

Port of Long Beach
Port Master Plan Overview
December 22, 2008

PORT OF LONG BEACH PORT MASTER PLAN OVERVIEW

INTRODUCTION

In 1978 the California Coastal Commission certified the Port of Long Beach Port Master Plan (PMP) as being in conformance with the policies of Chapters 3 and 8 of the 1976 California Coastal Act. Chapter 3 of the Coastal Act addresses coastal resources planning and management policies. Chapter 8 of the Coastal Act addresses the requirements and provisions for Port Planning, and includes a discussion of general development policies as well as guidelines for the implementation of a Port Master Plan.

In 1990 the California Coastal Commission certified an update of the PMP, which is the most recent comprehensive certified update of the document. Previously there was a 1983 certified update. The 1990 update incorporated PMP Amendments 1–5 and serves as PMP Amendment 6. Since 1990 the Port has completed PMP Amendments 7–17, and 19. These amendments, which are project-specific, were also certified by the Coastal Commission.

The following reflects the current state of each of the Harbor Planning Districts, incorporating all changes since the 1990 PMP update and subsequent amendments. The complete document and all amendments are available upon request.

PERMIT PROCESSING

Per the Coastal Act and as an implementation component of the Port Master Plan, the Port has authority to issue Harbor Development Permits for projects within the Harbor District. Permits must include a determination that projects are consistent with the PMP. Level I, II, or III Permits may be issued. The following defines these permitting levels:

a) Level I Permits: Encompass developments occurring within the Harbor District that are emergency, administrative, or minor, and expected to have insignificant impacts on the Port or surrounding environment. Level I developments must conform to the following requirements: (1) minimal resources are involved, (2) estimated development costs are less than \$400,000 and the development is not part of a larger phased development exceeding \$400,000 cost criteria, (3) major changes in land and/or water use are not anticipated, (4) minimal changes in the density or intensity of the use of land and water area are expected, (5) there are no significant adverse environmental impacts, and (6) the development is not an appealable project as defined in Section 30715 of the Coastal Act.

b) Level II Permits: Encompass developments occurring within the Long Beach Harbor District that conform to the following requirements: (1) estimated development costs are greater than \$400,000, (2) potential minor changes in the land and/or water use and in the density or intensity of the uses, and (3) minor environmental impacts which can be mitigated.

c) Level III Permits: Encompass developments which may involve: (1) large capital expenditures, (2) the risk of substantial adverse environmental impacts that can be mitigated, (3) the potential for unavoidable adverse impacts that cannot be mitigated, (4) potential changes in land and/or water use, and (5) a major increase in the density or intensity of use. These projects include development of new Port facilities such as marine terminals, major structures for recreational purposes, creation of new landfills, major dredging of water areas not presently used for navigation maneuvering or berthing, and in general, major alterations in the use of existing land or water resources.

The following categories of development specifically relating to the Port may be appealed to the Coastal Commission prior to the BHC approving a development project.

- 1) Developments for storage, transmission, and processing liquefied natural gas and crude oil in such quantities as would have significant impact upon the oil and gas supply of the state and/or nation;
- 2) Wastewater treatment facilities;
- 3) Roads or highways which are not principally for internal circulation within the Port boundaries;
- 4) Office buildings not principally devoted to 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; and
- 6) Petroleum production plants.

PERMITTED USES

The following defines the land uses that are permitted in one or more of the landside Planning Districts:

Primary Port Facilities: Areas primarily dependent on access to water frontage. Typically, primary port facilities include ship loading/unloading facilities, transshipment warehouses, stevedoring operations, open storage and transfer areas for cargo, industrial operations primarily engaged in the shipment of goods and raw materials, and cruise ship facilities.

Hazardous Cargo Facilities: Operations and terminals engaged in the loading/unloading, storage and transfer of crude and bulk refined petroleum products and chemicals with a National Fire Protection Association (NFPA) rating of 2 or greater. These facilities are normally included in primary port operations, but because of the hazardous nature of the cargoes, they have been categorized separately. In the *1978 PMP* this category was entitled "Petroleum Import/Export Facilities."

Port-Related Industries and Facilities: Areas that do not require access to berthing facilities or water frontage, but are heavily dependent on primary port operations. This dependency necessitates the siting of Port-related uses within the Harbor District. These uses include warehousing, distribution centers, container storage, railroad facilities, container freight stations, offices of public agencies involved in Port activities, and processing operations whose products or raw materials normally move through the Port.

Ancillary Port Facilities: Water-dependent areas other than those included as Primary Port facilities. Typical ancillary port facilities are: shipbuilding and repair, towboat and salvage operations, bunker barge loading, sport fishing launching, marine research, Coast Guard operations, marine-oriented fire protection, storage of equipment for dredging and waterfront construction, mobilization area for offshore platform crews or oil spill clean-up operations, and improved harbor maintenance facilities.

Commercial/Recreational Facilities: Those areas primarily serving the general public. These areas could include water-oriented parks, sightseeing, sport fishing areas, water skiing areas, restaurants, hotels, shops, marinas, boat sales and manufacturing, charter boat operations, tackle shops, and other special tourist attractions such as the Queen Mary.

Federal Use: Areas occupied for various activities such as shipyard and dry dock operations; Navy Base and support operations; reserved vessel storage for the Navy, Coast Guard, and/or other federal agencies.

Oil and Gas Production: Areas utilized for oil and gas production, tankage and processing plants, drilling sites, and water injection wells. Major installations and multiple wells may exist in other land-use areas. These areas will exist in the Port until such a time as the oil and gas have been depleted, or have become uneconomical to produce.

Utilities: Areas utilized for surface installations and rights-of-way of public utilities. These uses can occur in conjunction with other Port land uses. Utilities include storm drain, gas, water, electrical, sewage, telephone, waste handling, resource recovery, bunkering, and oil transmission systems.

Non-Port Related Areas: Those portions of the Harbor that are devoted to activities other than Port-related, primary port, etc. Typically, these areas might include light industry, commercial businesses, auto salvage, and repair shops.

WATER USES

The following defines the water uses that are permitted in one or more Planning Districts containing water area:

Anchorage Area: These designations are based on the following anchorage assignment categories: (a) 24-hour limited stay, (b) commercial and recreational anchorage with no bunkering or lightering activities, (c) anchorage for lightering and bunkering, (d) deep draft anchorage with 48 hour limit, (e) anchorage for vessels with a draft over 40 feet (12.1 meters) and/or 800 feet (244 meters) in length, (f) explosive anchorage, and (g) anchorage for vessels outside the breakwater.

The anchorage areas outside the Harbor District are important to Port operations but, due to governmental restrictions, the federal government has jurisdictional responsibilities over such areas. The Port Terminal Services Representatives participate with the Coast Guard in assigning anchorages.

Maneuvering Areas: Water areas needed for the handling, turning, and maneuvering of vessels either entering or leaving the Port. Sufficient turning basins must be available to enable a vessel to be turned completely around. Typically, a maneuvering basin will service a group of berths.

Navigable Corridors: Includes all channels used for the movement of vessels into and out of the Port. The main navigable corridors include the Long Beach Main Channel, Back Channel, Cerritos Channel, and Channels Two and Three.

Recreational/Sport fishing: Open and sheltered water areas that are used predominately for recreational and sport fishing activities and those facilities in the Port that service these uses.

HARBOR PLANNING DISTRICTS

A summary of each Planning District's status follows. The summaries reflect the allowable uses in each district as presented in the 1990 update, and any changes which are reflected in the PMP Amendment summaries at the end of the full PMP document. A map of the Planning District boundaries can be found at the end of this document.

DISTRICT 1 - North Harbor Planning District

The North Harbor Planning District consists of numerous small, independently owned land parcels which are presently devoted to Port-related and non-Port-related uses. Anaheim Street, the northern boundary of this district, functions as a major route for vehicular traffic entering or leaving the Port. Existing uses on private land remain throughout the North Harbor district and do not need to meet the requirements of the PMP. As private property becomes available the Port obtains and then redevelops property to bring it into consistency with the PMP.

Permitted Uses:

- Port-Related
- Non-Port Uses for a 3-Acre Homeless Shelter

DISTRICT 2 - Northeast Harbor Planning District

The Northeast Harbor Planning District is the oldest part of the harbor and traditionally contained a substantial amount of privately-owned land. The Port, over the years, has pursued the purchase of privately owned property for primary port terminal development. Some private property still remains in this district.

Permitted Uses:

- Primary Port Facilities
- Port-Related
- Hazardous Cargo Facilities
- Ancillary Port Facilities
- Oil Production
- Navigation

DISTRICT 3 - Northwest Harbor Planning District

District 3 lies partly within the Long Beach Harbor District (City of Long Beach) and partly within the City of Los Angeles.

Permitted Uses:

- Oil Production
- Primary Port Facilities
- Utilities
- Ancillary Port Facilities

DISTRICT 4 - Terminal Island Planning District (Prior to 1990 Update known as "Federal Use Planning District")

Up until 1994, the Federal Use Planning District was principally used by the U.S. Navy for shipyard and base operations. PMP Amendment 9 in 1996 modified the Planning District, and PMP Amendment 13 in 1998 provided the Port with permitting authority over this realigned district. The realignment absorbed former District 2—the West Harbor Planning District— as well as portions of the Northwest Planning District and the Middle Harbor Planning District.

Permitted Uses:

- Primary Port Facilities
- Hazardous Cargo Facilities
- Port- Related
- Navigation
- Federal Uses
- Oil Production
- Ancillary Port Facilities
- Utilities
- Police Headquarters and Training Academy

DISTRICT 5 - Middle Harbor Planning District

Permitted Uses:

- Primary Port Facilities
- Port-Related
- Oil Production
- Ancillary Port Facilities

DISTRICT 6 - Southwest Harbor Planning District

This district is an open-water area.

Permitted Uses:

- Anchorage Area
- Primary Port Facilities
- Hazardous Cargo Facilities
- Ancillary Port Facilities

DISTRICT 7 - Navigation Planning District

District 7 contains the Main Channel linking Queen's Gate to other portions of the harbor. This channel provides direct deep draft access to the Southeast Basin, Middle Harbor, Southwest Harbor, and the Federal Use area.

Permitted Uses:

- Navigation

DISTRICT 8 - Southeast Harbor Planning District

Permitted Uses:

- Primary Port Facilities
- Port- Related
- Oil Production
- Ancillary Port Facilities

DISTRICT 9 - Queensway Bay Planning District

The Queensway Bay Planning District generally includes the Pier H area.

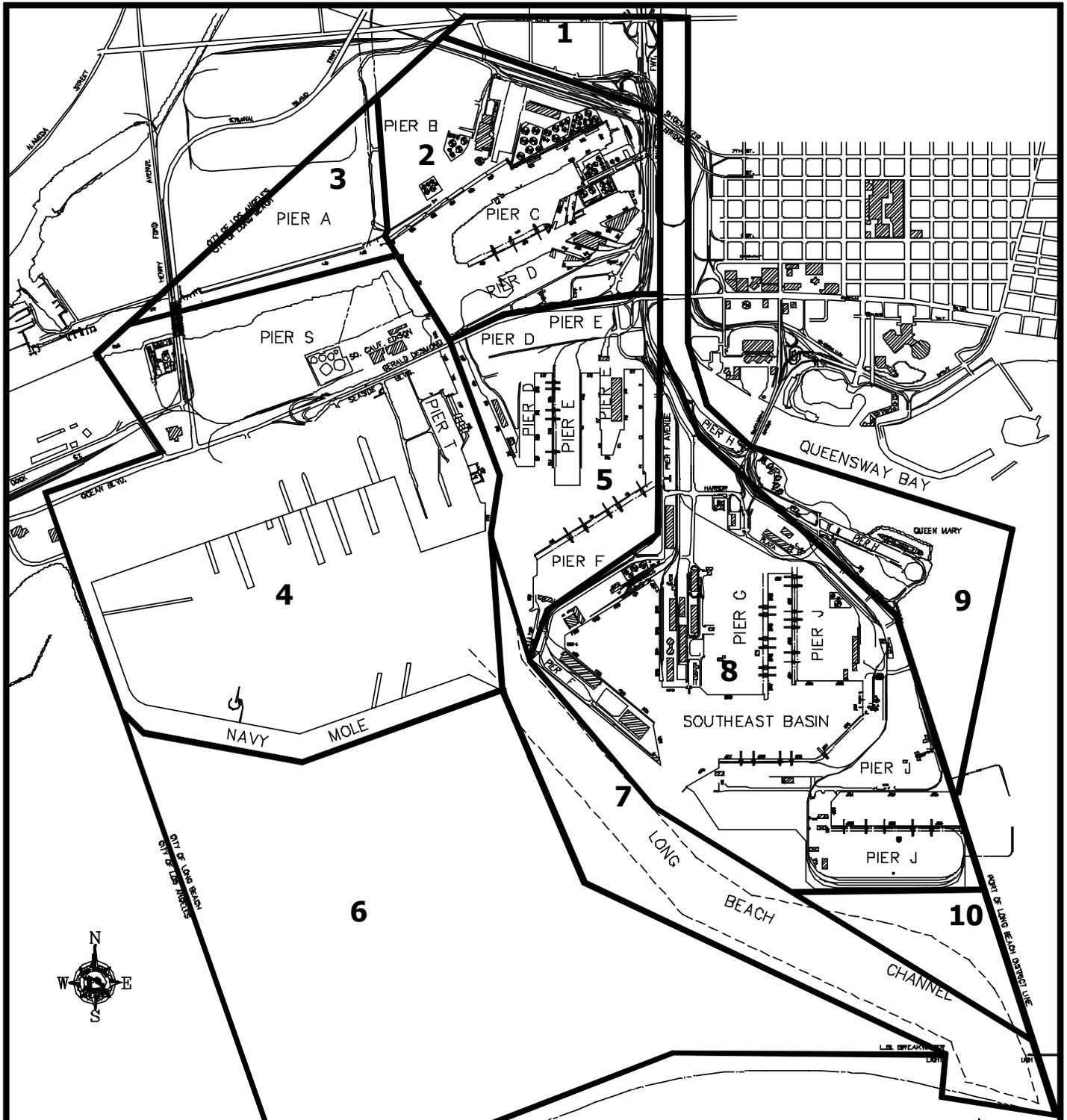
Permitted Uses:

- Recreation
- Commercial
- Primary Port Facilities
- Oil Production
- Ancillary Port Facilities

DISTRICT 10 - Outer Harbor Planning District

Permitted Uses:

- Navigation
- Maneuvering



- 1 North Harbor**
- 2 Northeast Harbor**
- 3 Northwest Harbor**
- 4 Terminal Island**
- 5 Middle Harbor**
- 6 Southwest Harbor**
- 7 Navigation Area**
- 8 Southeast Harbor**
- 9 Queensway Bay**
- 10 Outer Harbor**

**LONG BEACH HARBOR
PLANNING DISTRICTS**