



425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

Eric Garcetti *Mayor, City of Los Angeles*

Board of Harbor
Commissioners

Jaime L. Lee
President

David Arlan
Vice President

Lucia Moreno-Linares
Commissioner

Anthony Pirozzi, Jr.
Commissioner

Edward R. Renwick
Commissioner

Eugene D. Seroka

Executive Director

November 8, 2018

COPY

Ms. Sylvia Arredondo
Chairperson
Wilmington Neighborhood Council
544 N. Avalon Boulevard, Suite 103
Wilmington, California 90744

SUBJECT: WILMINGTON NEIGHBORHOOD COUNCIL RESOLUTION TO THE PORT OF LOS ANGELES FOR THE LOS ANGELES WILMINGTON WATERFRONT

Dear Ms. Arredondo,

We are in receipt of your letter dated May 4, 2018. Thank you for providing the Port of Los Angeles (Port) with the Wilmington Neighborhood Council (WNC) Board approved Resolution, adopted on April 25, 2018. The Port appreciates WNC's engagement in this process, and as such we have taken the time to thoroughly consider each recommendation contained within the Resolution. Please see our responses which appear below each resolution and in the same as it appears in the Resolution.

RESOLVED, the Wilmington Neighborhood Council urges the Port of Los Angeles, Harbor Commissioners, LA Waterfront, and T.Y. LIN to unify the Wilmington side of the Los Angeles Waterfront development under a single proper name; the WNC suggests, "Banning's Landing" to replace "Wilmington Waterfront Promenade" and "Avalon Promenade & Gateway," and be it further

RESOLVED, the WNC urges a name change for the Wilmington Waterfront Park to "Harry Bridges Waterfront Park" or "Harry Bridges Park," and the park is in urgent need of signage, and be it

The name for Wilmington Waterfront Park resulted from a community outreach process which occurred after the park was completed, and involved input from hundreds of Wilmington residents. The Port is sensitive to the time spent by these committed individuals and believes their efforts should be respected by not revisiting that decision.

In regard to the Wilmington Waterfront Promenade (WWP) and Avalon Promenade and Gateway (AP&G) names, these are temporary and interim project names used during the construction process for purposes of contract awarding, monitoring, and administration.

The Port has plans to engage in a similar public community outreach process for the permanent naming of the WWP and AP&G projects. This naming process should be completed approximately six months prior to the completion of each project. The idea of unifying the names of the WWP and AP&G projects can be included in this naming process, and we look forward to WNC's input at that time.

RESOLVED, the WNC urges POLA, LA Waterfront and T.Y. LIN to design the Project in the context of its primary objective; to increase quality of life for the surrounding community and its stakeholders, as well as visitors through CONNECTIVITY by:

Keeping controlled direct-access to Banning's Landing/ Wilmington's waterfront via Broad Avenue open to vehicles, as it is not uncommon for open park spaces to be designed with and around existing streets, and

Maintaining vehicular access via Broad Avenue is a traffic safety issue related to rail traffic bisecting pedestrian and vehicular traffic. Based on the Port's extensive analysis of future expected rail volume, the streets bisecting the rail tracks simply cannot safely remain open to vehicular and pedestrian traffic. Parking in the AP&G project has been designed to provide access from Broad Street as far south as possible to allow the closest access to the bridge to cross into the Waterfront area. The grade separation off of Harry Bridges Boulevard also offers unimpeded vehicular traffic into the waterfront area.

Including and utilizing a local hire clause (Project Labor Agreement) for the Project during the duration of construction and for ongoing maintenance as this can further promote community investment and ownership of the park space allowing stakeholder and community to care for the park in newfound ways, and

The Port is extremely supportive of this issue. Our project contracting requirements will include local hire clause language. Ongoing maintenance will be performed by Port (City of Los Angeles) employees.

Include design plans for the rubber wheeled trolley route that can include travel along a route from Los Angeles Harbor College parking lots to the Pacific Coast Highway park-and-ride to Banning Mansion and to Banning's Landing, via Avalon, and through the historic district, and be it further

The Port is supportive of projects that increase connectivity between attractions in Wilmington. This type of service would require funding through a Business Improvement District (BID), similar to the current San Pedro BID which funds the San Pedro Trolley routes. Either a new BID would need to be created to cover the proposed Trolley route or the existing Wilmington Commercial District Business Improvement District's scope would need to be expanded. Information on the San Pedro Historic Waterfront BID can be found here:

http://clerk.cityofla.acsitefactory.com/sites/q/files/wph606/f/LACITYP_025515.pdf

RESOLVED, the WNC urges POLA, LA Waterfront and T.Y. LIN to further incorporate design elements into the Project in the context of its secondary objective; to design an ICONIC spatial area or experience through structures:

**Consulting with the U.S Department of the Interior's National Historic Landmark agency to transform the Project and what is currently considered Wilmington Waterfront Promenade of the Port of Los Angeles property into a National Historic Landmark; given the historical significance of Banning's Landing and the trademark name of America's Port®, and
National Historic Landmark website: <https://www.nps.gov/nhl/apply/intro.htm>**

The Port may support the effort to pursue National Historic Landmark status if it would not constrain the design, implementation, and construction of existing plans or future commercial development opportunities. The Port requests additional information regarding the expected benefits and significance of achieving this designation, and how this designation will increase visitors and commercial activity within the Wilmington Waterfront.

Designing a "Gateway Monument" sign or an "Over-the-street entrance" signage for the "Banning's Landing," project development, an example is travel destination, Oakland/Alameda estuary, Jack London Square (<http://jacklondonsquare.com/>).
**We further urge the PORT to reserve funds to expand signage in key areas in the community to include over-the-street signage at Pacific Coast Highway at Avalon Boulevard, at Anaheim Street and Avalon Boulevard, directional signage on Interstate-110 Freeway South, particularly at the Harry Bridges exit, directional signage on Interstate-710 South, particularly at the Anaheim Street exit, and
Selecting materials and color palette that can connect with historic Avalon Boulevard and a theme of, "Banning's Landing to America's Port®" or "Historic to Modern Port" should continually drive the material and color selection, and**

The Port is open to the idea of a "Gateway Monument." As a new project, it would need to be proposed for inclusion into the Public Access Investment Plan (discussion to follow). Areas outside the Port jurisdiction would need the approval of the agencies with jurisdiction in those areas, and may require funding from outside agencies depending on location and proximity to the Port district.

Regarding the materials and color palette, The Port of Los Angeles Design Guidelines for the LA Waterfront were created in 2011 and updated in 2014. The LA Waterfront includes the San Pedro Waterfront and the Wilmington Waterfront development project areas. The goal of the Design Standards was to provide a framework for projects to be constructed under unified open space architectural, signage, lighting and sustainability guidelines, while connecting with the unique history and visions of both Wilmington and San Pedro. Significant infrastructure has already been designed with materials and color palette chosen by stakeholders including the communities of Wilmington and San Pedro, adjacent tenants, the Mayor's office, and the former PCAC. Therefore, the materials and color palette will continue to follow these Waterfront Design Guidelines.

The Port plans to include greatly expanded signage as part of the overall project. The Port has begun coordination with Caltrans for these efforts.

Designing a sculptured focal point that can be iconic and uplift history of Wilmington; either through a nautical or transportation theme an example is of a seaplane artistically recreated and incorporated into a fountain – as if it is taking off to Catalina, and be it further

The Port is open to more discussions of design elements which would incorporate the historical Wilmington transportation/nautical theme by including motifs such as seaplane, fountain, etc. The current focal point has been developed through a phased community input process that took place during 2017. The Port feels strongly that this process should be respected as so many individuals took time out of their busy lives to participate in these events. However, the seaplane idea/theme could still be incorporated within the sundial monument design and we are looking into this possibility now. If WNC is able to demonstrate significant community support to depart completely from the sundial concept in favor of a seaplane concept that better represents Wilmington's history, the Port is also open to such an alternative concept.

RESOLVED, the WNC urges POLA, LA Waterfront and T.Y. LIN to design the Project in the context of its tertiary objective; to CELEBRATE and UPLIFT Wilmington's rich history by

Working closely and under the advisement of the Wilmington Historical Society, urban open space park planners for inspiration to visually tell the story of Banning Landing and Port of Los Angeles history, and

Centering the theme of the Wilmington side of the Los Angeles Waterfront development around "Banning's Landing to America's Port®" or "Historic to Modern Port" history, allowing for design plans to remove a walkable linear timeline from under our feet to an experience that can be seen and interactive, this can include a replica schooner to highlight the birthplace of America's Port® or locomotive for children to play on and accompanied by an informational panel to highlight the first railroad in Southern California and then became the southern terminus of transcontinental railroad, and include other informational and

interactive panels highlighting Camel and Civil War Soldiers, the Seaplane, or the Olympic winning boat, and be it further

The Port of Los Angeles welcomes discussion and coordination with the Wilmington Historical Society (WHS) as we support design themes that represent the site's rich history, and look to the WHS for their expertise in these matters, which are greater than the Port's. We encourage submittal of ideas and content regarding specific historical events. Please provide this input as soon as possible to allow incorporation into the AP&G design.

RESOLVED, the the WNC urges POLA, LA Waterfront and T.Y. LIN to design the Project in the context of its quaternary objective; to design a waterfront landmark and destination area that is SUSTAINABLE by:

Transforming the theme of the landscape into a natural and native California coastal environment by minimizing concrete through the use of decomposed granite, natural stone, coastal grasses, coastal live oaks, olive groves, and lavender and poppies as this will support the City of Los Angeles' ordinance to restore biodiversity, and promote Mayor Garcetti's Sustainability pLAN, and

<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=15-0499>

<http://plan.lamayor.org/>

These elements will be included as appropriate with regards to overall maintenance, drought tolerance, public safety and sustainability.

Implementing elements of energy efficiency and sustainability in the Project design and construction of a Project and Waterfront Promenade, such as; solar lighting, solar panels, energy storage, reclaimed and recycled content and sustainably sourced materials, rainwater capture, stormwater pollution prevention, green equipment, and sustainable practices, and electric vehicle charging stations, and

The Port, as a department of the City of Los Angeles, is a committed participant in the Mayor's sustainability plan and this project will include such components.

Considering historic to modern architecture design for the pedestrian bridge that includes materials such as; brick, wood, iron, stainless steel and glass, materials that are earth tone and stay true to uplifting the history of Wilmington, and be it further

The AP&G bridge design has been established based on the community outreach program discussed above. The Port is receptive to discussing design elements that are consistent with the preferred alternative selected by the community in 2017. Please provide specific examples of the type of finishes you are proposing and how they would be incorporated into the concept that has been agreed on.

RESOLVED, the the WNC urges POLA, LA Waterfront and T.Y. LIN to design the Project in the context of its quinary objective; to develop and support COMMERCIAL opportunities by designing the Avalon Promenade & Gateway project and the Wilmington Waterfront Promenade project and the Commercial Development as a whole and not in a piecemeal strategy by:

Continuing to support and lead revitalization and commercial development along the Avalon corridor that connects with the Project and the Wilmington Waterfront Promenade design plans, and

The Port is actively pursuing a cohesive overall development strategy for the entire Wilmington area falling within the Port's ownership and/or jurisdiction, including the areas north of Harry Bridges Boulevard. Having committed approximately \$147 million so far towards the three Wilmington Waterfront projects (\$70.5 million for Wilmington Waterfront Park, \$52.7 million for Wilmington Waterfront Promenade, and \$23.8 million for Avalon Promenade and Gateway), the Port wants to ensure that the commercial development that ultimately occurs here is impactful, complements the projects in a meaningful way, and connects the Wilmington Waterfront to a growing commercial district along Avalon Boulevard.

Locate the work-training center in the industrial arts section of C Street, near the Wilmington Iron Works rather than at Banning's Landing, and

A workforce-training center is envisioned to become an integral and vibrant part of the overall Wilmington Waterfront development and community activation efforts. Location and details have not been determined, but most likely would be located near the intersection of Harry Bridges Boulevard and Avalon Boulevard. The final location would be based on scope, accessibility, feasibility, and structure of the operating entity.

Include an Exploratorium in the design plans, as this takes time to build out consider creating a temporary "Run the Port" exhibit at the current site of Banning's Landing either inside the building or elsewhere along Wilmington's Waterfront. Curated display that may include the history of the First Nation Peoples of the area we now call the Los Angeles Basin, the Tongva Native Americans, unions and labor movement are just some of the themes and topics that can be featured, and

The Port supports creating visitor-serving and educational attractions within the Wilmington Waterfront. However, private parties will need to develop, operate, and maintain these type of attractions. After the projects are built, we hope these development opportunities will arise and there is sufficient land along Harry Bridges Boulevard to facilitate such a use.

Pursue a few key tenants to complement the Exploratorium, and design the development to connect and encourage visitors to explore Historic Avalon Blvd. Recommendations for tenants include;

- Tea House with Café & Visitor Center,
- Micro working Lavender (Lavandula) and California Poppy (Eschscholzia californica) farm with a Gallery and Gift shop, this would support the statewide program for Urban Agriculture Incentive Zone's and Los Angeles County program, and help decontaminate the soil,
<http://planning.lacounty.gov/uaiz>

The Port is open and supportive of commercial opportunities that will enhance and activate these open spaces. The commercial opportunities will evolve as the AP&G project develops, and community preferences and input will be sought. The tea/coffee house, café and visitor center concepts can be included in the community input process.

With respect to the Lavender and Poppy farm, the park open space has already been programmed to include a number of the open space elements preferred through the Wilmington Community Input process. These elements have been included to maximize community participation and activation of the park.

- **Grand pavilion or a tall-observation tower that can be rented-out for weddings, reunions, and corporate events, and**

Be It Further Resolved that the Wilmington Neighborhood Council of the City of Los Angeles call on the Port of Los Angeles to secure the necessary funding to design and implement the best possible Avalon Promenade and Gateway.

Over the last decade, the Port has invested approximately \$600 million in waterfront public access infrastructure, community events and programs. Planning for these projects and programs are now guided by the Port's Public Access Investment Plan (PAIP), which was initiated in 2015 to provide a more sustainable approach to funding public projects and programs, including those along the LA Waterfront. Under the program, which allocates 10 percent of the Port's operating income through FY 2024/2025, additional funds remain available for allocation.

Regarding the potential Grand Pavilion, Tall-Observation Tower, and Gateway Monument concepts discussed above, these are projects that could ultimately be included through unallocated funding of the PAIP based on the process of prioritizing projects for the years FY 2020/2021 through FY 2024/2025 (years 6-10 of the ten-year PAIP). The roughly nine-month process for allocating PAIP projects is anticipated to begin sometime in 2019.

The process will include gathering extensive stakeholder participation, including Neighborhood Council and Chamber of Commerce meetings, through which the Port is open to formally receive project suggestions, analyze them and make final recommendations for inclusion. We trust that the Wilmington Neighborhood Council will be involved in this process.

The Port of Los Angeles would like to thank the Wilmington Neighborhood Council for your continued interest, support, and recommendations. For further discussions regarding the Resolution and the action items referenced above, please contact Cecilia Moreno, Community Affairs Advocate at 310-732-7659 or via e-mail at cmoreno@portla.org.

Sincerely,



EUGENE D. SEROKA
Executive Director

cc: Board of Harbor Commissioners
Councilmember Joe Buscaino, Council District 15
County Supervisor Janice Hahn, Fourth District
Assemblyman Mike Gipson, Assembly District 64
Senator Steven Bradford, Senate District 35
Congresswoman Nanette Barragan, Congressional District 44
Cecilia Moreno, Port of Los Angeles