

PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE  
SAN PEDRO COORDINATED PLAN SUBCOMMITTEE

Port of Los Angeles  
425 S. Palos Verdes Street  
San Pedro, California

Minutes  
June 11, 2008

ATTENDEES

COMMITTEE MEMBER/PCAC

June Burlingame Smith, Chair  
Richard Havenick, Voting Member  
Pat Nave, Voting Member  
Richard Pavlick, Voting Member  
Peter Warren, Voting Member  
Kathleen Woodfield, Alternate Member

PORT STAFF

Michael Christensen  
Jan Green Rebstock

PUBLIC PARTICIPATION

Gwen Butterfield  
Carlos Garcia  
Bruce Horton  
Tom Politeo

This meeting was held at the POLA Charter High School, 250 W. 5<sup>th</sup> Street, San Pedro, CA.

- A. Call To Order: 5:25PM
- B. Sign-In/Introductions
- C. Agenda Approved
- D. Public Comment: None
- E. Update from Port Staff
  - San Pedro Waterfront, Bridge to Breakwater EIR/EIS/New Alternative/Action Item  
Jan Green Rebstock reported that the consultant had reviewed and delivered various chapters of the EIR. Port staff is beginning the internal review process. Nothing has been finalized. Michael Christensen, the POLA Deputy Executive Director of Development, stated that he did not see that the document would be released before the end of June.

The text for the project description will not be released prior to the release of the EIR. The project description was discussed at length in the appellants meeting, where they were provided with a list of all the project elements, and details in various alternative projects. It has also been seen in concept through public meetings, where all of the different project elements were highlighted.

June Burlingame Smith explained that in a meeting with the appellants group, Commissioner David Freeman expressed an interest in the pursuit of other alternatives. Kathleen Woodfield stated that, by design, the intent of the PCAC was to interface with the Board, and that the Board now seemed more willing to interface with the appellants than with the PCAC. This subcommittee needs to seize the opportunity and take back the right to interface with the Board. Peter Warren agreed.

Mr. Warren commented on the fact that the 6 alternatives that are being analyzed do not adequately reflect the discussions that have taken place over the past 7 years with the community. None of the alternatives have the necessary broad base support. The Alternatives lean heavily towards moving the cruise ships out of Downtown which resident groups and members of the Chamber of Commerce oppose. There should be a more fully developed Downtown cruise ship based project, that is greener, that incorporates environmental recreation attractions in the south end of town, and a commercial attraction area around Ports O' Call that minimize waterfront parking and maximize public transportation and public access without the use of individual automobiles from the Bridge to Breakwater development.

Richard Havenick emphasized the need to have the cruise ships in the downtown area to cultivate existing business, and that in doing so there needs to be shore power for amping of ships so that they can continue to improve on air quality. Ms. Woodfield agreed that no one wants to see a berth or a terminal in the outer harbor.

Tom Politeo, from the Sierra Club, agreed with Mr. Warren's comments and stated further that the Sierra Club would like an alternative to maintain and preserve open migration space and habitat, while at the same time promote denser urban development with local recreational areas.

June Burlingame Smith asked if perhaps a motion could be drafted to incorporate specific elements into Alternative 4, as specified through the Subcommittee.

Pat Nave raised a concern that PCAC could be viewed as the group responsible for delaying the time schedule for the release of the Draft EIR, if a motion goes forward to the Board for an additional alternative. He felt that these particular comments were the types of comments that would be given during the public review period.

Ms. Green Rebstock stated that it would be difficult to hazard a guess as to whether a motion for a new alternative would delay the release of the DEIR. It would depend on what project elements were to be included and whether they were to be co-equally analyzed, which would require them to be threaded through the different issue chapters, ensuring that there would be no new significant impacts created. This, however, may be able to be done through a supplemental analysis rather than a new EIR.

Mr. Warren stated that moving forward on a DEIR that did not have the right alternatives would delay the time schedule further down the road and that the Subcommittee could actually save time in the process now with a community supported alternative.

Further discussion evolved into a motion, based on the background below.

1. The San Pedro Coordinated Plan recommends that the PCAC advise the Board of Harbor Commissioners to:
  - o Maintain 3 cruise ship berths at existing cruise terminal, build new terminal if necessary
  - o Amp cruise ships
  - o No new terminal or parking at Berth 46, some agreement that a limited temporary berth may continue with restrictions
2. Cabrillo Bay is recreational east to Main Channel including East Channel
3. Public access to water and enhancing Downtown is primary goal w/ linkages with green, sustainable infrastructure and development
4. Master plan the entire waterfront, do not exclude Westways, Warehouse One, Fruit Terminal and Scout Camp
5. Red Car loop through downtown with shared parking facilities for downtown & waterfront
6. Do not widen Harbor Blvd. (third lane and lost parking) or close at 13th
7. No parking structures on waterfront blocking view corridors, structures where the topography will enhance access and views (railroad tracts between 8th & 13th)
8. Limited development (Community Growth) plans approved by Coordinated Plan Committee and Chamber maybe a common starting point including drawing with the Cruise Terminal at South end removed

The Subcommittee adopted the following motion, Part 1 and Part 2:

The motion was moved by Peter Warren, Second by Kathleen Woodfield. The motion carried with 3 Ayes, 0 Nays, and 0 Abstentions

### **MOTION PART 1**

#### **ALTERNATIVES TO THE SAN PEDRO WATERFRONT DEIR/DEIS**

Whereas preliminary versions of the Bridge to Breakwater plan do not offer a viable, community-supported alternative for keeping the cruise ship terminal and berths near downtown and north of 5th Street, and

Whereas the community has produced past alternatives with features that are not included in one comprehensive alternative in the Port's current draft for the San Pedro Waterfront, and

Resolved that the PCAC strongly advises that a new alternative be developed before release of the DEIR and incorporated in the DEIR that contains these elements

in a newly revised alternative four:

- Leaves Harbor Boulevard as is and maintains the scenic designation of Harbor Boulevard, preserving views and view corridors,
- Contains three cruise ship berths north of 5th Street
- Requires amping of all cruise ships,
- Runs the Red Car line extensively all along the waterfront with stops from Cabrillo Beach to the north harbor including downtown as well as Kaiser Point and the Warehouse One Peninsula
- Moves parking, especially long-term parking, away from the waterfront by under-grounding day-trip visitor parking along Harbor Boulevard and building parking structures for cruise ship passengers along John S. Gibson Boulevard and on Terminal Island
- Creates a promenade from the Bridge to the Breakwater along the waterfront, completing the north/south California Coastal Trail through San Pedro
- Creates a second pedestrian walkway on the landside of Ports of Call
- Builds a boat launching ramp at Kaiser Point
- Expands by 10 acres the tidal pool and salt marsh at Salinas de San Pedro
- Builds land bridges between downtown and Ports of Call, including roof gardens on the parking structures and east-west connecting walkways
- Maintains all berths as shared berths with no terminals dedicated to one vender

## **MOTION / PART 2**

Whereas the Port project description places a cruise ship terminal south of 5th Street as its preferred location,

PCAC requests that the DEIR/DEIS for the San Pedro Waterfront investigate another alternative that berths a cruise ship along the Main Channel with a water cut to offset navigation problems.

- Water Feature/Harvard Boulevard and Swinford – Update Postponed
- Enhancements for Ports O’ Call – Update Postponed

F. Other:

- Immediate Release of Funds for PCAC Consultants (Emergency Action Item)  
Kathleen Woodfield moved that the Subcommittee suspend the rules to declare an emergency motion. Second by Richard Pavlick. Motion carried 3 / 0 / 0

Emergency Motion was moved by Peter Warren, Second by Kathleen Woodfield. The motion carried with 3 Ayes, 0 Nays and 0 Abstentions.

MOTION:

Whereas a time emergency exists because of several pending DEIR deadlines,  
and

Whereas the of the Port has agreed to provide PCAC subcommittees with  
necessary consultants in order to carry out its work and has done so in the past, and

Whereas \$150,000 has been budgeted for PCAC consultants, and

Whereas consultants have been requested but not yet approved for the PCAC  
EIR Subcommittee now doing its analysis of the China Shipping and Pier 400/Super  
tanker DEIRs, and

Whereas the San Pedro Coordinated Subcommittee will soon be requesting  
help to respond to the several thousand page San Pedro Waterfront DEIR/DEIS,  
now

Therefore be it resolved that Port staff implement the consultant's agreement  
between the Port and PCAC by approving consultants to work with PCAC  
Subcommittees without further delay.

G. Agenda Items for Next Meeting: July 9, 2008

H. Adjournment: 7:00PM

Signature on File

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June Burlingame Smith, Chair  
San Pedro Coordinated Plan Subcommittee

Signature on File

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Debra Babcock-Doherty, PCAC Executive Assistant