

Planning the 21st Century Port

A Guide to Leasing and Development for the Port of Los Angeles



OVERVIEW



This Guide to Leasing and Facility Development presents a long-term vision of Port of Los Angeles land use, addressing existing land use incompatibilities while achieving specific goals outlined for each of the three port districts: San Pedro, Terminal Island and Wilmington. The Guide is intended to serve as a roadmap that identifies improvements to modernize and maximize efficiency of cargo movement, fulfill the Port's commitment to grow green, provide opportunities for public access to the waterfront, and over time, provide more appropriate locations for certain existing facilities. This Guide, used along with the Port's Real Estate Leasing Policy, is intended to provide guidance for decision-making on property leasing, capital development and facility improvements.

In 2006, the Port examined the three districts in a series of intense staff collaborations including representatives of Engineering, Planning & Research, Environmental Management, Marketing and Real Estate Divisions. The land use patterns and existing infrastructure/improvements in each of the three port districts were studied with the following goals:

Identify incompatible land uses and how they could be resolved through leasing strategies over time

The Port has land devoted to non-water-dependent uses. Over time, these facilities will be replaced with more appropriate water-dependent uses. Other identified opportunities include co-locating recreational uses in Wilmington near Banning's Landing, relocating university research from Terminal Island to City Dock No. 1, and consolidating/modernizing fish processing facilities.

Modernize and maximize efficiency of container movements on Terminal Island

The Port receives approximately 85% of its revenue from container terminals – income that allows the Port to fund both revenue and non-revenue producing projects. One of the primary responsibilities of the Port is to improve facilities to increase the efficiency of container movements, lower costs, and thereby increase revenue for both the Port and its customers.

Identify opportunities for the existing customer base to grow

The Guide addresses terminal expansion opportunities for the Port's existing customers to expand operations. This will be accomplished primarily through relocation of non-water-dependent uses and maximizing underutilized land.

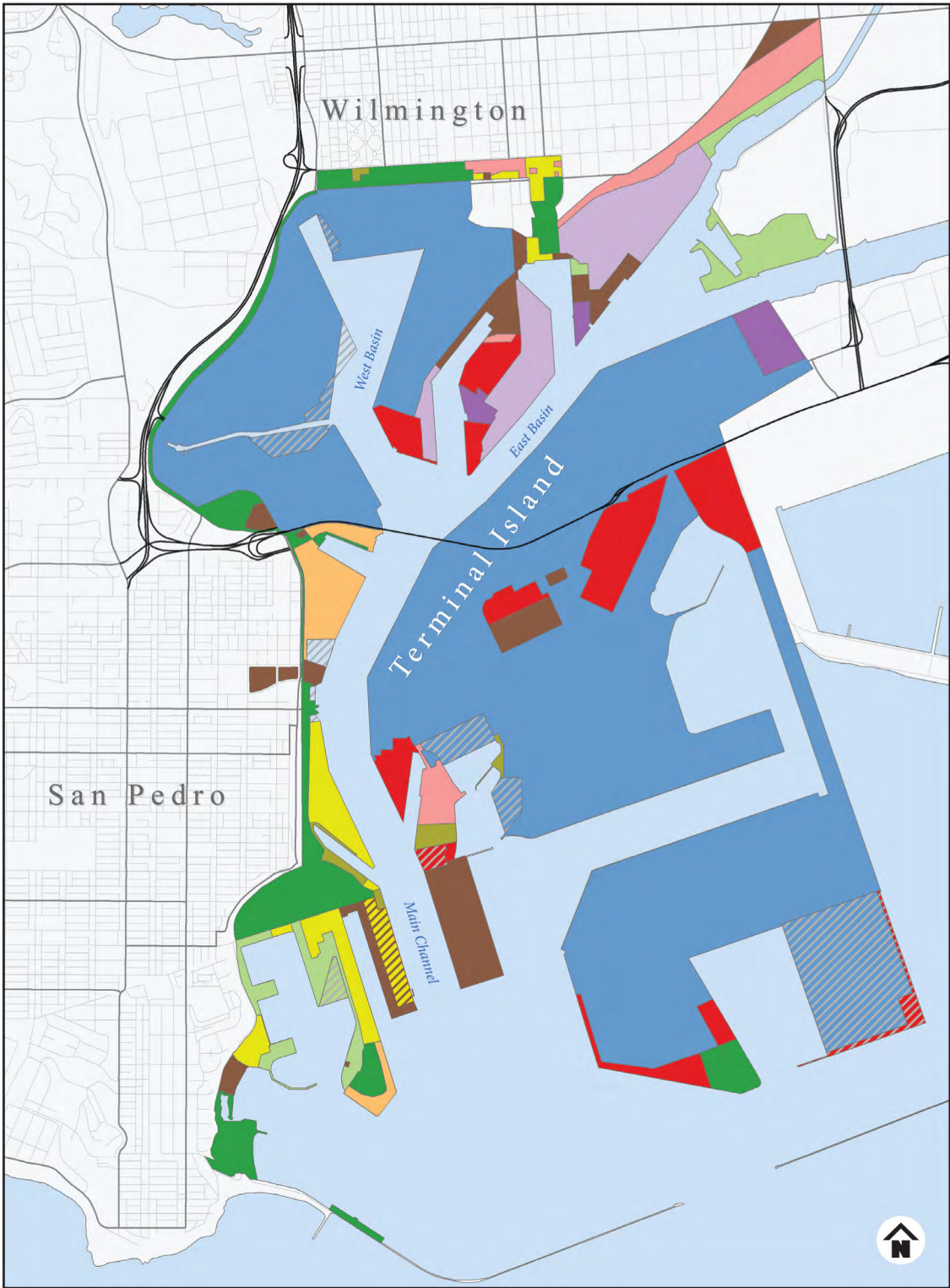
Seek additional space for recreational opportunities













The San Pedro and Wilmington Waterfront Projects de-industrialize portions of the waterfronts and provide opportunities for greater public access through open space, promenades, and passive and non-passive recreational opportunities, as well as commercial visitor serving and water-dependent development opportunities.

Port staff relied on numerous existing technical studies, cargo and cruise market demand forecasts, and transportation infrastructure studies in their analysis to ensure that tenant, community and environmental needs are considered in all future improvements. The following maps represent the staff's work product from the 2006 collaborations and were presented to the Board of Harbor Commissioners during regularly scheduled Board meetings.

This document creates a vision of how the Port can be developed in the 21st Century and provides guidance to aid in the decision-making process regarding lease renewals and facility development. As with all documents that forecast long-term conditions, it is inevitable that unforeseeable factors will arise, resulting in plan modifications.

Proposed Land Use Plan



	Container		Liquid Bulk		Institutional		Recreational
	Dry Bulk		Maritime Support		Commercial Fishing		Open Space
	Breakbulk		Passenger		Commercial		Landfill/Cut



Long Range Facility Plan

San Pedro District

This Guide incorporates the Project Plan for the San Pedro Waterfront as adopted by the Board of Harbor Commissioners. The Port will de-industrialize the San Pedro District and re-emphasize community waterfront access through the completion of the San Pedro Waterfront Project. The Port's long-term objectives for the San Pedro District are:

- De-industrialize the waterfront (removal of cargo handling terminals and activities).
- Enhance visitor-serving commercial uses.
- Enhance non-vehicular access to the waterfront.
- Create a seamless interface with downtown San Pedro.
- Attract, relocate and expand marine research facilities to the San Pedro District (City Dock No. 1).

Terminal Island District

The Terminal Island District provides the greatest opportunity for the Port to expand cargo handling facilities because it is located furthest away from any residential areas and thus has the fewest potential impacts on surrounding communities. The Port's long-term objectives for the Terminal Island District are:

- Provide additional space for expanding container and liquid bulk cargoes by clearing underutilized and vacant facilities, reconfiguring existing operations, and completing limited land expansion/filling.
- Develop traditional or low emissions rail facilities to support container terminals.
- Consolidate and modernize commercial fish processing facilities.
- Consider development of a centralized "truck stop" providing alternative means of fueling (electric, liquid natural gas, compressed natural gas, etc.) and other amenities such as restrooms and eating establishments.
- Relocate marine research facilities to the San Pedro District.

Wilmington District

This Guide incorporates a detailed plan for the Wilmington Waterfront. As the "heart of the harbor," the Wilmington District will continue to support cargo handling facilities. However, there is also opportunity for increased recreational opportunities. The Port's long-term objectives for the Wilmington District are:

- Expand break bulk cargo handling facilities.
- Eliminate incompatible land uses by relocating the bulk facility near Banning's Landing to Terminal Island.
- Consolidate and expand existing recreational and visitor-serving commercial opportunities near Banning's Landing and along the Avalon Corridor.
- Consolidate auto handling facilities.
- Develop a Port Police sub-station.
- Establish an ILWU dispatch center.
- Close the Anchorage Road soil storage site and allocate the site for open space.
- Redevelop the Wilmington marinas with comprehensive recreational boating facilities after closure of the Anchorage Road soil storage site. As opportunities arise, the existing leaseholds of the Wilmington marinas should be consolidated to facilitate this concept.
- Clean and/or contain historically contaminated soils and sediments in the Consolidated Slip.



NOTE: This document is intended to illustrate future planning considerations. These considerations must comply with the California Environmental Quality Act (CEQA) in order to advance forward as formal project initiatives.

Ports Deliver Prosperity

For centuries, seaports have served as a vital economic lifeline by bringing goods and services to people around the world. Today, approximately 99% of all overseas goods come into the US by ships, and seaports continue to be a critical link for access to the global marketplace. Each year, seaports throughout the Western Hemisphere generate trillions of dollars of economic activities, support the employment of millions of people, and import and export more than 4.5 billion tons of cargo, including goods, clothing, medicine, fuel and building materials, as well as consumer electronics and toys. The volume of cargo shipped by water is expected to dramatically increase by 2020 and the number of passengers traveling through our seaports will also continue to grow. To meet these demands, the American Association of Port Authorities and its members are committed to keeping seaports navigable, secure and sustainable.



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