

PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE
WILMINGTON WATERFRONT DEVELOPMENT SUBCOMMITTEE

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

Minutes
July 13, 2010

ATTENDEES

SUBCOMMITTEE MEMBERS

Ken Melendez, Voting	Gary Kern, Voting	Donna Ethington, Voting
Frank Herrera, Voting	Charlie Rico, Alternate	Eleanor R. Montano, Voting
Olivia C Fernandez, Voting		

PORT STAFF

Chris Brown
Cheryl Morris

PUBLIC PARTICIPANTS

Keith R. Ball	Lynwood Douthett	Karl Price
Roland Belikon	Gwendolyn Douthett	Tony L. Ringor
Marie Castle	Sylvia Garibay	Connie Rivera
Albert Castonón	Manny Hernandez	Ignacio Roman
Richard Diaz	Richard Pawlowski	Rob Signorile
Jesse Marquez	Mary Gant	Jesse Marquez, Sr.
Chuck Taylor	Gordon Teuber	

Meeting Location: Banning's Landing, 100 E. Water Street, Wilmington, CA 90744

- A. Call to Order: 5:35 PM by Ken Melendez, Chair
- B. Agenda Approved
- C. The Minutes of the May 11, 2010 Wilmington Waterfront Development Subcommittee meeting were approved.
- D. Presentation:
Karl Price, the Senior Environmental Planner, from the California Department of Transportation (Caltrans), gave a brief introduction of the Schuyler Heim Bridge Replacement Project.

Caltrans and the Alameda Corridor Transportation Authority (ACTA) have been working together for years on a project to replace the seismically deficient Schuyler Heim Bridge. The Environmental Impact Report (EIR) was completed

last year, and the designs should be finalized soon. The community is invited to provide comments on the aesthetic features of the bridge by either:

- Submitting comments in writing to:
The Department of Transportation, Dist. 7
100 S. Main Street, MS-16A
Los Angeles, CA 90012
- Provide comments on line at
The ACTA website, www.acta.org
- Or by calling (310-847-1725 ext: 321).

Manny Hernandez, from ACTA, presented the renderings for the project.

The Schuyler Heim Bridge is a vertical lift bridge; built by the Navy in 1946 and completed in 1948. Unfortunately, the bridge is no longer seismically stable nor can it continue to accommodate the increasing volume of traffic between Terminal Island and the mainland.

The new structure will be a fixed bridge, set 52 feet above the water with three lanes in each direction. It is expected to:

- Enhance mobility by reducing traffic congestion, diverting truck traffic from local arterials/commercial and residential areas between Terminal Island and Pacific Coast Highway, as well as on the I-110 and the I-710
- Facilitate future improvements to the Long Beach I-710
- Improve safety by providing a limited-access route between Terminal Island and I-405 by-passing at-grade railroad crossings and signalized intersections
- Provide an alternative route to the existing near-dock rail yard
- Connect the Schuyler Heim Bridge with an emergency service route that would facilitate movement to and from the ports in the event of a major earthquake

Construction will be done in phases, and is expected to begin July 2011. The project should be completed in three years. In order to keep the bridge in service, the outsides of the bridge will be done first, followed by the interior. Dock Street will be reconfigured for continued use.

Committee members requested a drawing of the new bridge with the existing rail line on the east side. They asked how the new bridge would affect the railroad crossings under it. Mr. Hernandez stated that the bridge would have no affect on the rail.

Members of the community asked about:

- Mitigation measures for the increased pollution (Mr. Hernandez responded that the mitigation measures were discussed in the EIR.)

- What measures were being taken to preserve the historical landmark that which is the tallest vertical lift bridge in the western United States? (Mr. Hernandez stated that a written documentary with photographs, plans, drawings and bridge specifications would be submitted to Caltrans and to the Library of Congress, as well as retaining artifacts from the bridge for various museums and exhibits.

E. Discussion:

Wilmington Buffer Name:

Ken Melendez read a letter that was drafted on behalf of the Wilmington Waterfront Development Subcommittee, the Chamber, and the Wilmington Neighborhood Council, recommending the following names for the Buffer:

Heart of the Harbor Park, Wilmington Waterfront Park,
Wilmington Vista Park or Waterfront Vista Park

Various community members felt strongly that “Wilmington” should be a part of the name. Jesse Marquez knew a group of Wilmington students who wanted to contribute some names for consideration. Other community members provided the following names for consideration:

Wilmington Family Park or
The Wilmington Waterfront Vista Park

In light of the discussion, the Subcommittee agreed to hold off on finalizing the recommendation for the Buffer name until the September meeting.

F. Staff Update:

- Avalon Triangle:
The environmental clean-up is just about done. The only thing left to do is to replace the top soil with suitable soil for grass and plant growth, which will be done with the construction of the Park. The construction schedule is still unknown. The Port continues to pursue grant funding.
- Buffer Area:
The construction of the Buffer is moving along and the fill for the Buffer is in place. The trees are planted. Contractors are working on the concrete pathways, the buildings and the western pavilion. The retaining walls are up, as well as all the bridges.

The east end of the project is taking shape with the completion of the parking lot, the planting of the trees on the slopes, and the configuration of the plaza. The contractors are starting the process for the pavers, the lighting and the furniture placement.

Activity on the western end of the project stalled because of access issues, and lead issues, which have now been taken care of. Since there are no structures going in this area, it should progress rather quickly. The huge

storm drain beneath the Buffer, King Avenue and part of Harry Bridges Boulevard has been installed, and will handle the drainage issues for "C" Street, and Harry Bridges Boulevard.

For the benefit of the Community members who were at the meeting, Mr. Brown explained that the Buffer project was north of Harry Bridges Blvd. and south of "C" Street between Figueroa and Lagoon.

The street widening / reconstruction project for Harry Bridges Blvd. was a separate project being financed through Federal Stimulus funds. The project entails widening and repaving the street, installing a median, redoing the intersections and fixing drainage issues, in addition to landscaping and undergrounding power lines. The project is expected to be completed in about a year and a half or so.

Gordon Teuber, from the Councilwoman's office (Dist. 15) stated that the Council office and the Mayor's office have been talking with the Port and DOT about the traffic plans during the reconstruction of Harry Bridges Blvd. One concern was the detouring of the truck traffic. One thought was to redirect traffic through the Industrial Park on "E" street, down Broad and across Avalon.

The Port's plan was to reduce Harry Bridges down to one lane on the east bound side, for a period of time. On the other hand, the DOT wants to maintain two lanes and provide a detour. The Port is working with the Department of Water and Power (DWP) and the DOT to determine the best possible plan to minimize the inconvenience.

- Mr. Marquez stated that the Senate was preparing to vote on a Federal Transportation Bill at the end of the year / sometime within the 1st or 2nd Quarter of 2011. This was the time to request "earmarked" funds for special projects. Mr. Melendez suggested that Mr. Marquez draft a letter to Congresswoman Jane Harman that the Subcommittee could take a position on.
- Keith Ball stated that the drainage at the corner of Broad Avenue and Harry Bridges Blvd. needed to be addressed.
- Mr. Teuber stated that the drain on the south side of Harry Bridges at Alameda Street (at the railroad crossing) needed to be fixed. Mr. Marquez was asked to add this to the letter for the congresswoman.
- Mr. Ball stated that trees had been planted along Broad St. and Gibson Blvd. that had not been maintained. Mr. Teuber will look into this.
- Jesse Marquez asked what it would take to get some improvements done to the other side of the street, across from the Buffer, so that it would complement the work on the Buffer.
- Mr. Melendez asked Mr. Brown if they could set up a tour through the Buffer area.

- **Wilmington Waterfront:**
The project boundaries go from Lagoon to Broad between “C” Street and Harry Bridges Blvd. and south along Avalon to Banning’s Landing. The project will include a bike path, the continuation of the coastal trail along the north side of Harry Bridges Blvd., street scaping, restaurants, and retail as well as open space, a pedestrian bridge over the railroad track, and an observation tower. There is no schedule/timeline set, as the funding for this project has not yet been secured. POLA is however, proceeding with the design process.

Mr. Melendez raised a concern about the usage of the fields on the Buffer. He stated that protocols should be implemented before the Park opened so that the fields could be rotated and maintained, so as not to create wear from excessive activity.

G. **Public Comment:**

Mr. Hernandez stated that if there was any interest in taking a walking tour of the Alameda Corridor trench to see the pump stations, Connie Rivera could set it up.

Mr. Marquez asked the Chair of the Subcommittee to request that the Board hold the BHC meeting in Wilmington when they take action on the Buffer name.

Ken Melendez announced that he was running for the Chair position of the PCAC. He would appreciate the support of the Committee. Elections will be held at Banning’s Landing on July 20, 2010. He stated that he would retain the Chair position of the Subcommittee unless he was required to give it up. If that were to be the case, he would ask Gary Kern to step in as Chair.

Mr. Melendez brought up the issue that had been circulating with regard to a recall for Councilwoman, Janice Hahn. He stated that he did not support this and that Councilwoman Hahn had done a lot for the Wilmington community. She was elected through a democratic process. He suggested that if a recall were to be filed that the Subcommittee would consider taking an official position on the matter.

Richard Pawlowski asked for clarification on the CRA’s plans for the redevelopment of Wilmington. Mr. Melendez stated that they could request a presentation/update from the CRA at a future Subcommittee meeting.

Jesse Marquez announced that the POLA Harbor Commissioners would be having a meeting on July 22, 2010, to determine whether a third party nonprofit organization would be created to administer the remaining funds generated through the TraPac Settlement. He requested support from the Committee and the community.

H. Non Agenda Items:

The Committee agreed on a date for the trip to the Rail Museum, in Perris, California. Plans will be set for Saturday, October 23, 2010.

Donna Ethington gave a status report on the Wilmington Marinas Working Group and the Wilmington Planning Study.

Months ago, the Board of Harbor Commissioners (BHC) adopted a resolution to discontinue using the Anchorage Road Soil Storage Site as a disposal site, as of December 2011. The site would be made available for public use. The working group is focused on developing a plan for the use of that area.

At the same time, there is the Wilmington Marinas Parkway Project that will compliment the marinas, the area around the water and link the marinas to the community. The intention is to create a public parkway between the Anchorage Road Soil Storage Site, Anchorage Road, and Shore Road, in addition to increasing the existing quarter acre salt marsh into a half acre salt marsh. The working group is favoring a natural setting with passive uses as well as a small amphitheater. The project will include upgrading the marinas infrastructure; undergrounding the utilities, installing sidewalks, bringing in cable, and constructing an internal road that by-passes the Henry Ford Rail junction.

Ms. Ethington announced that Pacific Unicom had been chosen to operate the Wilmington Youth Sailing Center. The sailing center programs will teach youth about boating and water safety, navigational rules and skills, and sailing fundamentals, not to mention life skills. Port staff should be taking an agreement to the Board shortly.

I. Next Subcommittee Meeting: August 10, 2010

J. Adjournment: 7:20 PM

Signature on File

Ken Melendez, Chair

Wilmington Waterfront Development Subcommittee

Signature on File

Debra Babcock-Doherty, PCAC Executive Assistant