



**City of Long Beach Cruise Ship Terminal
Appeal of Planning Commission Decision to Long Beach City Council
December 3, 2019**

Last summer, the City of Long Beach proposed to expand and improve the existing Long Beach Cruise Ship Terminal to allow Carnival Cruise Lines to bring its largest ship into port. The overall proposed project involves both maritime and onshore “improvements” to the existing Long Beach Cruise Terminal. Because of the Terminal’s location in the tourist zone of the waterfront, the City of Long Beach - specifically, the Planning Bureau - is acting as the lead agency for California Environmental Quality Act (CEQA) purposes on the expansion of the Terminal. The Port of Long Beach is considered a responsible agency for CEQA purposes of this project.

The onshore activities for the terminal include expanding the existing parking structure by 650 spaces, the filling of an abandoned tunnel and reconfiguring the traffic lanes near the parking garage in the Queensway Bay Planned Development Zoning District. There are also, however, maritime activities included as part of the Project, which involves dredging the existing berth to a deeper depth (approximately 33,250 cubic yards), constructing mooring dolphins and associated catwalks, passenger walkway bridge extensions, and fender replacements.

The Port of Long Beach has yet to conduct an environmental review and analysis of potential negative environmental impacts from the dredging and other maritime improvements for the Terminal. In spite of that fact and without any formal written input or verbal advice from the Port of Long Beach, the Planning Commission voted 4-2 to approve a Mitigated Negative Declaration of Environmental Impact for the Terminal on November 7, 2019.

The Coalition for Clean Air filed an appeal of the Planning Commission’s decision based upon CEQA procedural grounds, stating that the Planning Commission acted prematurely and without sufficient information about the potentially negative maritime impacts of the Terminal Project from its own Port/Harbor Department before approving the Mitigated Negative Declaration. The Coalition made the same arguments verbally at the November 7 vote of the Planning Commission, making it an aggrieved party and qualifying it for appellate status.

Thus, for these reasons, the Coalition respectfully requests that the City Council and Mayor approve our appeal and instruct the POLB to conduct an environmental analysis for submission to the Planning Commission, and then ask the Planning Commission to re-consider its approval of the Mitigated Negative Declaration.

Respectfully submitted,

Christopher Chavez, Deputy Policy Director and Jerilyn L. Mendoza, Policy Advocate