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CITY ENGINEER

1149 S. BROADWAY, SUITE 700  
LOS ANGELES, CA 90015-2213

[HTTP://ENG.LACITY.ORG](http://eng.lacity.org)

## **COASTAL DEVELOPMENT PERMIT (CDP) NO. 21-04**

(Under authority of Sec. 30600(b) of the California Coastal Act of 1976)

**PROJECT TYPE:**             Public         Private

**APPLICATION NUMBER:** CDP No. 21-04

**PROJECT NAME:**            Pier B On-Dock Rail Support Facility

**NAME OF APPLICANT:**    Port of Long Beach

**PROJECT LOCATION:**    The project is in the community of Wilmington - Harbor City,  
Los Angeles, California

### **I. DEVELOPMENT DESCRIPTION**

CDP No. 21-04 will permit the reconfiguring, expanding, and enhancing the capacity of the existing Port of Long Beach (POLB) Pier B Rail Yard Facility within the Wilmington - Harbor City Community in the City of Los Angeles (COLA). The Pier B On-Dock Rail Support Facility (Project) is situated between the Dominguez Channel to the west, Interstate 710 (I-710) to the east, Ocean Boulevard to the south, and Anaheim Street to the north. The proposed Project area includes rail tracks that extend west beyond the Terminal Island Freeway (State Route [SR] 103) to just west of the Dominguez Channel, where they connect with the Alameda Corridor, and also south as far as Ocean Boulevard. The portion of the Project within the COLA is the westmost Project area. The Project would provide a marshaling area to receive and handle the intermodal rail volume growth, provide layover facility for westbound trains when on-dock track space is unavailable, and allow the marine terminals to send small cuts of rail cars to be assembled into destination trains. The project construction will begin in 2023 and project completion is anticipated in 2032.

### **Proposed Project Elements**

Proposed elements and actions located within the COLA include the following:

- Realign the existing Alameda Corridor Transportation Authority (ACTA) mainline tracks (outside the Coastal Zone)



City of Los Angeles

Coastal Development Permit No. 21-04

- Widen the existing Dominguez Channel Bridge to accommodate an additional track (outside the Coastal Zone)
- Provide pier protection walls for the existing SR-103 (outside the Coastal Zone)
- Provide pier protection for the Anaheim Street Overcrossing bridge columns. (within the Coastal Zone)
- Construct a new retaining wall in the Anaheim Street Overcrossing eastern embankment for maintenance vehicle access along the improved rail corridor (within the Coastal Zone)
- Reconfigure existing tracks and add additional tracks to allow five arrival/departure tracks with direct connection to the ACTA mainline tracks (outside the Coastal Zone)
- Realign/reconfigure the Long Beach Lead tracks and the Terminal Island Lead Tracks (TILT) tracks (partially within the Coastal Zone)
- Provide enhanced rail signal facilities (outside the Coastal Zone)
- Provide additional switching leads and rail car storage and staging tracks (partially within the Coastal Zone)
- Provide a potential locomotive layover/fueling facility north of Anaheim Street (outside the Coastal Zone)
- Provide potential ancillary yard facilities including material storage, laydown areas, and office facilities (partially within the Coastal Zone)
- Provide site grading and drainage enhancements (partially within the Coastal Zone)
- Provide Low Impact Development (LID) improvements to minimize the impact of the proposed development on the environment, including water quality best management practices (BMPs) to treat runoff (portions within the Coastal Zone)
- Widen and realign Pier B Street (private road) to enhance safety and accommodate the expanded rail yard (the intersection with Anaheim Way is within the LA Coastal Zone)
- POLB Driveway Improvement: Reconfigure the Anaheim Way and Pier B Street intersection to accommodate the realigned Pier B Street (within the Coastal Zone)
- Provide street lighting and drainage (partially within the Coastal Zone)
- Reconfigure the east end of the Mead Yard rail facility to accommodate the Pier B Rail Yard improvements (within the Coastal Zone)
- Reconfigure the Anaheim Way at-grade rail crossing including potential at-grade crossing warning devices (within the Coastal Zone)
- Reconstruct Anaheim Way and Farragut Avenue: The intersection of Anaheim Way and Farragut Avenue would be widened/realigned to make room for the proposed new Heavy Haul Route. Reclassify Anaheim Way and Farragut Street

from local streets to collector streets and include both streets in the COLA Overweight Vehicle Special Permit Routes and/or the Overweight Container Corridor list and map. The realignment will accommodate oversized truck turning movements along Anaheim Way from Pier B Street to Farragut Avenue.

The alternative route for oversized trucks accessing the POLB via Farragut Avenue, Anaheim Way, and Anaheim Street will replace the 9th Street at-grade crossing route scheduled to be permanently closed under the Program (outside the Coastal Zone)

- Provide a new entrance to the Valero facility from the existing Pier B Street (within the Coastal Zone)
- Provide new rail yard lighting (partially within the Coastal Zone)
- Provide self-mounted lighting under the Anaheim Street Bridge (within the Coastal Zone)
- Provide a new yard air system including an air compressor building (outside the Coastal Zone)
- Provide yard access and maintenance roadways within the rail yard (partially within the Coastal Zone)
- Provide landscaping enhancements (partially within the Coastal Zone)
- Relocate/protect in place impacted utilities (partially within the Coastal Zone)
- Vacate the northwest portion of Southern Pacific Drive from Pennington Avenue to Schley Avenue, Pennington Avenue from Southern Pacific Drive to Sigsbee Avenue, portion of Sampson Avenue south of South Pacific Drive, portion of Schley Avenue south of South Pacific Drive, southeast portion of South Pacific Drive from Sampson Avenue to Terminal Island Freeway, portion of Cushing Avenue north of South Pacific Drive, portion of Foote Ave north of South Pacific Drive, portion of Farragut Avenue north of South Pacific Drive for the expansion of trains and train tracks in the reconfigured, expanded and enhanced Pier B Rail Yard facility (Figure 2). (outside the Coastal Zone)

### **Site Drainage Improvement and Utility Relocations**

The Project elements include site drainage improvements and partial relocation of the existing storm drain system to ensure water quality protection. The utility relocation and drainage improvement design is provided by POLB in consultation with the COLA, City of Long Beach, and the Regional Water Quality Control Board. The current design approach is outlined below.

The conceptual design approach to the storm drain system improvement is discussed as a condition of approval in section *V. Special Conditions of Approval* of the Final Staff Report.

Improvements of site drainage for I Street and 9th Street would include the following:

- Improvements on the north side of access roads would drain runoff away from the tracks to be intercepted by drainage ditch/inlets.
- Track areas designed for runoff on the access roads between the track pans will drain to the track pans since these access roads are very narrow. The rest will be captured by under drains.
- Improvements on the south side of the access road would be designed for runoff to drain away from the track pans into ballasted track and underdrain system.
- The track pans would be designed for storm events for water quality treatment and a track pan overflow system would be constructed to accommodate larger storm events. The runoff from the railroad track pans and access roads will be directed towards a weir manhole designed to convey the up to a  $\frac{3}{4}$ -inch of flow towards an oil-water separator and would be directed to the COLB sewer pipe at a controlled rate according to LA County SAN design requirements, and not to COLA storm drains or sewer pipes. The flows beyond the  $\frac{3}{4}$ -inch will bypass the oil-water separator and flow to the POLB's storm drain relief line. Any overflow which overtops the track pans would drain to the sub-ballast and to the proposed French drains, where the excess will infiltrate into the ground.

The water quality protection approach includes the following:

- Areas with track pans would be designed to capture  $\frac{3}{4}$ -inch storm events, provide a storage tank for holding the  $\frac{3}{4}$ -inch storm runoff, and meter the discharge to the Los Angeles County sewer system based on Los Angeles County allowance.
- Design for areas without track pans would consider the inclusion of structural BMPs before discharging to COLA storm drain system, shut off valves for spill control, and high-efficiency bio-filtration system and Delaware sand filter structures per the COLA LID requirements before a Contech Stormfilter system or equivalent would be considered for approval.
- Anaheim Street has stormwater infrastructure in place to protect water quality in the area underneath Anaheim Street Grade Separation.

## II. STANDARD CONDITIONS OF APPROVAL

The proposed development is subject to the following standard conditions of approval imposed pursuant to the California Coastal Act of 1976:

- a. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the City Engineer's office.
- b. **Expiration.** If development has not commenced, the permit will expire two years from the permit date as reported by the Coastal Commission. Development shall be pursued in a diligent manner and completed in a

reasonable period. Application for extension of the permit must be made prior to the expiration date.

- c. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the City Engineer.
- d. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the City Engineer an affidavit accepting all terms and conditions of the permit.
- e. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the City Engineer and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.
- f. **Other approvals.** An additional coastal development permit is needed from the State Coastal Commission. The project must also demonstrate compliance with the California Environmental Quality Act through implementation of the Mitigation Monitoring Program adopted as part of the certified environmental impact report.

### III. SPECIAL CONDITIONS OF APPROVAL

The following are special conditions of approval for the proposed development:

- a. The conditions are intended to address issues related to the conceptual design process.

Storm Drain System - Water quality issues related to the POLB Pier B On-dock Rail Yard and Fueling Facility would still be the responsibility of the COLA due to the storm drain being within the COLA limits and the multiple cities' shared MS4 Permit. However, regarding the existing storm drain line from Anaheim St. (CLAMMS ID 61206461111004) to Farragut Street (CLAMMS ID 61205466262021): The storm drain system design for the Project shall meet the following criteria to the satisfaction of the City of Los Angeles Bureau of Engineering, Harbor District, and the LA Sanitation & Environment (LASAN):

- The existing storm drain line east of Anaheim Way under the active tracks shall be either abandoned in place or it will become the responsibility of the City of Long Beach/Port of Long Beach. The City of Los Angeles relinquishes all responsibility for the existing storm drain line.
- The responsibility for the storm drain lines and stormwater flow within the City of Long Beach/Port of Long Beach's private property and the storm drain line crossing Anaheim Way (City of LA's public right-of-

way) shall be the responsibility of the City of Long Beach/Port of Long Beach.

- The Project shall ensure the separation of public and private runoff. Public and private stormwater must be separated.
  - The City of Los Angeles cannot accept the release of hydrocarbons into the storm drain or sewer system, neither intentionally nor accidentally. Potential design solutions include, but are not limited to, relocation and interception of flow from Anaheim St. catch basin (CLAMMS ID 61206461111003) to CALTRANS catch basin (CLAMMS ID 61206461313001 on I Street in City of Long Beach), regrading of Anaheim Way (public right-of-way) so that stormwater street flows towards Anaheim Way & Farragut Avenue and eliminate existing catch basins on Anaheim Way (public street) (CLAMMS ID 61205461111066 & 61205461111067), capture all contaminated rainwater, use of storage tanks to capture contaminated stormwater and have it treated offsite by others, or have an onsite treatment system which will clarify any stormwater or site run-off before it enters any public sewer or storm drain system.
  - POLB will need to comply with COLA's Sanitation and Environment (LASAN) Watershed Protection Division (WPD)/LID requirements when applying for LADBS permit(s). WPD/LID would review any proposed post construction stormwater mitigation devices proposed as part of the redevelopment of the site, if the scope of work is under the review of an LADBS building/grading permit and if that redevelopment results in more than 500 square feet of impervious area. Any approved post construction mitigation devices would service only new and redevelopment impervious areas on the site.
- b. Comply with all referenced mitigation measures, mitigation strategies, and best management practices (BMP) in the Environmental Impact Report and the Final Staff Report for CDP No. 21-04.

#### **IV. FINDINGS**

In keeping with the findings and recommendations set forth in the adopted staff report incorporated. Herein by reference, the City of Los Angeles finds that:

- a. The development is in conformity with Chapter 3 of the California Coastal Act of 1976, and will not prejudice the ability of the City of Los Angeles to prepare a Local Coastal Program in conformity with said Chapter 3.
- b. The Interpretative Guidelines established by the Coastal Commission dated August 14, 1978 and any subsequent amendments thereto have been reviewed, analyzed, and considered in the light of the individual project in

making this determination, and the decision of the permit granting authority has been guided by any applicable decision of the Coastal Commission.

- c. If the development is located between the nearest public road and the sea of shoreline of any body of water located within the Coastal Zone, the development is in conformity with the public access and public recreation policies of Chapter 3 of the Coastal Act.
  - d. There are no feasible alternatives, or feasible mitigation measures, as provided in the California Environmental Quality Act, available for imposition by this authority under the power granted to it which would substantially lessen any significant adverse impact that the development, as finally permitted, may have on the environment.
- V.** Pursuant to the public hearing held on May 11, 2022, a Notice of Decision on June 28, 2022, CDP No. 21-04 is hereby approved.
- VI.** This permit may not be assigned to another person except as provided in Section 13170, Coastal Commission Rules and Regulations.
- VII.** This permit shall not become effective until the expiration of 20 working days after a COPY of this permit has been received by the Regional Commission, upon which copy all permittees or agent(s) authorized in the permit application have acknowledged that they have received a copy of the permit and have accepted its contents, unless a valid appeal is filed within that time. The acknowledgement should be returned within ten (10) working days following issuance of the permit but in any case, prior to commencement of construction. If the acknowledgement has not been returned within the time for commencement of construction under Section 13156(g), the executive director shall not accept any application for the extension of the permit.
- VIII.** Work authorized by this permit must commence within two years from the effective date of this permit. Any extension of time of said commencement date must be applied for prior to expiration of the permit.
- IX.** Issued: July 12, 2022, pursuant to local government authority as provided in Chapter 7 of the California Coastal Act of 1976.
- X.** I, \_\_\_\_\_, permittee/agent, hereby acknowledge receipt of permit number 21-04 and have accepted its contents.

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Signature \_\_\_\_\_ Date \_\_\_\_\_