



agenda

# COASTAL SAN PEDRO NEIGHBORHOOD COUNCIL

locally listening & leading ...



## CSPNC | Planning, Land Use & Transportation Committee Meeting AGENDA

**Saturday June 8, 2019 2:30 p.m.**

**Angels Gate Cultural Center, Building G  
3601 S. Gaffey Street, San Pedro, CA 90731**

Participation is open to all Stakeholders of the Coastal San Pedro Neighborhood Council.

- 1) Call to Order
- 2) Roll Call
- 3) Approval of Minutes
- 4) Announcements
- 5) Public Comment on Non-Agenda Items
- 6) Chair Update
- 7) **Proposal re. ADU projects in the San Pedro Coastal Zone** – Greg Ellis
- 8) **Home Sharing Ordinance** – Status/ discussion & possible Motion on recommendation for implementation, reporting of violations, Board presentation
- 9) **Charter-Co Location** – letter for NWSP NC, discussion & possible Motion
- 10) **South Shores Elementary School proposed construction** – Discussion & possible Motion
- 11) **State Housing Legislation (SB 50 etc)** – discussion & possible Motion
- 12) **U.S. Navy's Plans for Renewed Fueling Operations at Defense Fuel Support Point, North Gaffey Street** – discussion & possible Motion
- 13) **Port/waterfront PAIP project suggestions** – discussion & possible Motion
- 14) Update on Board motion on need for traffic calming measures in the vicinity of the Paseo Del Mar landslide and speed hump applications submitted.
- 15) Follow up on CDP-MEL-DB-CLQ project IN PROGRESS for 22-lot small lot subdivision at 1803 Mesa Street
- 16) Future Board presentations: Coastal Commission Environmental Justice & Home Sharing Ordinance
- 17) Review/ discussion of San Pedro Specific Plan (including definition of "Project" and parking requirements), LUP and Coastal Zone requirements (follow up)
- 18) Update--Joint Northwest, Central, & Coastal San Pedro NC's Planning & Land Use Committee
- 19) Public Comment on Non-Agenda Items, continued
- 20) Adjournment

*For more information, please call 310.918.8650; write to Coastal San Pedro Neighborhood Council ("CSPNC"), 1840 S Gaffey St. #34, San Pedro, CA 90731; or visit the CSPNC website at [www.cspnc.org](http://www.cspnc.org).*

**PUBLIC INPUT AT NEIGHBORHOOD COUNCIL MEETINGS** --The public can address the Committee on any agenda item before the Committee takes an action on an item. Comments from the public on agenda items will be heard only when the respective item is being considered. Comments from the public on other matters not appearing on the agenda will be heard during the General Public Comment period. Please note that under the Brown Act, the Committee is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Committee meeting.

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**SERVICIOS DE TRADUCCION** -- Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte a the CSPNC Secretary, al 310.918-8650 por correo electrónico [cspnclive@gmail.com](mailto:cspnclive@gmail.com) para avisar al Concejo Vecinal.

## Draft letter

Date: May 13, 2019

To: Dr. Richard Vladovic

Subject: Concerns regarding Charter School Co-Locations in the Harbor Community

Dear Mr. Vladovic,

We, the Northwest San Pedro Neighborhood Council have great concerns regarding the recently approved charter school co-location at the Catskill Ave Elementary School in Carson as we see this as a trend that may affect schools located in the Harbor Community. We are concerned that adding a co-location charter school at an existing campus will most likely destabilize the school learning community by taking away existing resources such as computer labs, campus library, counseling room, and play yard. We are concerned that existing schools with fully credentialed experienced teachers, Dual Language, School for Advanced Studies/Gate, English Language Learner, and Special Education programs could be adversely impacted when co-habitation takes place.

The Northwest San Pedro Neighborhood Council believes our schools should serve all students. There have been reported instances where charter schools exclude minorities, special education students, and English Language Learners. Furthermore, we believe that schools should transparently include the community when making decisions. We are concerned that GANAS Academy may be failing to do this. We ask that you address these issues.

In conclusion, the Northwest San Pedro Neighborhood Council supports the parents, teachers, and community members who have expressed concerns regarding the co-location of GANAS Academy at LAUSD public schools in the Harbor Community, specifically in San Pedro.

We request that you provide us with specific information as to how adding a charter school to an existing campus in San Pedro will benefit the existing campus and not detract from existing classroom space, play yard space and existing programs such as Dual Language, School for Advanced Studies/Gate, English Language Learner, and Special Education.

We stand united in protecting our schools in Northwest San Pedro and request a response to this letter within two weeks of your receipt.

Sincerely,

Ray Regalado  
President, Northwest San Pedro Neighborhood Council

Cc: Mr. Michael Romero, Superintendent, LAUSD Local District South  
The Hon. Steven Bradford, SD35  
The Hon. Mike Gipson, AD64  
Mr. Alex Caputo-Pearl, President, UTLA  
Mr. Joe Buscaino, CD15 Councilmember

# LA City Council Opposes Scott Wiener's Trickle-Down Housing Bill SB 50



In News by Housing Is A Human Right / April 17, 2019



In the largest city in California, the Los Angeles City Council voted unanimously yesterday to oppose **State Sen. Scott Wiener's trickle-down housing bill, SB 50**. The council members sent a strong message to state legislators that they must stop SB 50. The 12-0 vote is a major blow to Wiener's bill.

"Within a week," says Housing Is A Human Right Director René Christian Moya, "the San Francisco Board of Supervisors and the Los Angeles City Council both voted overwhelmingly to oppose Scott Wiener's trickle-down housing, pro-gentrification bill. State legislators must listen, and stop SB 50 right now. It will harm middle- and working-class communities, especially those of color."

Housing Is A Human Right, the housing advocacy division of AIDS Healthcare Foundation, applauds the L.A. City Council for opposing SB 50.

At yesterday's City Council meeting, Councilman Paul Koretz said SB 50 pushes "trickle-down housing" and doesn't directly address L.A.'s housing affordability crisis, but will make **huge profits for the real estate industry**. "It's a hand out to developers," said Koretz.

(Read the Housing Is A Human Right special report: "**Selling Out California: Scott Wiener's Money Ties to Big Real Estate.**")

Councilman David Ryu said SB 50 is a "power grab" by Wiener and doesn't adequately build much-needed affordable housing. "We need housing that serves the people we represent," said Ryu.

Councilman Mike Bonin was also deeply troubled by SB 50: "I'm concerned it doesn't do enough to stop displacement. **It doesn't do enough to build affordable housing.**"

Housing Is A Human Right urges **state legislators to now stop this pro-gentrification bill** in committee.

We also urge Gov. Gavin Newsom and state legislators to come up with community-based solutions to urgently address our housing affordability crisis, such as the "3 Ps": protect tenants through rent control and other policies; preserve existing affordable housing such as rent-controlled units; and produce truly affordable housing.

Follow Housing Is A Human Right on **Facebook** and **Twitter**.



# WRAC LUPC MOTION OPPOSING SB 50

Proposed by WRAC LUC on January 17, 2019

No passage deadline has been set

Passed by Bel Air-Beverly Crest Neighborhood Council , Brentwood Community Council , Neighborhood Council of Westchester/Playa , Pacific Palisades Community Council , and West LA-Sawtelle Neighborhood Council

## Motion

### WRAC LUPC SPONSORED MOTION OPPOSING SB 50 [WIENER]

Whereas California neighborhoods depend upon high quality, citizen driven, local community planning for justice and equity and balanced development, and

Whereas State Senate Bill 50 [Scott Wiener] weaponizes state government code to eviscerate local planning statewide and thereby increases financialization of land use; intensifies inequality; encourages predatory speculative activity; and masks massive wealth transfer by shifting property ownership opportunities away from small owners to corporate investors, and

Whereas the City Charter-mandated Neighborhood Council system of Los Angeles, and the Community Councils of the City of Los Angeles, represent grass roots democracy, and

Whereas California State Senate Bill 50 [Scott Wiener] establishes "one size fits all" development criteria-based on changeable municipal structures such as bus stops and employment locations-to be determined, without democratic due process or public scrutiny, by the Department of Housing and Community Development and the Office of Planning and Research, and

Whereas the lack of analysis of infrastructure and other costs associated with this pen stroke planning creates grave uncertainty that any local agency would be able to *"levy enough service charges, fees or assessments sufficient to pay for the program or level of service mandated by this act within the meaning of Section 17556 of the Government Code"*, and given the aforementioned lack of fiscal analysis, Section 6 of Article XIII B of the California Constitution "No reimbursement" clause is wrongfully applied to this legislation,

Whereas reform is needed for the present state legislative system which allows sweeping, ideological blunt instrument legislation such as SB 50 to be introduced without extensive vetting in local public hearings prior to consideration in the State Legislature, and

Whereas this wholesale removal of all land use authority to the State clearly abolishes all meaningful local input into land use planning and therefore constitutes an attack upon local democracy, upon neighborhoods, and upon the Neighborhood Councils and Community Councils in the City of Los Angeles,

Therefore, \_\_\_\_\_ Neighborhood/Community Council opposes SB 50 and urges our City Councilmembers to introduce a resolution in Council forthwith, opposing SB50.

## Background

### TALKING POINTS: SB 50 CHAPTER 4.35. Equitable Communities Incentives 65918.50:

Essentially the same fatal flaws as 827 with huge impacts upon local planning.

Reason to oppose now rather than wait until April: Important to register strong objections immediately in January/February as the bill's author has control of the State Senate Housing Committee which has been split off from Transportation.

Weaponizing of state code: FAR, or floor area ratio, is a city's basic tool to control height and bulk of buildings. Use is a city's basic tool to determine what goes in those buildings. Moving FAR and use to Sacramento guts local planning processes.

The density bonuses in this bill become the required base level, and stacking of bonuses is allowed

The bill forces cities to permit over the counter larger multi-family residential structures in "transit-rich" zones, regardless of limitations imposed by local community plans, specific plans, zoning restrictions or jurisdiction boundaries; it also forces cities to allow such structures near "jobs-rich projects," to be determined not on the local level but by State agencies in Sacramento. NCs and CCs would not get an opportunity to review or comment. This state control could be expanded without warning.

The potential for increased financialization of land use, and for predatory speculative activity, should be fairly obvious considering ongoing FBI investigations into LA's CC PLUM process as well as the rise of short-term rentals.

Porting land use decision making to Sacramento, where there is arguably less public scrutiny than local municipalities, is not a particularly good idea for open, transparent, responsive government.

California should be looking to increase ownership opportunities for communities of concern.

SB 50 seeks to impose community plan time limits raising this potential scenario: All Los Angeles' Community Plan updates might not be finished--and legally approved--in time. Moving thousands of projects to by-right status means no community benefits exchanged for these concessions as benefits are typically written into LA's plans. A community plan with community benefits imposed after the fact could well be tossed out in court. State law trumps local.

Bottom line: with the housing packages previously approved by the state legislature, there is no need for this bill.

NOTE: Gov. Newsom seeks to withhold gas tax revenues from cities which do not meet their RHNA goals. There exists some agreement that RHNA needs to be equitably applied, and that therefore RHNA is the more appropriate vehicle for legislative adjustments increasing housing production in California.

**References to current provisions in the draft bill are in red:**

- Ignores infrastructure by setting statewide, inflexible “minimum performance standards for community plans, such as minimum overall residential development capacity” without any CEQA analysis: **55 (b)(3)**
- Allows an “equitable communities incentive” *automatic* base of 5 concessions, including waivers from maximum density controls, for the new “jobs-rich housing project” definition: **53 (a)(1)** and 6 concessions for Major Transit Stops **65918.53 (2) and (3)**
- Enables “bonus stacking” through connecting the existing concessions in state density bonus law [SB 1818, now Section **65915**] which presently enables reductions relative to “...*site development standards; modification of zoning code requirements; architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission...including, but not limited to, a reduction in setback and square footage requirements*”, again without CEQA analysis **53 (a)(4)**
- Establishes a rigid statewide zoning code for FAR...*and use*: **53 (a) and (b)**
- Overrides ReCode’s tools for bulk and mass: **53**
- Essentially eliminates grass roots participation in the majority of local land use planning decisions by superimposing a new ‘as of right’ project definition, “job-rich housing project”, which is based on fluctuating municipal conditions. Companies open and close and move, but high-density land use entitlements based on snapshots in time may be granted in perpetuity through this proposed law: **50 (f)**
- Raises significant due process issues as Department of Housing and Community Development and the Office of Planning and Research become the de facto state zoning board and board of appeals: **50(f) and (j)**
- The tenant occupancy time limits offer a false sense of security as the bill’s more onerous provisions are merely postponed. Community rights to plan responsibly are overridden after the delay. Meanwhile, an incentive to speculative land banking exists as big capital investors can afford to offer cash for properties in the target areas, accumulate multiple single owner properties, evict tenants, and wait until after the 7-year delay to build. This process destroys the fabric of stable communities, siphons off affordable housing, and creates blight **52(d)**
- No pro forma requirement whatsoeverSEE ALSO:

SENATE BILL 50 EQUITABLE COMMUNITIES INCENTIVE DEC 2018

WRAC PROPOSED MOTION OPPOSING SB 50 JAN 2019



# Navy's plans to revive a San Pedro fueling facility worry some residents

By EMILY ALPERT REYES MAY 16, 2019 | 2:00 PM



Chuck Hart, president of San Pedro Peninsula Homeowners United is against having the fueling facility reactivated. (Gina Ferazzi / Los Angeles Times)

A San Pedro fueling facility that has sat idle for several years could be reactivated and leased to a commercial operator under a plan put forward by the U.S. Navy, which owns the site.

The idea has alarmed some nearby residents who argue that the government should be shutting down local facilities that store combustible fuels, not reviving them in an area close to homes and schools. The sprawling site is close to a Phillips 66 refinery and down the street from a Rancho LPG Holdings butane storage facility.



"We could name it Devastation Highway instead of Gaffey Street," said Chuck Hart, president of San Pedro Peninsula Homeowners United, arguing that an earthquake or terrorist attack could trigger disaster in the area. "It's just too much in too little space."

Under the plan, the Navy would lease the facility to a commercial operator, which would maintain and probably renovate the site.

"They would be responsible for keeping up the property and perhaps installing new tanks and new means of storing fuels as well as shipping fuels," said Gregg Smith, a Navy spokesman. Under any agreement, "the Navy would be able to use those facilities to load ships with fuel when they're needed."

Doing so, Smith said, would "keep costs down for the taxpayer."

The decision on whether to pursue the plan will fall to the Navy. The proposed move comes five years after the Gaffey Street facility, known as the Defense Fuel Support Point, went into "temporary closure" so that it could be either reopened or shuttered depending on future needs, according to the Navy.

Some of it has been shut down permanently: Underground tanks at the San Pedro site were disconnected and filled with a special kind of concrete.

But other equipment and facilities remain, including buildings, pipelines and three above-ground storage tanks.

The Navy indicated that any company that leased the site would probably need to upgrade the existing facilities, but development would be limited to "previously disturbed areas." The site spans more than 300 acres and is also home to native plants and habitat for the endangered Palos Verdes blue butterfly.

Residents had hoped that the sprawling property could be put to another use for the community.

The news that the Navy is instead seeking to lease it out and reinstate its use for fueling operations disappointed Janet Schaaf-Gunter, another member of San Pedro Peninsula Homeowners United.



The San Pedro fueling facility that has sat idle for several years could be reactivated and leased to a commercial operator. (Gina Ferazzi / Los Angeles Times)



"It makes no sense to congregate the most serious explosives ... in this one little nucleus of opportunity," said Schaaf-Gunter, who has long raised concerns about the risk of a catastrophic explosion at the Rancho LPG storage facility.

The Navy site on Gaffey Street is crossed by the Palos Verdes Fault Zone and parts of the property are in a liquefaction zone, according to a draft environmental assessment prepared for the Navy.

Barbara Sattler, a Rancho Palos Verdes resident, said she was not reassured by the plan, calling it "a high-hazard situation in the middle of a residential area."

And Caney Arnold, a board member with the nearby Harbor City Neighborhood Council, questioned the need to resume operations there at all.

"Why are we doing this in the first place?" Arnold asked. "Why don't we use the land for something else?"

Smith, the Navy spokesman, said that since the Gaffey Street facility went idle, the Navy had determined that it needed more fueling capacity in Southern California as defense forces are being shifted from the Atlantic to the Pacific.

In response to concerns about safety, Smith said the site would comply with all federal, state and local regulations.

"All three sites [the Navy facility, the Phillips 66 refinery and the Rancho LPG site] have operated in close proximity to each other for over 45 years without incident," he said.

The Navy is putting forward the idea as Los Angeles politicians have vowed to scale back on fossil fuels and clamp down on industrial emissions under their own "Green New Deal" plan.



Los Angeles City Councilman Joe Buscaino, shown in 2018, opposes the Navy's plan to revive the San Pedro fueling facility, which is in his district. (Al Seib / Los Angeles Times)

Mayor Eric Garcetti and City Councilman Joe Buscaino, who represents the San Pedro area, both oppose the Navy proposal.

“We have existing infrastructure in place to support the Navy’s critical fueling operations — and as Los Angeles moves toward a clean-energy economy, it is unnecessary to build new petroleum projects in the region,” Garcetti spokeswoman Anna Bahr said in a statement.

In a letter, Buscaino emphasized that schools and after-school programs were close to the facility and cited the “plausible inherent dangers of stored materials in close proximity to residential zones.”

Jacob Haik, Buscaino’s deputy chief of staff, said one of their chief concerns is that the plan leaves undefined exactly what kind of new equipment could be added to the site.

In the past, from 4 million to 12 million barrels of fuel have been shipped annually to or from the San Pedro facility and a connected terminal at the Port of Long Beach, according to the environmental assessment.

It is unclear how much fuel would go through the facility in the future, but for the environmental analysis, the new plan estimated it could peak at 30 million barrels annually.

Community members have until Monday to submit comments on the plan. After that, the Navy will prepare a final version of its environmental analysis.

If the Navy finds “no significant impact” from the proposed move, it could move forward with a lease as soon as next year, Smith said.





# Public Access Investment Plan



# Public Access Investment Plan

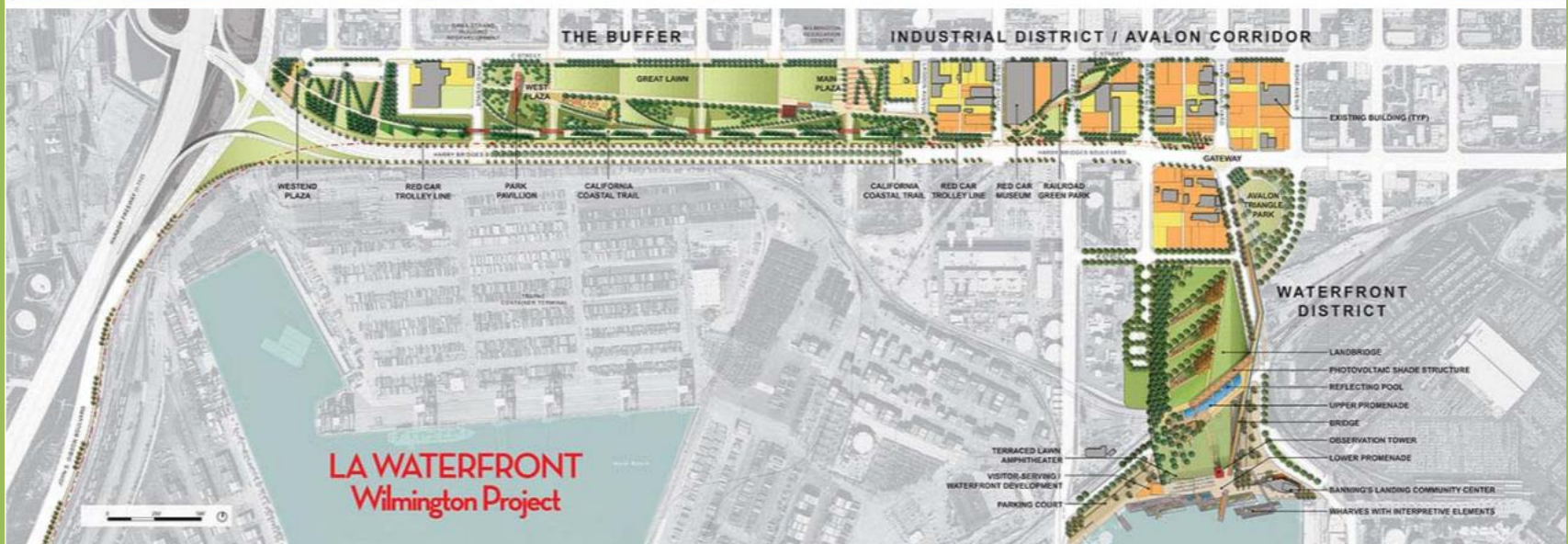
Guidelines  
Approved  
In February  
2015

**10**

YEAR BUDGETARY  
GUIDELINE



# LA Waterfront





# Commitment to Investment


**\$600M**

2005 – 2015  
PRIOR INVESTMENT

**\$400+M**

2015-2025  
Investment through  
PUBLIC ACCESS  
INVESTMENT PLAN

Port  
Success  
Means  
Community  
Success



**10%**  
**Operating  
Income**

# PAIP Funding for Projects

|                               | FY 15/16<br>Year 1 | FY 16/17<br>Year 2 | FY 17/18<br>Year 3 | FY 18/19<br>Year 4 | TOTAL  |
|-------------------------------|--------------------|--------------------|--------------------|--------------------|--------|
| 10% of<br>Operating<br>Income | \$ 21.3 M          | \$ 21.0 M          | \$ 24.7 M          | \$ 25.4 M          | \$92.4 |

**Average of \$23.1/year**





1

Harbor Blvd. & 7<sup>th</sup>  
Street  
Improvements



2

Town Square at 6<sup>th</sup>  
Street



3

San Pedro Public  
Market  
Promenade

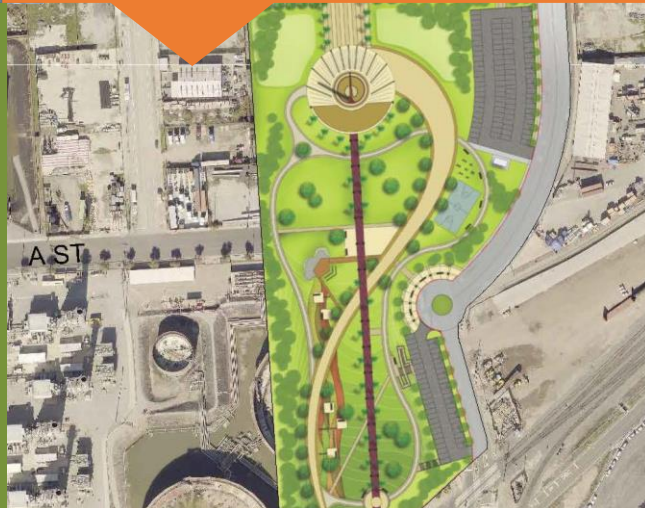


PAIP Prioritized Projects:  
San Pedro Waterfront



4

Wilmington  
Waterfront  
Promenade



5

Avalon  
Promenade and  
Gateway



6

Harry Bridges  
Beautification

PAIP Prioritized Projects:  
Wilmington Waterfront



# Project Schedule and Costs

| Projects                                                       | 14/15 | 15/16<br>Y1 | 16/17<br>Y2 | 17/18<br>Y3 | 18/19<br>Y4 | 19/20<br>Y5 | 20/21<br>Y6 | 21/22<br>Y7 | 22/23<br>Y8 | 23/24<br>Y9 | 24/25<br>Y10 |         |
|----------------------------------------------------------------|-------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|---------|
| Harbor Blvd & 7 <sup>th</sup> Street Intersection Improvements |       |             |             |             |             |             |             |             |             |             |              | \$15.6  |
| SPPM Promenade And Town Square                                 |       |             |             |             |             |             |             |             |             |             |              | \$41.8  |
| TOTAL SAN PEDRO WATERFRONT                                     |       |             |             |             |             |             |             |             |             |             |              | \$57.4  |
| Wilmington Waterfront Promenade                                |       |             |             |             |             |             |             |             |             |             |              | \$54.3  |
| Avalon Promenade and Gateway                                   |       |             |             |             |             |             |             |             |             |             |              | \$25.3  |
| Harry Bridges Beautification Between Island and Avalon         |       |             |             |             |             |             |             |             |             |             |              | \$17.4  |
| TOTAL WILMINGTON WATERFRONT                                    |       |             |             |             |             |             |             |             |             |             |              | \$97.0  |
| TOTAL                                                          |       |             |             |             |             |             |             |             |             |             |              | \$154.4 |

# Supporting New Projects

- *Required pieces that directly support previously approved and prioritized projects*
- *Critical to the Port's strategy of building public access infrastructure that increases visitors and investment from private developers through*
  - *Connecting LA Waterfront attractions*
  - *Improving public experience of the LA Waterfront*

**Transportation**

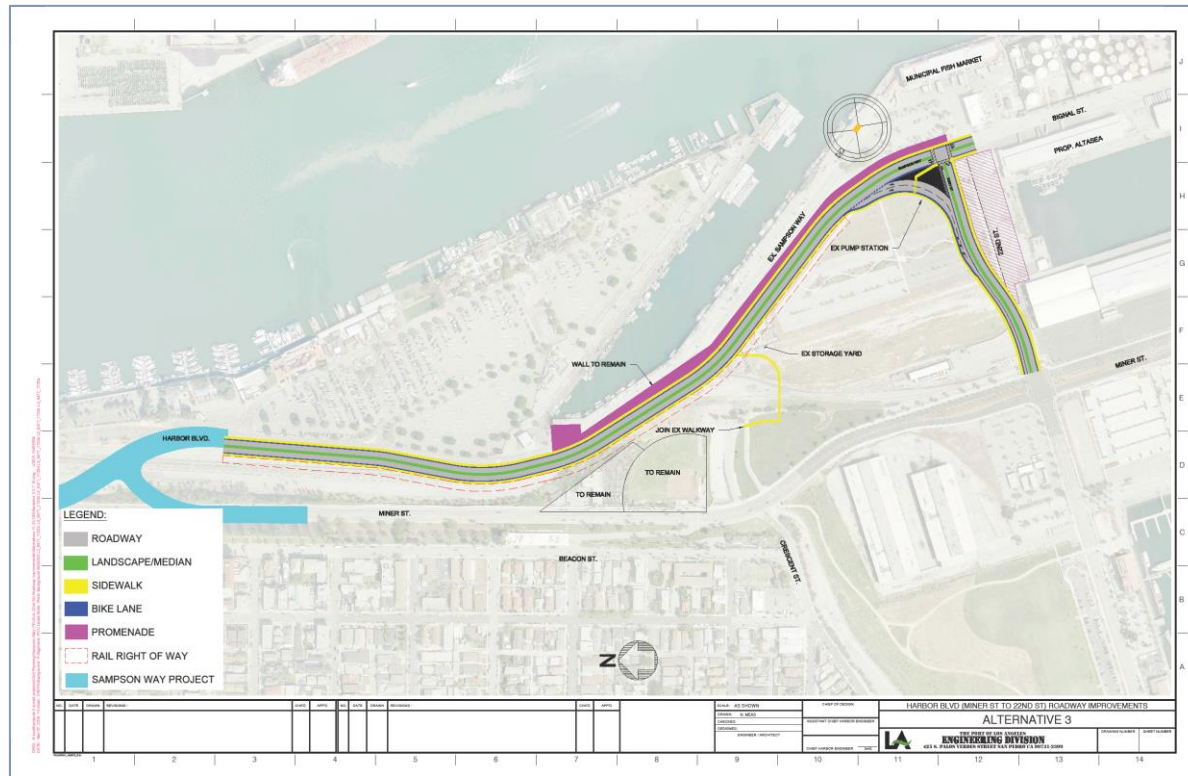
**Amenities**

**Infrastructure**



# Harbor Blvd. Improvements

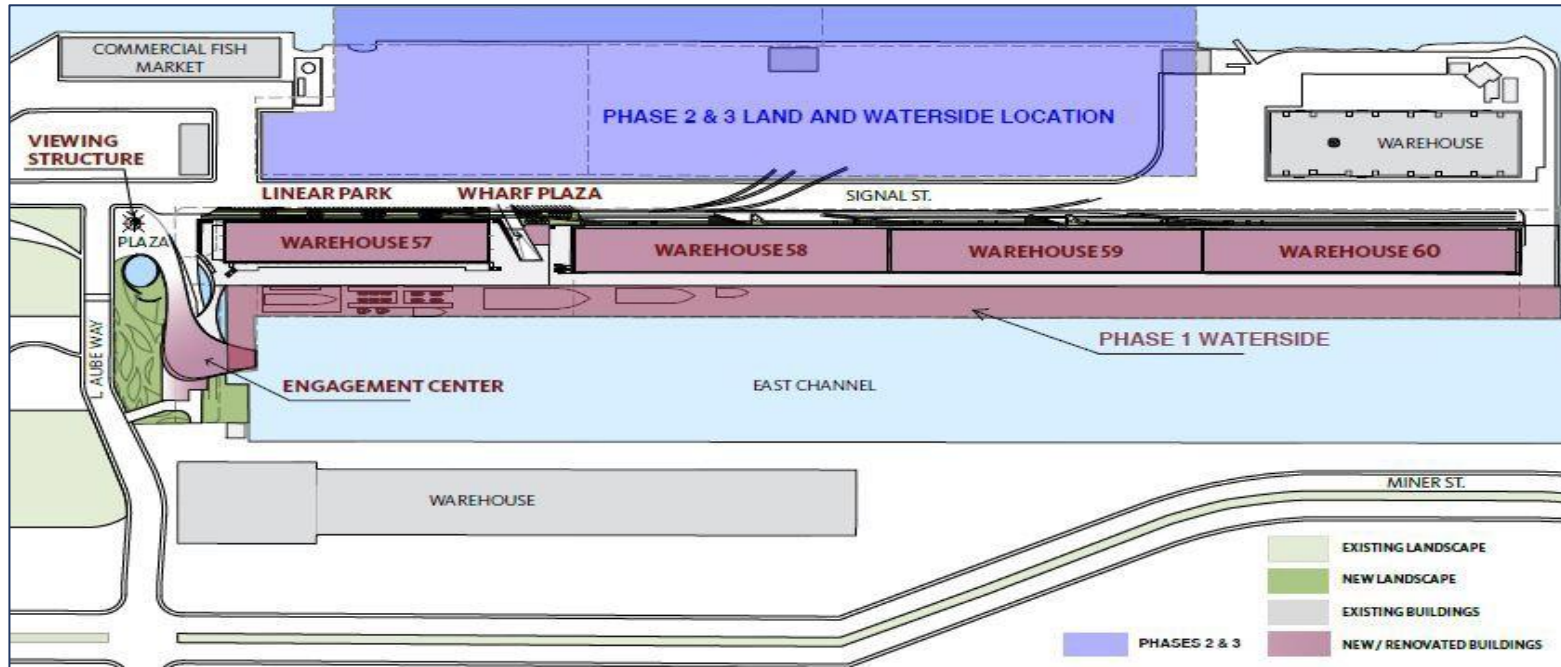
## *Supports the Harbor Blvd. and 7<sup>th</sup> St.*



- *Continues new Harbor Blvd. through 22<sup>nd</sup> Street*
- *Connects attractions SPPM, Crafted and AltaSea*
- *Cost: \$19.0 M*

# Signal St. Improvements

## *Supports AltaSea and Warehouse No. 1*

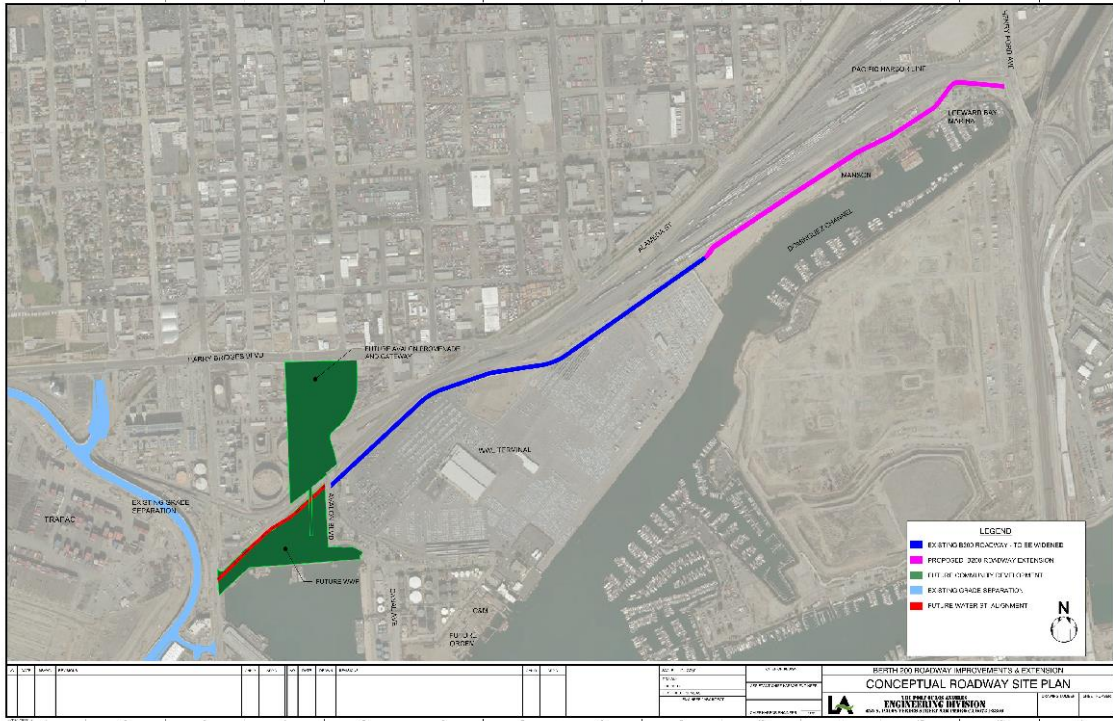


- *Street, parking, and landscaping improvements*
- *Connects AltaSea and future development opportunity site at Warehouse No. 1*
- *Cost: \$6.2 M*



# B 200 Roadway Extension

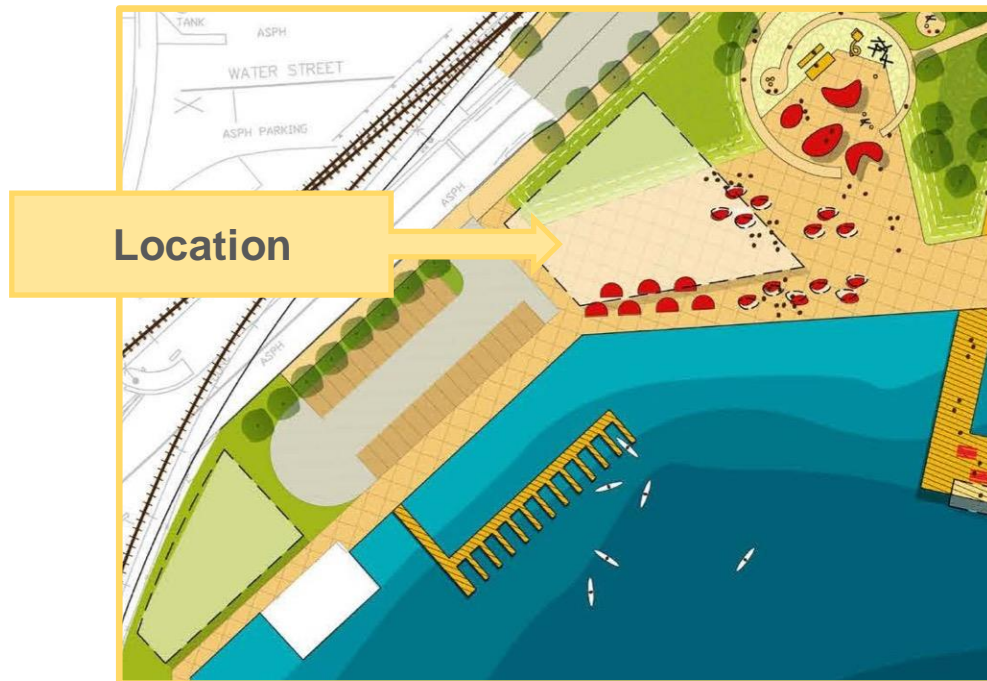
## *Supports Wilmington Waterfront Projects*



- *Extends existing roadway to Henry Ford*
- *Reduces traffic and prevents trucks from passing through the Wilmington Waterfront*
- *Cost: \$5.6 M*

# Youth Sailing Center

*Supports Wilmington Waterfront Promenade Project*



- *Water activity and an institutional use to activate the Wilmington Waterfront.*
- *Existing commitment that must be completed.*
- *Cost: \$3.1 M*



# Ferry Building Public Landing

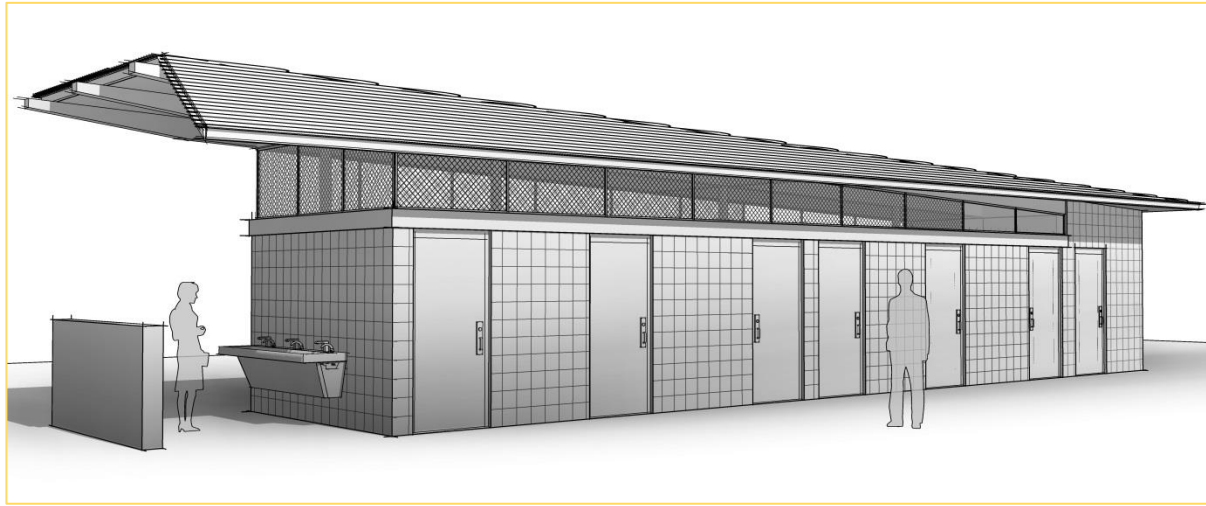
## *Supports Town Square*



- *Water activity and use that activates underutilized area adjacent to the Town Square.*
- *Cost: \$2.1 M*

# Town Square Public Restrooms

*Supports Town Square and Downtown Harbor*



- *Provides necessary amenity for visitors and events at an important site located between San Pedro Public Market and Downtown San Pedro.*
- *Cost: \$1.0 M*

# SP Waterfront Parking Improvements

*Supports San Pedro Public Market and AltaSea*



*Project coordinates and networks parking management throughout the area to meet increasing demand.*

- *Parking System Operations*
- *Smart Parking Signage*

*Cost: \$5 M*



# Electrical Upgrades

*Supports San Pedro Public Market and AltaSea*



*Project improvements are required to provide power for new uses in the LA Waterfront (San Pedro Public Market, AltaSea) that may use additional electricity.*

*Cost: \$4.0 M*

# Supporting Projects Total Cost

| Project Title                             | Cost Estimate |
|-------------------------------------------|---------------|
| Harbor Blvd. Improvements                 | \$19.0 M      |
| Signal St. Improvements                   | \$6.2 M       |
| B 200 Roadway Improvements                | \$5.6 M       |
| Youth Sailing Center                      | \$3.1 M       |
| Ferry Building Public Pier                | \$2.1 M       |
| Town Square Restrooms                     | \$1.0 M       |
| San Pedro Waterfront Parking Improvements | \$5.0 M       |
| Electrical Upgrades                       | \$4.0 M       |
| Total                                     | \$46.0 M      |

# PAIP Funding for Projects

- Years 1 through 4 total = \$92.4 M
- Years 5 through 10:
  - If \$23M per year (x6) = \$138 M
  - If \$25M per year (x6) = \$150 M

**Approximate 10 year Total  
\$230.4M to \$242.4M**



# Available Funding

$$\begin{array}{r} \$242.4 \text{ M} \\ - \$154.4 \text{ M} \\ - \$46.0 \text{ M} \\ \hline = \$42.0 \text{ M} \end{array}$$

**\$30M to \$42M**

UNALLOCATED FUNDS  
FOR PROJECTS

# Public Input Process

## Phase 1

**Community  
Presentations**

*March/April*

## Phase 2

**Collaboration**

*July 31*

## Phase 3

**Board &  
Comments**

*August/September*

## WATERFRONT SUGGESTIONS AS OF 4/5/19

### IMPROVEMENTS WANTED BY PORT FROM WATERFRONT FUNDS:

- Continuation of Harbor Blvd to 22<sup>nd</sup> St and West to Miner connecting Crafted and Alta Sea
- Improvements to Signal Street in front of Alta Sea connecting to Warehouse One
- Public Restrooms in the Town Square
- Creation of a Public Landing adjacent to the Ferry Building
- Waterfront Parking Improvements including smart parking
- Electrical upgrades mandated by DWP

### COMMUNITY SUGGESTIONS:

#### Create Master Plan for Cabrillo

- Ca Coastal Trail Signs
- New coordinated signage from the Marina to Cabrillo Beach
- Re-landscape and repave Cabrillo parking lot
- Refurbish Cabrillo Boat House
- Refurbish Sand at Cabrillo
- Walking path & consistent signs
- Expand youth sailing program to include adults and create a system for checking out sailboats; publically funded sailing school
- Movies at the beach
- Jet Ski Rentals

Complete promenade and connect as far as Point Fermin Park; Multipurpose Path for walking, rollerblading, scooters, biking; coastal trail signage; additional history signage; lots of public art, sculptures, etc

#### Some type of Transit/ People Mover

- Red Car
- Tram
- Trolley on 6<sup>th</sup> & 7<sup>th</sup> Street
- Transportation for cruise ship passengers
- Water taxis
- more parking; free parking; Create additional parking N. of Vincent Thomas Bridge;

#### Relocate Iowa to SP Slip (near Public Market)

small Ferris wheel

Lighthouse with viewing platform/Sky Tower/lookout tower designed in an iconic way

Wishing well

#### Better connection of water front to Downtown San Pedro

- Signage advertising the historic district
- Street murals, decorative crosswalks, way finding signs connecting to downtown

#### More & Improved Park Space



## WATERFRONT SUGGESTIONS AS OF 4/5/19

- Greening of parking lot in front of where Iowa is now
- Creation of recreation area in front of where Iowa is now
- Improvements to 22<sup>nd</sup> St Park
- Places to picnic
- Skate park
- Dog park
- Zip Lines
- Mini golf
- Frisbee golf
- Splash pad for kids
- Playground equipment
- Amusement Park
- Lingering & gathering space with picnic area, trees, green spaces
- Zen area
- Walking area for exercise
- Additional bocce ball courts
- Creation of 3 segment urban park – see diagram & write up
- Green space for events on the waterfront

7<sup>th</sup> St pier/viewing platform or other pier

Repave Crafted parking lot

Convention Center

Activate the Waterfront With

- Area for Dancing at Night
- Places where artists can exhibit/monthly or rotating art exhibits
- Live Music on the weekends; small outdoor music venues on the waterfront; permanent amphitheater where the stage is for cars and stripes
- Popup library
- Outdoor movie theater (could also be used as small concert venue)
- No fee community gathering spaces; community maker's space where area residents can gather to work on arts/creative projects
- Space for performers e.g. jugglers
- Weekend market like the Rose Bowl Swap Meet – collectables, etc.
- More useable bathroom facilities

Welcome Center at Cruise Ship Terminal with map of San Pedro, ETC & Rubber Stamp for "Passports"

Urban RV Campground

Farmer's Market

Place where Jehovah witnesses can set up their literature stand

A Real, people usable maritime museum

Open Sunken City to the Public

Places where people can park and view the water; places to sit and view the water and ships

Grocery & CVS type store close to cruise terminal

Stadium for the Angels

## WATERFRONT SUGGESTIONS AS OF 4/5/19

Lane Victory Repairs

A beautiful water fountain

Underwater viewing area-

Coffee Joint at the Public Square

An interactive children's museum; /Port related virtual experiences- container crane operator, ship pilot, train engineer, marine diver – ala Discovery Cube in Orange Co.

Party Rental Space

Petting Zoo

Bicycle Parking

Good lighting

Community garden

Women's Empowerment Center

Educational events to teach about environmental conservation; aquarium learning center; educational programs to engage students and artists in developing a superior west coast art district

Amusement park like Santa Cruz or the Pike including Arcades

Safe spaces for youth to include juice bar, gaming, workshops on various topics., study rooms, etc. just their own space

Lodging made from shipping containers could also introduce people to shipping container construction for homes & ADUs. Boutique experience oriented hospitality lodging will bring traffic, spending, and anchor San Pedro as a destination to stay & play

Build a giant photo frame with the PV hills as backdrop and a mini Hollywood Sign so cruise tourists can skip Hollywood and stay in Pedro

## WATERFRONT SUGGESTIONS AS OF 4/5/19

### Public Market Related?

- Bring back Ports O Call Restaurant
- A great lunch & dinner restaurant with views
- Commercial chain restaurants - PF Chang; Cheesecake Factory
- Coffee shop or brunch place
- Outdoor restaurant seating
- Dog friendly restaurants; doggy water fountains
- An independent coffee roaster retailer (not Starbucks)
- Heat lamps and places to sit and enjoy the views
- Winery & wine education
- Cheese maker & education
- Cooking school
- Tea shop with education
- A pop-up restaurant where surprise chefs and celebrity chefs can serve dinner
- Should not become so gentrified that only super affluent folks can go there
- Outdoor space for concerts, musical theater, live theater with areas to picnic before
- Live performances (H.E.K., Ellamani, etc); name performers
- Something similar to the LA Farmer's market, NOT THE GROVE
- Similar to the PIKE in Long Beach with shopping area, food both fast food & restaurants
- Attractions: Movie theater & go-karting
- Stores; candy shop; vintage shops; bakery, Swedish clogs, puzzle rings, Van's Belgian Waffles
- Place to get a great drink under twinkly lights near the waterfront
- Bar or taproom/brewery
- Local seafood market
- Public artisans
- Tarot/astrologers/gypsies tents, etc
- Singers, musicians, etc.

### General Comments/Ideas:

Focus on the Community/Create Family Atmosphere/Kid friendly environment/space for youth to have fun and grow in meaningful ways

It should reflect our community

Incorporate wetlands and marine wildlife

Need outdoor, healthy entertainment that is also affordable for families

We would like to see the water from harbor blvd.

How will you get all of the traffic off of the Freeway?

Save your fishermen; keep fishing boats at San Pedro Slip

Authentic to Port Culture

Police patrol

More Greenery





agenda

# COASTAL SAN PEDRO NEIGHBORHOOD COUNCIL

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## CSPNC | Planning, Land Use & Transportation Committee Meeting MINUTES

**Saturday April 15, 2019, 5:30 p.m.**

**Cabrillo Marina Community Building, San Pedro, CA 90731**

Participation is open to all Stakeholders of the Coastal San Pedro Neighborhood Council.

- 1) The meeting was called to Order at approximately 5:34 pm.
- 2) Roll Call – In attendance: Robin Rudisill, Noel Gould, Greg Ellis, Allen Franz, John Kopczynski (J K arrived at 6:08 pm)
- 3) Approval of Minutes
- 4) Announcements
- 5) Public Comment on Non-Agenda Items
- 6) Chair Update
- 7) Future Board presentations: Coastal Commission Environmental Justice Policy and Home Sharing Ordinance.
- 8) Greg Ellis – discussed ADU projects in the San Pedro Coastal Zone. Reviewed State regulations. Still researching status of City regulations.
- 9) James Campeau--Crosswalk at entrance of Joan Milky Flores Park – Richard and Allen to work on a proposed motion
- 10) Chair--Follow up/next steps re. Board motion on need for traffic calming measures in the vicinity of the Paseo Del Mar landslide – Robin to work with Daniel Kohn to apply for speed humps.
- 11) Chair – Follow up on CDP-MEL-DB-CLQ project IN PROGRESS for 22-lot small lot subdivision at 1803 Mesa Street.
- 12) Allen Franz--relocating the fence and installing a temporary bike route alongside the White Point landslide, in order to reduce bicycle-pedestrian conflicts along the formerly roadside trail in the White Point Nature Preserve – Transferred to CSP Parks & Coastline Committee
- 13) Update--Joint Northwest, Central, & Coastal San Pedro NC's Planning & Land Use Committee
- 14) Public Comment on Non-Agenda Items, continued
- 15) The meeting was adjourned at approximately 6:25 pm.

*For more information, please call 310.918.8650; write to CSPNC, 1840 S Gaffey St. #34, San Pedro, CA 90731; or visit the Coastal San Pedro Neighborhood Council website at [www.cspnc.org](http://www.cspnc.org).*

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please make your request at least 3 business days (72 hours) prior to the meeting by contacting the Department of Neighborhood Empowerment at 213.978-1551.

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**RECONSIDERATION AND GRIEVANCE PROCESS:** For information on the Coastal San Pedro Neighborhood Council's process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the CSPNC Bylaws. The Bylaws are available at our Board meetings and our website

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agenda

# COASTAL SAN PEDRO NEIGHBORHOOD COUNCIL

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## CSPNC | Planning, Land Use & Transportation Committee Meeting MINUTES

**Saturday May 4, 2019 2:30 p.m.**

**Angels Gate Cultural Center, Building G  
3601 S. Gaffey Street, San Pedro, CA 90731**

Participation is open to all Stakeholders of the Coastal San Pedro Neighborhood Council.

- 1) The meeting was called to Order at approximately 2:35 p.m.
- 2) Roll Call – Robin Rudisill, John Kopczynski, Noel Gould were in attendance
- 3) Approval of Minutes – the Minutes for the April meeting were unanimously approved
- 4) Announcements
- 5) Public Comment on Non-Agenda Items
- 6) Chair Update
- 7) Future Board presentations: Coastal Commission Environmental Justice Policy and Home Sharing Ordinance – no action.
- 8) Greg Ellis--proposal re. ADU projects in the San Pedro Coastal Zone – continued to future meeting
- 9) James Campeau – proposed motion re. crosswalk at entrance of Joan Milke Flores Park. The following motion was approved unanimously:

*Motion for pedestrian crosswalk just west of the entrance of Joan Milke Flores Park, crossing Paseo Del Mar perpendicular to the sidewalk, running parallel to the ocean (see attached map). This cross walk would provide a safe link from Angel's Gate Park (Korean Bell) and Joan Milke Flores Park to the Wilder Addition Park and Pt. Fermin Park on the opposite side of Paseo Del Mar, for pedestrians, parents pushing baby strollers, dog walkers, kids pushing bicycles and skateboarders.*

*Whereas: Cars and motorcycles speeding westbound on Paseo Del Mar in excess of 60 mph between Gaffey Street and Roxbury Street to the west have a dangerous blind spot road condition due to the changes in the road inclination just before Joan Milke Flores Park, with the unexpected surprise of pedestrians crossing without prior notice.*

*Whereas: Many pedestrians are crossing Paseo Del Mar blindly looking to the east for approaching traffic because of the road inclination situation.*

*Whereas: DOT has recently installed crosswalk and stop signs at the upper entrance to Angel's Gate Park at the intersection of 37<sup>th</sup> Street and Gaffey Street, due to speeding cars.*

*Therefore: The CSPNC strongly recommends DOT to install, just west of the entrance of Joan Milke Flores Park, a pedestrian crosswalk running perpendicular to Paseo Del Mar with stick / bolt down reflector domes to alert drivers of the pedestrian right of way.*



- 10) Chair—Update on Board motion on need for traffic calming measures in the vicinity of the Paseo Del Mar landslide and speed hump applications submitted
- 11) Chair—Follow up on CDP-MEL-DB-CLQ project IN PROGRESS for 22-lot small lot subdivision at 1803 Mesa Street-- continued to future meeting
- 12) 12) Review/discussion of San Pedro Specific Plan (including definition of “Project” and parking requirements), LUP and Coastal Zone requirements (follow up)-- continued to future meeting
- 13) Update--Joint Northwest, Central, & Coastal San Pedro NC’s Planning & Land Use Committee—the group was briefed on the Courthouse project, which has been vacant for 7-8 years.
- 14) Public Comment on Non-Agenda Items, continued
- 15) The meeting was adjourned at approximately 3:45 p.m.

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