



US Army Corps of Engineers®



San Pedro Waterfront Project DEIR/DEIS



Comments

The public review process is intended to allow agencies and the public to provide feedback to the Corps and Port on the information provided in the Draft Environmental Impact Statement / Report (DEIS/DEIR). Please submit your comments on the proposed project, alternatives, mitigation measures, and any other information that may help us prepare a comprehensive Final Environmental Impact Statement/Report for the San Pedro Waterfront Project. Public comments from community, civic and industry stakeholders can also be submitted via e-mail at ceqacomment@portla.org. Emails must reference "San Pedro Waterfront Project" in their subject line and must include a valid mailing address from the person(s) submitting the comment. Your name, address and contact information must also be listed below in order for your comment to be accepted into the public record.

Name Marcia Garcia Telephone/Fax _____

Organization/Company _____

Address _____

City/State/Zip Code 230 N. Grand Ave # 7

E-Mail _____

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to one or both of the following addresses:

Dr. Spencer D. MacNeil
Senior Project Manager
U.S. Army Corps of Engineers, Los Angeles District
Regulatory Division, Ventura Field Office
2151 Alessandro Drive, Suite 110
Ventura, CA 93001

Dr. Ralph Appy
Director of Environmental Management
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90731

COMMENTS: (Please use the reverse side if necessary.)

More the waterfront, need to see more of it we need jobs



US Army Corps
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San Pedro Waterfront Project DEIR/DEIS



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Name Mayra Peron Telephone/Fax (310) 832-1145 - ext 116

Organization/Company Toberman

Address 131 N. Grand Ave

City/State/Zip Code S.P. 90731

E-Mail _____

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to one or both of the following addresses:

Dr. Spencer D. MacNeil
Senior Project Manager
U.S. Army Corps of Engineers, Los Angeles District
Regulatory Division, Ventura Field Office
2151 Alessandro Drive, Suite 110
Ventura, CA 93001

Dr. Ralph Appy
Director of Environmental Management
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90731

COMMENTS: (Please use the reverse side if necessary.)

*Beautiful site we need more accessibility
Support proposed project.*



Proyecto de Desarrollo del Paseo de San Pedro DEIR/DEIS



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HARBOR DEPARTMENT
CITY OF LOS ANGELES

Comentarios

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Nombre Maribel Reyes. Teléfono/Fax _____

Organización/Compañía _____

Dirección 265 W 2nd St Apt. 253 San Pedro CA 90731.

Ciudad/Estado/Código Postal _____

Correo Electrónico _____

Por favor deposite sus comentarios en la caja de comentarios o envíelo por correo antes del 8 de diciembre a una de las siguientes direcciones:

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U.S. Army Corps of Engineers, Los Angeles District
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Ventura, CA 93001

Dr. Ralph Appy
Director Environmental Management Division
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90731

COMENTARIOS: (Use el otro lado si es necesario)

Si me gusto A Toda mi familia.
Para cominar con mis hijos
Apoyo del Proyecto.



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San Pedro Waterfront Project DEIR/DEIS



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Name Paul Newman Telephone/Fax _____

Organization/Company Jefferson

Address 131 N Grand Ave.

City/State/Zip Code SP.

E-Mail _____

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Senior Project Manager
U.S. Army Corps of Engineers, Los Angeles District
Regulatory Division, Ventura Field Office
2151 Alessandro Drive, Suite 110
Ventura, CA 93001

Dr. Ralph Appy
Director of Environmental Management
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90731

COMMENTS: (Please use the reverse side if necessary.)

Very nice, keep up the good job. I support the project.



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San Pedro Waterfront Project DEIR/DEIS



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Name ERNIE NUÑEZ Telephone/Fax _____

Organization/Company TOBERMAN NEIGHBORHOOD CENTER

Address 131 N. GRAND AVE.

City/State/Zip Code SAN PEDRO, CA. 90731

E-Mail _____

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Dr. Ralph Appy
 Director of Environmental Management
 Los Angeles Harbor Department
 425 South Palos Verdes Street
 San Pedro, CA 90731

COMMENTS: (Please use the reverse side if necessary.)

I LOVE THE NEW WATERFRONT
 (ESPECIALLY THE WATER SHOW!)
 AND I TOTALLY SUPPORT THE SAN
 PEDRO WATERFRONT PROJECT.



Proyecto de Desarrollo del Paseo de San Pedro DEIR/DEIS



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Nombre Viviana Puga Teléfono/Fax _____

Organización/Compañía _____

Dirección 596 w 1st st

Ciudad/Estado/Código Postal San Pedro C.A. 90731

Correo Electrónico _____

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Dr. Ralph Appy
Director Environmental Management Division
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90731

COMENTARIOS: (Use el otro lado si es necesario)

yo pienzo que esta bien, ya que
atrae gente ^{turismo}, y esta bien que continue
y apollamos el proyecto



**Proyecto de Desarrollo del Paseo de San Pedro
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Nombre SARA RAYAS Teléfono/Fax (310) 832-2711
 Organización/Compañía Tabernunt
 Dirección 209 S ARMONA CT #244
 Ciudad/Estado/Código Postal SAN PEDRO
 Correo Electrónico _____

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Dr. Ralph Appy
 Director Environmental Management Division
 Los Angeles Harbor Department
 425 South Palos Verdes Street
 San Pedro, CA 90731

COMENTARIOS: (Use el otro lado si es necesario)

*Me gusta mucho desfrutarlos cominando
 le ha dado mucho mas belleza a San Pedro.
 Tabernunt
 Sara Rayas.*



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Nombre Ruben Villanueva Teléfono/Fax 310 832 2711
 Organización/Compañía Tobemen
 Dirección 209 S Armona Cort. 289
 Ciudad/Estado/Código Postal San Pedro CA 90731
 Correo Electrónico _____

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Dr. Ralph Appy
 Director Environmental Management Division
 Los Angeles Harbor Department
 425 South Palos Verdes Street
 San Pedro, CA 90731

COMENTARIOS: (Use el otro lado si es necesario)

I Support project for jobs

From: [Holy Skate](#)
To: [Ceqacomment:](#)
Subject: San Pedro Waterfront Project - Our Apologies,
Date: Tuesday, December 09, 2008 7:59:38 AM
Attachments: [San Pedro Waterfront Project - Skateboarding Areas.pdf](#)

This email was sent with the wrong heading, now that it's been corrected it's arriving a day late!

You can decide weather to include it or not, but letters postmarked yesterday will arrive tomorrow of the next day ... so it's not really late!

~Sage

Holy Skate! ~ 1621 W. 25th St. #33 ~ South Shores ~ Los Angeles, CA 90732

hello@holyskate.com ~ holyskate@gmail.com

holyskate.com ~ holysk8.com

myspace.com/holysk8 ~ youtube.com/holyskate33 ~ holyskate.skyrock.com
myworld.ebay.com/holysk8

Holy Skate!

America's Public Service Skateboard Company

1621 W 25th St #33 ~ South Shores ~ Los Angeles, CA 90732

hello@holyskate.com holyskate.com holysk8.com holyskate.skyrock.com

myspace = holysk8 youtube = holyskate33 ebay = holysk8

There are many exciting **ideas for the waterfront project!**

We'd like to propose that **areas for skateboarding be included.**

Up to 25% of the youth population, and a statistically relevant number of adults, enjoy skateboarding.

Over 90% of today's skaters prefer to skate "street" style. They don't require the bowls reminiscent of empty swimming pools, nor the fence enclosed, cumbersome, above ground quarter and half pipes most equate with skateboarding.

A skatepark no longer has to look like a skatepark.

There will be 20 to 50 perfect areas in the waterfront project for **Holy Skate's Signature Multi-use Skateparks**, though we only propose adding a few.

All that's **required** is **flat smooth cement!** Add a strong **bench**, a **ledge**, a **low metal rail**, **stairs**, or a **banked surface** of any kind to create a perfect place for young people to practice their art.

Many communities utilize attractive landscape design for skatespots or skateplazas, some with planters or even sculptures. We consider these areas **multi-use** because **when not populated by skateboarders, people can sit on benches, stroll through the area, and even use the elevated surfaces for plays or other performances.**

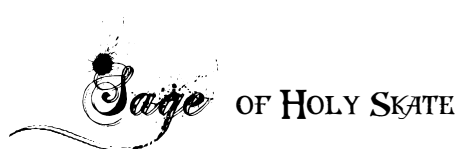
With direction or intuitive vision, any landscape architect can design such skateparks. Please go to this Internet web address to get some ideas for small skateplazas: tinyurl.com/HSPlaza .

A young person needn't come from a low income household to enjoy the benefits of daily skateboarding, but there are low income areas on either side of the downtown San Pedro shopping district. **If these young people are allowed the recreational activities they prefer, it's more likely they'll not get tripped up by the common pitfalls of young people today; drugs, gangs, vandalism, truancy, or general inactivity.**

It's difficult to estimate the real life usefulness for many of the new waterfront's components, but given the popularity of skating today, **any skateable, designated area will be used daily by local young people.**

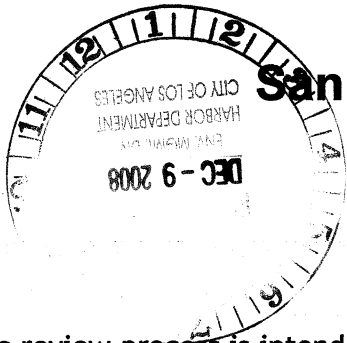
We hope you'll agree that inclusion of small skateplazas in the San Pedro Waterfront Project would have a positive effect on the community. **Please feel free to contact me**, anyone associated with Holy Skate, anyone associated with skatepark design, any proponent of skateboarding, **or any proponent of youth recreational activities**, for guidance in this endeavor.

Thank you for your consideration,





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Name Veronica Mendera Telephone/Fax (310) 832-0022

Organization/Company _____

Address 123 S. Arboles Crt. #142

City/State/Zip Code San Pedro CA. 90731

E-Mail veronizamendera1@yahoo.com

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to one or both of the following addresses:

Dr. Spencer D. MacNeil
Senior Project Manager
U.S. Army Corps of Engineers, Los Angeles District
Regulatory Division, Ventura Field Office
2151 Alessandro Drive, Suite 110
Ventura, CA 93001

Dr. Ralph Appy
Director of Environmental Management
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90731

COMMENTS: (Please use the reverse side if necessary.)

If this change will bring jobs to the immediate San Pedro community (low income 1st) that would be great to build growth in San Pedro. This proposed project will lift the economy and value of all property. Improve the life value and will help San Pedro stand out even more.



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San Pedro Waterfront Project DEIR/DEIS

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Name Sarah Choszyk Telephone/Fax 310-924-9821

Organization/Company _____

Address 25221 Bigelow Rd

City/State/Zip Code Torrance CA 90505

E-Mail siriushealing@gmail.com

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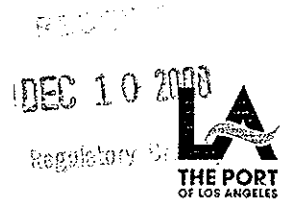
I Fully Support the Port's "Proposed Project".

- I support the Cruise Ship Terminals at the Outer Harbor to receive "State of the Art" Cruise Ships in Los Angeles as outlined in the Proposed Project.
- I support having a master developer redevelop the entire Ports O' Call Area as outlined in the project.
- I support a continuous 8-mile long waterfront promenade as outlined in the Proposed Project.
- I support new water cuts (the North, Downtown and 7th Street Harbors) and the 7th street pier.
- I support the Town Square, Downtown Civic Fountain, Fisherman's Park and San Pedro Park.
- I support the Deindustrialization of Port Lands as outlined in the Proposed Project.
- I support the Waterfront Red Car Realignment and Extension as outlined in the Proposed Project.
- I support the Expansion and Realignment of Sampson Way and the 7th Street/Sampson Way intersection Improvements as outlined in the Proposed Project.



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Name HASHEMI, CAROL Telephone/Fax 310 377-8881

Organization/Company _____

Address 28619 BlytheWOOD Dr.

City/State/Zip Code RPT Ca. 90275

E-Mail _____

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Name Jodie Mendoza Telephone/Fax (310) 766-5935

Organization/Company _____

Address 226 Monterey Blvd

City/State/Zip Code Hermosa Bch, CA 90254

E-Mail jodiem16@yahoo.com

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to one or both of the following addresses:

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Name Marvie Roberts Telephone/Fax (562) 787-3273

Organization/Company _____

Address 3725 San Anselme Ave

City/State/Zip Code Long Beach / CA 90808

E-Mail Marvie@tmail.com

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U.S. Army Corps of Engineers, Los Angeles District
Regulatory Division, Ventura Field Office
2151 Alessandro Drive, Suite 110
Ventura, CA 93001

Dr. Ralph Appy
Director of Environmental Management
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90731

COMMENTS: (Please use the reverse side if necessary.)

I Fully Support the Port's "Proposed Project".

- I support the Cruise Ship Terminals at the Outer Harbor to receive "State of the Art" Cruise Ships in Los Angeles as outlined in the Proposed Project.
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- I support the Expansion and Realignment of Sampson Way and the 7th Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

From: [kathleen dwgkaw](#)
To: [Ceqacomments;](#)
Subject: San Pedro Waterfront DEIR/DEIS comments
Date: Wednesday, December 10, 2008 12:56:30 AM
Attachments: [kathleenjohnSPWP.rtf](#)

Jan,
Please find attached the comments from John Miller and myself as individuals.
Thanks,
Kathleen Woodfield

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December 8, 2008

Dr. Spencer D. MacNeil
U.S. Army Corps of Engineers
Los Angeles District
Regulatory Division, Ventura Field Office
2151 Alessandro Drive, Suite 110
Ventura, CA 93001

Dr. Ralph Appy
Director Environmental Management Division
425 S. Palos Verdes Street
San Pedro, CA 90731

Re: Draft EIR/EIS San Pedro Waterfront Project Sept. 2008, ADP# 041122-208, State Clearinghouse Number 2005061041

Dear Sirs,

Thank you for the opportunity to provide comments to the above-referenced DEIR/DEIS. We are disappointed that the Waterfront Project that was originally intended to be park-rich and broaden recreational use and access to the waterfront has morphed into a cruise berth and cruise terminal project.

Opposed to Outer Harbor Cruise Berths and Terminal

The proposed project, with its Outer Harbor cruise berths and cruise terminal, will require an additional security zone that will reduce recreational access and public access to the waterfront. Moreover, from an operational aspect, the Outer Harbor cruise berths and terminal will increase air pollution, health impacts, traffic and noise within the community. (Please see the Mack study "Cancers in the Urban Environment which identifies cancer pockets in the Port area.) The negative impacts associated with the operation of the Outer Harbor cruise berths and terminal can be greatly reduced by accommodating cruise industry growth at the existing Inner Harbor cruise berth and terminal. This can be done with the three-ship berth design featured in Alternative 4.

Opposed to The North Harbor Water Cut

We are opposed to the Outer Harbor berths and cruise terminal in the proposed project and believe that potential growth in the cruise industry can be effectively and efficiently accommodated at the Inner Harbor near the existing downtown World Cruise Center by creating a three-ship berth design. The three-ship berth design can not be built if the North Harbor Water Cut is created. Therefore, we are also opposed to the North Harbor Water Cut. We are concerned that the Port has commissioned a design contract with Tetra Design, Inc. which includes the North Harbor Water Cut. This contract was signed in March, 2008.

Support the Sustainable Waterfront Plan

We are concerned that the Proposed Project contained in the DEIR/DEIS is not sustainable and does not approach current economic and environmental conditions in a responsible manner. We support the Sustainable Waterfront Plan brought forward by the LA Waterfront Working Group and the sustainability concepts contained within that plan. We ask that the DEIR/DEIS be recirculated so that the Sustainable Waterfront Plan can be included as a viable alternative and given co-equal analysis. The Sustainable Waterfront Plan makes use of the three-ship berth design in the Inner Harbor.

Predetermination

We are concerned that Port Staff's vigorous promotion of the preferred project and failure to include viable alternatives in the DEIR/DEIS for co-equal analysis, such as the Sustainable Waterfront Plan or the Community Preferred Plan, serve to predetermine the outcome of this study.

Cruise Industry Growth Analysis

We believe the cruise-industry growth assumptions that underpin the need for the Outer Harbor cruise berths and terminal are faulty. This industry analysis is from a consultant report commissioned in 2006. The findings of this report are based on old data that predate today's dramatically changed economy. We believe that these assumptions and trend lines are no longer valid and should be re-evaluated.

Mitigate Impacts to a Level of Insignificance

The impacts of this project have not been mitigated to a level of insignificance. The port should mitigate project specific impacts to a level of insignificance, and that if all feasible project level mitigations fail to bring impacts below the level of significance, then port-wide mitigations should be implemented to off-set the residual project level impacts until a level of insignificance is met.

Air Quality

We are concerned about the numbers game being played with regard to ship emissions and how they are being studied/evaluated in this DEIR/DEIS. Splitting the ship emissions associated with expanded cruise operations between two separate locations that are in such close proximity creates a statistical outcome that understates the impacts caused by these emissions. This should not be done. The impacts of these emissions should be evaluated and studied as a whole and not divided into pieces so that each piece looks less significant.

The preferred project should not create a clean berth (Outer Harbor)/dirty berth (Inner Harbor) scenario as it raises issues of environmental justice. From a public health standpoint as well as an Environmental Justice standpoint, both the Inner and Outer Harbor berths should be held to the same emission reduction standards. These standards should be increased at both locations as identified by the Port Community Advisory Committee Air Quality Subcommittee in their comments to this DEIR/DEIS.

Green House Gasses

We find the following statement (found in section Impact AQ-9, page 3.2-124), to be of great concern:

"In actuality, an appreciable impact on global climate change would occur only when the proposed project GHG emissions combine with GHG emissions from other man-made activities on a global scale"

We believe that this approach to air pollution and global warming is unconscionable and does not reflect the goals of "Green Growth" or the Clean Air Action Plan. The preferred project has large scale GHG emissions and must deal with them responsibly. This statement reads as an attempt to sweep these emissions under the rug. This must be re-evaluated.

Ports of Call

The project calls for a complete reconstruction of the Ports-O-Call area without preserving current viable businesses. This will result in the loss of more than 300 jobs. This level of job loss will further undermine current economic conditions. These businesses and the jobs associated with them must be protected.

Emergency Preparedness

This Study must include an evaluation of emergency preparedness and the impacts that the proposed cruise activity would have on existing resources. The proposed plan incorporates two outer harbor cruise berths for large cruise ships containing thousands of individuals. How will these individuals be evacuated and protected in case of a catastrophic event at the Port.

What resources will be used. How will the community's access to first responders be preserved and protected with the additional needs required by the cruise population, which is equivalent to that of a small city.

Please refer to the Performance Audit of the City of Los Angeles' Emergency Planning Efforts and Citywide Disaster Preparedness, June, 2008. City Controller Laura Chick.

We include the following points from the PCAC EIR Subcommittee's written comments here and incorporate as additional concerns:

Recreational Use

We assert that creation of a cruise ship terminal at Kaiser Point creates an industrial use in an area that has been reserved for recreational use. What has become of the Port's previous commitments to reserve this area for recreation? We wish to clearly state that a cruise ship terminal is an industrial type use just like an airport or a bus station. Passenger Terminals are more correctly classified as "Cargo Use" as are Container Terminals and Break-bulk Terminals. Recreational Uses are Parks, Maritime-Related Museums, Community Buildings and Marinas (and their related uses, ie. launching ramps, club houses, sport fishing facilities, dry boat storage).

The outer harbor cruise berth and its required 100 yard security zone will greatly interfere with recreational boating and diminish access to the promenade and the waterfront. This is in contrast to the stated goals of this plan.

The DEIR (p. 3.12-22) indicates when cruise ships are berthed at the new facilities, access to Cabrillo Marina will be reduced in width from 180 yards to a mere 80 yards, over a fifty five percent reduction. This impact must be recognized as significant and fully mitigated.

Normally commercial or industrial uses abutting a recreational or residential use must provide buffers on the commercial/industrial property. In the case of the cruise activity in this proposed project, recreational boaters are required to maintain a 100 yard, non-useable security buffer in the recreational area. Also, over half of the access to Cabrillo Marina (100 yards out of 180 yards existing) is eliminated for security purposes. We are opposed to this loss of recreational use.

Water Pollution

We note that the US EPA's Draft Cruise Ship Discharge Assessment Report (Dec. 2007) raised serious concerns about sewage contamination from cruise ships. In one week a large cruise ship generates approximately 210,000 gallons of blackwater (human waste), 1,000,000 gallons of grey water (water from sinks baths, showers, laundry and galleys), 25,000 gallons of oily bilge water and more than 130 gallons of hazardous wastes (dry cleaning, photo processing equipment cleaning, medical waste, paints and thinners, batteries, discarded and expired chemicals). We are concerned that this material, even if discharged beyond 12 miles offshore, poses a significant hazard to public health and the ecosystem of the California Coast especially locally. We assert that this problem has not been adequately identified and assessed in the DEIR. Given that POLA and BOHC will be taking a discretionary action that may increase cruise ship traffic if the Proposed Plan is adopted, this issue must be fully evaluated in the recirculated DEIR. If the US EPA's final report is available it should be used in the study of this problem. We note that the EPA is obligated to release its final report by Dec.2008.

Aesthetics

We do not agree with the DEIR/DEIS finding of no significant aesthetic impact. We believe that the outer harbor berths will create a significant aesthetic impact, especially from the vantage point at Cabrillo Beach when there is a ship at berth. We do not find it satisfying that an individual should move to the other side of the beach if they do not want to look at a large cruise ship(s) at such close proximity. (This is what was told to the committee by the consultant who was responsible for this section of the DEIR/DEIS study.) Moving to the other side of the beach, in and of itself, is an example of the consequence of the impact.

Rendered photographs in Section 3.1, Aesthetics clearly illustrate that cruise ships berthed in the Outer Harbor will affect views and the general ambience of recreation areas at Cabrillo Beach and Cabrillo Marina. This impact must be recognized as significant and fully mitigated.

Additional renderings must be included in the DEIR showing parking structures as seen from Harbor Boulevard at locations between Santa Cruz and O'Farrell Streets. Rendered photographs of the proposed parking structures between 8th and 12th Streets must also be provided.

Conclusion

In conclusion, we do not support the proposed project and its Outer Harbor berth and terminal. Cruise industry growth should take place near downtown in order to have cruise passenger dollars circulate through the local economy. This will help the State of California. We believe that the DEIR/DEIS should be recirculated to incorporate a co-equal analysis of the Sustainable Waterfront Plan.

Respectfully,

Kathleen Woodfield
San Pedro Resident
Signature on File

Dr. John Miller
San Pedro Resident
Signature on File

From: janet.simon@ubs.com
To: [Ceqacomment;](#)
Subject: San Pedro Waterfront Project
Date: Thursday, December 11, 2008 9:34:10 AM

As a 5-year resident of San Pedro, I am enthusiastic about any revitalization project in my community. I am a relatively young homeowner in San Pedro and was attracted to the community because of the proposed Bridge to Breakwater project that unfortunately never came to fruition. The development of the waterfront area is long overdue. Downtown San Pedro and Ports O' Call have become so dilapidated and unattractive that it is extremely difficult to attract new businesses and services to the area. The waterfront project is a wonderful way to bring revenue to the community to finance an overhaul. I have visited several port towns during my travels, and I am embarrassed to say that the port of Los Angeles is an antiquated eyesore by comparison. When cruise ship travellers disembark in Seattle and Miami they are greeted with dozens of local attractions and amusements to keep their dollars in the port city. When travellers come to the Port of LA, one heads for the nearest taxi or bus depot to take them far, far away from the port and the panhandlers and loiterers that fill the area. Los Angeles should have a world-class port with a thriving local community, but it has a long way to go before that becomes a reality. It is frustrating to hear the complaints of people who have resided in the area for 40+ years who oppose the project because it will bring traffic, noise, or myriad other minor nuisances. These are the same people who, throughout history, have always been dissenters of progress, and on the one hand complain that the community is in a decline but on the other hand refuse to support revitalization projects. I sincerely hope that the reality of the waterfront project is not compromised because a cantankerous few wish to stand in the way of the needs of a growing community of younger residents and families who will thrive on the redevelopment of San Pedro.

Janet L. Simon
3105 S. Kerckhoff Ave.
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(562)708-1304

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San Pedro Waterfront Project DEIR/DEIS



Comments

The public review process is intended to allow agencies and the public to provide feedback to the Corps and Port on the information provided in the Draft Environmental Impact Statement / Report (DEIS/DEIR). Please submit your comments on the proposed project, alternatives, mitigation measures, and any other information that may help us prepare a comprehensive Final Environmental Impact Statement/Report for the San Pedro Waterfront Project. Public comments from community, civic and industry stakeholders can also be submitted via e-mail at ceqacomment@portla.org. Emails must reference "San Pedro Waterfront Project" in their subject line and must include a valid mailing address from the person(s) submitting the comment. Your name, address and contact information must also be listed below in order for your comment to be accepted into the public record.

Name Sheri Ballard Telephone/Fax 310) 701-6062
 Organization/Company _____
 Address 4310 W. 141st St. #B
 City/State/Zip Code Hawthorne CA 90250
 E-Mail Sheri6062@yahoo.com

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to one or both of the following addresses:

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 Senior Project Manager,
 U.S. Army Corps of Engineers, Los Angeles District
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