase from 148 acres to 206 acres, with a terminal area of 186 acres (including the 30 acre landfill) and a 20 acre railyard.

The proposed landfill would require approximately 194,000 tons of rock for construction of the closure dike at the southern end of Slip 2, and approximately 2.4 million cubic yards of fill material. Fill material would be obtained from other Port projects such as the Naval Complex Reuse, Queensgate Main Channel Deepening, Channel 2 Deepening, Berths J260-J270 Deepening, and/or various maintenance dredging activities throughout the Harbor District.

The potential sources of fill listed in the amendment include projects not yet reviewed or approved by the Commission. The port has indicated that the actual sources would be decided closer to the actual time of construction and would consist of projects that were permitted. The Port plans to incorporate contaminated sediments from the West Basin into the proposed fill for the CUT landfill. In December 1996, the Commission approved the dredging of approximately 2.965 million cubic yards of clean sediment and 730,000 cubic yards of contaminated sediments from the West Basin to create a berthing area and an approach channel; and construction of a confined aquatic disposal (CAD) site within the permanent shallow water habitat for disposal and confinement of contaminated sediments dredged from the West Basin [5-96-231 (Port of Long Beach)]. A large percentage of this material is expected to be of poor structural quality, and would have to be mixed with higher quality material in order to be used as fill. According, only a portion of the material from the West Basin could be used for the CUT landfill and disposal of the remainder of the unsuitable West Basin material would need to be deposited elsewhere, such as the CAD site. The use of all or a portion of this contaminated dredged material as fill for the CUT landfill will reduce the amount of dredged material being disposed of at the CAD site and would be a beneficial reuse of the dredged materials.

The filling of Slip 2 would eliminate berthing capacity from Berths E16 through E23, which constitutes approximately 3,045 linear feet of wharf area and create approximately 1,100 linear feet of new wharf along the southern end of the reconfigured Pier E.

The port states the reason for the proposed amendment is:

Continued growth of containerized cargo has necessitated the expansion of container handling and storage operations within the CUT terminal. The configuration of the existing terminal is characterized by two finger piers and a backland storage area located north of the wharf area. This configuration has become outdated and is not conducive to the efficient movement of cargo. In an effort to modernize the existing terminal facility, the proposed amendment would fill Slip 2 of Pier E and provide an additional 30 acres of cargo handling and storage area adjacent to the existing wharf. The current terminal configuration requires continuous movement of cargo between the berth area and the backland storage areas. This improvement will allow cargo handling and staging operations to occur adjacent to the ship berthing and loading areas thereby increasing terminal efficiencies by limiting unnecessary cargo movements within the terminal. This enhancement will also allow the terminal operators to stage cargo for incoming vessels, which will decrease loading times and improve terminal efficiencies.

E. Conformance with the Coastal Act. In order for the Commission to certify the proposed amendment, the Commission must determine that the amendment conforms to the following Chapter 8 policies of the Coastal Act:

Section 30701.

The Legislature finds and declares that:

(a) The ports of the State of California, including the Humboldt Bay Harbor, Recreation, and Conservation District, constitute one of the state's primary economic and coastal resources and are an essential element of the national maritime industry.

(b) The location of the commercial port districts within the State of California, including the Humboldt Bay Harbor, Recreation, and Conservation District, 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 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.

Section 30705.

(a) Water areas may be diked, filled, or dredged when consistent with a certified port master plan only for the following:

(1) Such construction, deepening, widening, lengthening, or maintenance of ship channel approaches, ship channels, turning basins, berthing areas, and facilities as are required for the safety and the accommodation of commerce and vessels to be served by port facilities.

- (2) New or expanded facilities or waterfront land for port-related facilities.
 - (3) New or expanded commercial fishing facilities or recreational boating facilities.
 - (4) Incidental public service purposes, including, but not limited to, burying cables or pipes or inspection of piers and maintenance of existing intake and outfall lines.
 - (5) Mineral extraction, including sand for restoring beaches, except in biologically sensitive areas.
 - (6) Restoration purposes or creation of new habitat areas.
 - (7) Nature study, mariculture, or similar resource-dependent activities.
 - (8) Minor fill for improving shoreline appearance or public access to the water.
- (b) The design and location of new or expanded facilities shall, to the extent practicable, take advantage of existing water depths, water circulation, siltation patterns, and means available to reduce controllable sedimentation so as to diminish the need for future dredging.
- (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.
- (d) For water areas to be diked, filled, or dredged, the commission shall balance and consider socioeconomic and environmental factors.

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.
- (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.

(c) The fill is constructed in accordance with sound safety standards which will afford reasonable protection to persons and property against the hazards of unstable geologic or soil conditions or of flood or storm waters.

(d) The fill is consistent with navigational safety.

Section 30708.

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

(a) Minimize substantial adverse environmental impacts.

(b) Minimize potential traffic conflicts between vessels.

(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.

(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.

(e) Encourage rail service to port areas and multicompany use of facilities.

Project Need. Coastal Act policies require that any approved landfill be the minimum necessary in order to achieve the purpose of the project. In this regard, the Commission has required that the port demonstrate the need for any proposed landfill through the use of a well-documented and conservative approach to justify the requested landfill acreage. The EIR for this project states that:

Forecasts of the amount of containerized cargo expected to move through the port estimate an average increase of between 3.8 percent and 5.6 percent per year through the year 2020 (Wharton Econometric Forecasting Associates, 1993). Port statistics show that the actual growth in containerized cargo volume has exceeded the forecasts: actual growth between 1990 and 1995 was 7.4 percent.

By the year 2020, cargo throughput at the San Pedro Bay ports is estimated to exceed 197 million metric tons (Port Master Plan, p. IV-9), nearly double the current tonnage.

The port states that:

For the Port to accommodate this increasing flow of international cargo, additional cargo handling facilities are necessary. Additional cargo handling capacity is typically created through expansion of existing facilities, or construction of new facilities on available land or new landfill sites. Where possible, the Port has

acquired private land areas within the Harbor District and surrounding area to accommodate the construction of new facilities on existing land area. Currently, there are no large land areas within the Port of Long Beach exceeding 200 acres in size with deep-water access available for marine terminal development. As available land areas within the Long Beach Harbor District are developed for marine cargo terminal purposes, minor landfill projects such as the proposed terminal expansion project, will postpone the need for future major landfill expansion projects within the Port or other areas of the State. This alternative also allows improvements to the operating efficiency of the existing terminal, thereby increasing overall cargo handling abilities within the Port with minor increases in land area.

The Port of Long Beach has been acquiring and developing existing land areas to minimize the need for extensive marine terminal landfill projects. Plans are currently underway to develop the last remaining Port-owned parcels of land for port expansion. Without a major landfill, the Port is attempting to increase the operating efficiencies within the existing terminals. In addition, the Port has administered a policy of consolidating ancillary uses and oil operations located throughout the Harbor District to allow expansion of existing marine terminals.

The current finger piers found on Pier E are not consistent with modern container terminal designs that allow adequate cargo handling operations adjacent to the wharf areas. The proposed landfill would provide the area necessary to modernize the terminal layout and accommodate a cargo handling area adjacent to the cargo loading operations. This additional area will allow the cargo to be sorted, staged and stored at the berth. The construction of a 1,100-foot wharf at the end of Pier E will also create an additional deep-water marine berth, without the need of dredging. The additional berth length will accommodate modern, post-panamax container vessels, which will further increase the efficiency of this existing terminal by creating additional loading area within the terminal.

Without the proposed landfill, the existing terminal would not be able to operate at maximum efficiency. The additional cargo capacity would need to be handled at a new marine terminal, possibly created entirely on a major landfill elsewhere within the Harbor District or other areas of the State.

The Port further states that:

In an effort to minimize the amount of landfill necessary, the project will also involve the consolidation and relocation of various maritime-related ancillary uses and oil operations that are located on the southern end of Pier E.

Based on the Port's analysis, growth in containerized cargo volume has exceeded Port forecasts and in order to accommodate this growth additional cargo handling facilities are necessary. With the expansion of this facility the port will be better able to handle the increased volumes in containerized cargo and will reduce the need for additional landfill projects. The Commission, therefore, finds, that the proposed landfill will be the

minimum necessary in order to achieve the purpose of the project, will provide additional area for a high priority port use and will be consistent with Section 30706(a) and 30708(c) of the Coastal Act.

Biological Impacts of Landfill and Mitigation Measures. Coastal Act policies require that all port-related development minimize substantial adverse environmental impacts. The Port of Long Beach's final EIR for the proposed amendment addresses the potential for adverse effects on marine resources. The EIR states that within the project site there are three types of habitat: (1) deep-water sediments (more than 20 feet deep at MLLW); (2) man-made shallow subtidal; and (3) intertidal solid substrates (pilings and bulkheads).

The EIR states that:

Seasonal infaunal samples were collected at four stations within Slips 1 and 2. Those samples were dominated by polychaete worms, specifically *Cossuar candida*. *Cossuar* normally characterizes "healthy communities" within Los Angeles - Long Beach harbors (SAIC, 1997).

...the number of individuals and species collected were higher in the winter sampling and that polychaete worms and crustaceans (amphipods, etc.) were most common throughout the study area. No site-specific data on the attached subtidal and intertidal epibota are known, however, it is likely that the man-made solid, high-relief substrates support similar communities as those reported elsewhere within the Inner and Middle Harbor areas (MBC, 1984)....

Marine Ichthyofauna

MBC (1984) reports that at least 73 species of marine fishes are known to inhabit or frequent the Long Beach Harbor waters; at least 25 of those are considered "common". SAIC (1997) reports that 25 percent of all southern California fish species occur in the harbor complex. Generally, pelagic (near surface) taxa are dominated by the northern anchovy (*Engraulis mordax*), queenfish (*Seriphus politus*), and Pacific sardines (*Sardinops sagax caeruleus*). The demersal fish community common to the bottom sedimentary habitat of the harbor is usually dominated by white croaker (*Genyonemus lineatus*) and queenfish, although California tonguefish (*Symphurus atricauda*) and California halibut (*Paralichthys californicus*) are also relatively common (SAIC, 1997).

SAIC (1997) sampled the fish assemblage of Slips 1 and 2 within the project site, and found that croakers, white surfperch (*Phanerodon furcatus*), queenfish, and California halibut were the four most abundant taxa.

Avifauna and Marine Mammals

MBC (1984) identified 71 bird species in Long Beach harbor; of those, almost 50 percent could be considered water-associated. One-third of all the birds in the

harbor are gulls; the four most abundant taxa are: surf scoters, western gulls, California brown pelican (*Pelecanus occidentalis californicus*, an endangered species), and Heermann's gulls. In addition to the California brown pelican, one other state and federally-listed bird species, the California least tern (*Sterna antillarum browni*) occurs commonly within the harbor area.

...No cetaceans (whales and dolphins) are known to inhabit the harbor, but individuals or small groups of common and Pacific white-sided dolphins occasionally visit the harbor and average of three to four California Grey whales are sited there per year (POLB, 1996). At least two species of pinnipeds, the California sealion and harbor seal, are relatively common within the harbor, being most abundant along the breakwaters; they forage in the outer portions of the harbor (POLB, 1996). No marine mammals are expected to utilize the site area except for occasional foraging.

The filling of Slip 2 would result in the loss of deep-water marine habitat in the Port's inner harbor area. According to the Port the loss of marine habitat would be unavoidable since the project is infeasible without the landfill. To compensate for the loss of marine resources, the Port intends to apply mitigation credits from the Harbor Landfill Mitigation Credit Account approved by the Coastal Commission through certification of Port Master Plan Amendments No.8 and No.10.

The Harbor Landfill Mitigation Credit Account was created through the Port's participation in a multi-agency wetland restoration at the Bolsa Chica Lowlands. Mitigation credits would be obtained by the Port through funding of land acquisition and wetland restoration at the Bolsa Chica Lowlands. Under the agreement reached with the multi agency group, including the Coastal Commission, the Port's participation created a total of 267 acres of landfill mitigation credits (Port Master Plan amendments No.8 and No.10) to be used for future landfill projects. The Commission found that the proposed wetland restoration project at Bolsa Chica would adequately compensate for marine resource losses that would occur from landfill projects within the ports.

Under the terms of the agreement, the Port can use the mitigation credits at a ratio of 1:2 for "inner-harbor" landfills and 1:1 for "outer-harbor" landfills. The proposed landfill site is located in an "inner-harbor" area, therefore, the proposed 30 acre landfill will require 15 acres of the available mitigation credits from the Bolsa Chica Harbor Landfill Mitigation Credit Account. This would reduce the remaining available mitigation credits in the account to a total of 252 acres.

The proposed amendment would permit activities that would generate adverse effects on marine habitat and resources, primarily as a result of loss of marine habitat due to filling. Adverse effects on infaunal, marine Ichthyofauna, avifauna and marine mammals will be permanent due to the loss of 30 acres of habitat area. However, the Port, based on the Commission approved mitigation ratio of 1:2, will use 15 mitigation credits that have been accumulated through the Bolsa Chica Harbor Landfill Mitigation Credit Account.

The use of mitigation credits for port landfill projects has been approved by the Commission as proper mitigation for loss of habitat within the Ports. The Commission has found that by purchasing mitigation credits for the restoration of Bolsa Chica adverse landfill impact on marine habitat would be minimized and would provide numerous beneficial uses consistent with the public trust. Therefore, the Commission finds that the projects' impacts from the loss of marine habitat will be properly mitigated and will be consistent with Sections 30706 and 30708 of the Coastal Act.

Water Quality. According to the EIR:

Dredging of material in the vicinity of the closure dike, placement of fill, armor rock, and pier pilings would result in short-term impacts to existing water quality due to resuspension of sediments and, possibly, sediment-associated contaminants. Fill material from potentially contaminated sites could be placed within Slip 2 and would be covered with clean material from an in-harbor dredge site. Short-term, insignificant turbidity increases around the borrow site and within Slip 2 would be expected during construction.

All dredging and in-water disposal activities would be carried out in accordance with federal (U.S. EPA and U.S. Army Corps of Engineers) and state (Regional Water Quality Control Board) regulations and permit conditions.

Permanent burial of contaminated sediments within Slip 2 landfill is expected to reduce potential contamination in the future and is therefore considered beneficial to the overall water quality of the harbor.

Wharf construction, including pile driving and vessel operations, would result in local, insignificant water quality impacts. Increased turbidity from pile driving operations and from construction vessel activities would last for 10-months of wharf construction.

The proposed amendment would permit activities that may generate long-term and short-term adverse effects on water quality, primarily as a result construction activities. Dredging of material in the vicinity of the closure dike; placement of fill, armor rock, and pier pilings, could result in short-term impacts to existing water quality due to resuspension of sediments and, possibly, sediment-associated contaminants.

Port plans include the use of silt curtains or equivalent control structures during construction activities to reduce any potentially significant water quality degradation to a level of insignificance. Once the dike is constructed all fill activities will be isolated behind the dike and resuspension of sediments and increased turbidity will be insignificant within the harbor. Furthermore, the permanent burial of contaminated sediments within the landfill will reduce the potential of contamination affecting the water quality in the future. Moreover, all dredging activities will be carried out in accordance with federal and state regulations and permit conditions. Therefore, the

Commission finds that the proposed amendment would not generate significant, adverse impacts on marine resources or water quality and is consistent with Sections 30705(c) 30706(b), and 30708(a) of the Coastal Act.

Moreover, the need for the proposed landfill and the appropriateness of the intended uses have been adequately substantiated in accordance with Coastal Act Sections 30705(a)(1) and (2). The proposed landfill is the minimum necessary to expand the existing terminal and is consistent with Section 30706(a). The fill has been designed for adequate geologic and navigational safety and will not result in any significant traffic conflicts between vessels. These considerations result in consistency with Sections 30706(c) and (d) and 30708(b). Furthermore, the Commission also finds that the use of dredged sediments as landfill for the project rather than ocean disposal conforms with Section 30708(d), which states in part that port-related development shall provide for other beneficial uses consistent with public trust. The Commission and other state and federal regulatory agencies that review port development and expansion in southern California consistently urge the Port of Long Beach (and other ports and agencies that dredge in coastal waters) to pursue alternatives to ocean dumping.

In summary, the Commission finds that the proposed port master plan amendment is consistent with all applicable procedural provisions and policies of the California Coastal Act of 1976.

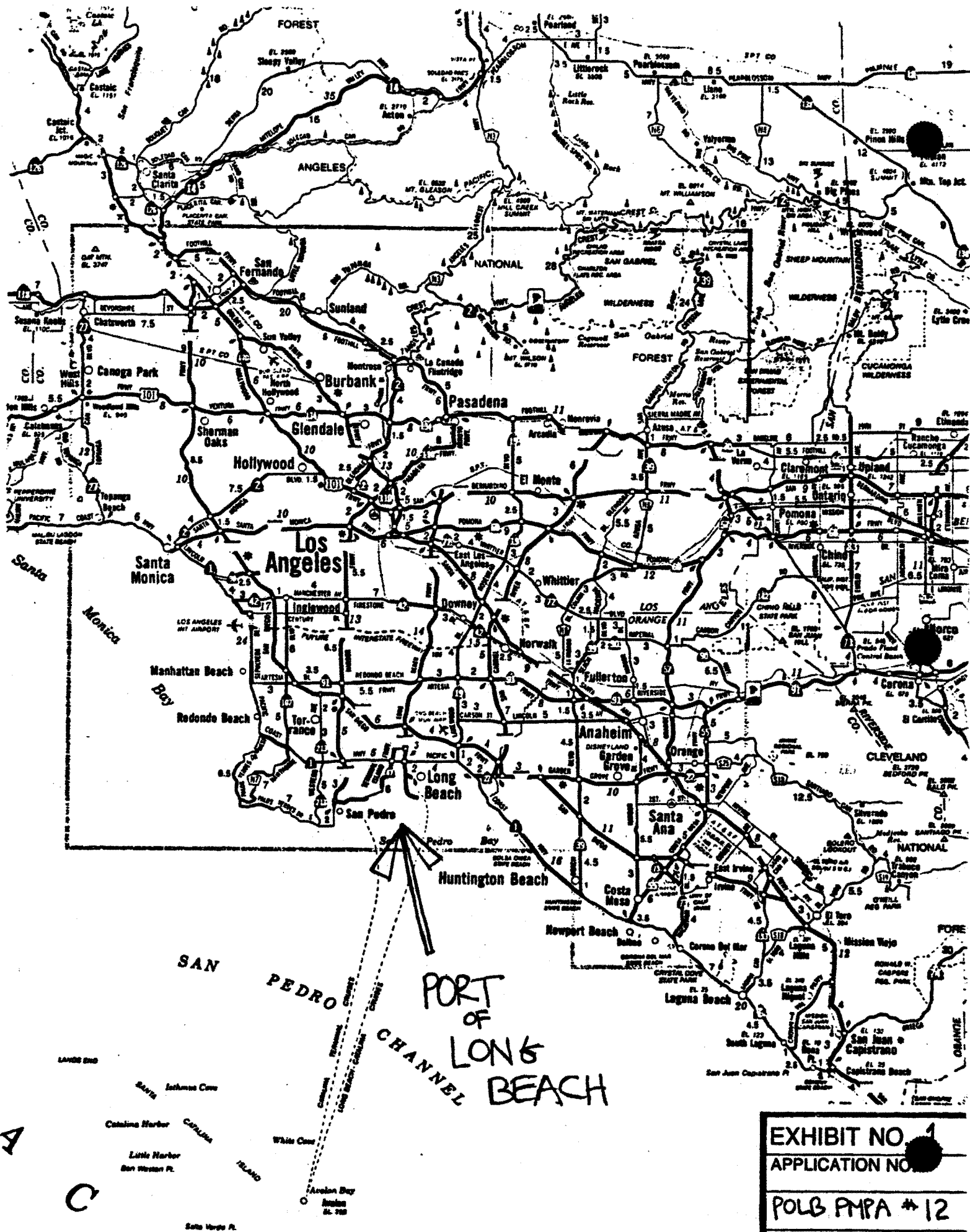


EXHIBIT NO. 1
APPLICATION NO.
POLB PMPA #12
California Coastal Commission

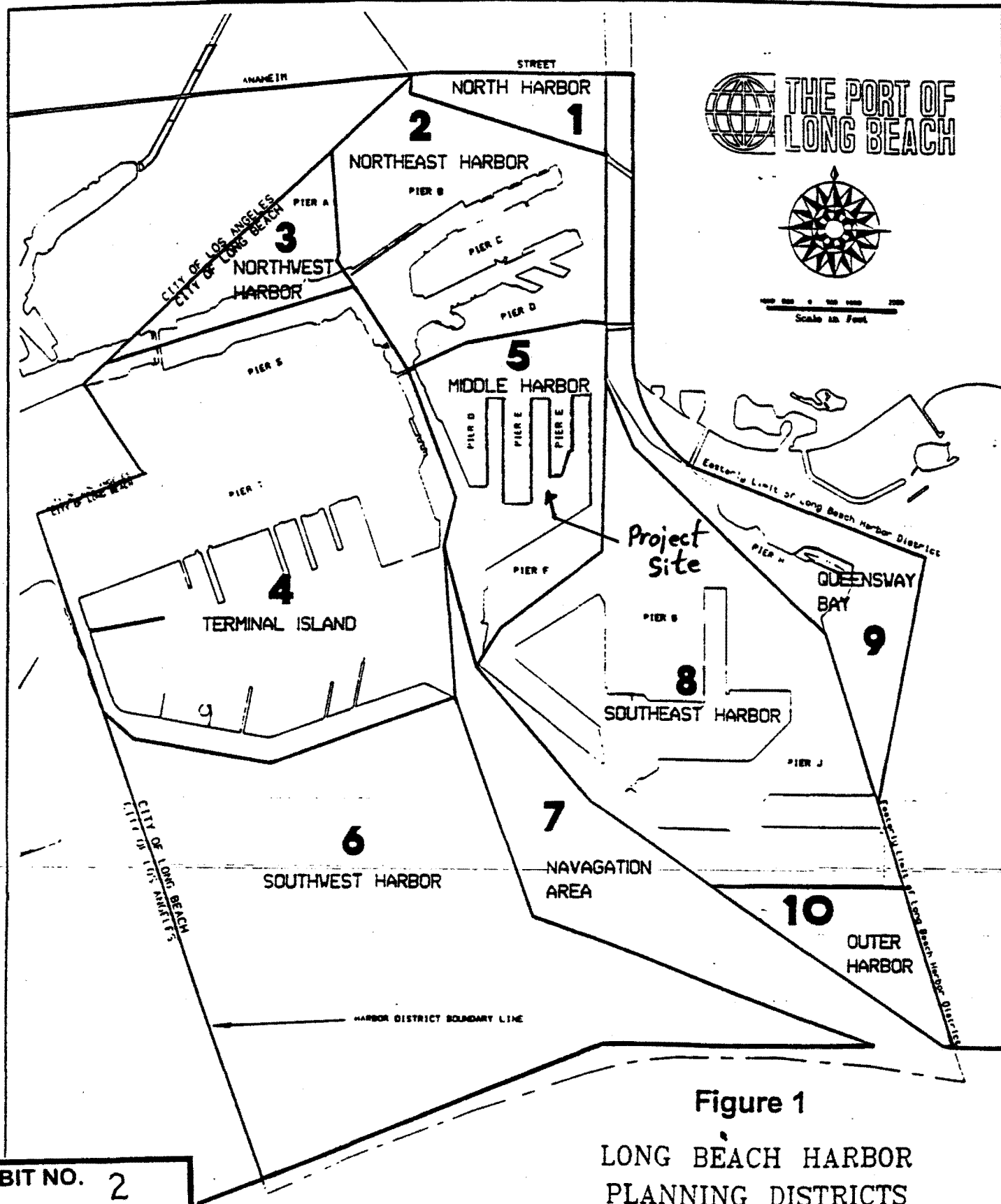


EXHIBIT NO. 2
Application Number POLB PMPA #12
Planning District
Map
California Coastal Commission

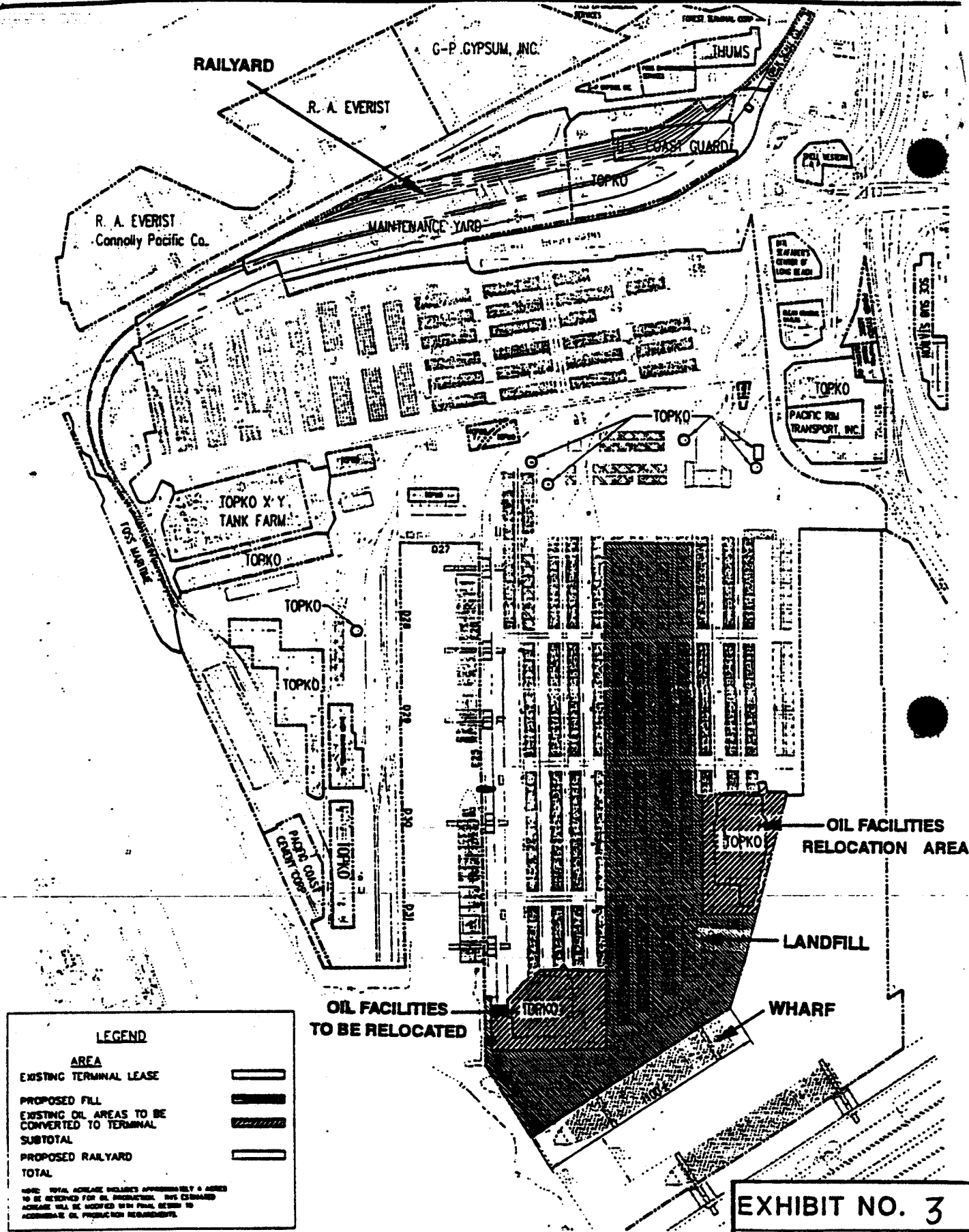



FIGURE 2
DEVELOPMENT SITE MAP
 CALIFORNIA UNITED TERMINALS (CUT) FACILITY EXPANSION
 PIERS D&E, BERTHS D28-D39 AND E11-E-27
 LONG BEACH, CALIFORNIA
 For The Port of Long Beach

REFERENCE: The Port of Long Beach, Development Site Map, 1997.

EXHIBIT NO. 3
APPLICATION NO.
POLB PMPA #
<i>Project Site</i>
 California Coastal Commission