

**B**

**SUPPLEMENTAL ATTACHMENTS TO PORT  
COMMUNITY ADVISORY COMMITTEE PROJECT  
INVOLVEMENT**

October 27, 2008

Dr. Ralph Appy  
Port of Los Angeles  
425 S. Palos Verdes Street  
San Pedro, California 90731

Dr. Spencer MacNeil  
U.S. Army Corps of Engineers, Los Angeles Division  
915 Wilshire Boulevard  
Los Angeles, California 90017

Dear Dr. Appy and Dr. MacNeil:

The enclosed materials will act as a supplement to Appendix B, Port Community Advisory Committee (PCAC) Project Involvement. Attached are:

1. A list of the motions from the San Pedro Coordinated Plan Subcommittee (CPSC) and the actions taken by the Port Community Advisory Committee on those motions since January 2008.
2. A copy of the Port's report on all the motions CPSC has recommended to PCAC that have been approved for the Board of Harbor Commissioners' consideration, and the subsequent actions of the staff and the board on those motions. Note that since May 20, 2008, no staff or board actions have been taken.
3. A copy of the seven specific goals of the San Pedro Waterfront Sustainability Plan approved by PCAC on July 15, 2008 but not yet forwarded to the Board of Harbor Commissioners.
4. A map of the approved sustainability plan.
5. A CD with all the minutes from the CPSC's work through September, 2008.

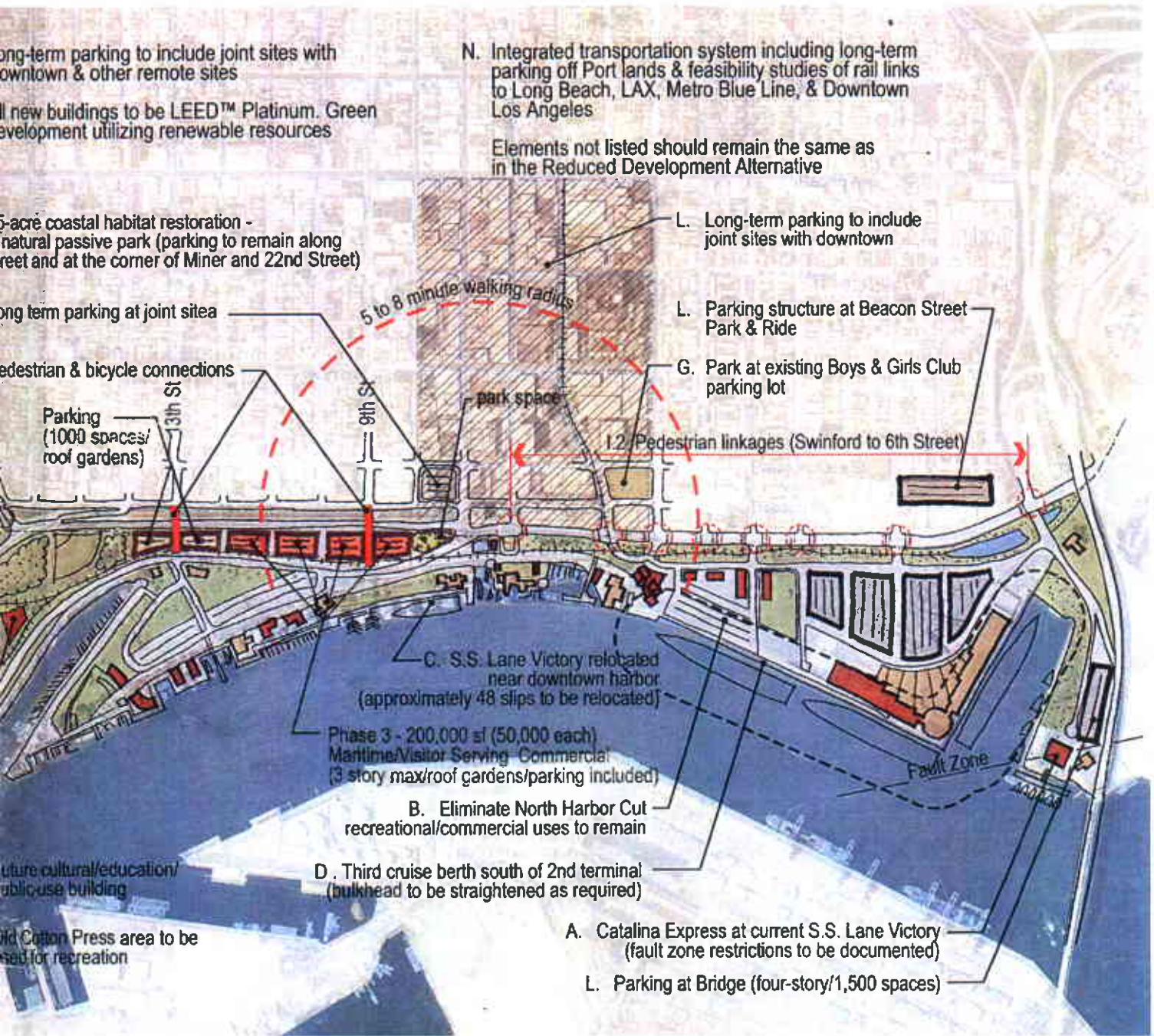
I am asking that these materials be included in Appendix B to make it complete.

Yours sincerely,



June Burlingame Smith, Chair  
San Pedro Coordinated Plan Subcommittee  
of the Port Community Advisory Committee

Mrs. June Burlingame Smith  
3915 S Carolina St  
San Pedro CA 90731-7115



Long-term parking to include joint sites with downtown & other remote sites

All new buildings to be LEED™ Platinum. Green development utilizing renewable resources

5-acre coastal habitat restoration - natural passive park (parking to remain along street and at the corner of Miner and 22nd Street)

Long term parking at joint site

Pedestrian & bicycle connections

Parking (1000 spaces/ roof gardens)

31st St

29th St

park space

12 Pedestrian linkages (Swinford to 6th Street)

C. S.S. Lane Victory relocated near downtown harbor (approximately 48 slips to be relocated)

Phase 3 - 200,000 sq ft (50,000 each) Maritime/Visitor Serving - Commercial (3 story max/roof gardens/parking included)

B. Eliminate North Harbor Cut recreational/commercial uses to remain

D. Third cruise berth south of 2nd terminal (bulkhead to be straightened as required)

Future cultural/education/public-use building

Old Cotton Press area to be used for recreation

N. Integrated transportation system including long-term parking off Port lands & feasibility studies of rail links to Long Beach, LAX, Metro Blue Line, & Downtown Los Angeles

Elements not listed should remain the same as in the Reduced Development Alternative

L. Long-term parking to include joint sites with downtown

L. Parking structure at Beacon Street Park & Ride

G. Park at existing Boys & Girls Club parking lot

A. Catalina Express at current S.S. Lane Victory (fault zone restrictions to be documented)

L. Parking at Bridge (four-story/1,500 spaces)

**GENERAL ITEMS:**

F. 50 total acres "Coastal Habitat Restoration"

G. Relocate parking to joint-use facilities Downtown

I.1 Total development at 1,911,585 sf  
(50% education / cultural)

J. Identify public art locations in accordance with Art Master Plan

K. Knoll Hill outside Bridge to Breakwater project area

F. Coastal habitat restoration (Bluffs)

F. 10-acre coastal habitat restoration (expand existing salt marsh)

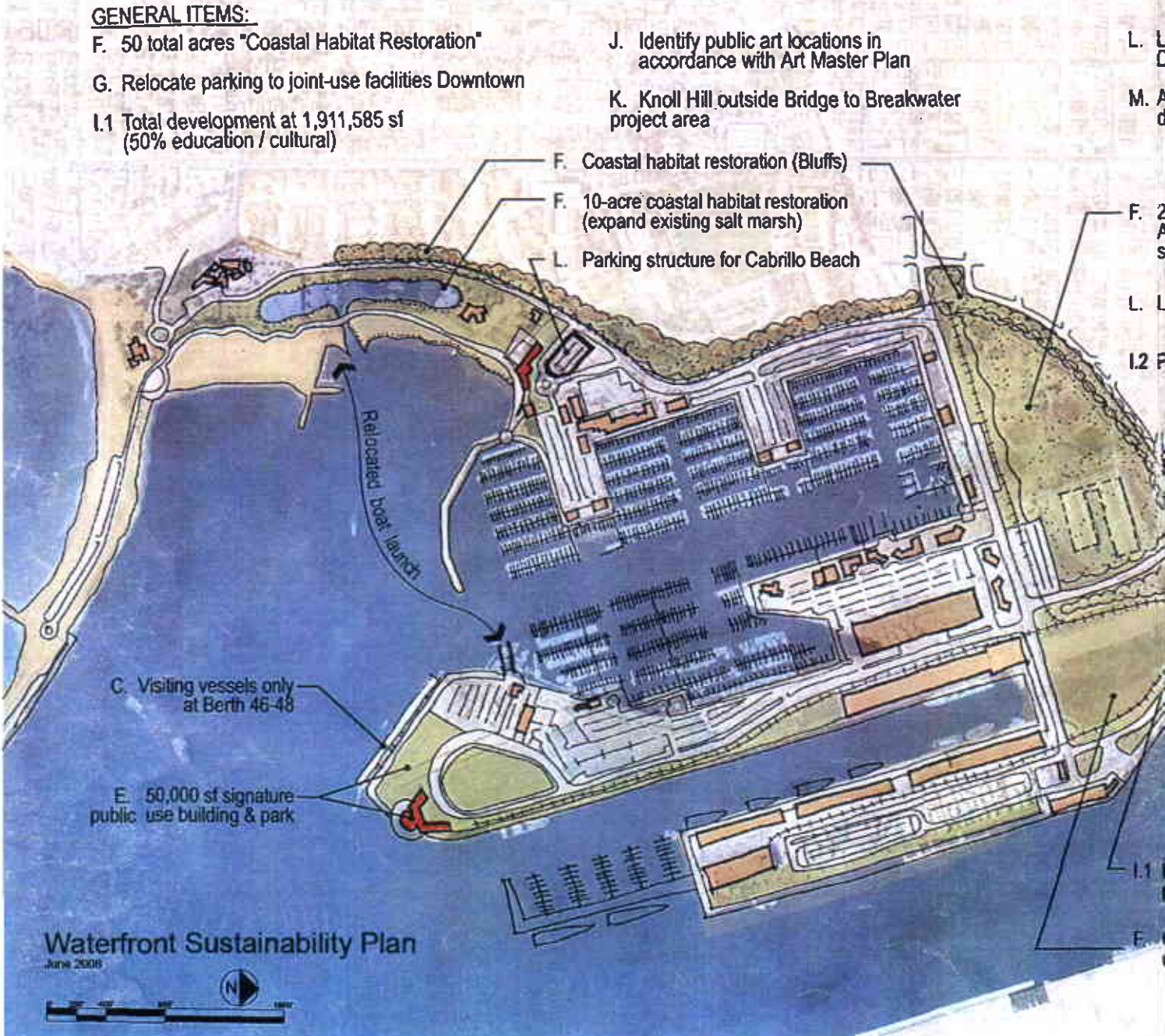
L. Parking structure for Cabrillo Beach

C. Visiting vessels only at Berth 46-48

E. 50,000 sf signature public use building & park

**Waterfront Sustainability Plan**

June 2008



## **Port DEIR/DEIS on the San Pedro Waterfront**

October 12, 2008

The following comments are a supplement to Appendix B, Port Community Advisory Committee Project Involvement. Appendix B only lists interaction between port staff and the San Pedro Coordinated Plan Subcommittee (CPSC) through January, 2008. Since then, the San Pedro Coordinated Plan Subcommittee and The Port Community Advisory Committee (PCAC) have taken the following actions:

### **September 16, 2008 PCAC**

Motion from the CPSC:

Resolved that the Port designate 20 minutes during the waterfront DEIR hearing for a presentation by the LA Working Group of its Sustainable Waterfront Plan, and

Be it further resolved that the LA Working Group be allowed to present its plan to the public via the PORT email list and have it posted prominently on the PORT website, with links from the Waterfront DEIR page.

Motion adopted 17/1/1

### **September 10, 2008 CPSC**

Whereas the San Pedro Waterfront Plan will have significant impacts on neighborhoods, businesses, traffic, light, noise, recreation waterfront access and aesthetics, and

Whereas a cruise ship development at Kaiser Point will also significantly affect air quality and have major impacts on the economy of downtown, and

Whereas the PORT through the project can demonstrate leadership in the fight against global warming by reducing green house gasses through smart transportation programs and alternative energy uses, and

Whereas the PORT has chosen not to include the PCAC recognized Sustainable Waterfront Plan as a project alternative in the DEIR, now

Therefore be it Resolved that the Port designate 20 minutes during the waterfront DEIR hearing for a presentation by the LA Working Group of its Sustainable Waterfront Plan, and

Be it further resolved that the LA Working Group be allowed to present its plan to the public via the PORT email list and have it posted prominently on the PORT website, with links from the Waterfront DEIR page.

(The Sustainable Waterfront Plan proposes a new cruise ship terminal near downtown, creates local and regional alternative and public transportation links in and around San Pedro, focuses parking away from the waterfront, builds a promenade along the water from the bridge to breakwater, AND truly integrates the four key elements of San Pedro Waterfront; the cruiser ship business, ports of call, downtown, and the outer harbor area, which is reserved for recreation, as well as environmental, educational and research developments.)

**June 11, 2008 CPSC**

**RESOLUTION, PART #1**

Whereas preliminary versions of the Bridge to Breakwater plan do not offer a viable, community-supported alternative for keeping the cruise ship terminal and berths near downtown and north of 5th Street, and

Whereas the community has produced past alternatives with features that are not included in one comprehensive alternative in the Port's current draft for the San Pedro Waterfront,

Therefore be it Resolved that the PCAC strongly advises that a new alternative be developed before release of the DEIR and incorporated in the DEIR that contains these elements in a newly revised alternative four:

- Leaves Harbor Boulevard as is and maintains the scenic designation of Harbor Boulevard, preserving views and view corridors
- Contains three cruise ship berths north of 5th Street
- Requires amping of all cruise ships
- Runs the Red Car line extensively all along the waterfront with stops from Cabrillo Beach to the north harbor including downtown as well as Kaiser Point and the Warehouse One Peninsula
- Moves parking, especially long-term parking, away from the waterfront by undergrounding day-trip visitor parking along Harbor Boulevard and building parking structures for cruise ship passengers along John S. Gibson Boulevard and on Terminal Island
- Creates a promenade from the Bridge to the Breakwater along the waterfront, completing the north/south California Coastal Trail through San Pedro
- Creates a second pedestrian walkway on the landside of Ports of Call
- Builds a boat launching ramp at Kaiser Point
- Expands by 10 acres the tidal pool and salt marsh at Salinas de San Pedro
- Builds land bridges between downtown and Ports of Call, including roof gardens on the parking structures and east-west connecting walkways
- Maintains all berths as shared berths with no terminals dedicated to one vender

## RESOLUTION, PART #2.

Whereas the Port project description places a cruise ship terminal south of 5th Street as its preferred location,

PCAC requests that the DEIR/DEIS for the San Pedro Waterfront investigate another alternative that berths a cruise ship along the Main Channel with a watercut to offset navigation problems.

## BACKGROUND INFORMATION

For the motion for the addendum to the Bridge to Breakwater EIR/EIS:

1. The San Pedro Coordinated Plan recommends that the PCAC advise the Board of Harbor Commissioners to:
  - Maintain 3 cruise ship berths at existing cruise terminal, build new terminal if necessary
  - Amp cruise ships
  - No new terminal or parking at Berth 46, some agreement that a limited temporary berth may continue with restrictions
2. Cabrillo Bay is recreational east to Main Channel including East Channel
3. Public access to water and enhancing Downtown is primary goal w/linkages with green, sustainable infrastructure and development
4. Master plan the entire waterfront, do not exclude Westways, Warehouse One, Fruit Terminal and Scout Camp
5. Red Car loop through downtown with shared parking facilities for downtown & waterfront
6. Do not widen Harbor Blvd. (third lane and lost parking) or close at 13<sup>th</sup>
7. No parking structures on waterfront blocking view corridors, structures where the topography will enhance access and views (railroad tracts between 8th & 13th)
8. Limited development (Community Growth) plans approved by Coordinated Plan Committee and Chamber maybe a common starting point including drawing with the Cruise Terminal at South end removed

## May 20, 2008 PCAC

MOTION: The San Pedro Coordinated Plan Subcommittee (SPCP) moves that PCAC recommends that the BHC direct Port staff to implement the original Ports O' Call enhancement project.

The motion carried with 12 Ayes, 4 Nays, and 1 Abstention.

**May 14, 2008 CPSC**

MOTION: The San Pedro Coordinated Plan Subcommittee move to request that the Board of Harbor Commissioners authorize 90 days for comment from the day the San Pedro Waterfront EIR/EIS is submitted.

**April 9, 2008 CPSC**

RESOLUTION

Whereas, the Board of Harbor Commissioners (BHC) approved the San Pedro Waterfront Enhancement Projects under a negative declaration in September 2006, and

Whereas, the Harbor Department has already contracted to do some of these projects, including the parking on 22nd Street that is to replace parking that will be lost when the Ports O' Call enhancements are done, and

Whereas, the Port has indicated that it intends to redesign the Ports O'Call enhancements but is doing so without public hearings, now therefore

The San Pedro Coordinated Plan Subcommittee (SPCP) moves that PCAC recommends that the BHC direct Port staff to implement the original Ports O' Call enhancement project.



San Pedro Waterfront Sustainability Plan  
Specific Goals of the Community of San Pedro

July 15, 2008

1. **All berths to be located at the inner harbor.**
  - a. Set aside Cabrillo Beach/Outer Harbor area for recreational/educational uses that preclude cruise service.
  - b. Maintain all berths as shared berths, with no terminals dedicated to one vendor.
  - c. Create some agreement that a limited temporary berth at existing Kaiser Point location may continue with restrictions.
  - d. No new terminal or parking at Berth 46.
2. **Provide linkages to downtown and community.**
  - a. Create pedestrian-oriented design, from bridge to breakwater and to downtown.
  - b. Incorporate/enhance regional transportation, such as express and Amtrac buses to L.A., L.B., Wilmington and other regional destinations, in order to reduce car trips to waterfront, beaches and off-site parking areas.
  - c. Run the Red Car line extensively all along the waterfront with stops from Cabrillo Beach to Dock One, to Kaiser Point, to the north harbor cruise ship terminal and through downtown.
  - d. Build land bridges between downtown and Ports of Call, including roof gardens and pedestrian walkways on the parking structures and east-west connecting walkways.
  - e. Create pedestrian links to downtown, both physical and economic, to provide access to the water and POC.
  - f. Incorporate sustainable infrastructure and development such as green streets, bicycle streets, urban runoff treatment, constructed wetlands and LEED buildings.
3. **Provide links to and protection of existing open space.**
  - a. Enhance link to Bandini Canyon, Leland Park and Peck Park.
  - b. Incorporate links to Harbor View Trail.
  - c. Incorporate/complete California Coastal Trail through San Pedro Waterfront, including pedestrians, jogging, skating & bicyclists lanes.
  - d. Enhance Coastal Trail links to Royal Palm Beach, White Point nature Conservancy, Angles Gates and Point Fermin Park.
  - e. Create a promenade from the Bridge to the Breakwater along the waterfront.
  - f. Create a second pedestrian walkway on the landside of Ports of Call.
  - g. Maintain the scenic designation of Harbor Boulevard, preserving views and view corridors.
  - h. Create an Outer Harbor Park along the east edge of Kaiser Point.
4. **Expand salt water marsh habitat.**
  - a. Expand by 10 acres the tidal pool and salt marsh at Salinas de San Pedro.
5. **Ports O Call - Develop/enhance 150,000 SF of commercial space, a conference center, open space and a promenade in POC.**
  - a. Commit to extensive "commons" area between shops.
  - b. Do not widen Harbor Blvd., add a third lane or remove parking or close at 13<sup>th</sup>.
6. **Create diversity of parking options to discourage traffic/pollution and encourage pedestrian activity downtown.**
  - a. Create shared parking facilities for downtown & waterfront.
  - b. Minimize parking and roadways in tidelands, waterfront and beach areas.
  - c. Create off-site parking, not just in downtown, but possibly between San Pedro & Wilmington for full day and longer use.
  - d. Move parking, especially long-term parking, away from the waterfront by under-grounding day-trip visitor parking along Harbor Boulevard, and building parking structures for cruise ship passengers along John S. Gibson Boulevard and on Terminal Island.
  - e. Create no parking structures on the waterfront that block view corridors.
7. **Create a plan that reflects the Port's sustainability goals.**
  - a. Require amping of all cruise ships.
  - b. Plan the entire waterfront, including Westways, Warehouse One, Fruit Terminal and Scout Camp.
  - c. Maintain Cabrillo Bay for recreational use.
  - d. Create a waterfront business plan to describe the economic development goals, determine the mix of commercial, retail and educational/cultural uses development and enhance downtown businesses.
  - e. Create a steering committee comprised of a variety of business, neighborhood and environmental stakeholders to meet with the port and their designated planning consultant.

**PCAC Motions Recommended to Board of Harbor Commissioners as of 9/16/08**  
 Changes since last report in red

POLA NO.	PCAC NO.	Date Approved by Full PCAC	Board Motion Date	Abbreviated Description	Staff Report Target Date	Staff Report Compl. & Presented to Board	Board Action - Synopsis (Refer to Board Report Relative to each Motion for Details)	Comments
4	CP-001	6/25/03	07/23/03	Coordinated Plan Subcommittee recommends to BHC the adoption of SMWM concepts as presented, subject to final comments from the Neighborhood Councils and community		10/22/03	Staff Recommendation Approved - (Exceptions to Motion noted in Staff Report) Board received the Waterfront Concept Framework with considerations given to limitations as discussed in detail in the staff report; and directed staff to utilize the SMWM "framework" as a principal reference for the continuing implementation of the Bridge to Breakwater Planning Program.	
5	CP-002	5/25/03	07/23/03	Coordinated Plan Subcommittee recommends to BHC that Phase I of the Waterfront Promenade move forward with project schematic design based on Phase I Preliminary Draft Framework and in accordance to guidelines presented		10/22/03	Staff Recommendation Approved - (Exceptions to Motion noted in Staff Report) Board received the Waterfront Concept Framework with considerations given to limitations as discussed in detail in the staff report; directed staff to utilize the framework and guidelines as a reference for the continuing implementation of the planning and design conditioned upon further analysis and directed staff to utilize the framework to implement the "immediate" component.	
6	CP-003	6/25/03	07/23/03	Coordinated Plan Subcommittee recommends to BHC the motion relative to Cabrillo Marina Phase II		10/22/03	Staff Recommendation Approved - (Exceptions to Motion noted in Staff Report) Board directed staff to initiate a Project Design review team that includes representatives of the PCAC and provide advice on issues developed by PCAC as Exhibit "B"; direct Port staff to incorporate project modifications into the Final EIR and ensure individual projects and cumulative impact evaluations reflect the revised project, direct staff to evaluate the feasibility of locating boat launch facilities on Port property; and direct staff to include PCAC Exhibit C.1 (A through D conditions) in the Final EIR.	
21	CP-004	3/18/04	04/28/04	Recommendation to PCAC to recommend to the BHC the adoption of the SMWM Final Framework Plan for Waterfront Development from the "Bridge to the Breakwater."		06/09/04	Staff Recommendation approved - Motion adopted. Subject to further analysis by EEK/Galoon Plan.	
22	CP-005	4/15/04	04/28/04	Commitment to relocate the existing Cabrillo Beach Launch Ramp and the relocation be included in the EE&K Plans for Bridge to Breakwater development.		07/14/04	Staff Recommendation Approved. No action taken until boat launch ramp alternatives are evaluated in appropriate environmental assessment.	
32	CP-006	9/21/04	09/29/04	PCAC recommends to the Board the approval of the Bridge to Breakwater plan in concept subject to the following conditions: a) The Department move forward with the Downtown Waterfront as the next phase of the project, and that b) The Commission direct staff to include a 22nd St. Park and linkages with downtown and San Pedro neighborhoods in the next phase of the project, and that c) The Commission directs staff to develop the proposed Bridge to Breakwater concept into a detailed project description, and continue to work cooperatively with all stakeholders and PCAC to provide input and issue resolution on the project description to be used in the EIR/EIS process. and, that the Commission expedite the approval of the Wilmington Preferred Plan within the next 45 days.		02/08/05	Staff Report approved with comments.	
44	CP-007	8/16/05	09/14/05	PCAC recommends to the Board that the BHC considers PCAC Motion #44 with its amendments outlined in this report and staff be directed to use the reduced development/reduced density project alternative crafted by the working group and approved by PCAC as the basis for the reduced development alternative that will be coequally analyzed in the Draft EIR/EIS for the Bridge to Breakwater Project.		09/14/05	Staff recommendation approved, exclusive of housing and final completion of EIR/EIS.	