

BRIDGE TO BREAKWATER CONSENSUS RESOLUTION

WHEREAS, the September 7th and 21st resolutions of the Coordinated Plan Subcommittee and the PCAC requested the Board of Harbor Commissioners to include the community stakeholder groups and PCAC in the drafting of the Bridge to Breakwater project description; and

WHEREAS, in considering the PCAC resolution, the Board of Harbor Commissioners on January 25, 2005, adopted the staff report that included the following language:

“Since September 29, 2004, Port staff has been meeting with the various community groups and stakeholders in developing the detailed Project Description for the appropriate environmental document consistent with the recommendations in PCAC Motion No. 32 and as directed by the Board of Harbor Commissioners. The community groups assisting in developing the Project Description include the PCAC Coordinated Plan Subcommittee, the CRA Pacific Avenue Corridor CAC, the Downtown Waterfront Task Force, the San Pedro Chamber of Commerce, the Central San Pedro Neighborhood Council, the Coastal San Pedro Neighborhood Council, and the Northwest San Pedro Neighborhood Council. The Port will continue to work with the above groups and to outreach to all stakeholders to develop the Project Description and throughout the entire environmental process.”

WHEREAS, the developments proposed for the next ten years are generally acceptable and should be built, including the additions to the existing cruise center, an additional cruise center, maritime exposition center facilities, reconstructed and possibly relocated Catalina Terminal, additional Port’s O’Call facilities, 22nd Street and other open space development as well as related parking; and

WHEREAS, the Project Objectives listed in the Port staff Project Summary dated March 1, 2005, may conflict with some of the development descriptions suggested by the Neighborhood Councils and may thereby reduce the probability that those suggestions will be adequately considered; and

WHEREAS, the Harbor Department invited comments from San Pedro’s Neighborhood Councils, and each has responded with comments that the draft Project Description describing a thirty year program includes more commercial and residential development, and less open space, than desired for the San Pedro waterfront from the bridge to the breakwater, does not connect well with the Downtown business district and adversely affects the character of the community; and

WHEREAS, the Port Community Advisory Committee’s (PCAC’s) Coordinated Plan Subcommittee (CPS) has agreed with the thrust of these comments, and has resolved that the current project description is not consistent with the vision, spirit, and key elements of the San

Pedro Waterfront Framework Plan, already adopted by the PCAC and the Board of Harbor Commissioners (BOHC), and

WHEREAS, the Coordinated Plan Subcommittee suggested that the Neighborhood Councils develop a joint alternative Project Description that focuses on providing more open space for public use and less commercial and residential development with their related infrastructure needs, connects the waterfront with the downtown business district and preserve the character of the community; and

WHEREAS, it is the sense of our Neighborhood Council that we want to bequeath to those that follow in San Pedro and Los Angeles a landmark open space/green space setting, with appropriate commercial development and amenities, to compensate for the aesthetic blight, traffic and health hazards that unfortunately result from living near one of the busiest ports in the world; and

WHEREAS, a largely open space waterfront promenade, plaza, and urban park environment with family friendly active and passive recreational opportunities-- with appropriate commercial development opportunities that complement the revitalization of existing commercial districts in Downtown San Pedro and Pacific Avenue, as well as the adjacent residential neighborhoods -- better preserves the authentic character of San Pedro.

NOW THEREFORE BE IT RESOLVED,

-- That the Project Description for Bridge to Breakwater Development provide more usable open space and less commercial development in a way that is consistent with the Project Objectives of the Bridge to Breakwater project, and that the modifications listed on the attached appendix be incorporated in the Project Description;

--- That the Project Description submitted for preparation of an assessment under CEQA and NEPA include Phase 1 and Phase 21 of the Ports project description -- with Phase 3 activities requiring a separate CEQA analysis before proceeding -- and incorporate modifications as suggested in the attached Appendix in the primary project description that will secure the character of the entire project and provide the context for ample and suitable commercial development that may evolve in the future along with a revitalized downtown San Pedro;

-- That the Project Objectives contained in the Project Summary be modified so that they do not conflict with the Project Description agreed upon among the stakeholder groups and the Port;

¹ This refers to the first 10 years of the Bridge to Breakwater project with programmatic descriptions for Phase III beyond that time period.

Appendix

The 12 project modifications listed below to the project description would provide more open space for active and passive recreation opportunities, and appropriate new commercial development opportunities that complement the exiting and planned development of downtown San Pedro, in a grand urban park setting.

1. Keeping the Catalina Terminal where it is presently located or at the proposed new North Harbor, but no further south than 5th Street.
2. Providing no open space park area under the Vincent Thomas Bridge, but instead relocating the Red Car Museum/Maintenance building and parking structure to this area.
3. Not realigning or widening Harbor Blvd as currently planned.
4. Opening the entire 22nd Street site as a passive park.
5. Not relocating or redesigning 22nd Street.
6. Eliminate residential and modify the locations of hotel development as currently planned, in order to open 22nd Street area as open space/recreational use area.
7. Providing more open space (plazas and expanded Point Park) and less commercial development at Ports O' Call.
8. Providing a deep-water cruise ship berth and new terminal building, no more than 150,000 sq. ft, at Berth 69-71 with related remote parking.
9. Including the Outer Harbor area in the long term as part of the proposed Outer Harbor Park where both active and passive recreational opportunities will be provided with limited commercial amenities, and where occasional use of the deep-water berth is acceptable.
10. Extending the Red Car line to the Outer Harbor first, before a Cabrillo Beach extension.
11. Designing and constructing other commercial development to a maximum of 500,000 square feet with related parking, [not including a new terminal at Berth 69-71], and to 30 feet in height.
12. Expanding the Cabrillo nature preserve from 3.5 to 10 acres, and relocating the Cabrillo Beach boat ramp for motorized boats.