

**Extraordinary Meeting of the Central San Pedro Neighborhood
Council Port Relations Committee
August 12th 2012 6p.m. at Mishi's Strudel & Bakery, San Pedro, CA.**

Present: Frank Anderson (Chair), Sue Castillo, Alison Vought, Carrie Scoville, Andrew Silber.

With regard to the Port of Los Angeles Master Plan update:

a) The Port of Los Angeles has prepared a Notice of Preparation and Initial Study (NOP/IS) for the Port of Los Angeles Master Plan Update, which serves as a long-range plan to establish policies and guidelines for future development within the coastal zone boundary of the Port of Los Angeles. The NOP/IS is to inform agencies and the public that the Port of Los Angeles will be preparing a Program Environmental Impact Report (PEIR) for the project. A public scoping meeting to receive comments will be held on August 14, 2012 at 6 p.m. at Banning's Landing Community Center.

The 30-day public comment review period ends on August 24, 2012.

The notice of preparation of a program environmental impact report for the port of Los Angeles master plan update is available here:

http://www.portoflosangeles.org/planning/pmp/PMP_NOP_IS_07-2012.pdf

The amended Port of Los Angeles Master Plan (June 2002) is available here:

<http://www.portoflosangeles.org/planning/masterplan.asp>

b) Recommendations for Adoption by the Central San Pedro Neighborhood Council:

i) As the Central San Pedro Neighborhood Council is vitally and ardently interested in the outcome of the Port of Los Angeles master plan update, it would *urgently request that steps and strategy to arrive at the finished document be accurately and promptly communicated* by the Port of Los Angeles to the Central San Pedro Neighborhood Council, on each and every occasion when that communication is appropriate.

A. We ask that Port of Los Angeles master plan update meetings including, but not limited to, scoping meetings, public outreach meetings and community workshops be notified to all Central SP NC board members and Central SP NC Port Relations Committee members in a timely manner by email.

B. We ask that vital meetings relevant to the development of this update be not held between 6p.m. and 10p.m. on evening of the second Tuesday of any month.

C. We ask that PCAC committee members are all notified of meetings, scoping meetings, public outreach meetings and community workshops. (Although three of the Central San Pedro Neighborhood Council Port Relations Committee members [Anderson, Vought, Alexander] attended a Port of Los Angeles Port Master Plan Update Public Workshop on Thursday July 19, 2012 at the Banning's Landing Community Center in Wilmington, - none of these three received email notice nor a postcard advising of August 14th public scoping meeting).

ii) The following list of relevant items we, (the Central San Pedro Neighborhood Council), feel to be vital for inclusion in future planning for the Port of Los Angeles, and we ask that the Central San Pedro Neighborhood Council adopt these items as its own, as we feel that they all need to be included in the Port of Los Angeles Master Plan update, *on behalf of our stakeholders*:

A. Emphasis must be placed on developing and enhancing those sections of waterfront which are designed for use by visitors and local residents, (e.g. Crafted,

USS Iowa, Kaiser Point cruise terminal) e.g., parking issues, marketing, infrastructure, landscaping, mass public transit.

- B. ***The San Pedro Waterfront needs to be developed as a ‘seamless interface’ with downtown San Pedro in accordance with the vision described by the Urban Land Institute***, SMWM studies, consultant Keith Gurney, the City of L.A. Community Redevelopment Agency, and others.

The ULI Study (2002) is available here:

http://www.chulavistaca.gov/City_Services/Development_Services/RedevHousing/Projects/documents/SanPedroReport.pdf

see also <http://sanpedrocity.org/wp-content/uploads/2012/03/AGENDAPACKETMAR2012.pdf>

and <http://sanpedrocity.org/wp-content/uploads/2011/02/buscainoletterCRAwithattachments.pdf>

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and (from the *Port of Los Angeles*):

http://www.portoflosangeles.org/EIR/SPWaterfront/FEIR/1_Introduction.pdf

CRA intentions are here: http://www.crala.net/internet-site/Projects/Pacific_Corridors/upload/Pacific%20Corridor%20Five%20Year-2.pdf

. Further analysis of need for seamless interface is here:

<http://fourstory.org/features/story/a-vision-for-san-pedro/>

- C. The Red Car or other Port of Los Angeles light rail needs to connect with the Los Angeles Metro passenger rail system which serves downtown Los Angeles and the proximity of Los Angeles International Airport.
- D. A water taxi or other means of public water transportation needs to be developed to connect the Port of Los Angeles with other waterfront destinations such as Santa Monica, Newport Beach, Seal Beach, Alamitos Beach.
- E. The Red Car project must be developed to interconnect broader areas of San Pedro town and its suburbs.
- F. Central San Pedro Neighborhood Council would like to see more diversity in the Port of Los Angeles’s economic development plan. Revenues should be diversified beyond relying too heavily on container traffic at the expense of developing other revenueable plans; this will require the Port of Los Angeles to expand the diversity of its economic activities.
- G. Truck traffic on city streets must be ameliorated and its impact reduced as a public safety need, an aesthetic need and an environmental need. Alternatives must be found to this problem, (e.g. a dedicated on/off ramp at Westmont and the 110 Freeway).
- H. The general public must have more access to the water, (not just to viewing the water from the waterfront), but access to the ocean or to channels. (E.g. beaches, coastal berms, boat launches).
- I. The Port must reduce the heat island effect on its land through increased and improved landscaping and alternative surface materials along with other means that the Port identifies and implements.
- J. The California Coastal trail needs to be further established and improved throughout Port of Los Angeles property.
- K. The impact of night time operations on adjacent communities needs to be abated and reduced, including the impacts of *light and noise pollution at night*.
- L. A bicycle lane system needs to be established between Long Beach and Downtown San Pedro, across Terminal Island.
- M. Historical sites, buildings and facilities need to be protected and preserved,

- N. Dedicated space must be found for the relocation of hazardous materials including the facilities owned or operated in San Pedro by Plains All American Pipeline, L.P. or PAA Natural Gas Storage, L.P., or by PNGS GP LLC
- O. Nature Preserves and Marine Habitats should be encouraged, developed, expanded and maintained.
- P. Landscaping should be instigated and carried out all along Ocean Boulevard, wherever it is within Port of Los Angeles boundaries.
- Q. More Port of Los Angeles land must be dedicated to capture and generate electrical power, thereby reducing dependence on the Los Angeles' grid: A renewable energy-based system must be developed to facilitate the large-scale transmission and storage of solar and wind power.
- R. Interface between Port of Los Angeles properties and the adjacent community(ies) should be beautified and landscaped including the undergrounding of utility cables and lines.
- S. The Port of Los Angeles must develop a plan which guarantees that continued personal recreational use of the Outer Harbor is not hindered, reduced or curtailed.
- T. Industrial land use should be concentrated on Terminal Island, and not on community-adjacent land (e.g. the west bank of the main channel).
- U. Rail cargo should access and egress the Port of Los Angeles via grade separations to minimize impact on local traffic, improve quality of life for harbor area residents, and reduce danger to road users.
- V. The percentage of all cargo moved by rail, (including empty containers), entering and leaving the Port of Los Angeles should be increased, and the percentage needing the use of streets and freeways should be decreased.
- W. Quiet zones need to be established for all railway/railroad activities adjacent to residential communities.
- X. Central San Pedro Neighborhood Council would like to know the Port's long-term plans for Knoll Hill.