



agenda

# COASTAL SAN PEDRO NEIGHBORHOOD COUNCIL

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## cspnc | port and environment committee meeting notice

**Date: Tuesday, October 14, 2014, 5:00pm**

**LOCATION:** Corner Store, 1118 W. 37<sup>th</sup> Street  
San Pedro, CA 90731

### agenda

- 1) Call to Order 5:00pm
- 2) Public Comment
- 3) Discussion on 2 resolutions from NW and Central re waterfront.
  - a. Resolution regarding Port spending on Community Infrastructure Projects (Attached)
  - b. Resolution regarding the ongoing discussion between the Port and proposed developer to secure a master lease agreement on Ports O'Call. (Attached)
- 4) Discuss and consider motion Re: Future use of Boy Scout Camp/Cabrillo Beach Youth Waterfront Sports Center.
- 5) Discuss and consider motion requesting the Port to not cut Red Car service along the waterfront, and further requesting that the Port place the administration of the Red Car service under its community relations department so as to better coordinate visitor serving attractions at the waterfront.
- 6) Discussion on goal setting for the year
- 7) Adjournment

***For more information, please call 310.721.7107; write to CSPNC, 1536 West 25th Street #223, San Pedro, CA 90732; or visit the Coastal San Pedro Neighborhood Council website at [www.cspnc.org](http://www.cspnc.org).***

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## RESOLUTION

### CONCERNING SPENDING ON COMMUNITY WATERFRONT INFRASTRUCTURE PROJECTS

September 8, 2014

WHEREAS commencing in 2004, the Northwest San Pedro Neighborhood Council [NWSPNC] has adopted resolutions supporting waterfront redevelopment and supported the EIR for the Waterfront Redevelopment [the Project]; and

WHEREAS, one objective of the Project is to improve public access to the waterfront and another is to provide connections with the downtown San Pedro area and surrounding community; and

WHEREAS, the EIR found that the physical connection between downtown San Pedro and the waterfront was lacking due to a number of visual and physical barriers that currently inhibit access to the water's edge;<sup>1</sup> and

WHEREAS, the Waterfront EIR certified on September 29, 2009, included the improvements listed on the attachment to this Resolution designed to meet the objectives of the Project, including a pedestrian waterfront promenade, realignment and improvements to Sampson Way and Harbor Boulevard, a downtown plaza at Sixth Street, new parking structures, parks and public use areas, and improved and extended Red Car routes; and

WHEREAS as a part of the EIR process, the implied promise of increased construction jobs and sustained future employment were used by the Port of Los Angeles (POLA) and the Board of Harbor Commissioners (BOHC) to gain the support of the community for the Project and have since been used to attract businesses and developers to San Pedro; and

WHEREAS, some of the Project elements were presented as mitigation for other Port projects such as the third passenger terminal berth at Berth 47-49 ; and

WHEREAS, during the last annual Waterfront Update to the community, the Executive Director reiterated and confirmed the Port's promise to prioritize constructing the Project elements that would facilitate the development of Ports O'Call and

WHEREAS, many of the Project elements had projected completion dates from 2009 to 2015 but in its current Capital Improvement Program, it appears that the

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<sup>1</sup> [http://www.portoflosangeles.org/EIR/SPWaterfront/FEIR/feir\\_spwaterfront.asp](http://www.portoflosangeles.org/EIR/SPWaterfront/FEIR/feir_spwaterfront.asp). Click on FINAL mitigation list.

PORT has not budgeted nor approved funds for these elements with the exception of the engineering studies for Sampson Way realignment; and

WHEREAS, in his recent interview in *San Pedro Today*, the Mayor also indicated that the Port would delay funding for non-revenue producing Project elements<sup>2</sup>;

NOW THEREFORE, the Northwest San Pedro Neighborhood Council urges the Port, the City Council, and the Mayor to immediately follow through with their promises of funding for the already-approved Project elements, and to furnish the community with an updated schedule for their commencement and completion.

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<sup>2</sup> <http://www.sanpedrotoday.com/2014/07/31/download-the-august-2014-issue-now/>

**San Pedro Waterfront Proposed Project  
Cost Estimates For Public and Private Investment**

<b>Downtown Harbor Area</b>	<b>Cost (Millions)</b>	<b>%</b>
Inner Harbor Parking	\$129.2	10.8%
Downtown Watercut (B. 84 – 86)	\$11.4	0.9%
7th Street Harbor Watercut & Pier	\$9.0	0.7%
North Harbor Watercut	\$87.4	7.3%
Promenade – 3200 lf	\$20.8	0.0%
Town Square Plaza/Park – 2.8 Acres	\$10.9	1.7%
Ralph J. Scott Fireboat Museum – 10,000 sf	\$9.4	0.0%
Lane Victory Building - 10,000 sf	\$6.3	0.9%
Millennium Tug Boat Building & Dormitory - 10,000 sf	\$7.9	0.0%
Crowley Tug Boat Building & Dormitory - 10,000 sf	\$7.9	0.0%
Los Angeles Maritime Institute Relocation - 10,000 sf	\$1.5	0.8%
POC Promenade (over water & seawall) – 4250 lf	\$73.8	0.5%
POC- Fisherman's Park - 3 Acres	\$4.7	0.7%
POC Commercial Development - 300,000 sf	\$187.5	0.7%
POC Conference Center - 75,000 sf	\$46.9	0.1%
POC Parking Structure at Bluff – 1652 spaces	\$49.6	6.1%
Other Surface Parking – 986 spaces	\$1.4	0.4%
Sampson Way Road	\$31.7	15.6%
Red Car Line along Sampson Way	\$27.1	3.9%
Red Cars (2 new)	\$2.5	4.1%
Red Car Maintenance Facility	\$10.6	0.1%
Jankovich Relocation to Berth 240	\$22.8	2.6%
<b>Total Downtown Harbor</b>	<b>\$760.3</b>	<b>63.7%</b>

<b>Outer Harbor Area</b>	<b>Cost (Millions)</b>	<b>%</b>
Promenade - 5000 lf (includes Salinas de San Pedro)	\$33.4	2.8%
Outer Harbor Park - 6 Acres, at grade	\$ 8.7	0.7%
Salt Marsh Expansion	\$ 1.9	0.2%
B. 45-47 Cruise (waterside improvements)	\$13.4	1.1%
B. 49-50 Cruise (waterside improvements)	\$27.4	2.3%
B. 45-47 Cruise Building – 100,000 sf	\$60	5.0%
B. 49-50 Cruise Building – 100,000 sf	\$60	5.0%
Cruise Ground Transportation/Circulation/Emp. & CBP Parking	\$15	1.2%
Red Car Extension to Outer Harbor & Cabrillo Beach	\$36.7	3.0%
Red Cars (3 new)	\$3.8	0.3%
<b>Total Outer Harbor Area</b>	<b>\$260.3</b>	<b>21.8%</b>

<b>San Pedro Park Area</b>	<b>Cost (Millions)</b>	<b>%</b>
Promenade – 9620 lf	\$58.3	4.8%
San Pedro Park – 18 Acres	\$19.7	1.6%
*Reuse Warehouse Nos. 9 & 10 *financial feasibility questionable (roof has dry rot)	\$29.7	3.1%
Westway Demolition	\$6.8	0.6%
Westway Cleanup	\$46.0	3.8%
Red Car Extension to City Dock #1	\$9.1	0.8%
Red Cars (3 new)	\$3.8	0.3%
<b>Total San Pedro Park Area</b>	<b>\$180.9</b>	<b>14.5%</b>

<b>Project Area</b>	<b>Cost</b>	<b>%</b>
Downtown Harbor	\$760.3M	63%
Outer Harbor	\$260.3M	22%
San Pedro Park	\$180.9M	15%
<b>Total Project Cost</b>	<b>\$1.2 B</b>	<b>100%</b>

## RESOLUTION

### CONCERNING THE ONGOING DISCUSSIONS BETWEEN THE PORT AND PROPOSED DEVELOPER TO SECURE A MASTER LEASE AGREEMENT

September 8, 2014

WHEREAS, many ports in the United States and around the world have developed their waterfronts with attractive and actively used visitor- serving facilities, and

WHEREAS, there is and has been substantial public support for a revitalized waterfront and a redeveloped Ports O'Call [POC]; and

WHEREAS, to improve its waterfront, the City of Los Angeles through its Board of Harbor Commissioners [Port] has devoted significant time and effort for more than 30 years, spending more than \$12 Million in public funds on project consultants; and

WHEREAS, as a further effort to improve its waterfront, the Port approved a Master Plan for the redevelopment of the waterfront [Project] in an EIR certified on September 29, 2009, with the support of the Northwest San Pedro Neighborhood Council; and

WHEREAS, in July 2012, the Port solicited a Request for Qualifications (RFQ) for development of the POC portion of the Project area; and

WHEREAS, based on the RFQ selection process, the Port entered into an exclusive negotiating agreement [ENA] with The Ratkovich Company and Jerico Development, Inc. (Developer) ; and

WHEREAS after more than 544 days of negotiations there is still no agreement between the Port and Developer, and

WHEREAS, the Northwest San Pedro Neighborhood Council (NWSPNC) has been involved with the Ports O' Call Master Plan and redevelopment for many years with many volunteer hours and provided a number of resolutions concerning the project, many of them being resolutions of support; and

WHEREAS the NWSPNC is concerned that the two parties will not be able to agree and that the POC redevelopment schedule will be at risk in both the short and long term, thereby threatening the jobs and employment benefits that could result from the Project; and

NOW THEREFORE, the NWSPNC reaffirms its support for redevelopment of the Ports O'Call area, and for construction of the infrastructure improvements

approved in the Los Angeles Waterfront EIR, and urges the Port and Developer to reach an acceptable agreement as quickly as possible.

FURTHERMORE, the NWSPNC suggests the Port and Developer consider creative ways to better communicate with the community and perhaps increase the possibility of a successful negotiation that benefits the Port, the Developer and the community, such as

A] finding a way to report to the community on the status of negotiations, including the positions of the parties that may be hindering agreement;

B] considering using facilitators or other experts to assist the parties in reaching an agreement; and

C] suggesting ways that the Neighborhood Councils can support rapid improvement of the waterfront.

DRAFT

## RESOLUTION REGARDING THE RED CAR

WHEREAS, the Red Car and the Fanfare Fountains are the iconic images representing visitor attractions and potential redevelopment of the San Pedro waterfront; and

WHEREAS, the Waterfront Redevelopment EIR approved in 2009 promised expansion of the Red Car to Cabrillo Beach and also included relocating the Red Car line to accommodate the other improvements included in the EIR; and

WHEREAS, the Port has anticipated expansion of the Red Car service to Wilmington by providing space for the necessary rails along Bridges Blvd.; and

WHEREAS, it is anticipated that the Board of Harbor Commissioners will consider cutting and possibly eliminating the Red Car at its first November meeting; and

WHEREAS, the potential cuts in service from 27 hours per week to 10 hours per week means that access by Red Car from the cruise lines to downtown San Pedro will be lost, dinnertime access to downtown and to Ports O'Call will be lost, weekend after-five access to overflow parking at 22nd street will be lost, Friday access for school groups and also special needs children groups will be lost, and rides to and from the water shows in the evening; and

WHEREAS, the NWSPNC realizes that the Port is concerned about cutting costs, but that the Red Car was never intended to make money and is instead iconic and is intended to draw visitors to downtown San Pedro and to the waterfront; and

WHEREAS, there has only been one company that has ever bid on operating the Red Car for the Port and it seems unlikely that the company will operate it on a reduced schedule, including the only mechanic whose work is vital to the operation of the Red Car.

NOW THEREFOR, the NWSPNC requests the Port to not cut Red Car service along the waterfront, and further requests that the Port place the administration of the Red Car service under its community relations department so as to better coordinate visitor serving attractions at the waterfront.