

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  
May 14, 2008

ATTENDEES

COMMITTEE MEMBER/PCAC

June Burlingame Smith, Chair  
Jim Cross, Voting Member  
Richard Havenick, Voting Member  
Richard Pavlick, Voting Member  
Jayme Wilson, PCAC Co-Chair  
Kathleen Woodfield, Alternate

PORT STAFF

Michael Christensen  
Jan Green Rebstock  
David Mathewson

PUBLIC PARTICIPATION

Bill Jensen  
Michael Lauman  
John McNaughton  
Tom Welch

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

- A. Call To Order: 5:15PM
- B. Sign-In/Introductions
- C. Agenda Approved
- D. Public Comment: None
- E. Update from Port Staff
  - EIR/EIS Bridge to Breakwater (SP Waterfront)  
Port staff presented an overview of the following:
    - Community input gathered through various project outreach meetings  
Michael Christensen reviewed the following comments that have been received by stakeholders:
      - ❖ Don't build high rises along the waters edge
      - ❖ Desire for a Promenade along the waters edge. San Pedro is where people want to go to see ships.
      - ❖ Community wants to see a definite link between Downtown San Pedro and the Waterfront by extending the streets to the waters edge
      - ❖ Management of traffic on Harvard Blvd./Sampson Way be provided as a way to link the various elements of the project

- ❖ Redevelopment of the waterfront – balancing open space with development – activating the waterfront, making it an inviting place to go
- ❖ Compliment Downtown rather than compete with Downtown
- ❖ Revitalizing Ports O' Call
- ❖ Provide an increase in slips for transient boaters
- ❖ De-industrialize the waterfront (mainly Westways)
- ❖ Protect and enhance the memorials at John S. Gibson Park
- ❖ No Cruise Ship Berths or Terminals in the outer Harbor
- Features of the waterfront that are already installed or moving forward
  - ❖ Gateway Water Feature – Grand Opening Summer 2008
  - ❖ Enhancements: Downtown Plaza, Upgrade on 22<sup>nd</sup> St. and Sampson Way Parking, 22<sup>nd</sup> St. Landing Park/Expected Completion, November 2009, and Enhancement Project for Cabrillo Beach/Advertising in June, Construction to begin November 2008
  - ❖ Cabrillo Marina/Advertising in June, Completion of the slips for beneficial occupancy October 2010
- Features of the Current Proposed Project
  - ❖ Promenade (8 miles long, 35 feet wide) from V.T. Bridge to Cabrillo Beach
  - ❖ Three newly proposed harbors (North Harbor, Downtown Harbor and 7<sup>th</sup> Street (Public Docks at 7<sup>th</sup> St. and Transient Slips at Ports O' Call)
  - ❖ New Ralph J. Scott Fireboat Museum
  - ❖ Redevelopment of Ports O' Call (300,000 sq. ft. of development/ 75,000 sq. ft. Convention Center)
  - ❖ Four Cruise Ship Berths, 2 in the Inner Harbor/2 in the Outer Harbor (The Building in the Outer Harbor is a Leeds Gold Facility, with surface parking, not structured parking)

The Committee is greatly concerned about the impact that any outer harbor berth would have on the marinas, and recreational boating. They also raised the issue of displacing the existing cruise ships calling on the Port of LA, if Disney were to sign a long term lease with the expectation of having exclusive use of a particular terminal.

The position of the San Pedro Chamber of Commerce is that the southern terminals would only be built after the northern end had exceeded its capacity to handle cruise ships. It would be more beneficial to the community to have the cruise industry in the northern end.

Mr. Christensen explained that the proposed outer harbor was to accommodate larger cruise vessels that cannot fit under the Vincent Thomas Bridge, that cannot use the inner harbor turning basin, and that have to back down the channel.

Mr. Havenick stated that putting a cruise ship terminal in the outer harbor eliminates the opportunity to cultivate existing business in Downtown.

Mr. Christensen stated that under the proposed project, in the outer harbor, virtually every vessel that calls out there will be required to amp, with the only exception, of the Queen Mary II, and the Queen Victoria. There are a limited number of cruise ships that are equipped for amp right now, but by the end of 2008, there will be two shore power connections at the inner harbor cruise terminal, to start plugging in almost all the Princess vessels and at least one Royal Caribbean vessel.

- ❖ Structured Parking at Berth 91-93 Facility where the Existing Cruise Terminal is Located (Structures – 10 Acre Footprint, Approximately 30 feet High, 4000 Spaces, 2 Stories, 3 Levels of Parking, with Parking on Top). The Proposed project keeps the existing inner harbor cruise terminal buildings in their current configuration.

The Committee is concerned with interrupting the view shed and adamantly opposed to using valuable space for parking on the waterfront.

- ❖ Fleet of 35 to 40 CNG Shuttle Buses to Transport Cruise Passengers (Other traffic impacts being analyzed within the document include 1.) the buses that come in from the airport along with the super shuttles etc., 2.) the passengers that arrive by car, that are dropped off at the cruise terminal, while the driver then parks and uses the shuttle, and 3.) those passengers that park and utilize the shuttles.)

The Committee was concerned with the level of traffic impacts not only from the cruise ship passengers, but from the cruise ship crew, the Port maintenance, and the trucks delivering the provisions to the ships.

- Alternatives being analyzed in the EIR/ with various features  
Within the discussion above, the alternatives were discussed as they pertained to the specific issues at hand.

The proposed project is the Port's recommendation to the Board. There are 5 stated alternatives and 1 no project alternative. Within the waterfront program, there are dozens of different features when combined would create thousands of separate alternatives. So, a document was drafted that analyzes all the major features separately in a different alternative. Alternatives can be changed to include or exclude various features. Creating such permutations could however, require additional analysis, to adequately determine how the chosen features would impact the project and the community.

**ACTION ITEM:**

On motion of Kathleen Woodfield, second by Richard Pavlick, the following motion was adopted with a vote of 5 Ayes, 0 Nays, and 0 Abstentions.

**MOTION:**

The San Pedro Coordinated Plan Subcommittee move to request that the Board of Harbor Commissioners authorize 90 days for comment from the day the San Pedro Waterfront EIR/EIS is submitted.

- Cabrillo Marina Phase II  
The Port is moving as quickly as possible to get the engineering design finished. They expect to have the project out to bid in June/July, and are striving for an October 2010 beneficial occupancy date on the slips.
- Tree Planting  
Emil Zordilla, from the POLA Engineering Division, will coordinate with Coastal San Pedro Neighborhood Council prior to future plantings. The Port is looking for additional places to plant trees.
- Docking Space for Lifeguard Boat Currently Docking at Spirit Marine  
Ms. Green Rebstock was asked to look into this issue.

F. Other

- City Dock One will be under development, but will not be included in this document. At present, it is undetermined as to what will go in there. The initial concepts were to look at this area as a marine research site, to accommodate government and academic labs that engage in ocean research, possibly as a business incubator for maritime/academic related activities. The Port is working on a visioning process to determine what the best use of the area would be.
- The Committee asked how much profit the Port makes with each cruise ship call. What is the cost benefit ratio for the millions of dollars spent in the development of the infrastructure?

G. Agenda Items for Next Meeting: June 11, 2008

H. Adjournment

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