

Chapter 8
Application Summary Report

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APPLICATION SUMMARY REPORT**

**APPLICATION SUMMARY REPORT
PREPARED IN ACCORDANCE WITH THE CERTIFIED PORT MASTER PLAN
AND CALIFORNIA COASTAL ACT OF 1976**

for the

GERALD DESMOND BRIDGE REPLACEMENT PROJECT

This narrative, including the EIR/EA project description, project background, project objectives, staff analysis, and, where appropriate, mitigation measures to be implemented, constitutes an Application Summary Report (ASR) and Proposed Staff Recommendations prepared in accordance with the certified PMP, as amended, and the California Coastal Act of 1976. Based upon data contained herein, the proposed project is in conformance with the stated policies of the PMP. This document was circulated for public review and becomes effective upon adoption by the Long Beach Board of Harbor Commissioners.

8.1 PORT MASTER PLAN ISSUES

The Port's Preferred Alternative (North-side Alignment Alternative) for the Gerald Desmond Bridge Replacement project is located within the Port's Northeast, Middle Harbor, and Terminal Island Planning Districts. These areas are largely devoted to port facilities, port-related industries, facilities that do not require access to berthing facilities or water frontage, hazardous cargo facilities, ancillary port facilities, oil production uses, navigable corridors, and utilities.

The proposed North-side Alignment Alternative is consistent with the six long-range planning goals and objectives for future port development and expansion stated in the PMP:

- Goal 1: Consolidate similar and compatible land and water areas.
- Goal 2: Encourage maximum use of facilities.
- Goal 3: Provide for the safe cargo handling and movement of vessels within the Port.
- Goal 4: Develop land for primary port facilities and port-related uses.
- Goal 5: Improve internal traffic circulation (i.e., roadway and rails).
- Goal 6: Protect, maintain, and enhance the overall quality of the coastal environment.

8.2 CALIFORNIA COASTAL ACT ISSUES

Relevant sections of the California Coastal Act are listed below, with a discussion of their relationship to the proposed project.

8.2.1 Section 30701

(b) – Existing ports 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.

The North-side Alignment Alternative would replace the over-capacity and deteriorating Gerald Desmond Bridge with a bridge that would:

- Be structurally sound and seismically resistant;

- Provide a roadway with three through lanes in each direction with standard shoulders;
- Provide maximum 5 percent approach grades;
- Provide vertical clearance that would allow safe passage of some existing container ships and new-generation vessels currently being constructed.

This structure would meet the 2030 transportation needs of the Port and the region. Furthermore, its design would meet current structural and seismic standards, ensuring a 100-year design life. The project would improve access to primary port facilities and increase the efficiency of existing port facilities, thus reducing the need for new ports in new areas of the state.

8.2.2 Section 30780

(a) – Minimize substantial adverse environmental impacts.

The North-side Alignment Alternative would provide a structurally sound and seismically resistant replacement bridge that would improve public safety.

The otherwise significant impacts associated with air quality, seismic hazards, biological resources, hazardous materials, public health and safety, traffic, and socioeconomic issues would be minimized to a level of less than significant by incorporating necessary mitigation measures during each phase of the project.

(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.

The North-side Alignment Alternative would replace the existing over-capacity and deteriorating bridge with a structurally sound and seismically resistant bridge to maximize the efficient use of Port facilities.

8.2.3 Section 30715

(a) – Appealable Developments.

Approval of any regional transportation project that is not principally for internal circulation within the Port boundaries is appealable to the CCC.