

**CALIFORNIA COASTAL COMMISSION**

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May 14, 1999

**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. 14 (allow 1.5 acre landfill along the southern bank of the Cerritos Channel adjacent to Pier S; and a 22 acre landfill along the eastern side of the former Navy Mole in the Terminal Island Planning District #4). For Commission consideration at meeting of June 8-11, 1999.

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**SUMMARY OF STAFF RECOMMENDATION**

Staff recommends the Commission certify the Port of Long Beach port master plan amendment No.14, which would allow the a 1.5 acre landfill along the southern bank of the Cerritos Channel adjacent to Pier S; and a 22 acre landfill along the eastern side of the former Navy Mole in the Terminal Island Planning District (Planning District #4). 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.

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**I. Port Master Plan Amendment Procedure.** Section 30716(a) and California Code of Regulations, Title 14 Section 13636 call 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 April 5, 1999. 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 July 4, 1999.

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 a 1.5 acre landfill along the southern back of the Cerritos Channel adjacent to Pier S in support of development of marine container terminal facilities; and a 22 acre landfill along the eastern side of the former Navy Mole for creation of a near dock rail yard in the Terminal Island Planning District. The amendment would also revise the plan's mitigation table to reflect the use of 22.75 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.

## II. 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. 14.

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. 14 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 thirteen amendments to the master plan since that date, most recently in November 6, 1998.

**B. Contents of Port Master Plan Amendments.** Section 30716(a) of the Coastal Act and California Code of Regulations Title 14, Section 13656 call 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 associated 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 were distributed by the Port of Long Beach for public review and comment on January 4, 1999. The only comment received was from the Coastal Commission staff regarding excavation, dredging, filling and consistency with the Port's Risk Management Plan. On February 8, 1999, the Board of Harbor Commissioners conducted a public hearing on the proposed amendment and draft EIR. On March 29, 1999, the Board of Harbor Commissioners approved the amendment for submittal to the Coastal Commission.

**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 22.75 acres of the available Bolsa Chica mitigation credits. The proposed amendment will also add the following text to Section VI, headed District 4 – Terminal Island Planning District, under Anticipated Projects:

- *Pier S Marine Terminal Development and Landfill*

*The Port proposes to construct a new landfill, with a net-loss of approximately 1.5 acres of "inner-harbor" marine habitat, along the southern bank of the Cerritos Channel at Pier S to develop necessary berth and wharf improvements for the construction of a 150 acre marine cargo terminal. Approximately 0.75 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.*

- *Mole Rail Yard Expansion and Landfill*

*The Port proposes to widen the Mole with new landfill to allow for the creation of a new rail yard, in support of the Pier S marine terminal. This landfill will result in a net-loss of approximately 22 acres of "outer-harbor" marine habitat, within the West basin, at Pier T. Approximately 22 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 "outer-harbor" landfill project.*

The project site is located in the Terminal Island Harbor Planning District on Piers S and T, in the northwestern portion of the port of Long Beach (see Exhibit No. 1 and 2). Historically, the Pier S site has been used for oil production purposes. The site was used for oil extraction, production and distribution. Oil production has been declining, and secondary and tertiary recovery efforts, including water and steam injection, are used throughout most of the oil field. Due to the declining oil recovery efforts, the oil production uses have been consolidated to the perimeter of the new marine terminal uses, allowing the waterfront areas to be developed, while still accessing the remaining oil resources.

The surface of Pier S has subsided approximately 15-20 feet due to oil extraction activities and is below sea level. Prior to development of marine cargo terminal facilities, the site will need to be filled to bring it above sea level, and the existing rock dike will need to be straightened to accommodate a new wharf. In November 1998, the Commission approved the Pier S site as one of three alternative fill sites for disposing of or reusing contaminated dredged material (CDP #5-96-231A1). The fill will be used to raise the elevation to approximately +15 feet Mean Lower Low Water.

Straightening the existing dike will require the placement of approximately 3 acres of landfill in the northwestern portion of the site (see Exhibit No. 4 and 5). Approximately 1.5 acres of upland area, adjacent to the dike, will be cut back to construct the new dike. The realignment of the dike on the southern side of the Cerritos Channel will result in the net loss of approximately 1.5 acres of marine habitat in the Port's inner harbor area. The realignment and construction of Pier S will require approximately 1.2 million cubic yards of fill material.

The Mole on Pier T was constructed as a breakwater to shelter naval vessels moored inside the West Basin from wave action and possible storm damage. The Mole attaches to Terminal island at the western boundary of the Long Beach Harbor District and heads south and then bends to the east (see Exhibit No. 6). The Mole is approximately 300 feet in width in the area of the proposed landfill. The Pier T landfill will require filling of approximately 22 acres adjacent to the eastern side of the Mole in order to widen the mole to accommodate rail yard expansion. The widened mole will accommodate approximately six tracks and paved area to load and unload the rail cars. The proposed Pier T landfill will be approximately 320 feet wide and 2,600 feet long, and require approximately 1.5 million cubic yards of material.

Fill material for both landfills will 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 all regulatory approvals, including approval from the Coastal Commission, would be obtained during the construction permit process.

One potential source of fill, the West Basin, contains contaminated sediments. 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. The Port has previously indicated that portions of this dredged material could be used for the 30 acre landfill within Slip 2 of Pier E (Port Master Plan Amendment No. 12). Accordingly, only a portion of the material from the West Basin could be used for the Slip 2 landfill and disposal of the remainder of the unsuitable West Basin material would need to be deposited elsewhere, such as the CAD site. The proposed landfill is another possible site for this dredged material. The use of all or a portion of this contaminated dredged material as fill for this landfill project 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 proposed landfill will provide an approximately 2,800 foot wharf and off-site rail yard for berthing and loading capabilities to the new marine cargo terminal. The port states the reason for the proposed amendment is to create a new marine cargo terminal with berthing and loading capabilities to maintain sufficient cargo handling capacity within the Port due to increasing import and export demand.

**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.

## **1. Allowable Development**

Goal 5 of the Port Master Plan recommends that land be developed for primary port facilities and port-related uses through intensification of uses, redevelopment of existing land, minor landfills, and enhancing port services located outside of the Harbor District. The proposed Pier S marine cargo terminal is consistent with Goal 5 of the Port master Plan through incorporation of the existing land area of the site and minor landfill. The realignment of the existing dike, reuse of the adjacent land area and creation of a rail yard reduces the immediate need for major landfill projects to meet current terminal expansion demands.

The proposed amendment will provide waterside access to a planned 150 acre marine cargo terminal on Pier S and expansion of a rail yard to support the marine terminal. The proposed wharf and off-site rail yard will provide berthing and loading capabilities to the new terminal. The Commission, therefore, finds that the proposed landfill, for the creation of a marine cargo terminal and rail yard, is for port-related facilities and is allowable under Section 30705(a)(2).

## **2. Project Need.**

The 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 proposed project involves filling approximately a net of 1.5 acres of water surface along the southern side of the Cerritos Channel to realign an existing uneven dike. The 22 acre landfill on Pier T will allow the Mole to widen and to accommodate a near-dock rail yard to support the marine cargo terminal on Pier S.

The Port has indicated 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. As available land areas within the Long Beach Harbor District are developed for marine cargo terminal purposes, minor landfill projects such as the proposed project, will postpone the need for future major landfill expansion projects within the Port or other areas of the State.

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. The Port of Long Beach has been acquiring and developing existing land areas for development of port uses. Without a major landfill, the Port is attempting to increase the operating efficiencies within the Port by reuse of existing parcels of land. 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 Port has also been constructing on-dock and near-dock rail yards and other rail related infrastructure improvements to limit congestion and improve the movement of cargo through the terminals and the Port.

The proposed net 1.5 acres of landfill in the Cerritos Channel will allow development of a 150 acre marine cargo terminal on existing under-utilized land allowing the port to better handle the increased volumes in containerized cargo and reduce the need for additional landfill projects. The proposed 22 acre landfill on Pier T will allow construction of a near-dock rail yard to support the proposed Pier S marine terminal.

The port has indicated that the proposed landfills have been designed to minimize impacts on future ship navigation within the Harbor District. The 1.5 acre landfill will allow the irregular dike to be straightened and provide an area for a wharf structure. Once constructed the Cerritos Channel will have an operational channel width of 650-700 feet between the pier head lines of Pier S and the pier (Pier A) on the opposite side of the channel. The width of the channel has been coordinated with Jacobsen Pilot Service, which navigate all vessels within the Long Beach breakwater.

Furthermore, although minimal dredging will be necessary for construction of the dike, wharf structure and berthing area, the existing approach channel is of adequate depth to accommodate current deep draft vessels. Due to the sheltered configuration of the channel, minimal future maintenance dredging is anticipated.

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). 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. 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.

### **3. Biological Impacts of Landfill and Mitigation Measures.**

As noted above, Chapter 8 policies require that all port-related development minimize substantial adverse environmental impacts [Sections 30705(b)(c), 30706(b), 30708(a)]. 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) Terrestrial; (2) Intertidal; and (3) subtidal.

The EIR states that Pier S site consists of disturbed land that is mostly unvegetated with extremely limited wildlife use due to low productivity of the site and its chronic disturbance. The intertidal habitat along Cerritos Channel and in the West Basin consists of riprap and pilings. The riprap shoreline supports limpets (*Notoacmaea fenestrata*) and barnacles (*Balanus glandula*) in the upper part of the intertidal zone, and a mussel bed (*Mytilus edulis*) in the mid-intertidal. The low intertidal zone supports scattered green anemones (*Anthopleura xanthogrammica*), patches of brown alga (*Sargassum muticum*), and occasional plants of the native ribbon kelp (*Egregia menziesii*). Other common rocky shore invertebrates such as chitons, filter-feeding bivalves, and encrusting sponges are expected throughout the intertidal zone.

The subtidal benthic habitats in the Cerritos Channel and West Basin include the subtidal extensions of riprap and piling habitats, and soft-bottom habitat. No mudflats or sandy beaches occur within the West Basin. Hard substrata are expected to support algal, such as tube-building snails, red and brown algae, diatoms, sponges, corals, and barnacles. Rocky shore fishes in this area include black surf perch (*Embiotoca jacksoni*), pile perch (*Damalichthys vacca*), dwarf perch (*Micrometrus minimus*), and several species of kelpfish (*Gibbonsia* spp.)

The soft-bottom infaunal community is dominated by polychaete worms, amphipods, and bivalve mollusks (SAIC, 1997; U.S. Navy, 1996). Macroinvertebrates include

yellow crab (*Cancer anthonyi*), spotted bay shrimp (*Crangon nigromaculata*), brittle star (*Ophiothrix spiculata*) and octopus (*Octopus sp.*)

Because the Pier S site has is a chronically disturbed industrial site and does not support any sensitive species or habitat the development of the site would have insignificant effects on terrestrial biological resources.

The new dike along Pier S would require the placement of approximately 3 acres of fill. Another 1.5 acres of upland area will be excavated to construct the new wharf, thus creating new marine habitat. Therefore, the Pier S landfill will result in a net loss of approximately 1.5 acres of "inner-harbor" marine habitat (see Inner-Harbor Area map, Exhibit No. 3). The landfill to widen the Pier T Mole will result in a loss of an additional approximately 22 acres of "outer-harbor" marine habitat.

According to the Port the loss of marine habitat would be unavoidable since the project is infeasible without the landfill and all other alternatives discussed in the EIR are infeasible or more environmentally damaging. 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 Pier S landfill site is located in an "inner-harbor" area and the proposed Pier T landfill is located in the "outer harbor". The proposed "inner-harbor" 1.5 acre landfill at Pier S will require .75 acres of the available Bolsa Chica mitigation credits based on the "inner-harbor" mitigation ratio of 1:2. The proposed Pier T landfill is located in an "outer harbor" area and will require 22 acres of mitigation credits based on the "outer-harbor" mitigation ration of 1:1. The total mitigation for the Pier S and Pier T landfill will be 22.75 acres. This will reduce the remaining available mitigation credits in the account to a total of 229.25 acres once the landfill project is constructed.

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 existing marine life and habitat will be permanent due to the Port of Long Beach developed a Risk Management Plan (RMP) as a component of their Port Master Plan to provide a framework for issuing permits for siting facilities that

handle/store hazardous cargoes, or new facilities placed in the vicinity of hazardous cargoes to minimize potential impacts from catastrophic events loss of a total of 22.75 acres of habitat area. However, the Port, based on the Commission approved mitigation ratios, will use 22.75 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 impacts 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(b) and 30708(a) of the Coastal Act.

a. Water Quality. 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. Short-term, insignificant turbidity increases 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.

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 approximately 14 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 of construction activities. Dredging of material, 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.

The Port will require 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. Moreover, all dredging activities will be carried out in accordance with federal and state regulations and permit conditions. Therefore, the Commission finds that with the addition of the proposed mitigation measures and compliance with those standards, the adverse effects on marine resources or water quality will not be significant and the amendment is consistent with Sections 30705(b)(c) 30706(b), and 30708(a) of the Coastal Act.

#### **4. Risk Management Plan**

Section 30708(a) of the Coastal Act requires that all port-related developments be located, designed and constructed so as to minimize substantial adverse environmental impacts. The Commission certified the Ports' RMP on June 16, 1981.

The Commission certified RMP is to be used for the siting of new hazardous liquid cargo facilities and any proposed modification, expansion or relocation of existing hazardous liquid cargo facilities in a manner that minimizes or eliminates risks to life and property in and around the port through the physical separation of hazards and "vulnerable resources". Vulnerable resources are defined in the RMP as significant residential, recreational and working populations, and facilities that have high economic value or are critical to the economy or national defense.

The risk to "vulnerable resources" from hazardous materials is analyzed by determining the area in which people would be hurt and property would be damaged if a "worst case" accident occurred. The area where "vulnerable resources" could be injured or damaged by a worst case accident is called a "hazard footprint". The boundary of a hazard footprint is determined by calculating the distance at which impacts of the worst probable events will be reduced to levels that are not likely to cause injury or property damage.

No new "vulnerable resources" are to be located within the hazard footprint areas of existing or approved hazardous liquid bulk facilities. There is a hazard footprint associated with the potential for radiant heat generated by a potential fire, or explosion at the Southern California Edison tank farm located on Pier S. However, the proposed marine cargo terminal does not constitute a vulnerable resource. The Port indicates that due to the limited number of personnel located in the proposed marine terminal and the non-critical status of the proposed facility, the proposed project is not considered a vulnerable resource.

Furthermore, the proposed cargoes that would be handled at the proposed marine cargo terminal would not include hazardous liquid bulk or other hazardous or toxic materials. Therefore, The Commission finds that the proposed project will be consistent with the Ports RMP and will minimize substantial adverse environmental impacts consistent with Section 30708(a) of the Coastal Act.

#### **5. Summary**

In summary, the Commission finds that the proposed port master plan amendment will allow the Port of Long Beach to construct needed cargo and shipping facilities and other port related facilities, and all adverse impacts to the marine environment will be adequately mitigated. As proposed, the port master plan amendment is consistent with all applicable procedural provisions and policies of the California Coastal Act of 1976.

**6. Consistency with the California Environmental Quality Act (CEQA).**

The California Environmental Quality Act (CEQA) requires less environmentally damaging alternatives to be considered and the imposition of mitigation measures to lessen significant adverse effects that may result from the proposal. The Commission finds that for the reasons discussed in this report, all adverse effects have been mitigated to a level of insignificance thus there are no additional feasible alternatives or feasible mitigation measures available that could substantially reduce any adverse environmental impacts. The Commission further finds that the proposed Port Master Plan amendment will not result in significant environmental effects within the meaning of the California Environmental Quality Act.

Introduction and Project Description

Exhibit I-1. Regional Location of Pier S

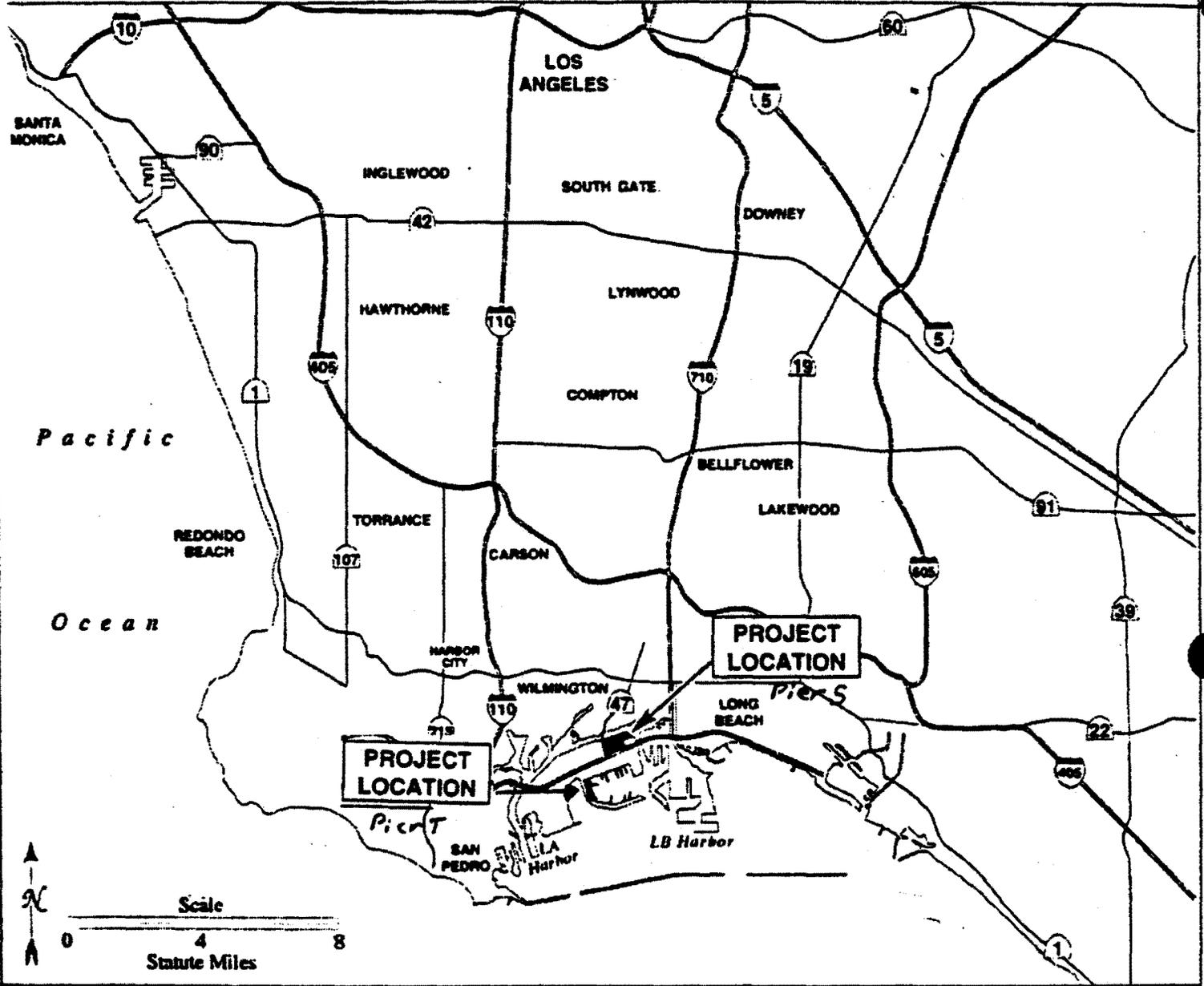
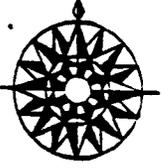
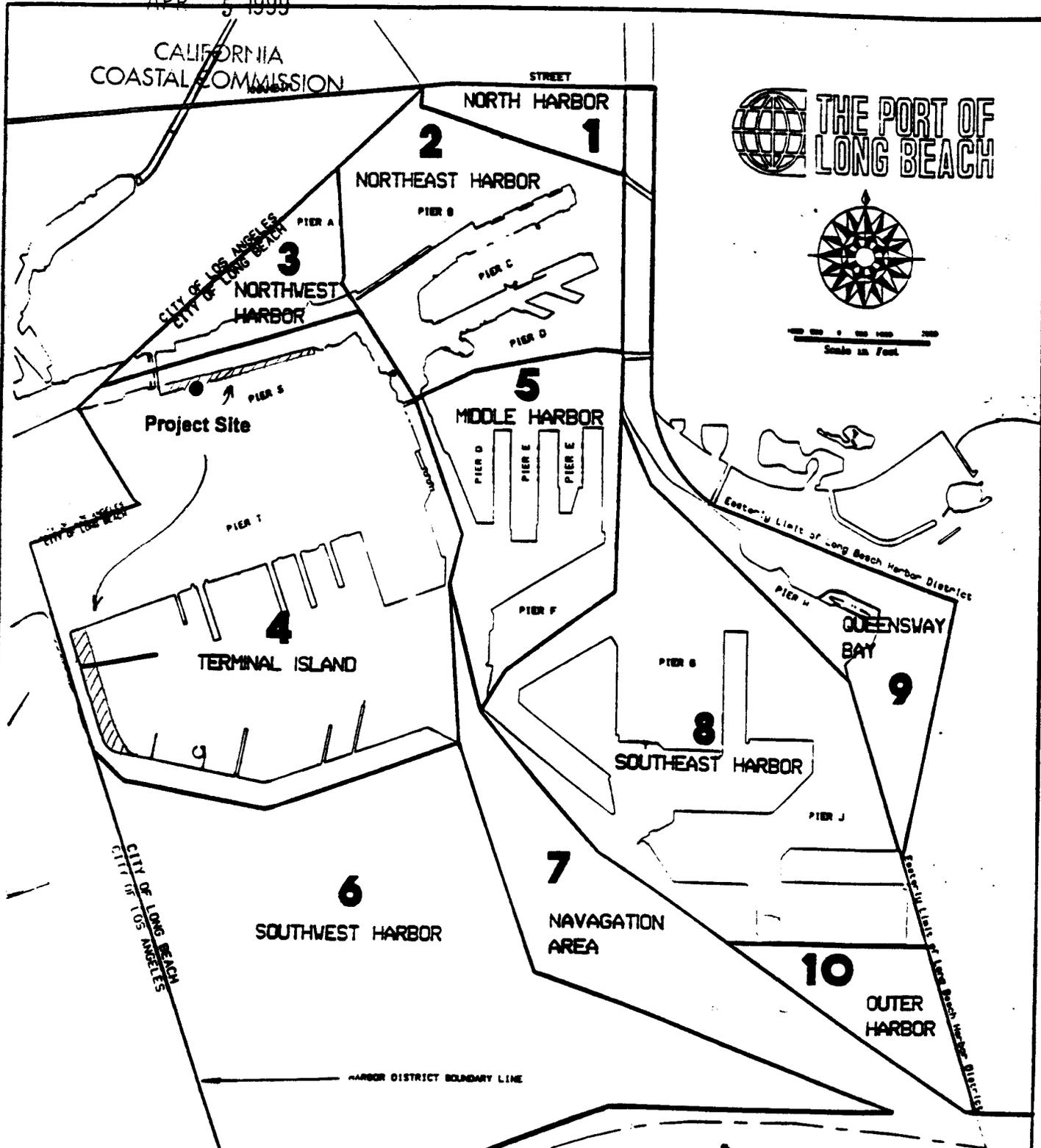


EXHIBIT NO. 1
Application Number POLB PMPA #14
Vicinity Map
California Coastal Commission

APR 5 1999



Scale in Feet

EXHIBIT NO. 2  
Application Number  
POLB PMPA #14  
District Map  
California Coastal Commission

Figure 1  
LONG BEACH HARBOR  
PLANNING DISTRICTS

Figure 6

INNER HARBOR AREAS

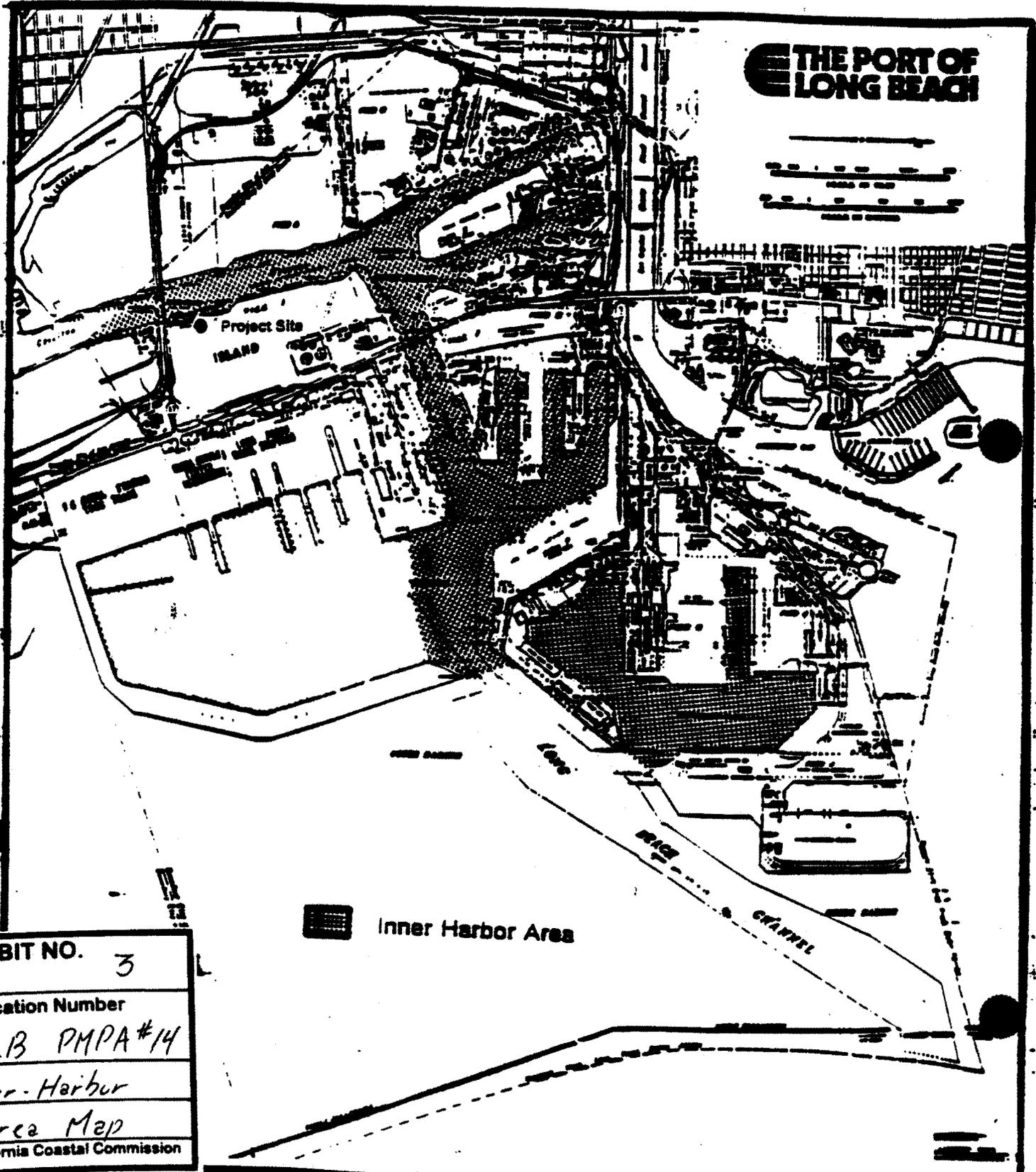
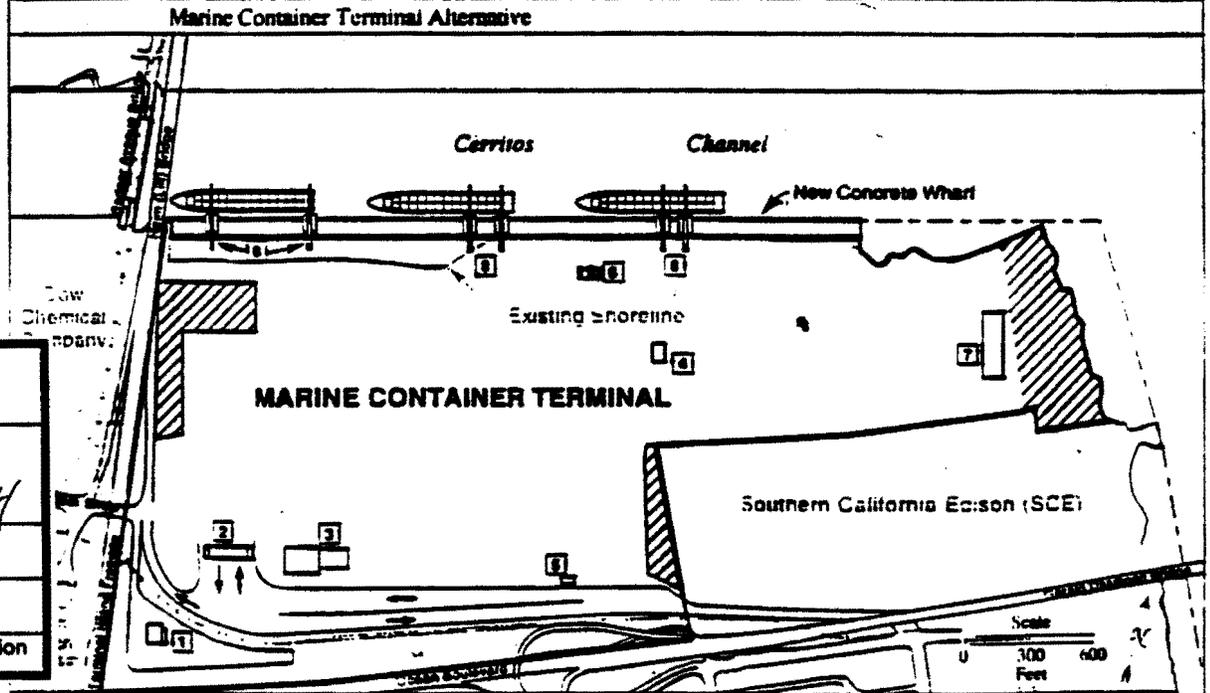
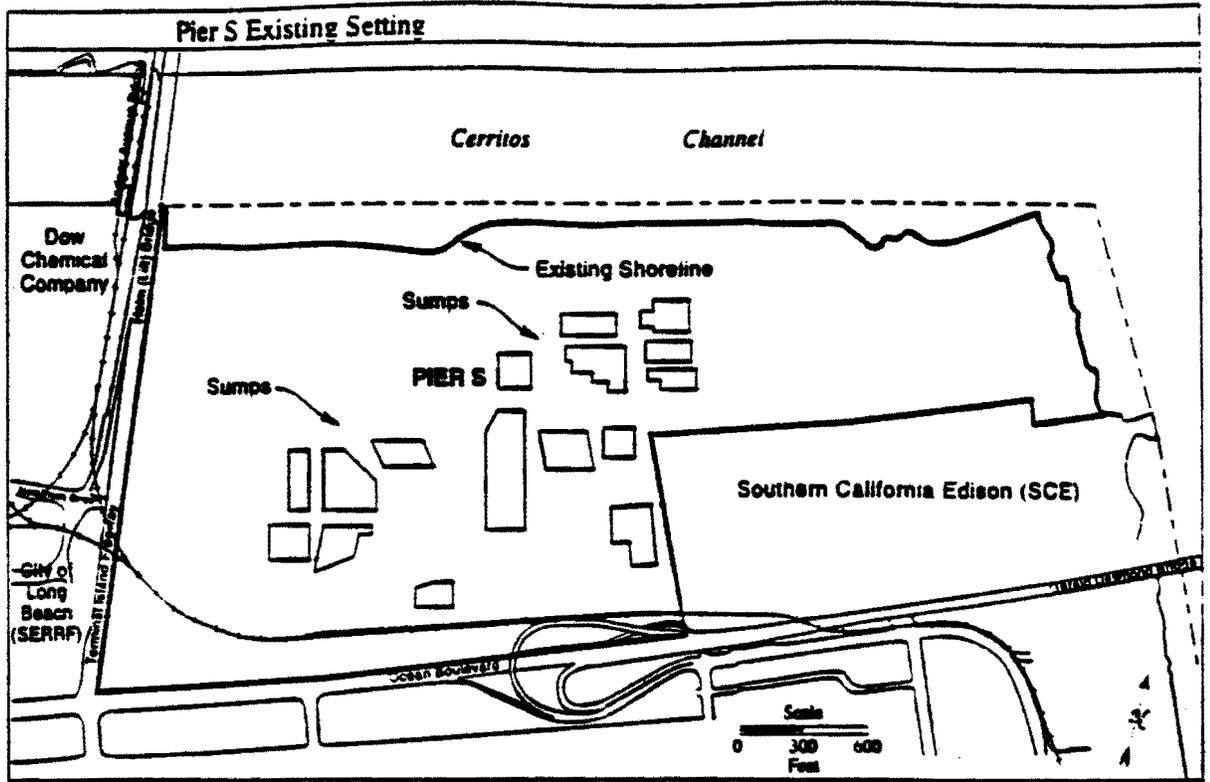


EXHIBIT NO.	3
Application Number	POLB PMPA #14
Inner-Harbor	Area Map
California Coastal Commission	



**EXHIBIT NO.** 4

**Application Number**  
POL13 PMPA #14

Pier S Site

California Coastal Commission

**LEGEND**

Potential Oil Spill Area	Maintenance and Repair Building	Marine Operators Building
Administration Building and Vehicle Parking	Container Wash Building	Container Freight Station
Gate Canopy	Longshoreperson's Building	Container Crane

**Figure 2**  
Proposed Project

**Figure 5  
Pier S Landfill and Cut**

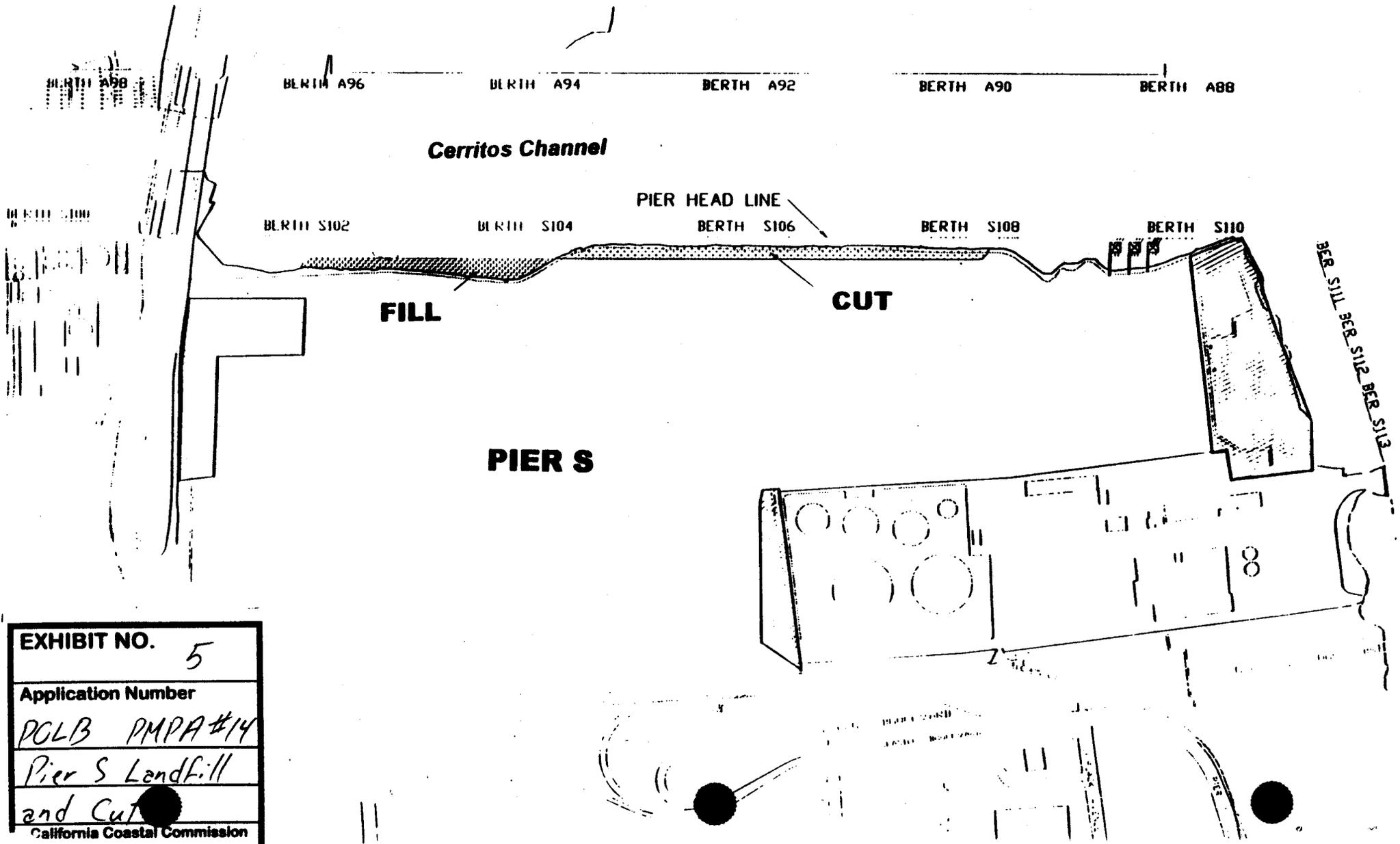


EXHIBIT NO.	5
Application Number	PCLB PMPA #14
	Pier S Landfill
	and Cut
California Coastal Commission	

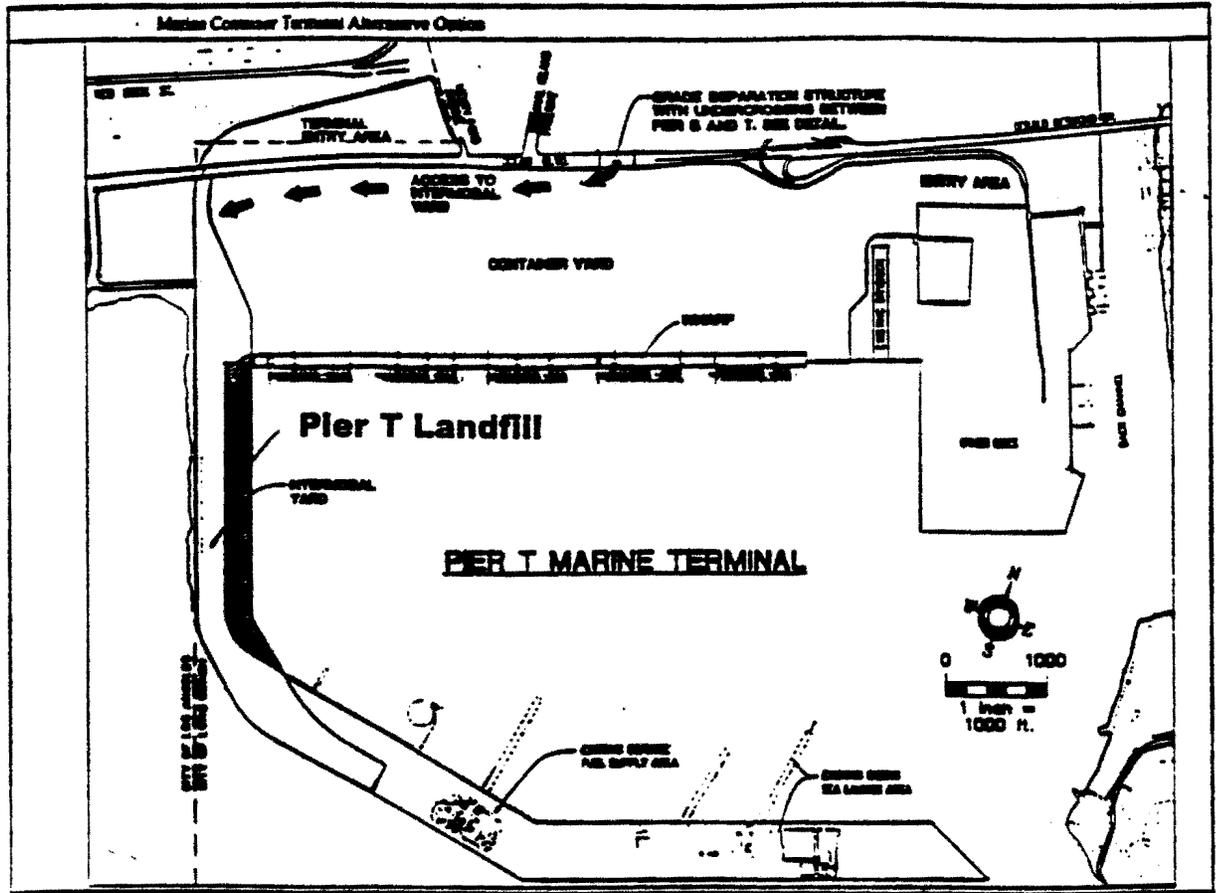


EXHIBIT NO. 6
Application Number
POL13 PMPA #14
Pier T Landfill
California Coastal Commission

Figure 4  
Proposed Project