

**Errata, Comments, and Response to
Comments to the IS/MND for the
San Pedro Waterfront Enhancements
Project**

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Comment Letter 12.	Coastal San Pedro Neighborhood Council, Robert Gelfand, Issues Chair (July 8, 2005)	2-38
Comment Letter 13.	San Pedro and Peninsula Homeowners' Coalition, Noel Park, President (July 22, 2005)	2-40
Comment Letter 14.	San Pedro and Peninsula Housing Coalition, Noel Park, President (July 8, 2005).....	2-54
Comment Letter 15.	San Pedro Coordinated Plan Subcommittee, June Burlingame Smith, Chair (July 17, 2005).....	2-62
Comment Letter 16.	San Pedro Magazine, Joshua Stecker, Editor-in-Chief (July 22, 2005).....	2-64
Comment Letter 17.	San Pedro Youth Coalition, Scott Lane, President (July 21, 2005).....	2-66
Comment Letter 18.	Southern California Association of Governments, Brian Wallace, Associate Regional Planner (June 28, 2005)	2-68
Comment Letter 19.	Union Pacific Railroad, Garry Malmberg, Senior Officer (June 16, 2005)	2-70
20. Comment Letter 20 (Form)		2-72
Comment Letter 20A.	Cynthia Acuna (July 22, 2005)	2-80
Comment Letter 20B.	Annell Aguilar (July 22, 2005).....	2-80
Comment Letter 20C.	Hector Aguilar (July 22, 2005)	2-81
Comment Letter 20D.	Jose Aguilar (July 22, 2005)	2-81
Comment Letter 20E.	Maria Aguilar (July 22, 2005).....	2-82
Comment Letter 20F.	Orlando Aguilar (July 22, 2005).....	2-82
Comment Letter 20G.	Joe Ake (July 22, 2005).....	2-83
Comment Letter 20H.	Khatya Albano (July 22, 2005)	2-83
Comment Letter 20I.	John Alexander (July 22, 2005).....	2-84
Comment Letter 20J.	Yesenia Aloise (July 22, 2005)	2-84
Comment Letter 20K.	Justina Alvarada (July 22, 2005).....	2-85
Comment Letter 20L.	Rose Marie Amalfitano (July 22, 2005).....	2-85
Comment Letter 20M.	Thomas Amalfitano (July 22, 2005).....	2-86
Comment Letter 20N.	Tiffany Amalfitano (July 22, 2005).....	2-86
Comment Letter 20O.	Robert Aratoonian (July 22, 2005).....	2-87
Comment Letter 20P.	Robert Atencio (July 22, 2005)	2-87
Comment Letter 20Q.	Lisa Avalos (July 22, 2005)	2-88
Comment Letter 20R.	Juan Baez, Jr. (July 22, 2005).....	2-88
Comment Letter 20S.	Cathy Bagliazo (July 22, 2005).....	2-89

Comment Letter 20T.	Nicki Bailey (July 22, 2005)	2-89
Comment Letter 20U.	Janeth Balanzar (July 22, 2005).....	2-90
Comment Letter 20V.	Jesus Balderrama (July 22, 2005).....	2-90
Comment Letter 20W.	Andrea Baran (July 22, 2005).....	2-91
Comment Letter 20X.	Daniel Baune (July 22, 2005)	2-91
Comment Letter 20Y.	Joyce Baune (July 22, 2005).....	2-92
Comment Letter 20Z.	Jose Bernal (July 22, 2005).....	2-92
Comment Letter 20AA.	Tim Berry (July 22, 2005)	2-93
Comment Letter 20AB.	Cara Blair (July 22, 2005).....	2-93
Comment Letter 20AC.	Donna Blair (July 22, 2005).....	2-94
Comment Letter 20AD.	Shirlee Boez (July 22, 2005)	2-94
Comment Letter 20AE.	Francisca Bon (July 22, 2005).....	2-95
Comment Letter 20AF.	Lorraine Bowman (July 22, 2005).....	2-95
Comment Letter 20AG.	Gary Bradbury (July 22, 2005)	2-96
Comment Letter 20AH.	Elia Branibile (July 22, 2005).....	2-96
Comment Letter 20AI.	Porfirio Brito (July 22, 2005).....	2-97
Comment Letter 20AJ.	S. Butera (July 22, 2005).....	2-97
Comment Letter 20AK.	Jon Butterworth (July 22, 2005).....	2-98
Comment Letter 20AL.	Dolores Cahill (July 22, 2005)	2-98
Comment Letter 20AM.	Gregone Caldera (July 22, 2005).....	2-99
Comment Letter 20AN.	Joseph Calenda (July 22, 2005).....	2-99
Comment Letter 20AO.	Manuel Camaeho (July 22, 2005).....	2-100
Comment Letter 20AP.	Guillermo Campa (July 22, 2005).....	2-100
Comment Letter 20AQ.	Curtis and Frances Carter (July 22, 2005).....	2-101
Comment Letter 20AR.	Josie Castillo (July 22, 2005).....	2-101
Comment Letter 20AS.	Joe Chapman (July 22, 2005)	2-102
Comment Letter 20AT.	Dallas Chastain (July 22, 2005).....	2-102
Comment Letter 20AU.	Richard Contreras (July 22, 2005).....	2-103
Comment Letter 20AV.	Daisy Corella (July 22, 2005)	2-103
Comment Letter 20AW.	Elizabeth Correa (July 22, 2005).....	2-104
Comment Letter 20AX.	Retty Croeche (July 22, 2005).....	2-104
Comment Letter 20AY.	Bret Dahlquist (July 22, 2005)	2-105
Comment Letter 20AZ.	Erik Deck (July 22, 2005)	2-105
Comment Letter 20BA.	Ray Deeter (July 22, 2005).....	2-106
Comment Letter 20BB.	Arlene DeJesus (July 22, 2005).....	2-106
Comment Letter 20BC.	Betty DiBernardo (July 22, 2005).....	2-107
Comment Letter 20BD.	Mary DiBernardo (July 22, 2005).....	2-107

Comment Letter 20BE.	Mike DiGioranni (July 22, 2005).....	2-108
Comment Letter 20BF.	Antonio Dorado N. (July 22, 2005).....	2-108
Comment Letter 20BG.	Cristy Dorado (July 22, 2005).....	2-109
Comment Letter 20BH.	Jaime Dorado (July 22, 2005)	2-109
Comment Letter 20BI.	Linda Dunsworth (July 22, 2005).....	2-110
Comment Letter 20BJ.	Cinica Duran (July 22, 2005).....	2-110
Comment Letter 20BK.	Rafael Duran (July 22, 2005).....	2-111
Comment Letter 20BL.	Celeste Dwight (July 22, 2005).....	2-111
Comment Letter 20BM.	Deborah Dwight (July 22, 2005).....	2-112
Comment Letter 20BN.	Paul F. Dwight, Jr. (July 22, 2005).....	2-112
Comment Letter 20BO.	Paul F. Dwight, Sr. (July 22, 2005).....	2-113
Comment Letter 20BP.	Phyllis M. Dwight (July 22, 2005).....	2-113
Comment Letter 20BQ.	William Earleg (July 22, 2005).....	2-114
Comment Letter 20BR.	Leticia Escobar (July 22, 2005)	2-114
Comment Letter 20BS.	Marilyn Ewasko (July 22, 2005).....	2-115
Comment Letter 20BT.	Geraldo Fernadez (July 22, 2005).....	2-115
Comment Letter 20BU.	Ivy Fernandez (July 22, 2005).....	2-116
Comment Letter 20BV.	Angela Fiamengo (July 22, 2005).....	2-116
Comment Letter 20BW.	Jennifer Fiamengo (July 22, 2005).....	2-117
Comment Letter 20BX.	Eric Fizudich (July 22, 2005)	2-117
Comment Letter 20BY.	Earnest M. Fleck (July 22, 2005).....	2-118
Comment Letter 20BZ.	Denis Fleps (July 22, 2005).....	2-118
Comment Letter 20CA.	Adriana Flores (July 22, 2005)	2-119
Comment Letter 20CB.	Jose Gallardo (July 22, 2005).....	2-119
Comment Letter 20CC.	Helen and Wes Gant (July 22, 2005).....	2-120
Comment Letter 20CD.	Mary and John Gant (July 22, 2005).....	2-120
Comment Letter 20CE.	Miguel Garibay (July 22, 2005).....	2-121
Comment Letter 20CF.	Ramiro Garibay (July 22, 2005).....	2-121
Comment Letter 20CG.	Lupe Gaxiola (July 22, 2005).....	2-122
Comment Letter 20CH.	Mary Gibbs (July 22, 2005)	2-122
Comment Letter 20CI.	Mary Amalfitano Gibbs (July 22, 2005).....	2-123
Comment Letter 20CJ.	Godmothers Saloon (July 22, 2005).....	2-123
Comment Letter 20CK.	Jose Gonzales (July 22, 2005)	2-124
Comment Letter 20CL.	Ruben Guerrero (July 22, 2005).....	2-124
Comment Letter 20CM.	Martha Guillen (July 22, 2005)	2-125

Comment Letter 20CN.	Kyle Hargett (July 22, 2005).....	2-125
Comment Letter 20CO.	Carlos Hernandez (July 22, 2005).....	2-126
Comment Letter 20CP.	Victor Herrera (July 22, 2005)	2-126
Comment Letter 20CQ.	Laura Herrmann (July 22, 2005).....	2-127
Comment Letter 20CR.	Mark Hicks (July 22, 2005)	2-127
Comment Letter 20CS.	Illegible (July 22, 2005).....	2-128
Comment Letter 20CT.	Illegible (July 22, 2005).....	2-128
Comment Letter 20CU.	Illegible (July 22, 2005).....	2-129
Comment Letter 20CV.	Illegible (July 22, 2005).....	2-129
Comment Letter 20CW.	Illegible (July 22, 2005).....	2-130
Comment Letter 20CX.	Illegible (July 22, 2005).....	2-130
Comment Letter 20CY.	Illegible (July 22, 2005).....	2-131
Comment Letter 20CZ.	Illegible (July 22, 2005).....	2-131
Comment Letter 20DA.	Illegible (July 22, 2005).....	2-132
Comment Letter 20DB.	Illegible (July 22, 2005).....	2-132
Comment Letter 20DC.	Illegible (July 22, 2005).....	2-133
Comment Letter 20DD.	Illegible (July 22, 2005).....	2-133
Comment Letter 20DE.	Illegible (July 22, 2005).....	2-134
Comment Letter 20DF.	Illegible (July 22, 2005).....	2-134
Comment Letter 20DG.	Illegible (July 22, 2005).....	2-135
Comment Letter 20DH.	Illegible (July 22, 2005).....	2-135
Comment Letter 20DI.	Illegible (July 22, 2005).....	2-136
Comment Letter 20DJ.	Illegible (July 22, 2005).....	2-136
Comment Letter 20DK.	Illegible (July 22, 2005).....	2-137
Comment Letter 20DL.	Illegible (July 22, 2005).....	2-137
Comment Letter 20DM.	Illegible (July 22, 2005).....	2-138
Comment Letter 20DN.	Illegible (July 22, 2005).....	2-138
Comment Letter 20DO.	Illegible (July 22, 2005).....	2-139
Comment Letter 20DP.	Illegible (July 22, 2005).....	2-139
Comment Letter 20DQ.	Julian Jimenez (July 22, 2005)	2-140
Comment Letter 20DR.	Lisa Jimenez (July 22, 2005).....	2-140
Comment Letter 20DS.	Dan Kadota (July 22, 2005).....	2-141
Comment Letter 20DT.	Gale Kadota (July 22, 2005).....	2-141
Comment Letter 20DU.	Michelle Klaus (July 22, 2005).....	2-142
Comment Letter 20DV.	Norbert Kleinekarhoff (July 22, 2005).....	2-142
Comment Letter 20DW.	Penny Knapp (July 22, 2005)	2-143
Comment Letter 20DX.	Vesna Kondie (July 22, 2005)	2-143
Comment Letter 20DY.	Kordic (July 22, 2005).....	2-144
Comment Letter 20DZ.	Darla La Bray (July 22, 2005).....	2-144
Comment Letter 20EA.	Francis L. Lambert (July 22, 2005).....	2-145
Comment Letter 20EB.	Barbara Larson (July 22, 2005)	2-145
Comment Letter 20EC.	Chris Linden (July 22, 2005).....	2-146
Comment Letter 20ED.	Marie Lino (July 22, 2005).....	2-146
Comment Letter 20EE.	Julie M. Lopez (July 22, 2005).....	2-147
Comment Letter 20EF.	Marla Lopez (July 22, 2005).....	2-147
Comment Letter 20EG.	Michael Lovich (July 22, 2005)	2-148
Comment Letter 20EH.	Margaret Lovoy (July 22, 2005).....	2-148

Comment Letter 20EI.	Victoria Lowler (July 22, 2005)	2-149
Comment Letter 20EJ.	Alison Smith Lozano (July 22, 2005).....	2-149
Comment Letter 20EK.	Silvia Luna (July 22, 2005)	2-150
Comment Letter 20EL.	Raul Macias (July 22, 2005).....	2-150
Comment Letter 20EM.	Joseph L. Madrigal (July 22, 2005).....	2-151
Comment Letter 20EN.	Joel Malik (July 22, 2005).....	2-151
Comment Letter 20EO.	Marion (July 22, 2005).....	2-152
Comment Letter 20EP.	Tara Martin (July 22, 2005)	2-152
Comment Letter 20EQ.	Ellen Martinez (July 22, 2005).....	2-153
Comment Letter 20ER.	Gabriela Martinez (July 22, 2005).....	2-153
Comment Letter 20ES.	Dorothy Matich (July 22, 2005).....	2-154
Comment Letter 20ET.	Mike Matich (July 22, 2005).....	2-154
Comment Letter 20EU.	Shirley Matich (July 22, 2005)	2-155
Comment Letter 20EV.	John McDowell (July 22, 2005)	2-155
Comment Letter 20EW.	Karen McMillan (July 22, 2005).....	2-156
Comment Letter 200EX.	David Medina (July 22, 2005).....	2-156
Comment Letter 20EY.	Gary Mendez (July 22, 2005)	2-157
Comment Letter 20EZ.	Jennifer Mendez (July 22, 2005).....	2-157
Comment Letter 20FA.	Phil Monal (July 22, 2005).....	2-158
Comment Letter 20FB.	Robert Mulé (July 22, 2005)	2-158
Comment Letter 20FC.	Katherine Mullen (July 22, 2005).....	2-159
Comment Letter 20FD.	Brenda Navarro (July 22, 2005).....	2-159
Comment Letter 20FE.	Dennis Nelson (July 22, 2005)	2-160
Comment Letter 20FF.	Sharon Noer (July 22, 2005)	2-160
Comment Letter 20FG.	Philippe O`Aniere (July 22, 2005).....	2-161
Comment Letter 20FH.	Kelly O`Conner (July 22, 2005).....	2-161
Comment Letter 20FI.	Marian O`Donnell (July 22, 2005).....	2-162
Comment Letter 20FJ.	Patrick O`Melurny (July 22, 2005).....	2-162
Comment Letter 20FK.	Julio Ontiveros (July 22, 2005).....	2-163
Comment Letter 20FL.	Fernando Padilla (July 22, 2005).....	2-163
Comment Letter 20FM.	Wendy Passa (July 22, 2005).....	2-164
Comment Letter 20FN.	Amy Paulsen (July 22, 2005).....	2-164
Comment Letter 20FO.	Nicole Paulsen (July 22, 2005).....	2-165
Comment Letter 20FP.	Scott Paulsen (July 22, 2005).....	2-165
Comment Letter 20FQ.	Boso Pavkovich (July 22, 2005).....	2-166
Comment Letter 20FR.	Gildardo Peña (July 22, 2005).....	2-166
Comment Letter 20FS.	Arturo Perez (July 22, 2005).....	2-167
Comment Letter 20FT.	O. Perez (July 22, 2005).....	2-167
Comment Letter 20FU.	Norma M. Piccaro (July 22, 2005).....	2-168

Comment Letter 20FV.	Christoph Pluess (July 22, 2005).....	2-168
Comment Letter 20FW.	Frances Prettyman (July 22, 2005).....	2-169
Comment Letter 20FX.	Thomas Prettyman (July 22, 2005).....	2-169
Comment Letter 20FY.	Donald Provence (July 22, 2005).....	2-170
Comment Letter 20FZ.	Kathryn L. Provence (July 22, 2005).....	2-170
Comment Letter 20GA.	Kristina Provence (July 22, 2005).....	2-171
Comment Letter 20GB.	Marie Provence (July 22, 2005).....	2-171
Comment Letter 20GC.	Jon Ramsey (July 19, 2005).....	2-172
Comment Letter 20GD.	Karen Rawlings (July 22, 2005).....	2-172
Comment Letter 20GE.	Brent Reddington (July 22, 2005).....	2-173
Comment Letter 20GF.	Swaberg Xiao Reng (July 22, 2005).....	2-173
Comment Letter 20GG.	Suzanne Richmond (July 22, 2005).....	2-174
Comment Letter 20GH.	William Ridgry (July 22, 2005).....	2-174
Comment Letter 20GI.	Billy Ristevski (July 22, 2005).....	2-175
Comment Letter 20GJ.	Emanuel Rodriguez (July 22, 2005).....	2-175
Comment Letter 20GK.	Ofelia Rodriguez (July 22, 2005).....	2-176
Comment Letter 20GL.	Vilma A. Rodriguez (July 22, 2005).....	2-176
Comment Letter 20GM.	Frank Rody (July 22, 2005).....	2-177
Comment Letter 20GN.	Romaw (July 22, 2005).....	2-177
Comment Letter 20GO.	Francisco Rosilin (July 22, 2005).....	2-178
Comment Letter 20GP.	Peter Ryan (July 22, 2005).....	2-178
Comment Letter 20GQ.	David Ryborkiowicz (July 22, 2005).....	2-179
Comment Letter 20GR.	Laverne Salir (July 22, 2005).....	2-179
Comment Letter 20GS.	Daniel Sanchez (July 22, 2005).....	2-180
Comment Letter 20GT.	Elizabeth Sanchez (July 22, 2005).....	2-180
Comment Letter 20GU.	Miguel A. Sanchez (July 22, 2005).....	2-181
Comment Letter 20GV.	Clarissa Sandevol (July 22, 2005).....	2-181
Comment Letter 20GW.	Marlene Santos (July 22, 2005).....	2-182
Comment Letter 20GX.	Pamela Scott (July 22, 2005).....	2-182
Comment Letter 20GY.	Rosario Sedano (July 22, 2005).....	2-183
Comment Letter 20GZ.	Rosario Sedano (July 22, 2005).....	2-183
Comment Letter 20HA.	Ana Segura (July 22, 2005).....	2-184

Comment Letter 20HB.	Primitivo Silva (July 22, 2005)	2-184
Comment Letter 20HC.	Wendi Slingluff (July 22, 2005).....	2-185
Comment Letter 20HD.	Jaciato Solis (July 22, 2005).....	2-185
Comment Letter 20HE.	Melody St. John (July 22, 2005).....	2-186
Comment Letter 20HF.	Paul R. St. John (July 22, 2005).....	2-186
Comment Letter 20HG.	Carla Straight (July 22, 2005).....	2-187
Comment Letter 20HH.	Jeffrey Suarez (July 22, 2005).....	2-187
Comment Letter 20HI.	W. Suarez, Jr. (July 22, 2005).....	2-188
Comment Letter 20HJ.	Andy Talebi (July 22, 2005).....	2-188
Comment Letter 20HK.	Robert Thacker (July 22, 2005).....	2-189
Comment Letter 20HL.	Robert Tomasello (July 22, 2005).....	2-189
Comment Letter 20HM.	Travis Toste (July 22, 2005).....	2-190
Comment Letter 20HN.	Maria Elena Tran (July 22, 2005).....	2-190
Comment Letter 20HO.	Douglas Turnage (July 22, 2005).....	2-191
Comment 20HP.	Carol Ann Ungaro (July 22, 2005).....	2-191
Comment 20HQ.	Henry V. Ungaro (July 22, 2005).....	2-192
Comment 20HR.	Jennifer Ungaro (July 22, 2005).....	2-192
Comment Letter 20HS.	Marie Ungaro (July 22, 2005).....	2-193
Comment Letter 20HT.	Antonia Urena (July 22, 2005).....	2-193
Comment Letter 20HU.	Laura Velasco (July 22, 2005).....	2-194
Comment Letter 20HV.	Michael Vesoro (July 22, 2005).....	2-194
Comment Letter 20HW.	Jose Viramontes (July 22, 2005).....	2-195
Comment Letter 20HX.	Maureen Vishner (July 22, 2005).....	2-195
Comment Letter 20HY.	Gregory Walker (July 22, 2005).....	2-196
Comment Letter 20HZ.	David Warren (July 22, 2005).....	2-196
Comment Letter 20IA.	Hiroski Watanaln (July 22, 2005).....	2-197
Comment Letter 20IB.	Alice Weiss (July 22, 2005)	2-197
Comment Letter 20IC.	R. Weiss (July 22, 2005)	2-198
Comment Letter 20ID.	Carolyn Wilson (July 22, 2005).....	2-198
Comment Letter 20IE.	Norman C. Wintjen (July 22, 2005).....	2-199
Comment Letter 20IF.	John J. Witzlsteiner (July 22, 2005).....	2-199
Comment Letter 20IG.	Estella Ybarra (July 22, 2005)	2-200
Comment Letter 20IH.	Jamie Ybarra (July 22, 2005)	2-200
Comment Letter 20II.	Brandi Zamudio (July 22, 2005).....	2-201
21. Comment Letter 21 (Form)	.....	2-202
Comment Letter 21A.	Dailey Jackson, III (July 22, 2005).....	2-203

Comment Letter 21B.	Roger Kassabian (July 22, 2005).....	2-203
Comment Letter 21C.	Jerry Lewis (July 22, 2005).....	2-204
Comment Letter 21D.	Drew Nakano (July 22, 2005).....	2-204
Comment Letter 21E.	Richard Nakano (July 22, 2005).....	2-205
Comment Letter 21F.	James Neubauer (July 22, 2005).....	2-205
Comment Letter 21G.	Nick Orloff (July 22, 2005).....	2-206
Comment Letter 21H.	Greg Watson (July 22, 2005).....	2-206
Comment Letter 21I.	John Woodrum (July 22, 2005)	2-207
22. Comment Letter 22 (Form)	.....	2-208
Comment Letter 22A.	Debbie Baker (July 22, 2005).....	2-209
Comment Letter 22B.	Richard Goyou (July 22, 2005).....	2-209
Comment Letter 22C.	Illegible (July 22, 2005).....	2-210
Comment Letter 22D.	Illegible (July 22, 2005).....	2-210
23. Comment Letter 23 (Form)	.....	2-211
Comment Letter 23A.	John and Betty Alvarez (July 22, 2005).....	2-212
Comment Letter 23B.	Craig Andrich (July 21, 2005).....	2-212
Comment Letter 23C.	Nancy Carlson (July 22, 2005)	2-213
Comment Letter 23D.	David W. Cheek (July 22, 2005).....	2-213
Comment Letter 23E.	Andrea Clark (July 22, 2005).....	2-214
Comment Letter 23F.	Mary Colby (July 22, 2005).....	2-214
Comment Letter 23G.	Scott J. Donnelly, CPA (July 22, 2005).....	2-215
Comment Letter 23H.	Don and Paula Fisher (July 22, 2005).....	2-215
Comment Letter 23I.	Chuck Hawley (July 22, 2005).....	2-216
Comment Letter 23J.	Illegible (July 22, 2005).....	2-216
Comment Letter 23K.	Luis Lozano (July 22, 2005)	2-217
Comment Letter 23L.	Michael J. McHale (July 22, 2005).....	2-217
Comment Letter 23M.	Jessie Navarro (July 22, 2005).....	2-218
Comment Letter 23N.	Joseph W. Rich (July 22, 2005).....	2-218
Comment Letter 23O.	Rick R. Rosales (July 22, 2005).....	2-219
Comment Letter 23P.	Richard Schleicher (July 22, 2005).....	2-220
Comment Letter 23Q.	Max Wheatley (July 22, 2005).....	2-220
24. John Ackerman (July 18, 2005)	.....	2-221
25. Linda Alexander (July 21, 2005)	.....	2-223
26. Lynn Alvarez (July 20, 2005)	.....	2-225
27. Lawrence and Phyllis Anderson (July 21, 2005)	.....	2-227
28. Craig Keith Antrim (July 21, 2005)	.....	2-229
29. Robert Archer (July 21, 2005)	.....	2-234
30. Grieg Asher (July 8, 2005)	.....	2-236
31. Grieg Asher (July 22, 2005)	.....	2-240
32. Rear Commodore Melis Askew (July 18, 2005)	.....	2-243
33. John Ballentine (July 18, 2005)	.....	2-245

34.	James and Veralee Bassler (July 22, 2005)	2-247
35.	Eve Battersby-Romero (July 20, 2005)	2-250
36.	Bill Bau (July 22, 2005)	2-252
37.	Andrea Bezmalinovich (July 21, 2005)	2-254
38.	Janet Bezmalinovich (July 21, 2005)	2-256
39.	Jackie Bologna (July 20, 2005)	2-258
40.	David Bryant (July 22, 2005)	2-260
41.	Sue Castillo (July 8, 2005)	2-262
42.	Russ Collins (July 22, 2005)	2-265
43.	Jean Comings (July 22, 2005)	2-267
44.	Jim and Mary Costa (July 21, 2005)	2-269
45.	Eugene and Anne Daub (July 14, 2005)	2-271
46.	Michael L. Dever (July 18, 2005)	2-274
47.	Kathy R. Embree (July 19, 2005)	2-276
48.	Vickie Favazza (July 20, 2005)	2-278
49.	Aaron Feves (July 22, 2005)	2-280
50.	Dr. Charles Ellis Fisher, M.D. (July 18, 2005)	2-282
51.	Robert Gelfand (July 8, 2005)	2-284
52.	Gonzales (July 22, 2005)	2-289
53.	Richard A. Goodman (July 18, 2005)	2-291
54.	Richard Graser (July 18, 2005)	2-293
55.	Dixon Hall (July 21, 2005)	2-295
56.	Richard Havenick (July 8, 2005)	2-297
57.	Andrea Hegybeli (July 22, 2005)	2-299
58.	Steve and Eva Hooker (July 22, 2005)	2-301
59.	Robert and Sharon Huber (July 21, 2005)	2-303
60.	Illegible (July 22, 2005)	2-305
61.	Joy Jacot (July 19, 2005)	2-307
62.	Melanie Jones (July 22, 2005)	2-310
63.	Sharon Keely (July 21, 2005)	2-312
64.	Gene and Joyce Koehler (July 23, 2005)	2-314
65.	Frank Liversedge (July 22, 2005)	2-316
66.	Karen A. Lovy (July 20, 2005)	2-318
67.	Lida Lowrey (July 21, 2005)	2-320
68.	Michael Mann (July 21, 2005)	2-322
69.	Lou Mannick and Candice Gawne (July 16, 2005)	2-324
70.	Stephanie Mardesich (July 21, 2005)	2-326
71.	Don L. Martin (July 19, 2005)	2-329
72.	Harry Meisel (July 18, 2005)	2-331
73.	Lee Meister (July 15, 2005)	2-333
74.	Lenz Meylan (July 20, 2005)	2-335
75.	John Miller (July 20, 2005)	2-337
76.	Liza Mitchell (July 20, 2005)	2-345
77.	Jonathan Mitsumori (July 22, 2005)	2-348
78.	Maria Montez (July 22, 2005)	2-350
79.	David G. Nichol (July 18, 2005)	2-352
80.	Danial Nord (July 11, 2005)	2-354
81.	Danial Nord (July 20, 2005)	2-356
82.	Barbara Paige (July 22, 2005)	2-366
83.	Alan and Linda Patz (July 18, 2005)	2-368
84.	Maria Perez (July 22, 2005)	2-370

85.	Tom Politeo (July 8, 2005).....	2-372
86.	Tom Politeo (July 22 2005).....	2-377
87.	Gene Puleri (July 19, 2005).....	2-395
88.	Cathy Ragland (July 7, 2005).....	2-397
89.	Susan Rawcliffe (July 22, 2005).....	2-402
90.	Angela Reynolds (July 22, 2005).....	2-404
91.	Pamela Roehring (July 22, 2005).....	2-408
92.	Fran Siegel (July 20, 2005).....	2-410
93.	Andrew Silber (July 18, 2005).....	2-414
94.	Robert Silence (July 22, 2005).....	2-417
95.	Donald Stein (July 25, 2005).....	2-419
96.	Maggie Tennesen (July 21, 2005).....	2-421
97.	Michael Tennesen (July 21, 2005).....	2-423
98.	Michele Thibeault (July 25, 2005).....	2-425
99.	Dale Thompson (July 18, 2005).....	2-427
100.	Amy Thornberry, Jim Pike, and Heather Dreiske (July 22, 2005).....	2-429
101.	Kristian Todd (July 22, 2005).....	2-431
102.	Mark Trutancih (July 21, 2005).....	2-433
103.	Lora Urban (July 25, 2005).....	2-435
104.	Joe and Cheryl Utovac (July 19, 2005).....	2-437
105.	William Vaughan (July 21, 2005).....	2-439
106.	William Vaughan (July 21, 2005).....	2-441
107.	Andrea Vona (July 22, 2005).....	2-443
108.	Genesa Wagoner, MD (July 7, 2005).....	2-445
109.	Peter Warren (July 19, 2005).....	2-450
110.	Stephen White (July 21, 2005).....	2-453
111.	Jocelyn Wilson (July 27, 2005).....	2-456
112.	Edward Wolf and Helen Morran-Wolf (July 19, 2005).....	2-458
113.	Robert and Patricia Wright (July 21, 2005).....	2-460
114.	Herb Zimmer (July 21, 2005).....	2-462
115.	Donald Zinn (July 17, 2005).....	2-464
116.	Petition (July 22, 2005).....	2-466

Acronyms and Abbreviations

AQMP	Air Quality Management Plan
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
IS	Initial Study
LAHD	Los Angeles Harbor Department
LGPA	Ladies Professional Golf Association
MND	Mitigated Negative Declaration
PCAC	Port Community Advisory Committee
PMP	Port of Los Angeles Master Plan
Port	Port of Los Angeles
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SP Slip	Southern Pacific Slip

Introduction

This chapter provides changes to the Initial Study/Mitigated Negative Declaration (IS/MND) for the San Pedro Waterfront Enhancements Project in revision-mode text (i.e., deletions are shown with ~~striketrough~~ and additions are shown with double underline). These notations are meant to provide clarification, corrections, or minor revisions as needed as a result of public comments or because of changes in the project since the release of the IS/MND.

Summary of Project Changes

Since the publication and circulation of the Draft IS/MND for the San Pedro Waterfront Enhancements Project (June 8, 2005 – July 22, 2005), the Port of Los Angeles (Port) has modified the proposed project based on public comments received on the IS/MND. A summary of the changes to the proposed project and design process is provided below, and detailed modifications to Chapter 2, “Project Description” of the IS/MND follow.

Public Design Workshop

The Port will sponsor a design workshop in the spring of 2006 to obtain public input on the design details for the following project elements:

- Landscaping for the general project area (types of trees and groundcover);
- Design of the pedestrian access ramp along the slope of Bloch field to access the Ports O’ Call area;
- Configuration of the parking and public open space in the 22nd Street Landing Area (as described in revised Figure 2-17); and
- Signage, including discussion of whether to include the Angel’s Walk project element.

New or Deleted Project Elements

Ports O' Call/SP Slip Area

- Removed the San Pedro Fishermen's Park sign, amphitheater element, and loss of parking from the proposed park expansion (work in the existing POC park area will only include demolition of three buildings and placement of sod where buildings were located);
- Removed the Berth 78 pier construction and mudflat enhancements;
- Added two additional pedestrian rail crossings over tracks near Sampson Way to facilitate safe pedestrian passage from the parking area to Ports O' Call and the SP Slip (see revised Figure 2-16 in Errata for location); and
- Added a requirement to document the final count of new paved parking spaces constructed at the Sampson Way parking area and the 22nd Street Landing parking area.

Warehouse No. 1 Area

- Removed the pedestrian sidewalk improvements proposed in the Warehouse No. 1 area, but will retain the lookout area near Warehouse No. 1.

Redesigned Project Elements

Downtown Plaza

- The downtown plaza area will be refinished with a colored pattern treatment and the landscaping near the water's edge will remain the same.

Ports O' Call/SP Slip Area

- Modified the Berth 78 sign (revised Figure 2-13);
- Reduced required paved parking at Sampson Way to 150 spaces (to replace parking losses from improvements at Ports O' Call), the rest of the area will be covered with gravel or some other pervious material, landscaped, and limited to event parking.
- Redesigned the project elements in the 22nd Street Landing Area, as shown in revised Figure 2-17,

22nd Street Landing Area

- Reduced the total proposed parking in the 22nd Street Landing Area from 800 spaces to 175 spaces;

- Modified the 22nd Street Landing Area to 18.2 acres; which includes 4.6 acres of grass, 1.6 acres of parking, 11.4 acres of vegetative groundcover, and .6 acres setback/access strip (all publicly accessible);
- The existing fence between the 22nd Street Landing Area and the bluff will remain until vegetation along the slope has grown and the slope is stabilized (target date of 2008, will test slope stabilization then and re-evaluate schedule if necessary). A low fence, with access gates, will encircle the parking area along 22nd Street; and
- Removed the poplar trees proposed for planting at the base of the Crescent Avenue bluff.

Cabrillo Beach Improvements

- Limited the sidewalk along Shoshonean Way 20 feet wide; and
- Limited the sidewalk improvements to the Cabrillo Beach area to 30 ft. wide and expanded the grassy picnic areas.

Changes to Project Construction Schedule

The construction schedule as described in the MND Project Description (Chapter 2) and Air Quality section (pages 3-17 through 3-26) is no longer accurate in terms of the exact months construction would begin on each project element. However, the analysis regarding the duration and sequencing of construction for each project element is still applicable. Generally, construction within the Ports O' Call and SP Slip areas will be scheduled to avoid the summer high season to minimize impacts to Port tenants and their customers. Construction of the other project elements will be scheduled around the work in these areas, with all project construction expected to be completed by late 2008.

Detailed Changes to the IS/MND

The following changes to the text and figures are incorporated into the IS/MND as presented below.

Pages 2-1 through 2-2 (RE: 2.1 Introduction and Project Overview)

The San Pedro Waterfront Enhancements Project consists of:

- the improvement of existing and construction of new pedestrian walks and plazas (4 acres),
- green public open spaces (~~10~~ 16.6 acres),

- associated paved parking (approximately 11 4.4 acres),
- treating existing event parking area at Sampson way with gravel or some other material and landscaping (6.8 acres),
- two upland pedestrian linkages,
- landscaping between Port waterfront attractions,
- streetscape and street intersection improvements, and
- installation of three pedestrian rail crossings.

Planning for the revitalization of San Pedro's waterfront has been ongoing for many years, beginning with the Waterfront Promenade & Interface Report released in May 2002, the Urban Land Institute Advisory Services Report in September 2002, and the Port Community Advisory Committee Coordinated Framework Plan in June 2003. Most recently, LAHD has proposed the San Pedro Waterfront and Promenade Master Development Plan from the Bridge to the Breakwater (Bridge to Breakwater Plan), which the Los Angeles Board of Harbor Commissioners (Board) received for consideration in September 2004. The Bridge to Breakwater Plan encompasses 7 miles of San Pedro's waterfront, from the Vincent Thomas Bridge to the Federal Breakwater at Cabrillo Beach (Bridge to Breakwater). It is phased over 30 years and will soon undergo environmental review.

A related project, the Waterfront Gateway Development Project, falls within the northern part of the Bridge to Breakwater Project area. The Board adopted the MND for this project in January 2004, and construction is expected to end in December 2005. The project contains the Cruise Ship Promenade, Gateway Plaza, and Pedestrian Parkway. It consists of 13.6 acres of waterfront promenade and plazas for walking, biking, skating, and other pedestrian activities.

The San Pedro Waterfront Enhancements Project is a purpose of this project is continuation of LAHD's effort to improve existing pedestrian corridors along the waterfront, increase waterfront access from upland areas, create more open space, and improve vehicular safety. As discussed in Section 2.6.3 below, the elements of this project are consistent with LAHD's proposed Bridge to Breakwater Plan.

[Reason for Change:

The text has been revised to focus on the project elements of the San Pedro Waterfront Enhancements Project. Related projects are discussed under Section 2.6, Relationship with Other Plans and Policies.

Page 2-3 (RE: 2.2.2 Local Setting and Surrounding Land Uses)

Sidewalk improvements would extend ~~north around the~~ along the south side of the SP Slip and its associated berths, and then back southwesterly toward Sampson Way. The SP Slip provides docking opportunities to small private

fishing vessels that sell seafood at the local Municipal fish market, which serves commercial interests. Utro's Restaurant, the Fisherman's Memorial, and Sampson Way are located at the head of the SP Slip. On the western end of the SP Slip where it joins with the Main Channel, proposed improvements would extend north along 22nd Street to the existing Red Car Station No. 4 at the corner of Miner Street and 22nd Street. ~~Proposed improvements to the sidewalk also would continue south along Signal Street adjacent to the Westway Liquid Bulk Terminal and would terminate near the Los Angeles Warehouse No. 1 and Los Angeles Pilot Services buildings.~~ Improvements would continue westerly along 22nd Street adjacent to the 22nd Street Landing Area and across from associated restaurants, small shops, and boat docks within the Cabrillo Marina.

[Reason for Change:

In response to comments received, the walkway to Warehouse No. 1 Lookout area has been removed from the project. However, the Warehouse No. 1 Lookout area will still be constructed. Additionally, because there was a desire to maintain an unimpeded work area for active fishermen, sidewalk improvements would not occur along the east side of the SP Slip, but would rather start at the top of the SP Slip.]

Page 2-4 (RE: 2.4 Proposed Project)

The proposed project involves the following distinct elements:

- Harbor Boulevard streetscape and Swinford Pedestrian ramp;
- Downtown Plaza;
- Ports O' Call, which includes the pedestrian access trail and three railroad crossings, Paseo, ~~Berth 78~~ and 13th Street extension, ~~and Fishermen's Park;~~
- Southern Pacific Slip;
- Warehouse No. 1 lookout ~~point~~area;
- 22nd Street Landing ~~a~~Area;
- Cabrillo Beach improvements; and
- Angel's Walk LA Program.

[Reason for Change:

In response to comments received, the changes reflect project modifications that are described in Section 2.4.]

Page 2-5 (RE: 2.4.1 Harbor Boulevard Streetscape and Swinford Pedestrian Ramp)

As part of these improvements, a new pedestrian ramp would be constructed at the southwest corner of Swinford Avenue and Harbor Boulevard (Figure 2-10). The new pedestrian pathway would be constructed on the small slope adjacent to the existing Caltrans Park-n-Ride area. The new ramp would be compliant with standards set forth by the Americans with Disabilities Act (ADA) and would replace portions of the existing pathway to provide enhanced connectivity between nearby upland residences and Port attractions. The new ramp would consist of ~~color-treated~~ concrete, and new landscaping would be planted. ~~Construction is scheduled from November 2005 to December 2005~~ The work would require excavation, contouring, and pouring of concrete.

[Reason for Change:

The text was revised to clarify project elements.]

Page 2-5 (RE: 2.4.2 Downtown Plaza)

The overall goal of the improvements at the Downtown Plaza is to create a revitalized, attractive, and easily accessible pedestrian-oriented plaza ~~in front of~~ within the existing parking area near the Maritime Museum and to enhance the pedestrian connectivity throughout the area. Figure 2-11 shows these improvements, ~~for which construction is scheduled to begin in January 2006 and conclude in August 2006~~. The improvements which would include an events plaza within the existing parking area between 5th Street and 6th Street from Harbor Boulevard Sampson Way to the waters' edge. The plaza would create a town-square feel ~~in front of and adjacent to~~ the Maritime Museum. Sidewalks would be widened by approximately 5 feet along Sampson Way between 5th Street and 7th Street. Parking area improvements would require grinding of the top 2 inches of concrete and replacement with colored concrete materials. All existing 98 parking spaces in this area would remain after the parking lot is repaved/resurfaced. ~~Curbs along the streets may be removed and replaced with low-profile rounded curbs.~~ The crosswalks within the intersection at 5th Street, 6th Street, and 7th Street and Harbor Boulevard would be ground down and resurfaced with colored concrete. Demolition associated with this portion of the project would require removing approximately 44,500 square feet of asphalt to a depth of 6 inches. Existing pedestrian walkways in the downtown area would be improved with new concrete pavement treatments, ~~and the surrounding hardscape would be removed and replaced with new landscaping~~. The project would require limited subsurface excavation to accommodate proposed improvements.

~~Other related improvements along the waters' edge include replacing the existing railing and shrubs next to the waterline with a fence design that would reflect the character of the Port. A portion of the pathway in this area may be made of decomposed granite to enhance the attractiveness of the area and encourage foot traffic to areas offering view opportunities. This pedestrian theme would extend~~

~~south from the Downtown Plaza toward Berths 83–81 along the waterfront toward the Ports O’ Call area.~~

Additional project elements in this portion of the project area include painting the existing ~~†~~Topsail building, upgrading portions of the surrounding fence, re-grading surrounding hardscape, and installing a graphic display.

[Reason for Change:

The text was revised to reflect changes to the proposed project.]

Page 2-6 (RE: 2.4.3 Ports O’ Call)

Enhancements within and near the Ports O’ Call area are designed to improve pedestrian access and the attractiveness of the area (see Figure 2-12). One project element includes formalizing the existing trail near Bloch Field on the bluff across 13th Street and Sampson Way, ~~as well as expanding the existing park area at the south end of Ports O’ Call.~~ All project components are intended to increase public access to the waterfront, Red Car lines, viewing opportunities, and ~~passive~~ recreation areas. Enhancements in this area would require the relocation of ~~275~~ 75 parking spaces from Ports O’ Call. ~~Construction of these improvements would occur from January 2006 to May 2007.~~

Other project components in the Ports O’ Call Village area include the removal of the bus ~~pad~~shelter and relocation of the bus stop, undergrounding of ~~existing~~ overhead utility lines ~~within the Fishermen’s Park area,~~ and removal of the low wall that surrounds the Ports O’ Call Village parking lot.

Approximately 2,275 parking spaces serve the Ports O’ Call area. A total of approximately ~~275~~ 150 of these spaces would be relocated. Removal and relocation of parking is needed due to the realignment of Nagoya Way, ~~the Fishermen’s Park expansion,~~ and the extension of 13th Street through the Ports O’ Call parking lot to Red Car Station No. 3. The parking spaces would be relocated ~~to~~ and paved within a currently dirt and gravel parking area at Sampson Way and 22nd Street that is used for event parking (see Section 2.4.5 below). The remainder of the existing Sampson Way and 22nd Street event parking area (6.8 acres) would be treated with gravel or some other pervious material and landscaped. ~~The unimproved lot would be upgraded and would provide approximately 700 parking spaces (see Figure 2-13). The additional 425 spaces included in the parking area would serve as available event parking and would accommodate Ports O’ Call patrons on weekends, when parking demand is high.~~

Within the southern portion of Ports O’ Call Village, three existing wooden commercial structures occupied by small private retail shops and will be vacated, demolished, and replaced with sod. The total area of the three buildings is approximately 5,545 square feet. One of the shops is on a platform supported by pilings over the water. The pilings buried in the channel bottom under water would remain in place, but the wharf deck would be removed. The existing restroom within the park would be demolished and rebuilt at a nearby location.

[Reason for Change:

The text was revised to clarify the amount of the relocated paved parking spaces from Ports O' Call and plans for the remainder of the event parking area in the Sampson Way and 22nd Street lot. Changes to the project components in the Ports O' Call area are also included.]

Page 2-6 (RE: Pedestrian Access Trail and Railroad Crossing)

This project element includes upgrading the unimproved downslope trail near Bloch Field from Harbor Boulevard to the 13th Street/Sampson Way intersection and installing a pedestrian railroad crossing. The trail would improve pedestrian safety and waterfront access and would be ADA-compliant. These upland connections would provide direct and quick access to Red Car Station No. 3, and to the proposed extension of 13th Street. This extension would be a 25-foot-wide tree-lined vehicular and pedestrian corridor that would bisect the Ports O' Call Village parking lot and connect the proposed improvements located near the "Utro's at the Warf" restaurant to waterfront areas. The design of this trail, signage, and landscaping for the general project area will be the subject of a future public workshop.

[Reason for Change:

The text was revised to clarify that the design of this trail, signage, and landscaping for the general project area will be the subject of a future public workshop.]

Pages 2-6 through 2-8 (RE: Paseo, Berth 78, and 13th Street Extension)

Paseo and 13th Street Extension)

The Paseo, a multi-surfaced pedestrian pathway, would be extended on the west side of the existing shops within Ports O' Call Village. The Paseo would require removal of approximately 187,000 square feet of asphalt and concrete to a depth of 4 inches. Landscaping themes along the Paseo would be consistent with other Ports O' Call Village improvements and other planting patterns along the promenade.

To facilitate the Paseo, Nagoya Way would be relocated and realigned 20 to 40 feet west into the existing parking lot. The street would be re-striped and would require the removal of approximately 75 parking spaces (the first portion of the ~~275~~ 150 spaces to be relocated as noted above). The surface would ~~not~~ require substantial grinding or repaving. Storm drains would be relocated to the new Nagoya Way and curbs may be replaced. The existing ~~north restroom building~~

would be remodeled and upgraded, and the southern restrooms would be removed and replaced by four additional new restroom buildings along the Paseo.

Berth 78 and 13th Street Extension

Enhancements at Berth 78, an existing mudflat area, include constructing two new piers (one 20 feet wide and one 30 feet wide) from the new Paseo out to the pierhead line in the Main Channel (See Figure 2-14). The intent of these piers is to encourage public access to the waterfront and directly enhance view opportunities. The southern pier width of 30 feet is consistent with the proposed Bridge to Breakwater Plan, which envisions a future harbor on each side of the southern pier, so the width of the pier is large enough to accommodate pedestrians and any equipment or vehicles needed to service boats at dock. Pier construction would require the installation of additional concrete piles and the installation of a new seawall approximately 70 feet west of the existing wooden bulkhead. The areal extent of the existing mudflat would remain the same, and the wooden bulkhead would remain in place. A public plaza with benches and landscaping would be built between the new piers, along the edge of the mudflat area.

To mitigate the shading effect that the new piers would create along either side the mudflat, the area within the tidal zone would be enhanced (Figure 2-14). Within the mudflat area, existing rock in the southeast corner would be removed to expose mudflat substrate and would be relocated to the outer face of the existing protective rock dike (Figure 2-15). In addition, the sand built up in the northwest corner of the mudflat would be removed to bring the elevation of that area back down to the same elevation as the surrounding mudflat and expose more viable mudflat substrate. While the new piers would cover 1020 square feet of the existing mud flat, a minimum of 1120 square feet of open mudflat area would be improved, for a minimum net gain of 100 square feet of mudflat area.

To improve connectivity to the existing Red Car Station No. 4 on Sampson Way, a pedestrian pathway and vehicular access road would be extended west from Berth 78 through the parking lot toward 13th Street and Sampson Way. This improvement would require the removal of 75 parking spaces (the second portion of the ~~275~~ 150 spaces to be relocated as noted above) and existing tree planters within the lot. Removal activities would involve grinding 14,300 square feet of asphalt to a depth of 4 inches. The entire parking lot would be resurfaced and restriped.

Two A berth identity signs, each approximately 20 feet tall, would announce and span the entrance to Berth 78. One The sign, which is shown in Figure 2-~~16~~13, would be located at the entrance to the Ports O' Call parking area, at the intersection of Sampson Way and the 13th Street extension. The second sign would be located at the foot of the 13th Street extension, along the Paseo. The signs would be lower than existing structures and are is intended to be a visual focal points to draw attention to the adjacent shops, restaurants, and waterfront.

[Reason for Change:

The text was revised to reflect changes to the project, including the removal of the Berth 78 pier and mudflat elements, and to reflect that the Berth 78 sign has been downscaled. Signage will be a topic at the future public design meeting.]

Pages 2-8 through 2-9 (RE: Fishermen’s Park)

Fishermen’s Park

The existing park at the south end of Ports O’ Call would be expanded from 1 acre to a total of 3.5 acres and would incorporate a 15-foot-tall landscaped earthen berm, landscaping, outdoor furniture, amphitheatre-style seating, and a water feature (Figure 2-17). The park would also include a new fixed pier at Berth 75. The pier would be approximately 25 feet wide and would extend out to the pierhead line in the Main Channel.

Within Fishermen’s Park, a lighted sign within a metal frame would be placed on a paved portion of the earthen berm. The sign would be 40 feet high and 60 feet wide and at its highest point would rise approximately 55 feet above the existing grade (Figure 2-18). The sign’s frame would feature a lattice design with wide spaces between the metal supports. The sign would contain lettering on both sides, reading “Port of Los Angeles” facing south toward the Main Channel and “San Pedro Fishermen’s Park” facing north toward the park. The east- and west-facing ends of the sign would feature banner-style signage. The sign would be elevated to make it visible above the existing fuel tanks adjacent to the park on the south. The intent is for the sign to be an entry monument to the Port and to be seen from the Main Channel as ships enter. On the landward side, the sign would act as a backdrop to the park, screening the surrounding industrial uses. The sign would be illuminated at night to welcome visitors to the Port (Figure 2-19). The lighting would consist of 12- to 18-inch-deep aluminum channel lettering with inset clear acrylic face and interior neon illumination. The lighting on the sign would be turned off at midnight to coincide with the lighting on the Vincent Thomas Bridge. The sign lighting may also stay on longer than midnight for special events.

Other project elements within this area include benches and informal block and light boxes for seating, new lighting standards, concrete treatments, new landscaping, a storyboard, and public interest signage. These elements would make the site more inviting to visitors and patrons.

Expansion of the park would require the removal of approximately 125 parking spaces (the final portion of the 275 spaces to be relocated as noted above) and demolition of three existing wooden commercial structures occupied by small private retail shops. The shops are on a platform supported by pilings over the water and comprise a total area of 5,545 square feet. The pilings buried in the bottom under the water would remain in place, but the wharf deck would be removed. The existing restroom within the park would be demolished and rebuilt

at a nearby location. The park would be designed for daily pedestrian use and would also act as an event space, accommodating small and large events for up to 3,500 people.

[Reason for Change:

In response to comments received, including the memorandum dated November 15, 2005, from the PCAC San Pedro Coordination Plan Subcommittee working group, "Recommendations Concerning San Pedro Waterfront Enhancements," the project element has been removed. Figures 2-17, 2-18, and 2-19 were deleted because the San Pedro Fishermen's Park sign is no longer part of the project.]

Page 2-9 (RE: 2.4.4 Southern Pacific Slip)

Enhancements adjacent to the SP Slip would consist of pedestrian walkway improvements with lighting and graphics, such as storyboards and point-of-interest signs. ~~Figures 2-2014 and 2-2115 show the proposed improvements, for which construction is scheduled to occur from July 2006 to November 2006.~~

The pedestrian walkway would extend from the southern terminus of the SP Slip near Berth 72 west to the existing Red Car Station No. 4. ~~The pedestrian walkway would surround~~ be limited to the southwesterly side of the slip and would be approximately 10 feet wide to accommodate pedestrians and to facilitate the fishing fleet's continued use of the area for dockside work. Walkway improvements would require ~~grinding and~~ resurfacing the area surrounding the SP Slip, ~~which would result in the excavation of approximately 25,000 square feet of asphalt to a depth of 2 inches.~~ Landscaping improvements would be made between the SP Slip and parking lot, and interpretive signage and new lighting would be constructed for the walkway. Two existing restrooms along the SP Slip would also be upgraded.

As part of the waterfront enhancements, a plaza and landscaping would be created at the head of the SP Slip to enhance this existing gathering area. Adjacent to the "Utro's at the Wharf" restaurant, a portion of the wharf deck at the head of the slip would be removed, the existing viewing platform would be improved, and the existing Fisherman's Memorial would be maintained. The memorial would be incorporated into the proposed design, while the benches and concrete steps would be removed and ultimately replaced with a new landing. Within the SP Slip, 30 floating docks would be installed to improve access to fishing vessels. Each dock would be up to 11 meters long, and new pilings would not be constructed. The existing hardscape would be regraded, and handicap access would be maintained. Approximately 2,000 square feet of the existing wharf deck at the head of the slip would be removed to improve the views of the slip. A small pedestrian bridge may also be constructed over the water to connect the new landing with the remaining wharf deck. No piles would be removed from the water. Improvements would result in a more attractive and easily accessible gathering place and improve views of the water.

[Reason for Change:

The text has been revised to reflect minor changes to the project, including elimination of the sidewalk improvements along the east side of the SP Slip. This change was made to maintain an unimpeded working area for the active fishermen along the slip.]

Page 2-9 (RE: Sampson Way and 22nd Street Parking Area)**2.4.5 Sampson Way and 22nd Street Parking Area**

The paved parking spaces lost in Ports O'Call would be relocated to a currently dirt and gravel parking area at Sampson Way and 22nd Street that is used for event parking. The approximately 9.6-acre unimproved lot would be upgraded to provide 150 paved parking spaces (2.8 acres), with 6.8 acres of landscaping and gravel or other pervious material cover (See Figure 2-16). The existing non-paved spaces included in the parking area would continue to serve as available event parking (i.e. Lobster Fest). Additionally, two pedestrian rail crossings would be constructed over the tracks near Sampson Way to facilitate safe pedestrian passage from the parking area to the SP Slip.

[Reason for Change:

This text has been added to provide more detail regarding the current use and proposed improvements to the parking area at Sampson Way and 22nd Street.]

Pages 2-9 through 2-10 (RE: Warehouse No. 1 Lookout Area)**2.4.56 Warehouse No. 1 Lookout Point Area**

~~Pedestrian improvements would extend from the southern boundary of the SP Slip, south along Signal Street from its intersection with 22nd Street, and to the waterline south of Warehouse No. 1. In addition, a viewing pier area would extend over is proposed for construction on the existing riprap near Warehouse No. 1 as part of the Angel's Walk Program. No pile driving would be required. The work would require the removal of approximately 25,000 square feet of asphalt and concrete to a depth of 2 to 4 inches. Existing paving would be replaced with colored asphalt concrete consistent with other parts of the project. Construction is scheduled to occur from July 2006 to January 2007.~~

[Reason for Change:

In response to comments received, the walkway to the Warehouse No. 1 Lookout Area has been removed from the project. However, the Warehouse No. 1 Lookout Area will still be constructed.]

Page 2-10 (RE: 22nd Street Landing Area)

2.4. ~~67~~ 22nd Street Landing Area

The project components near the 22nd Street Landing Area at 200 West 22nd Street would consist of green open space, parking, lighting, and pedestrian improvements. ~~Grass would cover 7.8 acres, and 4.4 acres of decomposed granite would be used as walkways and to define individual spaces in the area. The new parking area would be a total of 5.9 acres, located on the western portion of the 22nd Street Landing area in two separate lots that would contain 450 and 350 spaces, respectively. This project area is approximately 18.2 acres, all publicly accessible. Improvements include creating~~ Grass would cover 7.8 4.6 acres of grass and 12 acres of vegetative groundcover, including a 100-foot-wide setback/access strip (0.6 acres) along the southeastern corner of the open space, and 4.4 acres of decomposed granite would be used as walkways and to define individual spaces in the area. The new parking area would be a total of 5.9 acres, Approximately 1.6 acres of parking (175 spaces total) would be located on the western portion of the 22nd Street Landing aArea. The existing fence near the bluff would remain, and a low fence with access gates would encircle the parking areas, in two separate lots that would contain 450 and 350, respectively. The parking area would serve visitors to the open space area and offset existing parking deficiencies patrons of nearby establishments, such as the 22nd Street Landing Restaurant and sportfishing operations, 22nd Street Marina, and Cabrillo Yacht Club. The functionality of this lot would be enhanced by a pedestrian walkway along 22nd Street and crosswalks across 22nd Street and Harbor Boulevard that would provide direct access to and from the parking area to nearby establishments and Red Car Station No. 4. The existing hardscape would be ground and resurfaced with stamped colored concrete and landscaping would be incorporated. Revised Figure 2-2217 shows the location of these proposed improvements, which would be constructed from February 2006 to April 2006. Configuration of the parking and open space areas will be further discussed at the public design workshop.

[Reason for Change:

The project originally proposed constructing two parking lots (one lot of decomposed granite and asphalt with 450 spaces and the other an asphalt lot with 350 spaces), a 4.4-acre decomposed granite walking path, poplar trees along the base of the Crescent Avenue bluff, and 7.8 acres of green open space in the 22nd Street Landing Area. See original Figure 2-22 in the IS/MND.

Parking was proposed in this area to serve existing customers and Port-sponsored special events, such as Lobster Fest, Tall Ships, etc. The existing

customers along 22nd Street have been in discussions with LAHD for several years regarding the parking deficiencies that exist for their businesses.

Aside from code compliance, concerns about safety issues have arisen from patrons of the Cabrillo Yacht Club and 22nd Street Landing sportfishing operations using the 22nd Street and Minor lot. It is anticipated that relocating parking for these patrons directly across the street, in full view of existing security cameras and lighting, will improve safety.

Due to the comments received on the IS/MND regarding this project element, LAHD further evaluated parking needs in the 22nd Street Landing Area, and initially reduced the parking to a total of 340 spaces. In response to additional public comments, the project was again modified.

As shown in revised Figure 2-17, parking at this site has been reduced from 5.9 acres to 1.6 acres (175 paved spaces total). The two parking lots originally proposed have been redesigned and reduced to one parking lot to better align with the existing parking along 22nd Street. The total green open space area has been increased from 7.8 acres to 16 acres (4.6 acres of grass and 12 acres of vegetative groundcover, including a 100-foot wide (0.6 acre) setback or access strip along the southwestern corner of the open space.) The configuration of these elements will be further discussed at a public design workshop. In addition, the decomposed granite walking path and poplar trees along the base of the Crescent Avenue bluff have been removed in response to comments received.

Pages 2-10 through 2-11 (RE: Cabrillo Beach Improvements)

2.4.78 Cabrillo Beach Improvements

Waterfront enhancements would be constructed near and within the Cabrillo Beach area. Figure 2-~~23~~18 shows the location of these improvements, ~~which would be constructed from January 2007 to July 2007.~~ Construction would include demolition of approximately 285,000 square feet of asphalt and would require removal to a depth of 2 to 4 inches. Landscaping improvements from the intersection of Shoshonean Way and 22nd Street to Cabrillo Beach would cover approximately 200,000 square feet. Changes to existing hardscape would consist of improvements to the 8-foot-wide pedestrian pathway (include expanding the path to up to 20 feet wide), and other landscaping would be planted along Shoshonean Way, but not extending up the existing slope.

Improvements to the existing sidewalk along Cabrillo Beach would result in up to a 30- to 60-foot-wide walkway. The walkway would taper to a 20-foot-wide walkway as the pathway approaches the fishing pier and Cabrillo Beach Bathhouse. A hardscaped path would be constructed to facilitate travel between the beach and Cabrillo Marine Aquarium. ~~Other proposed features include a low-lying mound between the walkway and parking lot. The grassy picnic areas~~

at the beach would be expanded and intrusion into the beach sand would be minimized. Landscaping improvements would extend toward the fishing pier and breakwater. Seat walls would be constructed between the beachfront walkway and the ~~landscaped embankment~~grassy picnic areas. The seat walls would provide a sitting area with views of the beach and Port and would provide a wind buffer for nearby picnickers. All 405 spaces within the parking area would remain.

Pedestrian improvements would continue seaward along the fishing pier. Improvements in this area would be located over the existing riprap ~~and consist of a dual-level promenade, with an upper level corridor for passive recreation, such as walking, and a lower concourse for more active uses, such as roller-blading.~~ The overall width of this area would be approximately 40 feet. The ~~lower area~~walkway would be paved over the existing riprap above the high-water mark, and the ~~upper passive boardwalk with seat walls~~ would be located adjacent to the parking area. Work in this area may require some pile installation in riprap areas to facilitate construction ~~of the dual-level walkway.~~ Benches will be installed along the promenade.

Improvements in this vicinity also include enhancing the vehicular/bus/boat/trailer parking area and re-stripping the parking lot along the breakwater. Aesthetic improvements, such as new landscaping and replacement landscaping, would occur adjacent to and between the Cabrillo Marine Aquarium, Cabrillo Bathhouse, and Coast Guard facility. The existing playground would be removed and would be modernized and expanded with a new, child-friendly play surface and new play equipment.

[Reason for Change:

The text revisions reflect minor changes to the Cabrillo Beach Improvements project elements.]

Page 2-11 (RE: 2.5 Angels Walk LA Program)

The Angels Walk LA Program is intended to highlight local landmarks and provide a clearly defined pedestrian corridor to enhance public access along the waterfront. As part of the program, stanchions would be placed at points of interest along the walk and would call out specific views from given locations and notable facts about the area. Figure 2-~~24~~19 illustrates what the stanchions would look like, Figure 2-~~25~~20 shows the proposed stanchion locations, and Figure 2-~~26~~21 provides a list of walk sites. The LAHD would develop guidebooks for the Angels Walk LA Program. The guidebooks would be designed to help pedestrians along the self-guided tour and would be available at LAHD offices, various restaurants, attractions within the San Pedro area, and online. Stanchions within the contiguous project area would be placed at the following locations:

[Reason for Change:

The text revision reflects changes to the Figure numbers as a result of changes to the proposed project, and elimination of some other figures from the original IS/MND. As a result of public comments received, signage, including whether to implement this project element, will be discussed at the future public design workshop.]

Page 2-13 (Re: 2.6.2 Port of Los Angeles Plan)

The PMP guides development within the Port and was most recently amended in ~~July 2002~~ April 2006. The PMP designates nine individual planning areas (PAs). Elements of the proposed project are located within PA 1 (West Channel/Cabrillo Beach), PA 2 (West Bank), and PA 3 (West Turning Basin). These PAs are described below.

Page 2-14 (RE: 2.6.3 Port of Los Angeles San Pedro Waterfront and Promenade Master Development Plan from the Bridge to the Breakwater)

On September 29, 2004, the Board received and considered the proposed Bridge to Breakwater Plan. Then the Board directed staff to begin the environmental review process in accordance with CEQA and the National Environmental Policy Act. An EIS/EIR for the proposed plan and six project alternatives is expected to be completed in ~~late 2006 or early 2007~~.

The Bridge to Breakwater Plan calls for redevelopment of approximately 422 acres along 7 miles of San Pedro's waterfront, from the Vincent Thomas Bridge to the Federal Breakwater (Bridge to Breakwater). As part of the ~~proposed plan~~, several unique districts have been established, each with its own focal points and character. The proposed plan accommodates new harbors, an improved grand boulevard, and an opportunity to develop a mix of uses within an expansive open space system, including a central park, pocket parks, and a continuous promenade to enhance the waterfront from Bridge to Breakwater. Implementation of the proposed plan and alternatives is phased over thirty years.

The proposed San Pedro Waterfront Enhancements Project, ~~designed to improve pedestrian connections and vehicular safety, is consistent with the proposed Bridge to Breakwater Plan~~ is considered a project of independent utility that would be built regardless of the Bridge to Breakwater Plan. While tThe majority of the project elements constructed under the ~~proposed San Pedro Waterfront Enhancements project~~ are expected to remain throughout the buildout of the Bridge to Breakwater Plan of any future waterfront development, any of the elements are subject to change and some may need to be removed to conform with future waterfront plans. Those elements that might remain wouldn't effect future project approvals or be irreversible commitments of resources. ~~Exceptions~~

may include, but are not limited to, the Downtown Plaza between 5th and 6th Streets, which is expected to be replaced with a proposed harbor.

[Reason for Change:

This text revision provides more detail regarding the independent utility of the San Pedro Waterfront Enhancements Project and its relationship to future waterfront development plans that are currently being studied, like the San Pedro Waterfront and Promenade Master Development Plan from the Bridge to the Breakwater.]

Page 2-15 (RE: Risk Management Plan)

An existing fuel tank farm is located at Berth 74, immediately adjacent to the project area, near the existing park at Ports O' Call (which would be expanded and renamed "Fishermen's Park" under the proposed project). The tank farm is operated by Jankovich and Son, Inc. and handles four commodities that provide fuel to various vessels in the Port. Two of the tanks store ammonia kerosene and gasoline, which are considered flammable materials. While tThe hazardous footprint of the two tanks overlaps with the proposed amphitheater feature of Fishermen's Park, which is identified as a vulnerable resource under the Port's Risk Management Plan. To make the project consistent with the Port's Risk Management Plan, the hazardous footprint overlap would be eliminated prior to project construction. portions of the Ports O' Call site, it does not overlap with a vulnerable resource and is therefore consistent with the Port's Risk Management Plan.

[Reason for Change:

The text revisions reflect changes to the project related to elimination of the work proposed for Fishermen's Park, specifically the construction of an amphitheater. Work in this area now only includes the demolition of three buildings and placing sod where the buildings were once located within the existing park. These improvements do not require classifying the area as a vulnerable resource.]

Page 3-6 (RE: Aesthetics – a.)

The proposed project includes construction of the San Pedro Fishermen's Park sign within the existing park at Ports O' Call, a commercial core near an industrialized portion of the Port. The approximately 40-foot-tall sign would be located on a 15-foot-high landscaped berm that would elevate the sign to make it visible above the existing fuel tanks located immediately adjacent to the site. The intent is for the sign to be an entry monument to the Port, to be seen from the Main Channel as ships enter, and also act as a backdrop to the expanded park. While the details and size of the sign would be noticeably different from existing conditions, the sign would not obstruct views or be considered a significant visual obstruction in comparison to the existing surrounding industrial and

commercial uses (e.g., fuel tanks, cranes, warehouses, container vessels, and commercial buildings). The sign would be located in the viewshed of Harbor Boulevard Bluff (San Pedro Plaza Park) and the park area at Bloch Field, which provides a cluttered view of the SP Slip. Although the sign would be visible from these locations, it would not obstruct, interrupt, or diminish a valued focal and/or panoramic view such as those toward the Vincent Thomas Bridge. In fact, a pier at Berth 75 would be supported by and connected to the base of the sign, creating additional view opportunities. From the Harbor Boulevard Bluff vantage point, where the sign would appear in the viewshed at approximately 50 degrees, the sign would occupy approximately 1% of the viewshed. The Bloch Field view of the sign would be a side-angle view of approximately 45 degrees. The sign would be visible above the horizon at this location and occupy approximately 4% of the view from this area. From the more distant scenic view sights, Lookout Point, New Bogdanovich Park, and Friendship Park, the sign would appear very small and minimally affect the views from these areas. Impacts would be less than significant.

As part of the proposed project, wayfinding signage would also be added to the project area. This includes two berth identity signs would be installed at (Berth 78 and 81) and a gateway identity sign that would be located at the entrance to Ports O' Call from Sampson Way, at the beginning foot of the 13th Street extension. These The signs are is intended to direct visitors to unique features of the Ports O' Call Village, and to enhance the sense of place at the village. The primary Ports O' Call gateway identity sign would be approximately 25 feet high, 60 feet wide, and 6 inches deep, but the sign's design would substantially reduce the visual impact implied by these sizable dimensions. In order for emergency vehicles to pass under the sign, the bottom of the sign must be a minimum of 14' 6" high. The wayfinding signage would not adversely affect views from any scenic vistas and impacts would be less than significant.

[Reason for Change:

In response to comments received, including the memorandum dated November 15, 2005, from the PCAC San Pedro Coordination Plan Subcommittee working group, "Recommendations Concerning San Pedro Waterfront Enhancements," the LAHD has removed the San Pedro Fishermen's Park sign, the Ports O'Call gateway sign, and has scaled down the Berth 78 identity sign. Signage will be discussed at the future public design workshop.]

Page 3-7 (RE: Aesthetics – b.)

The project site is located along Harbor Boulevard, including portions of the city-designated scenic roadway, but would not be visible from any of the other above-listed scenic roadways. The San Pedro Fishermen's Park sign and other wayfinding signage would may be visible to motorists, bicyclists, and pedestrians traveling along Harbor Boulevard. Views of the proposed Berth 78 identity signs would join existing views of warehouses, industrial structures, landscaped parking areas, and occasional unscreened views of Port waters. The San Pedro Fishermen's Park sign would also be distantly visible from the vantage point of

the Vincent Thomas Bridge, but the view would be generally restricted to fleeting glimpses, especially for eastbound viewers. The proposed project site consists of pedestrian amenities, streetscape improvements, landscaping, and open space that would enhance, not damage, the existing city-designated scenic highway. Some trees may be removed as part of the project. Extensive new landscaping and tree plantings would occur along the project alignment to improve the visual quality and continuity of the area. The proposed project would not damage any rock outcroppings, historic buildings, or other scenic resources. As the proposed project would cause minor alteration to natural features, impacts would be less than significant.

[Reason for Change:

In response to comments received, including the memorandum dated November 15, 2005, from the PCAC San Pedro Coordination Plan Subcommittee working group, "Recommendations Concerning San Pedro Waterfront Enhancements," the LAHD Engineering Division has removed the San Pedro Fishermen's Park sign, the Ports O'Call gateway sign, and has scaled down the Berth 78 identity sign. Signage will be discussed at the future public design workshop.]]

Page 3-8 (RE: Aesthetics – c.)

The redesign of the park and the addition of the San Pedro Fishermen's Park sign proposed project would not significantly alter the nature of views of the project site. Existing views of the site and the surrounding area are currently occupied by large, bulky elements typical of industrial development, such as cranes, container ships, tank farms, and warehouses. Bulky cruise ships are also regularly visible as they pass through the channel immediately east of the proposed project site. The park sign and other wayfinding signage would be visible from surrounding view points, as previously discussed, but would be compatible reduced in bulk and scale to the existing development and mobile features of this portion of the Port.

The color and font of the San Pedro Fishermen's Park sign would be consistent with the festive, aesthetically pleasing nature of the proposed Ports O' Call Paseo and Fishermen's Park. The purpose of the park sign and wayfinding signage is to enhance the area's identity to visitors and patrons, making it a more recognizable and inviting destination. The park sign would be located at the southern end of the park, separating the park and the existing fuel storage tanks (approximately 35 feet tall) and industrial uses adjacent to, and further south from, the park. The change in density or massing visible from selected vantage points would be minimal, except for from within the Ports O' Call Village, from where the sign is intended to be a focal point of the landscape. From other off-site vantage points, the sign would occupy a fraction (from 1% to 4%) of the viewshed. Further, the sign would be similar in bulk and scale to existing structures and other development within the area. Impacts would be less than significant.

[Reason for Change:

In response to comments received, including the memorandum dated November 15, 2005, from the PCAC San Pedro Coordination Plan Subcommittee working group, "Recommendations Concerning San Pedro Waterfront Enhancements," the LAHD Engineering Division has removed the San Pedro Fishermen's Park sign, the Ports O'Call gateway sign, and has scaled down the Berth 78 identity sign. Signage will be discussed at the future public design workshop.]

Page 3-9 (RE: Aesthetics – d.)

~~The San Pedro Fishermen's Park sign and some~~The Berth 78 wayfinding signage would be lighted and would be a new source of nighttime lighting in the project area. The signs would be lit with neon lights encased within channel letters and ~~are~~is meant to light the letters themselves and not create glare so that the illumination levels would not increase beyond the property line. The sign's² letters would be lit within the letters and are not designed to create glare or ambient light. No light-sensitive land uses exist near the signs in Ports O' Call. The nearest residential buildings are located along Beacon Street on a bluff (approximately ~~1600~~ 800 feet away from the ~~park sign~~ Berth 78 identity sign) and would be viewing the edge and main face of the San Pedro Fishermen's Park sign at approximately a 45-degree angle. Therefore, nighttime views from this location would not be substantially altered from the existing visual environment.

From the Harbor Boulevard Bluff (San Pedro Plaza Park), ~~the San Pedro Fishermen's Park sign~~ the Berth 78 identity sign would not be adominant nighttime features among the lights from Ports O' Call. ~~However, it~~ would not add significantly to the glare of the lighting from existing commercial and industrial uses. In nighttime views of the area from Lookout Point and more distant vantage points, lighting from cranes, streetlights, and parking and security lights are most prominent. The ~~park sign~~ would appear as a small blur of light in comparison with the amount of light being generated from port-wide nighttime operations. Even with anticipated future reductions to existing light and glare, impacts are expected to be less than significant.

~~Nighttime views of the Fishermen's Park area from the Vincent Thomas Bridge would not be substantially altered upon construction of the San Pedro Fishermen's Park sign. The Vincent Thomas Bridge is illuminated with blue LED lights, and the lighting from the sign would serve to enhance the experience of entering the Port at night with the "Port of Los Angeles" in the foreground and the blue lights of the bridge in the background. The lights on the landward side of the sign, reading "San Pedro Fishermen's Park," would be turned off after Midnight or after an event being held at the park. Impacts would be considered less than significant.~~

~~Shadow patterns would be altered by the landscaped berm and elevated park sign. Existing trees and landscaping, as well as the existing tanks located south of the site, create shadows within the project site. The proposed berm and sign would rise approximately 55 feet above the existing grade, casting shadows~~

~~primarily within the site’s park area, although new shadows may occasionally be caused in off-site areas south and east of the site. The proposed sign features a lattice design with wide spaces between the metal supports. This design would allow light to pass through the structure and limit the intensity of the shadows cast by the sign. Impacts would be considered less than significant.~~

[Reason for Change:

In response to comments received, including the memorandum dated November 15, 2005, from the PCAC San Pedro Coordination Plan Subcommittee working group, “Recommendations Concerning San Pedro Waterfront Enhancements,” the LAHD has removed the San Pedro Fishermen’s Park sign, the Ports O’Call gateway sign, and has scaled down the Berth 78 identity sign. Signage will be discussed at the future public design workshop.]

Page 3-12 (RE: III. Air Quality)

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
III.	AIR QUALITY. When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	-■-	■	□	□

[Reason for Change:

This change is to correct a clerical error: “Less Than Significant with Mitigation Incorporated” should have been marked instead of “Potentially Significant Impact.” Based on the analysis presented in the IS/MND, it can be concluded that the project will have less-than-significant effects with mitigation for Impact III.b. Prior to mitigation, the constructional impacts were potentially significant; however, with mitigation, those effects are brought to less-than-significant levels. In addition, the operational impacts of the project would be less than significant.]

Page 3-17 (RE: Air Quality – b.)

Potentially Significant Impact. **Less than Significant with Mitigation Incorporated.** Project-related air emissions would have a significant effect if they result in concentrations that either create a violation of an ambient air quality standard (as identified in Table 3-2) or contribute to an existing air quality violation. In addition, SCAQMD has established significance thresholds to assess the impact on regional air quality. Table 3-4 below presents the allowable contaminant generation rates at which construction and operational emissions are considered to have a significant effect on air quality throughout the SCAB.

[Reason for Change:

This change is occurring due to a clerical error: “Less Than Significant with Mitigation Incorporated” should have been marked instead of “Potentially Significant Impact.” Based on the analysis presented in the IS/MND, it can be concluded that the project will have less-than-significant effects with mitigation for Impact III.b. Prior to mitigation, the constructional impacts were potentially significant; however, with mitigation, those effects are brought to less-than-significant levels. In addition, the operational impacts of the project would be less than significant.]

Page 3-26 (RE: Air Quality – c .)

Less Than Significant with Mitigation Incorporated. As indicated under “b,” construction activities with implementation of Mitigation Measure AQ-1, will generate emissions below threshold levels. Mitigation Measures AQ-2 ~~and AQ-3~~ will further reduce emissions. Since the threshold levels are based on SCAQMD’s AQMP, which accounts for the total air basin and is therefore cumulative by nature, cumulative air quality impacts would be less than significant.

[Reason for Change:

There is no Mitigation Measure AQ-3. This impact is sufficiently mitigated with Mitigation Measures AQ-1 and AQ-2 to less-than-significant levels.]

Page 3-27 (RE: IV. Biological Resources)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p>IV. BIOLOGICAL RESOURCES. Would the project:</p> <p>b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

[Reason for Change:

The impacts have been reduced and Mitigation Measure BIO-2 has been eliminated because the Berth 78 improvements have been removed from the proposed project.]

Pages 3-27 through 3-28 (RE: Biological Resources – a.)

Less Than Significant with Mitigation Incorporated. The majority of the project area is located within previously disturbed areas, areas containing existing hardscape, or areas with ornamental non-native vegetation such as palm-trees and manicured grass areas and shrubbery. ~~One of the project elements does include work within an existing mudflat, located at Berth 78.~~ The project area contains industrial and commercial locations that experience high levels of existing activity and associated noise. The project area is nearly completely developed, and is subject to disturbances from vehicles, trucks, ships, and workers from cargo terminals, trucking activities, and nearby parking. Implementation of the project would result in the removal of some existing hardscape structures and landscaping, which would be replaced with similar elements designed to exhibit a higher visual quality.

Landside construction occurring adjacent to harbor waters, or accidental spills of hazardous substances in harbor waters could potentially impact sensitive species. Portions of the Downtown Plaza, ~~Berth 78~~, Fishermen’s Park, SP Slip, Warehouse No. 1, and Cabrillo Beach improvements occur adjacent to existing bank protection of harbor waters or within harbor waters.

[Reason for Change:

The Berth 78 improvements have been removed from the proposed project.]

Pages 3-28 through 3-29 (RE: Biological Resources – a.)

Excavation would be limited to the surficial soils in most areas and would not extend below a few feet except for trees planters, trenching to allow placement of some new utilities and undergrounding of existing utilities in the Ports O' Call area, ~~and installation of the new seawall (approximately 70 feet west from the existing wooden bulkhead, which would remain in place) at Berth 78.~~ The current parking area at 22nd Street and Sampson Way and the new parking and grass area at 22nd Street Landing area are ~~both~~ undeveloped. The area at 22nd Street and Sampson Way was the former location of a cotton warehouse, and more recently has served as an unimproved lot for event parking. The 22nd Street Landing area is the former location of a Unocal crude oil tank farm and currently consists of bare ground and areas with grassy vegetation. It is located adjacent to a freshwater marsh, which is nearby, but not included in the project area. Although most of the proposed project would not modify or disturb any areas containing habitat considered valuable to candidate, sensitive, or special-status species, some elements of the proposed project would require work over and within the water column and limited work within the intertidal zone. Such work would result in minor disturbances and minor changes to the existing aquatic environment. Impacts to classes of species and habitat are discussed individually below.

[Reason for Change:

The Berth 78 improvements have been removed from the proposed project.]

Page 3-30 (RE: Biological Resources – a. Birds)

Although the 22nd Street Landing area contains sparse vegetation and is not considered valuable habitat, avian species could use the area and the nearby freshwater marsh. However, the perimeter of the marsh is fenced and no work under the proposed project will occur in this area. ~~A variety of shore birds do use the Berth 78 mudflat as a foraging area. Therefore, while potential impacts could occur, mitigation described below has been incorporated to reduce impacts to less than significant levels.~~

[Reason for Change:

The Berth 78 improvements have been removed from the proposed project.]

Pages 3-31 through 3-32 (RE: Biological Resources – a. Mudflat Habitat and Invertebrates)

The soft bottom benthos of the harbor is dominated by polychaetous annelids. Data from the 1970s showed that the polychaete *Tharyx parvus* (a pollution-tolerant species) accounted for most of the benthic organisms identified to the species level from soft bottom benthos samples (HEP 1976, ACOE and LAHD 1980). Data from 1986, 1987, and 2000 showed that polychaetes were still numerically dominant, with crustaceans, mollusks, minor phyla, and echinoderms following in decreasing order of abundance (MEC Analytical Systems 1988, 2002). ~~The project would result in the construction of one pier 20 feet wide and one pier 30 feet wide, located on each side of the soft bottom/mud flat at Berth 78. Placement of these structures on a portion of each side of the mudflat would result in shading of 1020 square feet of the existing mudflat (530 square feet from the South Pier and 490 square feet from the North Pier), potentially reducing the number of benthic organisms that could survive there. Because this area is used by a variety of shore bird as a foraging area, reductions in their food source(s) could result in potentially significant impacts. Mitigation described below, however, would enhance the existing unshaded mudflat by a minimum of 1120 feet² and provide at least 100 ft² of mudflat substrate. Implementation of this measure will reduce impacts to less than significant levels. The proposed project would not result in impacts to these habitats.~~

[Reason for Change:

The Berth 78 improvements have been removed from the proposed project.]

Page 3-31 (RE: Biological Resources – a.)

Therefore, based on the inventory of the project site, it was determined that the majority of the project area does not have the potential to disturb any species identified as a candidate, sensitive, or special-status species by local or regional plans, policies, or regulations, the California Department of Fish and Game (DFG) or the U.S. Fish and Wildlife Service (USFWS). However, because potential impacts to some avian species ~~and the mudflat at Berth 78~~ could occur, mitigation has been incorporated. ~~These~~ This measures would reduce impacts to sensitive biological species and habitats ~~while also increasing the functionality of the mudflat by compensating for the shading that would result from the boardwalk construction.~~ Therefore, impacts associated with these project elements would be less than significant.

[Reason for Change:

The Berth 78 improvements have been removed from the proposed project.]

Page 3-31 (RE: Biological Resources – a., Mitigation Measures)

~~**MM BIO-2.** To reduce impacts at Berth 78 associated with the 1020 square feet of shading from construction of two piers over the existing mudflat, LAHD shall enhance a minimum of 1120 square feet of the unshaded substrate within the mudflat area. To accomplish this goal, LAHD shall contract with a qualified biologist in conjunction with a construction contractor to relocate approximately 240 square feet of the rock from the southeast portion of the mudflat. The rock would be placed on the outer face of the existing protective rock dike. Additionally, approximately 880 square feet of coarse sediments, sand, and gravel in the northwest corner of the mudflat shall be removed and excavated to a depth where the substrate is consistent with the rest of the mudflat. This work will result in a minimum net gain of 100 ft² of viable mudflat area. All work within the intertidal zone shall occur during low tide.~~

[Reason for Change:

The Berth 78 improvements have been removed from the proposed project, and therefore Mitigation Measure BIO-2 is no longer necessary.]

Page 3-33 (RE: Biological Resources – b.)

~~**Less Than Significant with Mitigation Incorporated Impact.** As noted above, the project could have significant impacts on the mudflat at Berth 78. Implementation of Mitigation Measure MM BIO-2 would reduce these impacts to less than significant levels. There are no rivers or streams in proximity to the project area; therefore, no riparian habitat would be affected by the project. There are no sensitive natural communities, with the exception of the mudflat, that are noted in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. Impacts would be less than significant.~~

[Reason for Change:

The Berth 78 improvements have been removed from the proposed project, and therefore Mitigation Measure BIO-2 is no longer necessary.]

Pages 3-33 through 3-34 (RE: Biological Resources – c.)

Most of the project would be developed on land above the high-water mark and outside of jurisdictional wetland areas. However, project elements including construction of three new piers (two at Berth 78 and one at Berth 75), demolition of two buildings located over the water, installation of 30 floating docks, and removal of the wharf deck at the head of the SP Slip would occur over, on, or in

the water column. To ensure that large amounts of debris from these structures would not fall into the water, Mitigation Measure MM BIO-32, as described below, shall be incorporated. Even with this measure, very small pieces of concrete and dust may enter the water. This could result in minor, intermittent increases in turbidity when the structures are removed. Impacts to water quality from demolition of the structures are anticipated to be less than significant. Because water quality would not be significantly impacted, impacts to marine biological species would also be less than significant.

Although the project would result in some modifications to the benthic environment due to pile driving during pier construction, the project would not substantially alter the function of the existing habitat. ~~The mudflat is classified as a “special aquatic site” under the Clean Water Act and must be protected. Before mitigation, improvements at Berth 78 could cause significant adverse impacts to the mudflat. Mitigation Measure BIO-2 above would improve the mudflat’s functionality and minimize the shading effects of the boardwalks by relocating rock and removing coarse sediments, resulting in a less than significant impact.~~

[Reason for Change:

The Berth 78 improvements have been removed from the proposed project, and therefore Mitigation Measure BIO-2 is no longer necessary.]

Page 3-34 (RE: Biological Resources – c., Mitigation Measure)

MM BIO-32. Prior to demolition of any structure overlying Port waters, netting or other appropriate barrier shall be installed underlying the structure. The barrier shall be designed to catch any debris that could otherwise fall into the water during demolition of the structure. The barrier shall be installed and maintained by the construction contractor and verified daily by the construction inspector to be in good condition. The barrier shall remain in place until work on the overlying structure has ceased.

[Reason for Change:

The Berth 78 improvements have been removed from the proposed project, and therefore Mitigation Measure BIO-2 is no longer necessary. Mitigation Measure BIO-3 has been renumbered to MM BIO-2.]

Page 3-34 (RE: Biological Resources – d.)

Less-Than-Significant Impact. There are no wildlife nursery sites on the proposed project site. The project does include demolition of two structures (one wharf and one building) constructed on pilings over the water and another structure (an additional building), a portion of which is built on pilings over the

water. Debris from demolition activities could enter the water and result in increased turbidity and pollution that could harm native resident or migratory aquatic species. ~~Additionally, the project would require some pile driving to construct two piers adjacent to the existing mudflat at Berth 78 and a new pier at Berth 75. Installation of piles and relocation of rocks within the mudflat could increase turbidity.~~ This increase would be short-term in nature and is not expected to substantially impact any fish species. Because fish are highly mobile species, they would avoid the areas during times of disturbance. Additionally, mitigation measure MM BIO-32 would be incorporated into this component of the project to reduce impacts associated with falling debris to less-than-significant levels.

[Reason for Change:

The Berth 78 improvements have been removed from the proposed project.]

Page 3-36 (RE: Cultural Resources – c.)

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less –Than- Significant Impact	No Impact
V.	CULTURAL RESOURCES. Would the project:				
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

[Reason for Change:

This change is to correct a clerical error: Impact V.c should be marked as “Less Than Significant with Mitigation Incorporated” instead of “Less-Than-Significant Impact.” Mitigation Measure MM CULT-4 brings this impact to less-than-significant levels.]

Page 3-46 (RE: Hazards and Hazardous Materials – b.)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

[Reason for Change:

The Fishermen’s Park component has been removed from the proposed project.]

Page 3-47 (RE: Hazards and Hazardous Materials – b.)

Less Than Significant Impact with Mitigation Incorporated. Operation of the proposed project is not expected to result in upset or accidental conditions involving the release of hazardous materials. The project entails removal of some existing hardscape and replacement and enhancement of these areas. Other components include the creation of open space, landscaping, and parking facilities. None of the project components would require the handling or use of acutely hazardous materials on the project site. As discussed above, the construction of the project may involve the handling of small quantities of hazardous materials such as fuels and lubricants. Adherence to local, county, and state regulations would minimize the potential for release of these materials.

An existing fuel tank farm is located at Berth 74, ~~immediately adjacent to the project area, near the existing park at Ports O’ Call (which would be expanded and renamed “Fishermen’s Park” under the proposed project).~~ The tank farm is operated by Jankovich and Son, Inc. and handles four commodities that provide fuel to various vessels in the Port. Two of the commodities, EPA Dyed Diesel and Ultra Low Sulfur Diesel, have flash points greater than 140 degrees Fahrenheit; therefore, they are not considered flammable materials and do not pose an explosion risk.

The remaining two commodities, gasoline and kerosene, have flash points below 140 degrees Fahrenheit and are considered flammable materials. ~~The hazardous footprint of the Jankovich and Son, Inc. tank farm creates an overlap with the amphitheater feature of Fishermen's Park, which is identified as a vulnerable resource under the Port's Risk Management Plan and could result in a significant hazards impact. The following mitigation measure would be implemented to eliminate the hazardous footprint created by the gasoline and kerosene tanks and reduce impacts to a less than significant level. However, proposed improvements in the existing park (building demolition and planting sod) would not create a vulnerable resource. Therefore, impacts would be less than significant.~~

Mitigation Measure

~~**MM HAZ-1:** LAHD shall eliminate the hazardous footprint created by the gasoline and kerosene tanks currently present adjacent to the site for areas affecting the proposed Fishermen's Park. Eliminating the footprint shall occur by relocating the tanks so that they are not near a public area, or by undergrounding or removing the tanks with triple-walled protection and leak detection system, or by some other means that eliminates the potential hazards caused by these facilities. LAHD will work with Jankovich and Son, Inc. to identify and implement this measure before construction of Fishermen's Park. The LAHD Planning Department should provide verification of compliance before construction begins.~~

[Reason for Change:

The amphitheater component of Fishermen's Park has been removed from the proposed project. Therefore, Mitigation Measure MM HAZ-1 has been removed and is no longer necessary.]

Page 3-48 (RE: Hazards and Hazardous Materials – d.)

Less than Significant Impact with Mitigation Incorporated. Proposed project elements at 200 West 22nd Street (the 22nd Street Landing area) include ~~7.8~~ 16 acres of green public open space and associated 1.6 acres of parking. This property is the location of the former Unocal Harbor Pump Station, a crude oil tank farm that operated from 1958 to 1988. The site was remediated and closed in 1994. A health screening analysis was performed following the closure of the site, and there was no indication of a complete receptor pathway for an impact to human health or the environment. Therefore, potential impacts are considered less than significant. If any residual contamination is encountered during project construction, implementation of Mitigation Measure MM HAZ-21 (Page 3-49 of the IS/MND) would further reduce potential impacts.

[Reason for Change:

The text changes reflect modifications to the proposed project, and renumbering of the mitigation measures.]

Page 3-49 (RE: Hazards and Hazardous Materials – d.)

~~The property adjacent to the mudflat at Berth 78 was the former Unocal Marine Station and was a listed Leaking Underground Storage Tank (LUST) site. The underground tanks were removed, and the site was remediated and closed by the Los Angeles RWQCB in December 2004. However, soil contamination located approximately 5 feet below ground surface remains in the vicinity. Excavation within the known areas of contamination near Berth 78 is not expected to go below 3 feet. Exposure to contaminated soil could create an adverse impact to the health of the construction workers. Mitigation Measure MM HAZ-2 will reduce this impact to a less than significant level.~~

[Reason for Change:

The Berth 78 improvements have been removed from the proposed project.]

Page 3-49 (RE: Hazards and Hazardous Materials – d. Mitigation Measure)

MM HAZ-21: All excavation work extending beyond 3 feet below ground surface within the known areas of contamination shall be completed by 40-hr OSHA-certified personnel, working under provisions of the construction contractor's site-specific health and safety plan (SSHSP). A SSHSP shall be drafted for work in the following areas: 22nd Street Landing Area (200 West 22nd Street), and 22nd Street and Sampson Way (260 E. 22nd Street), ~~and Berth 78~~. The SSHSP shall contain the following components to ensure worker safety: discussion of key personnel and responsibilities, job hazards analysis, exposure monitoring plan, site control procedures, personal protective equipment, decontamination measures, standard safety procedures, and an emergency response plan. A copy of the plan for each area shall be submitted to the LAHD Construction Division and Environmental Management Division before ground-disturbing activities begin in these areas.

[Reason for Change:

The Berth 78 improvements have been removed from the proposed project and the mitigation measures have been renumbered.]

Pages 3-53 through 3-54 (RE: Hydrology and Water Quality – a.)

The proposed project would implement infiltration trenches and bioswales, and it would use decomposed granite (a permeable surface) to minimize runoff from the project areas and meet SUSMP requirements. The parking area at 22nd Street and Sampson Way would convert ~~2.5~~2.8 acres of dirt to asphalt pavement, an impervious surface. This area has two existing storm drain pipes. Under the proposed project, a storm drain system would be constructed on site to treat the first 0.75 inch of rainfall, using a 600-foot bioswale, additional storm drain pipe, infiltration trench, and catch basins and inserts. The system would be designed to handle flow for a 25-year storm (at 13.65 gallons per square foot per day) and would contain all flow from this size of storm on site.

The 22nd Street Landing parking area would convert ~~4.25~~ 1.6 acres of dirt and vegetation to asphalt concrete pavement, an impervious surface, ~~and 1.7 acres of decomposed granite, a pervious surface.~~ The parking areas would be located adjacent to ~~7.8~~ 4.6 acres of grass and 12 acres of vegetative groundcover. The 22nd Street Landing area would comply with SUSMP requirements by implementing ~~1000~~ 1,200 linear feet of bioswales. The existing drainage pattern of the 22nd Street Landing area would be such that the water treated by the bioswales would flow toward the base of the adjacent bluff and be contained on site. ~~To assist with infiltration, at least 45 poplar trees would be planted at the base of the bluff, where the root system would take in water and make the soil more porous.~~

[Reason for Change:

Please see explanation following the heading “Page 2-10” of this chapter.]

Page 3-54 (RE: Hydrology and Water Quality – b.)

Overall, the project would create 4 acres of new pervious surface through the creation of landscaping and open space at Ports O’ Call. The project would create ~~6.75~~ 4.4 new acres of impervious surface by adding 2.8 acres of asphalt paved concrete to the existing event parking area at 22nd Street and Sampson Way (currently a dirt and gravel unimproved lot) and 1.6 paved acres to the 22nd Street Landing area, currently a vacant lot covered with dirt and vegetation. The resulting net increase of ~~2.75~~0.4 acres of impervious surface would not substantially interfere with groundwater recharge and would be a less-than-significant impact.

[Reason for Change:

Please see explanation following the heading “Page 2-10” of this chapter.]

Page 3-54 (RE: Hydrology and Water Quality – c.)

Less-Than-Significant Impact. The proposed project would implement bioswales to increase infiltration, which would result in an alteration of the existing drainage pattern and reduce stormwater off site. Current site runoff is captured and conveyed via a stormwater control system. Although the project would result in ~~6.75~~ 4.4 acres of new impermeable surfaces, with modifications and extension of drainage facilities, the same system would continue to capture stormwater runoff after project completion. Changes to the storm drain system would include the installation of new drains within the Nagoya Road realignment, and the project design components in the parking areas at 22nd Street and Sampson Way and the 22nd Street Landing area.

[Reason for Change:

Please see explanation following the heading “Page 2-10” of this chapter.]

Page 3-55 (RE: Hydrology and Water Quality – c.)

~~Some of the project improvements within the Ports O’ Call, SP Slip, and Warehouse No.1 areas would occur over the water. Within the Ports O’ Call area, these improvements include the construction of boardwalks surrounding Berth 78 to the pierhead line in the Main Channel (see Figure 2-12); construction of a pier at Berth 75; demolition of three existing commercial structures, W-1/W-2, W-28/29, and W-27, (the pilings from two of which are over water) and removal of their corresponding wharf deck; and improvements to the Berth 78 mudflat. The construction of the boardwalks at Berth 78 would require installation of pilings, which would be completed during low tidal cycles. Additionally, work to enhance the mudflat would require removal and placement of some existing riprap and removal of some heavier sediments including sand and gravel near the existing timber bulkhead. Turbidity during pile driving and removal activities would increase temporarily and would be accompanied by localized decreased water clarity due to the suspension of fine materials during the pile driving process and prior to the settling of sediments following each installation. The length of time it takes for the suspended material to settle out, combined with the current velocity, determines the size and duration of the turbidity plume. Turbidity also would increase during work in the mudflat but would be temporary. Implementation of Mitigation Measure MM BIO-2, which allows work in the mudflat only to occur during low tidal cycles, would further reduce effects. Any turbidity impacts are expected to be short term and localized, quickly returning to background levels. Water quality impacts from turbidity are expected to be less than significant.~~

[Reason for Change:

The Berth 78 component has been eliminated from the proposed project, and mitigation measure BIO-2 is no longer required.]

Page 3-56 (RE: Hydrology and Water Quality – d.)

Less-Than-Significant Impact. The proposed project would include bioswales to increase infiltration, which would result in an alteration of the existing drainage pattern and reduce stormwater run-off. No streams or rivers are located within the project area, and the project does not have the capacity to affect such resources. The proposed project would result in the enhancement of roadways, pedestrian pathways, parking, and linear access throughout the project area. Improvements would incorporate revitalization of existing waterfront walkways, landscaping, and parking areas. Overall, the project would create 4 acres of new pervious surface and ~~6.75~~ 4.4 new acres of impervious surfaces, for a resulting net increase of ~~2.75~~ 0.4 acres of impervious surface. Surface runoff in the 22nd Street Landing area, due to the parking improvements, would be incrementally increased but contained on site ~~in the adjacent grass area beneath the bluff.~~

[Reason for Change:

Please see explanation following the heading “Page 2-10” of this chapter.]

Page 3-57 (RE: Hydrology and Water Quality – e.)

Less-Than-Significant Impact. The proposed project would result in more impermeable surfaces than currently exist on site. Pedestrian walks in some areas would be made of decomposed granite, which allows for increased permeability when compared to concrete or asphalt, resulting in decreased runoff. Overall, the project would create 4 acres of new pervious surface due to new landscaping and creation of green open space. The project would also create ~~6.75~~ 4.4 new acres of impervious surfaces, due to the one improved and one new parking area, for a resulting net increase of ~~2.75~~ 0.4 acres of impervious surfaces. Existing stormwater drainage systems, together with planned modifications as detailed above in the 22nd Street and Sampson Way parking area and 22nd Street Landing area, would have adequate capacity to receive the runoff.

The long-term operations of the project have the potential to create an increase in polluted stormwater runoff, which could increase the amount of urban pollutants entering nearby surface waters. The proposed project includes the addition of approximately ~~9~~ 4.4 acres of parking in the 22nd Street/Sampson Way and 22nd Street Landing areas. Parking areas often hold auto pollutants such as fuels and oils until the first hard rain. During this initial storm event the concentrated pollutants would be transported via runoff to the stormwater drainage system. Anticipated runoff contaminants associated with the proposed project include sediment, oil and grease, metals, bacteria, and trash. With implementation of post-development treatment control BMPs that would be used during long-term operations of the project to reduce erosion and water pollution in accordance with the SUSMP, impacts would be less than significant.

[Reason for Change:

Please see explanation following the heading “Page 2-10” of this chapter.]

Page 3-65 (RE: Noise, Operational Impacts)

Activities associated with the use of the proposed facilities included as part of the San Pedro Waterfront Enhancements Project would not generate substantial levels of noise. Enhanced public gathering areas, such as the Downtown Plaza, and Paseo, and Fishermen's Park may be used to hold events that could generate noise during the day, on evenings, or weekends, for limited time periods. These areas are already used as special event and gathering spaces.

~~In the expanded Fishermen's Park, speakers will be mounted on lighting poles for use during events. The speakers will be mounted toward the Main Channel, away from surrounding residences on Beacon Street.~~

[Reason for Change:

The Fishermen's Park amphitheater element has been eliminated from the proposed project.]

Pages 3-65 through 3-66 (RE: Noise – a.)

Sensitive noise receptors within the project area include:

- residents along Beacon Street, south of 7th Street;
- residents along Harbor Boulevard, north of 3rd Street;
- residents within the Crescent Avenue neighborhood;
- Liberty Plaza, which hosts the YMCA Worldtots daycare and Boys and Girls Club recreational facility at Harbor Boulevard and 5th Street;
- Los Angeles Maritime Museum; and
- recreational users of ~~Fishermen's Park~~ in Ports O' Call and Cabrillo Beach.

[Reason for Change:

The Fishermen's Park amphitheater element has been eliminated from the proposed project.]

Page 3-69 (RE: Noise – a.)

Based on the noise levels in Table 3-11, sensitive receptors within 300 feet of an active construction site may be exposed to construction noise in excess of the City's 75-dB construction noise standard. The majority of the major construction activities would occur beyond 300 feet from sensitive receptors. However, some of the proposed improvements would be located near sensitive receptors in the vicinity of the Boys and Girls Club at Liberty Plaza, the Los Angeles Maritime

Museum, and recreational users of the Cabrillo Beach and ~~Fishermen's Park~~ at Ports O' Call.

[Reason for Change:

The Fishermen's Park amphitheater element has been eliminated from the proposed project.]

Page 3-69 (RE: Noise – a.)

Pile driving activities will be associated with construction of the boardwalks at ~~Berth 78 and Berth 75, which will extend out to the pierhead line in the Main Channel~~, and along the breakwater at Cabrillo Beach. It is anticipated that pile driving will be used as part of the construction process. Pile driving with an impact pile driver is anticipated to generate a noise level of 101 dBA at a distance of 50 feet from the source. Table 3-12 calculates estimated sound levels from pile driving activities as a function of distance. Point source attenuation of 6 dB per doubling of distance, as well as molecular absorption of 0.7 dB per 1,000 feet and anomalous excess attenuation of 1 dB per 1,000 feet, are assumed (Hoover and Keith 1996).

[Reason for Change:

The Berth 78 elements have been eliminated from the proposed project, thereby eliminating the need for pile driving within the Ports O'Call area.]

Page 3-70 (RE: Noise – a., Mitigation Measures)

MM NOI-1. The contractor shall use a pile driver with noise containment shrouds and/or noise-reducing hammer technology in place of an impact pile driver to reduce impacts from pile driving activities ~~in Ports O'Call and at~~ Cabrillo Beach.

[Reason for Change:

The Berth 78 elements have been eliminated from the proposed project, thereby eliminating the need for pile driving within the Ports O'Call area.]

Page 3-74 (RE: Public Services – a. iv. Parks)

No Impact. The demand for parks is generally associated with an increase in housing or population in an area. The project is associated with an increased demand for waterfront parks and open space, and consists of pedestrian walkways or promenades, plazas, and new and existing public open space. The project would create ~~passive~~ recreational opportunities at the 22nd Street Landing

area, where ~~7~~ 16 acres of green public open space would be created. ~~The existing park at Ports O' Call would also be expanded by 2.5 acres under the proposed project.~~ No adverse impacts would occur. Additional recreation and park areas are part of current planning and feasibility studies for nearby surrounding areas of the proposed project.

[Reason for Change:

Please see explanation following the heading "Page 2-10" of this chapter.]

Page 3-75 (RE: Recreation – a.)

No Impact. An increase in the use of recreational facilities is generally a result of significant population growth in an area. The project would not have the potential to increase the population within the city. While the proposed project is expected to increase the use of existing parks and recreation areas by linking them with pedestrian pathways and improving access to the Red Car Line, substantial physical deterioration of existing parks is not anticipated. While visitors to the site are currently using existing parks and recreational facilities, the project would provide ~~7~~ 16 additional acres of ~~passive~~ open space for local and regional visitors. No adverse impacts would occur.

[Reason for Change:

Please see explanation following the heading "Page 2-10" of this chapter.]

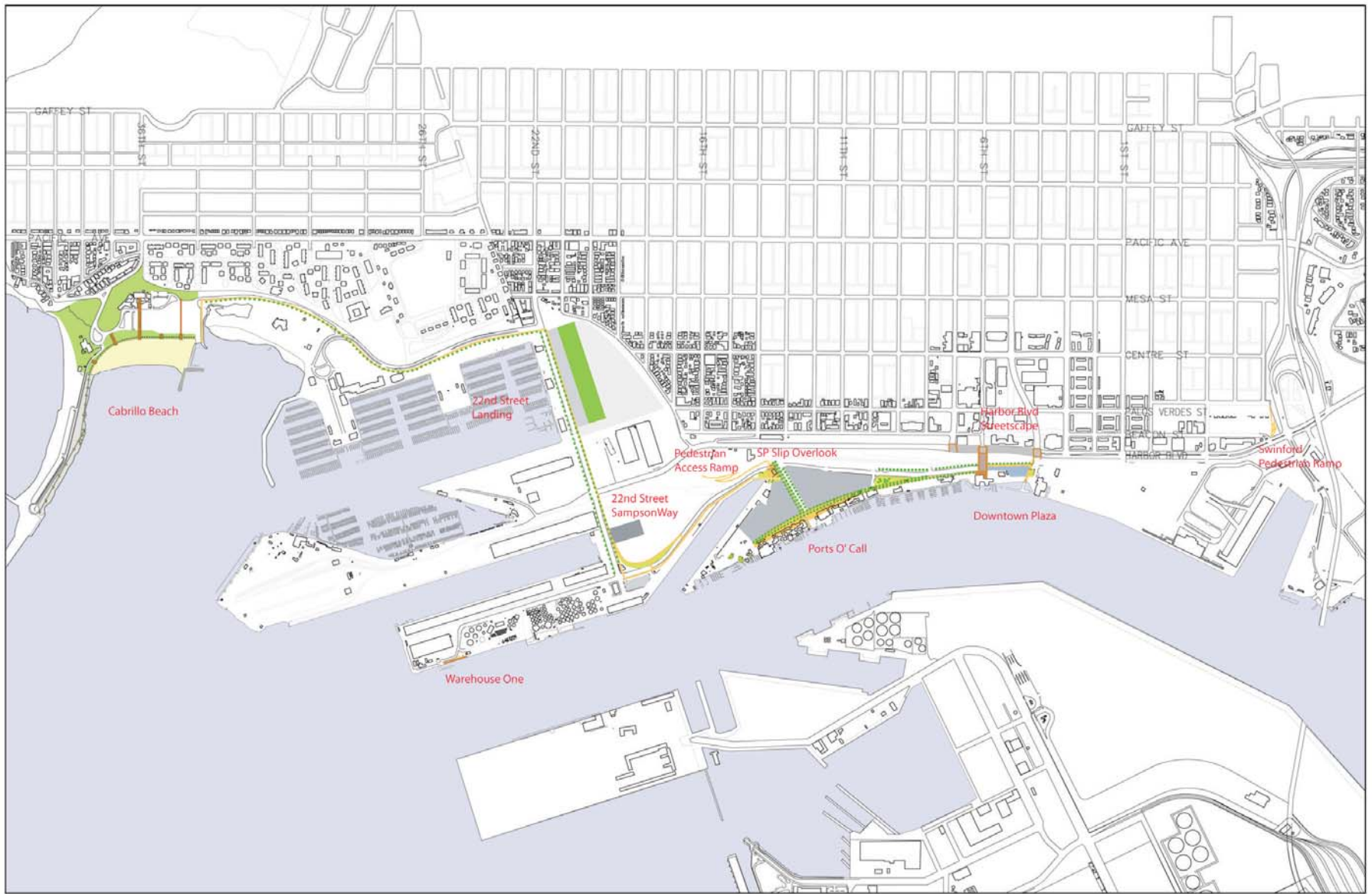
Page 3-78 (RE: Transportation/Traffic – f.)

Less-Than-Significant Impact. Project improvements would maintain the 98 parking stalls in the Downtown Plaza, but would remove ~~275~~ 150 parking stalls within Ports O' Call Village to accommodate ~~the park expansion,~~ pedestrian enhancements, and Nagoya Way road realignment. The parking spaces within the Ports O' Call would be replaced ~~in the improved~~ with 700 ~~150 paved-spaces in~~ the parking area at 22nd Street and Sampson Way, currently a dirt and gravel lot used for event parking. In addition, project elements at the 22nd Street Landing area, which include open space, pedestrian improvements, and a parking area, would provide ~~800 new~~ 175 parking spaces. As part of the project, the parking improvements at 22nd Street and Sampson Way would be phased prior to removals within the Ports O' Call Village to ensure that an adequate number of parking stalls are available throughout construction of the project. The project would increase available parking by a total of approximately ~~575~~ 137 spaces (~~approximately 450 spaces are currently available at the dirt and gravel lot~~ there are 38 existing parking spaces in the 22nd Street Landing Area that would be incorporated into the 175 spaces created under the project). As discussed above, following construction, the project would generate approximately 223 trips per day, which is considered a minor increase compared to the number of trips that the proposed parking facilities would accommodate. Additionally, the new parking areas would provide future users direct access to the 22nd Street Landing

area, as well as convenient access to Red Car Station No. 4 via the enhanced pedestrian walk. Accordingly, the usability and parking areas would be enhanced from the direct linkages to the Red Car system. Therefore, parking deficiencies would not occur, and impacts would be less than significant.

[Reason for Change:

Please see explanation following the heading "Page 2-10" of this chapter.]



04591.04

Source: EDAW 2006

Figure 2-9 (Revised)
Project Concept Plan



04591.04

Source: EDAW, 2006

**Figure 2-11 (Revised)
Downtown Plaza Concept**



04591.04

Source: EDAW, 2006

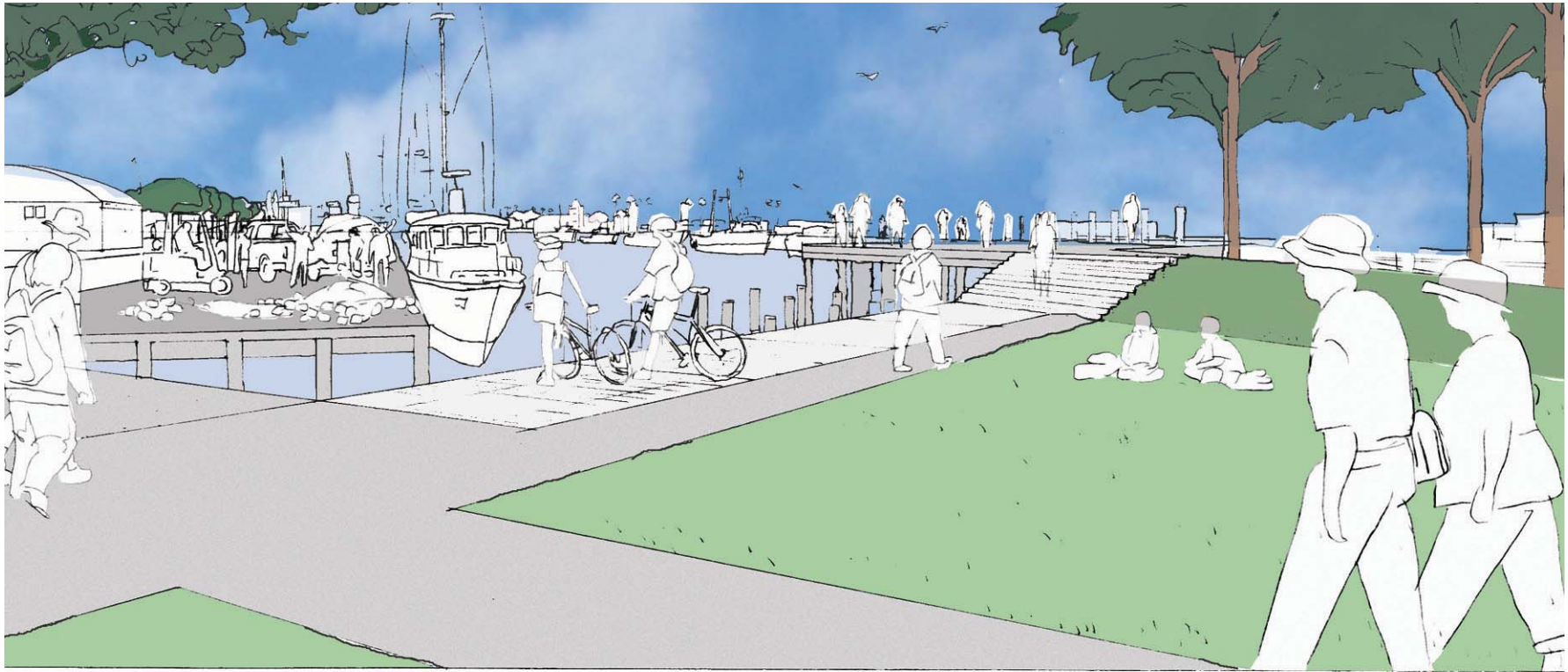
Figure 2-12 (Revised)
Ports O'Call Village and SP Slip Improvements



04591.04

Source: EDAW 2006

Figure 2-13 (Formerly 2-16)
Berth 78 Entrance Sign

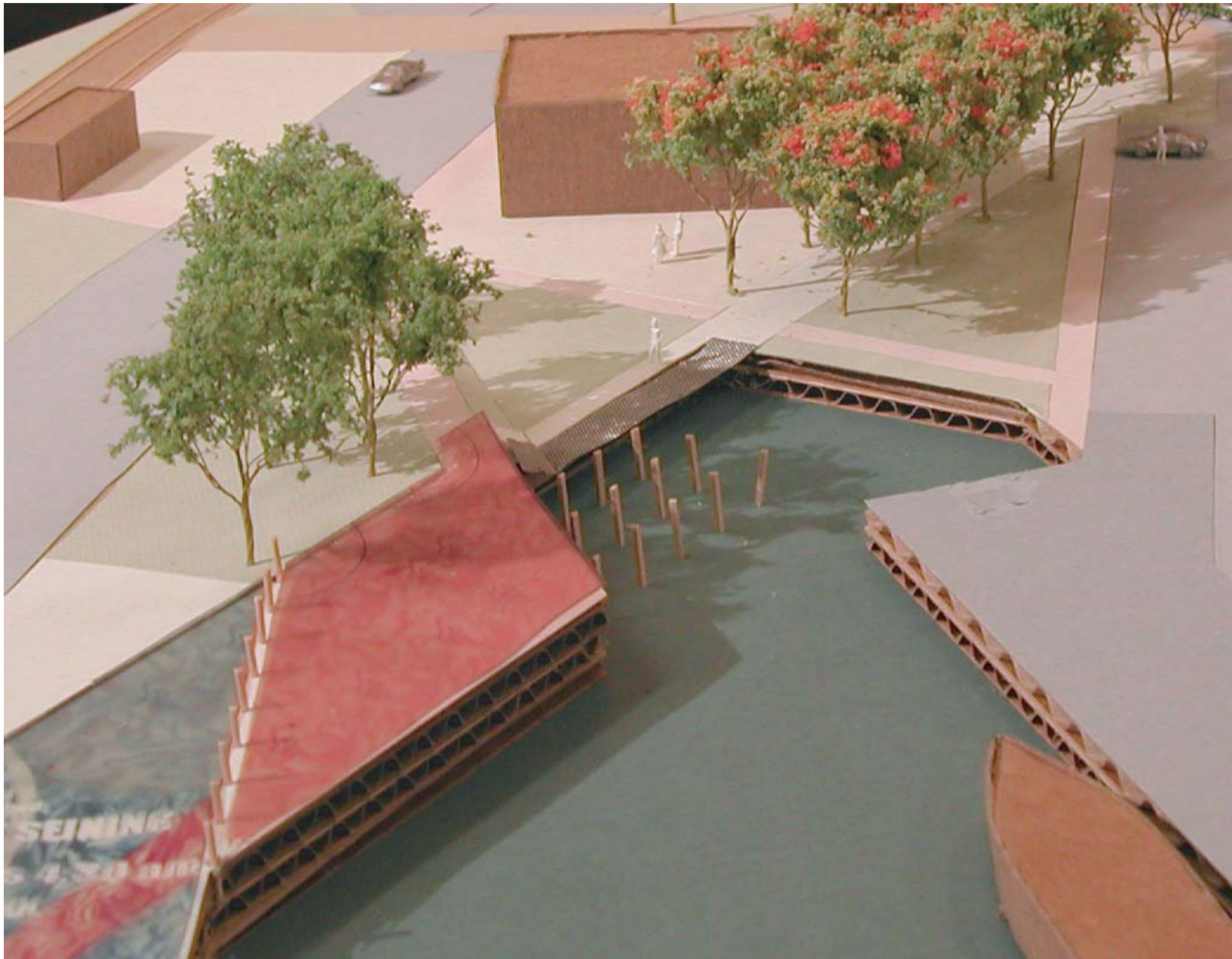


POLA - SP SLIP CONCEPTUAL BLOCKOUT - VIEW 4

T. ALLEN 02/05

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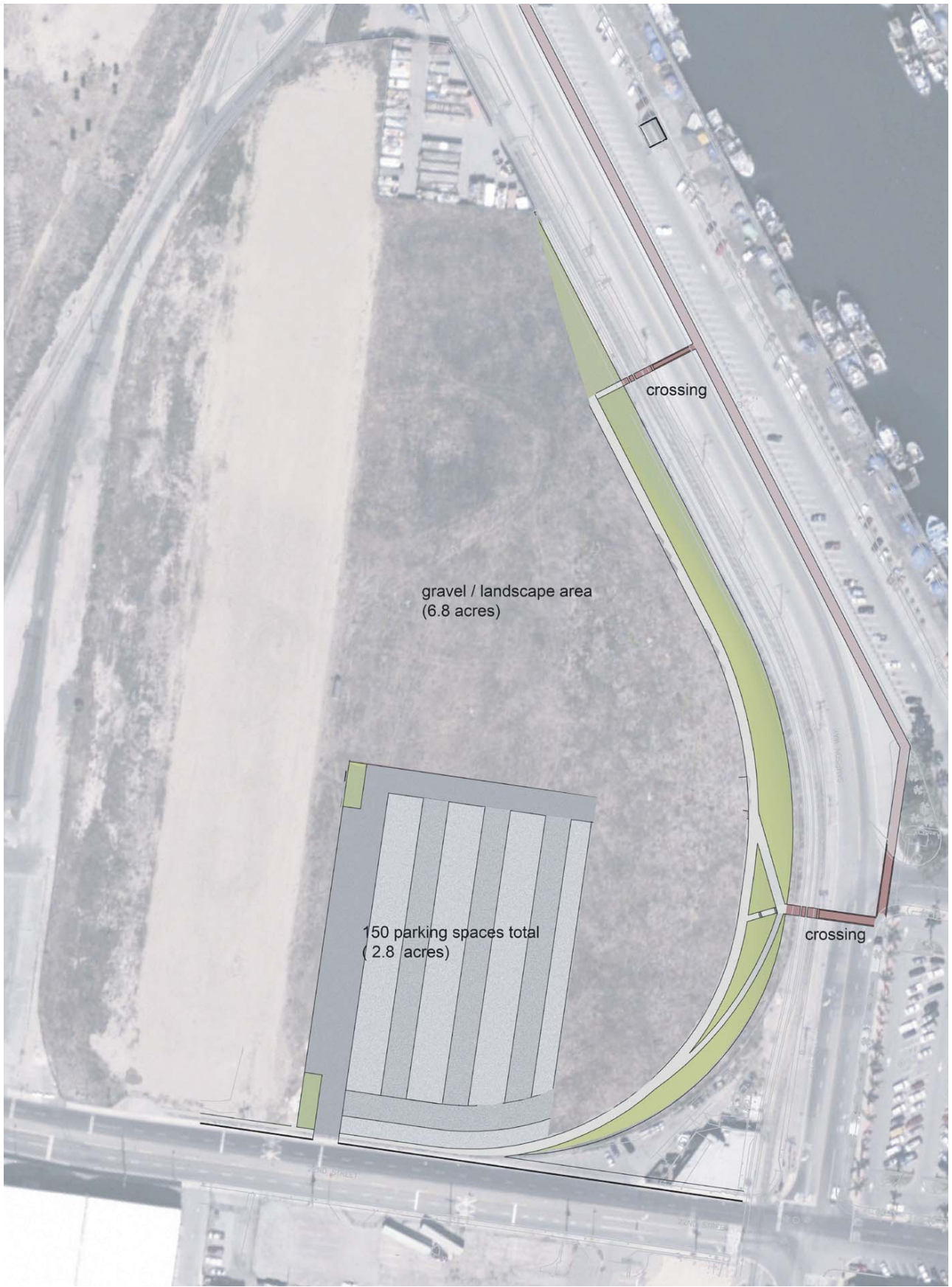
Source: Port of Los Angeles, 2005.



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Source: EDAW, 2005.

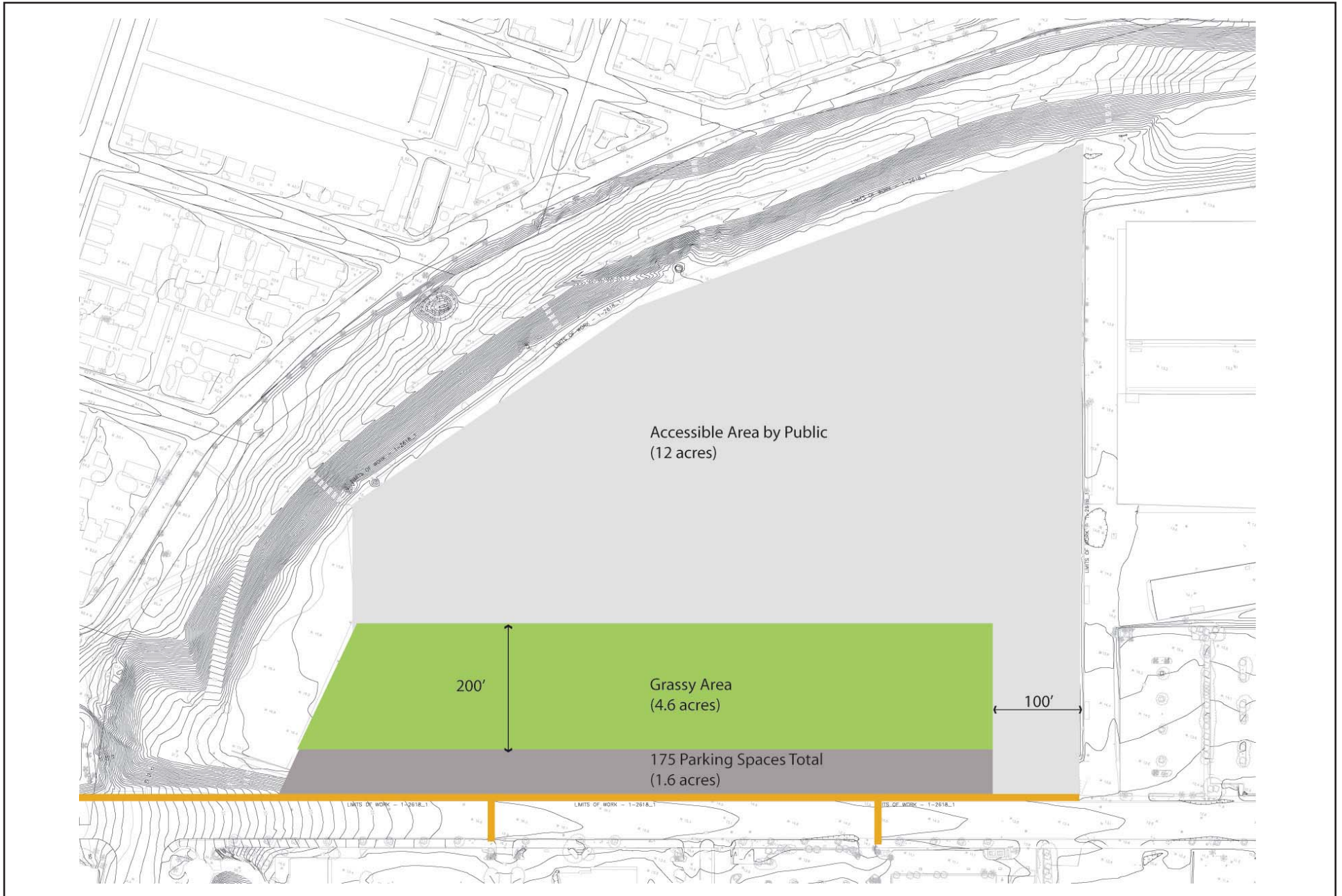
**Figure 2-15 (Formerly 2-21)
SP Slip Concept Model**



04591.04

Source: EDAW 2006

**Figure 2-16 (Formerly 2-13, Revised)
Sampson Way and 22nd Street Parking**



04591.04

Source: EDAW 2006

Figure 2-17 (Formerly 2-22, Revised)
22nd Street Recreation and Parking Concept



Source: EDAW 2006

Figure 2-18 (Formerly 2-23, Revised)
Cabrillo Beach Improvements



04591.04

Source: Port of Los Angeles, 2002.

**Figure 2-19 (Formerly 2-24)
Angeles Walk Stanchion**



04591.04

Source: Port of Los Angeles, 2002.

Figure 2-20 (Formerly 2-25)
Angel's Walk Map

Walk Sites

1) BRIDGE > MARITIME MUSEUM PAGES 8-15

- 1 Los Angeles World Cruise Center
- 2 S.S. Lane Victory
- 3 Catalina Air-Sea Terminal
- 4 Terminal Island
- 5 Vincent Thomas Bridge
- 6 Waterfront Red Car Line
- 7 John S. Gibson Jr. Park
- 8 Liberty Hill
- 9 Fire Station 112
- 10 Reservation Point
- 11 Los Angeles Maritime Museum
- 12 Los Angeles Maritime Institute

2) HISTORIC DOWNTOWN SAN PEDRO PAGES 16-21

- 13 San Pedro Municipal Building
- 14 Sports Walk Hall of Fame
- 15 Warner Grand Theatre
- 16 Arcade Building
- 17 Art District
- 18 U.S. Post Office
- 19 Den Norske Sjømannskirke
- 20 Muller House Museum
- 21 Dalmatian-American Club

3) PORTS O' CALL > MARINA PAGES 22-25

- 22 Ports O'Call Village
- 23 Fishermen's Wharf
- 24 S.P. Slip
- 25 Utro's Café
- 26 State of California Department of Fish and Game
- 27 Municipal Fish Market
- 28 Warehouse No. 1

4) MARINA > BREAKWATER PAGES 26-30

- 29 Cabrillo Marina
- 30 Salinas de San Pedro

- 31 Cabrillo Marine Aquarium
- 32 Cabrillo Beach Bath House
- 33 Breakwater
- 34 Angels Gate Lighthouse

FARTHER AFIELD PAGES 31-33

- 35 Point Fermin Park
- 36 Point Fermin Lighthouse
- 37 Korean Friendship Bell
- 38 Fort MacArthur Military Museum

Stanchions

- 1 SS Lane Victory
- 2 World Cruise Center
- 3 Red Car Line
- 4 John S. Gibson Jr. Park
- 5 Liberty Hill
- 6 The Ralph J. Scott Fireboat
- 7 Municipal Ferry Building (w/Terminal Island)
- 8 Warner Grand Theatre
- 9 San Pedro Municipal Building
- 10 San Pedro Main U.S Post Office
- 11 Ports O'Call
- 12 Southern Pacific Slip
- 13 Timms' Point and Landing
- 14 Municipal Fish Market
- 15 Warehouse No. 1
- 16 Cabrillo Marina
- 17 Fort MacArthur
- 18 Cabrillo Marine Aquarium
- 19 Cabrillo Beach Bath House



Figure 2-21 (Formerly 2-26)
Angel's Walk Stanchion Site List