



**THE PORT  
OF LOS ANGELES**  
Executive Director's  
Report to the  
Board of Harbor Commissioners

**DATE: JUNE 2, 2011**

**FROM: PLANNING & ECONOMIC DEVELOPMENT DIVISION**

**SUBJECT: RESOLUTION NO. \_\_\_\_\_ – STAFF RESPONSE TO THE PORT OF  
LOS ANGELES COMMUNITY ADVISORY COMMITTEE  
RECOMMENDATION NOS. 97 AND 106**

**SUMMARY:**

On March 17, 2009, the Port of Los Angeles Community Advisory Committee (PCAC) approved Recommendation No. 97, requesting an analysis be conducted to determine the capacity of local boatyards to provide maintenance service to recreational vessels from marinas in the Port of Los Angeles (Port).

On January 18, 2011, PCAC approved Recommendation No. 106 supporting the Wilmington Marinas/Anchorage Road Soil Storage Site (ARSSS) Conceptual Plan and requested the Board to direct staff to: (1) initiate design of the proposed concept and establish a project schedule for completion; (2) identify funding sources and allocate funding to the project without jeopardizing existing or already defined Wilmington Waterfront projects; (3) establish construction goals and timelines for completing the project; (4) conduct a feasibility study on a proposed access road to the marinas to bypass the Henry Ford rail junction; and (5) request City of Los Angeles Harbor Department (Harbor Department) staff to continue to work with PCAC to identify other wetland opportunity sites and implement further wetland restoration.

Staff recommends the Board of Harbor Commissioners (Board) approve the PCAC's Recommendation No. 97 and PCAC's support of the Wilmington Marinas/ARSSS Conceptual Plan and Item 5 of Recommendation No. 106 and deny Items 1, 2, 3, and 4 of the subject recommendation but direct staff to pursue sources of grant funding to implement the Wilmington Marinas/ARSSS Conceptual Plan.

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**RECOMMENDATION:**

It is recommended that the Board of Harbor Commissioners:

1. Consider and approve PCAC Recommendation No. 97 and authorize staff to complete the analysis of the capacity of the local boatyards to accommodate the recreational vessels moored at the Port marinas;
2. Consider and approve PCAC Recommendation No. 106 recommending that the Board approve the Wilmington Marinas/ARSSS Conceptual Plan and Item 5 of the subject recommendation; deny Items 1, 2, 3, and 4 of the recommendation; and direct staff to pursue grant funding in support of the implementation of the Wilmington Marinas/ARSSS Conceptual Plan; and
3. Adopt Resolution No. \_\_\_\_\_.

**DISCUSSION:**

PCAC Recommendation No. 97

The Port has 17 marinas with a total capacity for approximately 3,900 recreational vessels. Approximately 300 (8 percent) of this capacity is permitted for liveaboards. All recreational vessels need periodic maintenance to comply with the requirements of the Port of Los Angeles Tariff No. 4, Section 22, Seaworthy Vessel and Vessel Maintenance. In addition, liveaboard vessels must also be inspected annually for compliance with all applicable United States Coast Guard, State, and Federal regulations. If an authorized Port inspector determines that the vessel is out of compliance, the vessel owner must rectify the non-compliance within 90 days. Facilities located within the Port that can service recreational boats include: (1) Al Larson Boat Shop located in Fish Harbor (Berth 258); (2) Colonial Yacht Anchorage located in the Wilmington Marina Area (Berth 204); (3) Wilmington Marine Service located on Mormon Island Slip 1 (Berth 162); and (4) Boatswayne Ettel located in the East Basin (Berth 193).

On March 17, 2009, the PCAC approved Recommendation No. 97, recommending to the Board that a study be conducted to determine how much boatyard capacity is needed for the 3,900 recreational vessels moored within the Port to comply with Tariff No. 4, Section 22, Seaworthy Vessel and Vessel Maintenance.

Staff concurs with PCAC's Recommendation No. 97 that an analysis should be completed to determine whether local boatyards have the capacity to handle the maintenance needs of vessels moored at the marinas. A response to PCAC

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Recommendation No. 97 was delayed as staff was expecting to include the analysis as part of the Wilmington Marinas/ARSSS Planning Study, but the study's focus shifted primarily to the ARSSS and infrastructure improvements in the Wilmington marinas area. The analysis will now be performed and will relate to the shipyard siting assessment that will be conducted as part of the Terminal Island planning process. The Terminal Island planning process will not only include an assessment of site(s) for a future potential shipyard, but will also assess the current and future requirements of the existing shipyard in the planning study area, Al Larson Boat Shop.

PCAC Recommendation No. 106

On January 18, 2011, PCAC approved Recommendation No. 106 supporting the Wilmington Marinas/ARSSS Conceptual Plan and recommended to the Board that staff work with the Wilmington Marinas Planning Steering Committee to: (1) define the design elements; (2) identify potential funding sources and allocate funding to the project without jeopardizing any existing or already defined Wilmington Waterfront projects; (3) establish construction goals and timelines; (4) conduct a feasibility study on a proposed marina access road that bypasses the Henry Ford Avenue rail lines; and (5) identify other wetland opportunity sites and implement further wetland restoration.

On November 19, 2009, the Board approved Resolution No. 09-6848 (PCAC Recommendations Nos. 73, 90 and 96 and Item 1 of No. 66 relating to staff responses to various PCAC motions on the Wilmington marinas area and directed staff to work with the Wilmington community to develop a redevelopment plan for the Wilmington marinas area. The Wilmington Marinas/ARSSS Planning Study was completed in December 2010, and it identified a preferred conceptual plan for public access improvements to the former ARSSS and area infrastructure improvements. The planning process included the creation of a stakeholder Steering Committee and extensive public participation, including seven steering committee meetings and three community workshops. Staff concurs with PCAC's support of the Conceptual Plan and recommends Board approval.

Item 1 of Recommendation No. 106 requests that staff initiate design work for the Wilmington Marinas/ARSSS Conceptual Plan. Item 2 of Recommendation No. 106 requests the Board to direct staff to identify potential funding sources for the project and allocate funding to the project without impacting existing or anticipated Wilmington Waterfront projects. Wilmington Waterfront projects in the existing 2010/11 and/or the anticipated 2011/12 Capital Improvement Programs (CIP) are:

- Wilmington Waterfront Park
- Avalon Triangle Park
- Red Car museum

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- Harry Bridges Boulevard improvements
- Catalina Freight relocation
- Wilmington Waterfront promenade (Wilmington Waterfront/Avalon Blvd. Corridor Phase 1A South)
- Wilmington Youth Sailing Facility (China Shipping Aesthetic Mitigation Funding)
- Marina Parkway Project (China Shipping Aesthetic Mitigation Funding)
- Anchorage Road Disposal Site Dust Control Project

Staff identified potential grant funding sources for the Wilmington Marinas/ARSSS Conceptual Plan at the federal, state, and local levels, but grant funds are limited and implementation of the Conceptual Plan would require substantial funding from the Port. The Marina Parkway Project has been incorporated as a part of the Wilmington Marinas/ARSSS Conceptual Plan. This project, along with the Wilmington Youth Sailing Center, is funded through the China Shipping aesthetic mitigation fund. With CIP funding commitments to scheduled cargo handling and transportation infrastructure projects as well as San Pedro and Wilmington Waterfront projects (including those Wilmington projects listed above), no additional funding is expected to be available to allocate to the Wilmington Marinas/ARSSS Conceptual Plan project at this time. Staff is recommending denial of Items 1 and 2 of the recommendation at this time because additional CIP funding is not available and no reallocation of scheduled CIP funding can be made without jeopardizing the existing Wilmington Waterfront projects.

Item 3 of Recommendation No. 106 requests the establishment of a project implementation schedule. As funding for the project is not included in either the current or proposed FY2011/2012 CIPs, a schedule for the completion of the project cannot be determined at this time. Should allocation of funding be made available for the Wilmington Marinas/ARSSS Conceptual Plan, staff will work with PCAC in developing a project implementation schedule. Therefore, staff is recommending denial of Item 3 of the recommendation.

Item 4 of Recommendation No. 106 requests that the Board direct staff to conduct a feasibility study on the development of a new access road to the Wilmington marinas that by-pass the rail lines crossing at Henry Ford Avenue. Presently, the only vehicular access to the marinas is from Henry Ford Avenue, which is subject to blockage by trains crossing at grade immediately east of the Consolidated Slip. Providing an access road to the marina area that is not subject to at-grade rail crossings will require the utilization of Port of Long Beach (POLB) property south of the Consolidated Slip and west of Henry Ford Avenue. Currently, this site is being remediated and the POLB's long range plans for the use of this site is for container yard operations in support of the Pier A container terminal. Additionally, any such access road located west of Henry Ford Avenue would impact the Leeward Bay marina located in the northern portion of the

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Consolidated Slip, requiring either the relocation of the slips and/or the inclusion of a drawbridge across the Consolidated Slip to permit recreational boats to pass underneath the access road bridge depending on its location.

While the Port accommodates a variety of uses and activities and is dedicated to providing public access and recreational opportunities, including recreational boating at the Wilmington marinas, the principal focus of the Port is to accommodate cargo and trade. As such, impacts relating to the accommodation of cargo, including train blockages of streets, should be anticipated. In order to address public safety concerns stemming from road blockage by trains in this area, on June 3, 2010, the Board approved the staff response to PCAC Recommendation No. 101, which directed staff to develop a strategy with the Los Angeles Fire Department (LAFD) to improve emergency service response capabilities to the marinas. Staff has been working with the LAFD to develop protocols for providing waterborne responses to emergencies in the marina in the event rail traffic is blocking Henry Ford Avenue. Port Police response procedures are currently in place and are continually evaluated for enhancement opportunities. As a result, staff is recommending denial of Item 4 of Recommendation No. 106.

Finally, Item 5 of Recommendation No. 106 requests that Port staff continue to work with PCAC to identify wetland opportunity sites and implement further wetland restoration efforts. In 2006, following direction from the Board (Resolution No. 6391), staff completed an evaluation of potential biological mitigation sites in the Harbor District. The Harbor District Opportunities and Constraints Study evaluated seven sites as potential wetland mitigation opportunities: Crescent Avenue; 22<sup>nd</sup> Street; Sampson Way; Machado Lake; Berth 200; Opp Street; Cabrillo Salt Marsh; and Anchorage Road). In 2008, the City Council directed the Harbor Department to do a feasibility study of restoring 150 acres of wetland in the Harbor area. Staff reaffirmed the conclusion of the 2006 study that there are not 150 acres available in the Harbor District for wetland restoration. Although staff has twice recently studied the potential for wetland restoration in the Harbor District, staff will continue to work with PCAC to identify wetland restoration opportunities. Therefore, staff recommends approval of Item 5 of PCAC Recommendation No. 106.

#### **ENVIRONMENTAL ASSESSMENT:**

The proposed action is to consider and approve PCAC Recommendation Nos. 97 and 106 to complete an analysis of capacity of local boatyards at Port marinas and to support the Wilmington Marinas/ARSSS Conceptual Plan. PCAC Recommendation No. 106 is limited to expressing the Port's interest in continuing to identify potential funding sources and other wetland opportunity sites and does not commit the Port to the approval of any proposed project, permit, or lease or any terms or conditions thereof. Any proposed project concerning the Wilmington Marinas/ARSSS Conceptual Plan

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would require an Application for Discretionary Project, which would be subject to review under the requirements of the California Environmental Quality Act (CEQA). As an administrative activity, the Director of Environmental Management has determined that the proposed action is exempt from CEQA in accordance with the Article II, Section 2(f) of the Los Angeles City CEQA Guidelines.

**ECONOMIC BENEFITS:**

This Board action will have no employment impact.

**FINANCIAL IMPACT:**

This Board action, which approves PCAC 97 and PCAC 106 Item 5 and denies PCAC 106 Items 1, 2, 3, and 4, would have no financial impact. Should any capital funds be allocated under PCAC 106 in the future, a separate Board action will address the financial impacts of that allocation.

**CITY ATTORNEY:**

The Office of the City Attorney has reviewed this Board letter and determined that there are no legal issues to address at this time.

**TRANSMITTALS:**

1. PCAC Recommendation No. 97
2. PCAC Recommendation No. 106
3. Wilmington Marina Internal Access Road Issue Site Map

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